

AVIATION SAFETY BULLETIN

QUARTER 2 | 2026

Safe Skies, Secure Fiji

Power Bank Restrictions

Aviation Rescue Fire Fighting Service



ISO 9001:2015 Certified

An official publication of the Civil Aviation Authority of Fiji



STATIC PORTS
DO NOT PLUG OR DEFORM HOLES.
AREA WITHIN RED LINE MUST BE
SMOOTH AND CLEAN

STBY

OXYGEN DISCHARGE



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Lessons from a 2022 Brisbane Departure Event*



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Message from CAAF's Chief Executive

Bula Vinaka,

Welcome to the second edition of CAAF's Aviation Safety Bulletin for 2026. As we move into the second half of the year, this edition reflects something I believe strongly in; that safety in aviation is never finished business. It is built day by day, through the choices we make and the lessons we're willing to learn from.

This edition looks at a runway occurrence overseas alongside developments in Sustainable Aviation Fuel. The runway incursion lesson is a good reminder that even experienced professionals can be caught out when information is misread or not double-checked. That is precisely why we share these lessons. Learning from what goes wrong elsewhere is one of the best ways to prevent it happening here.

While learning from operational occurrences remains fundamental to aviation safety, investing in people and leadership is equally important to the long-term resilience of our aviation system. I am proud that this edition features CAAF's hosting of the Advanced Master in Air Transport Management Programme for emerging Pacific aviation leaders. It's a small but meaningful part of how Fiji supports stronger aviation leadership and regulatory capability across the region, not just within our own borders.

You'll also find practical articles on certification, air traffic control licensing, aerodrome rescue and firefighting services, and the safe handling of power banks as dangerous goods. These are the kinds of everyday details that keep our system running safely, and worth a read.

Our industry is changing quickly, new technology, environmental requirements, and workforce demands are all reshaping how we operate. None of us can meet these challenges alone. It will take collaboration and a genuine willingness to adapt from everyone in the sector.

That's really the heart of aviation safety; it belongs to all of us. Regulators, operators, pilots, engineers, ground crew, security personnel, every person working in this industry has a hand in keeping the travelling public safe. That means learning together, reporting hazards honestly, and maintaining a culture where people can raise concerns without fear of blame.

I encourage you to read this Bulletin, share it with your colleagues, and let us know what you think. Your feedback genuinely shapes how we improve, both this publication and the work we do.

Thank you, as always, for your commitment to keeping our skies safe.

Theresa Levestam

CHIEF EXECUTIVE

RUNWAY INCURSION AND PERFORMANCE RISK

Lessons from a 2022 Brisbane Departure Event

Overview

On 30 November 2022, an aircraft departing Brisbane Airport inadvertently entered and commenced take-off from a temporarily closed section of Runway 01R. The aircraft became airborne within the closed portion of the runway, creating a significant operational and safety-of-flight risk.

Although the aircraft departed safely, the event exposed several systemic issues related to NOTAM interpretation, dispatch planning, ATIS awareness, and operational communication—all of which are highly relevant across the region, including in Fiji.

This article highlights the key factors behind the occurrence and outlines the lessons learned to support safer aerodrome and flight operations.

Key Contributing Factors

1. Misinterpretation of NOTAM Information

A NOTAM in force at the time described the runway works as a displaced threshold on Runway 01R.

While technically correct, the way the information was presented led to operational ambiguity:

The closure was interpreted as a threshold displacement, rather than a full-length runway closure in one direction.

The training captain misread a dispatcher's summary note and assumed that performance calculations for the reciprocal runway (19L) were not affected.

This highlights a broader issue within international operations: NOTAMs frequently contain dense, abbreviated information that is prone to misinterpretation, especially during high workload or when cross-referenced with dispatch notes.

2. ATIS Advisory Not Incorporated

Upon arrival earlier in the day, the flight crew did not identify or account for the reduced landing distance for Runway 19L as published on the ATIS.

This omission indicates:

A missed safeguard layer in crew situational awareness.

A potential disconnect between NOTAM content, ATIS updates, and performance planning processes.

For operators, this reinforces the need to ensure active cross-checking between aerodrome operational information sources (NOTAM, ATIS, ATC instructions and pre-flight dispatch packages).

3. Runway Entry and Closed Section Awareness

The crew subsequently taxied for departure and entered a section of runway that was physically closed.

The aircraft initiated and continued its takeoff roll, becoming airborne before reaching the open portion of the runway.

This presents several operational hazards:

Reduced runway length for acceleration and rotation

Exposure to obstacles or aerodrome works equipment

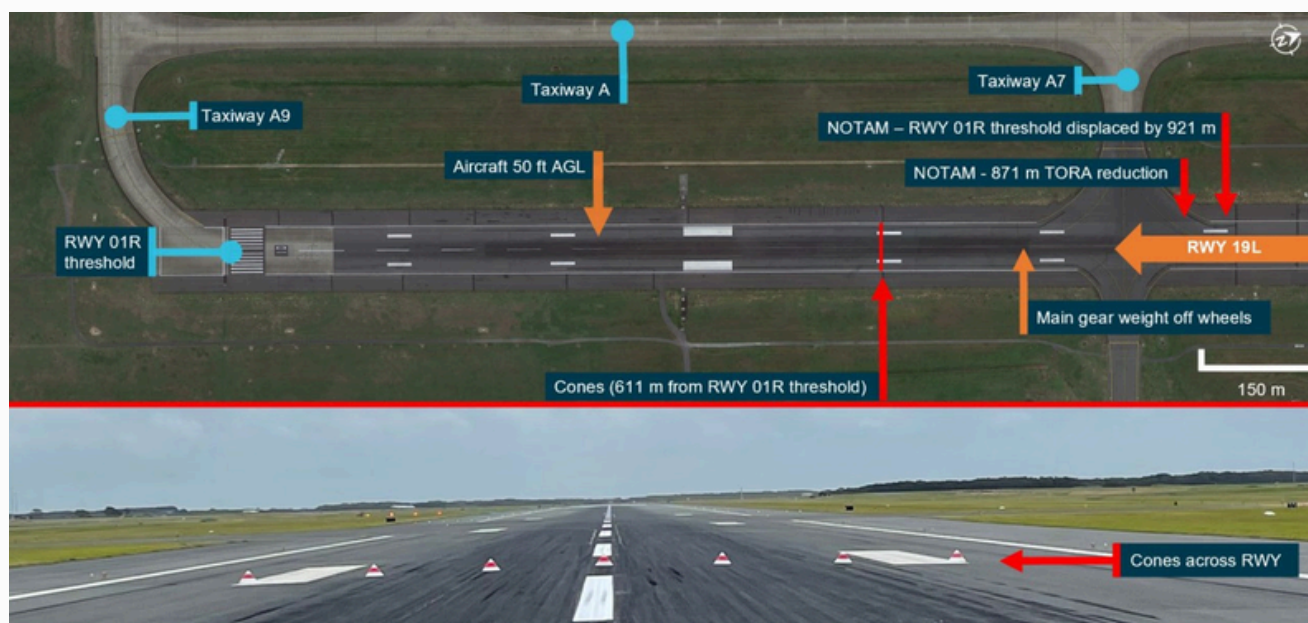
Reduced margins for rejected takeoff

Fortunately, none of these hazards materialised in this event, but the potential consequences were serious.

Safety Actions Taken

Following the investigation, action was taken by stakeholders to improve both the presentation and use of NOTAMs, including:





1. Enhanced NOTAM Formatting and Clarity

The aim was to reduce ambiguity, particularly in cases where runway closures, displaced thresholds or partial works areas affect performance calculations or runway usability.

2. Improved Dispatcher and Pilot Briefing Practices

Operators reviewed internal processes to ensure:

- Clearer performance-related annotations
- Standardisation of how runway closures and displacements are communicated
- Reinforced crew–dispatcher cross-verification of critical runway data

3. Strengthening the Link Between NOTAM, ATIS and Operational Planning

Airlines were encouraged to emphasise mandatory cross-checking of:

- NOTAMs
- ATIS advisory content
- Flight planning system outputs

This ensures crews fully integrate all sources of operationally relevant aerodrome information.

Lessons for Pacific and Regional Operators

Although the event occurred in Australia, the lessons are highly applicable across the Pacific:

- ✓ Prioritise NOTAM comprehension

NOTAMs must convey essential safety information, yet are often difficult to interpret. ANSPs, AIS units, and operators must work together to adopt plain-language, structured NOTAMs aligned with ICAO NOTAM Modernisation guidance.

- ✓ Operators must strengthen performance planning verification Especially when dealing with displaced thresholds, runway works, and reciprocal runway use.

- ✓ Crew resource management is critical Misunderstandings between dispatch notes and flight crew interpretation can create dangerous alignment gaps.

- ✓ ATIS must always be treated as a primary operational source If ATIS contains runway length changes or closures, these must be incorporated into performance calculations immediately.

Conclusion

The 30 November 2022 Brisbane runway event serves as a timely reminder that runway works, aerodrome operational changes, and NOTAM-dependent information introduce significant risk if not

clearly presented, fully understood and consciously cross-checked.

For Fiji and the wider region, this reinforces the importance of:

- Clear AIS information
- Robust operational communication
- Strong internal oversight by operators
- Continuous improvement in aerodrome safety processes

As aerodromes grow busier and procedures become more performance-based, the accuracy, clarity and usability of NOTAMs and operational data becomes more critical than ever.

Safety Message

All aviation stakeholders that clear understanding and correct application of aerodrome operational information is essential to maintaining the highest standards of safety.

The recent Brisbane runway incident demonstrates how NOTAM complexity, misinterpretation of dispatch notes, and incomplete cross-checking of ATIS information can align to create serious operational hazards, even within well-managed environments and among experienced crews.

In Fiji, our commitment to aviation safety requires that:

- AIS Providers ensure the timely publication of accurate and unambiguous aeronautical information.
- Operators and dispatch teams apply robust internal processes to interpret runway closures, displacements, and operational limitations with precision.
- Flight crews actively cross-verify NOTAMs, ATIS, dispatch briefings, and performance calculations as part of standard flight preparation.

- Aerodrome operators maintain clear, visible, and consistent markings during runway works and ensure effective communication with AIS and ATC.

Safety is a shared responsibility. Each layer—from the accuracy of NOTAMs to flight crew situational awareness—forms part of the barrier system designed to prevent incidents. When any layer weakens, risk rapidly increases.

CAAF encourages all aviation professionals to maintain vigilance, foster a culture of clear communication, and uphold strict adherence to operational requirements. By strengthening these fundamentals, we continue to ensure the safe, efficient, and resilient operation of Fiji's aviation system.

Together, we protect our skies.

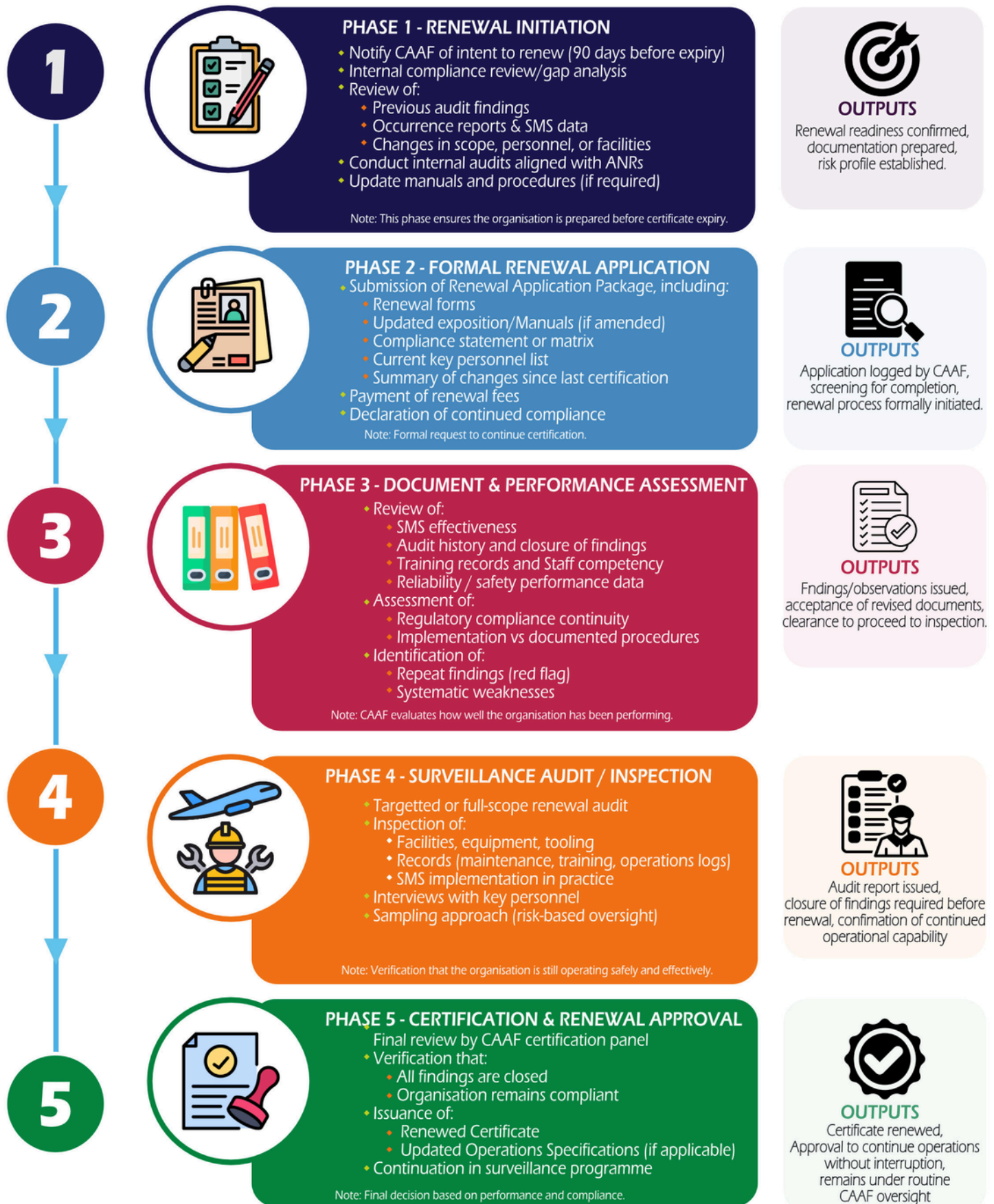
Source: SKYbrary@eurocontrol.int

5-PHASE CERTIFICATION PROCESS

for an Initial Certification



5-PHASE CERTIFICATION PROCESS for Re-certification



CHAPTER 5

AIR TRAFFIC CONTROL

5.1 APPLICABILITY

This chapter prescribes the minimum requirements governing the issue of an Air Traffic Controller's Licence by the Civil Aviation Authority of Fiji (CAAF).

This is in accordance with the Standards Document – Personnel Licensing (SD-PEL) and the Air Navigation Regulations (ANR).

5.2 ELIGIBILITY REQUIREMENTS

(a) General Requirements:

- Be at least 21 years of age, fit and proper person;
- Hold a valid Class 3 Medical Certificate.
- Hold a valid Air Traffic Control Trainee Permit or a current air traffic controller's licence issued by a foreign contracting State to the Convention; and
- Have at least –
 - Three months experience exercising the privileges of an air traffic trainee permit issued under this SD-PEL; or
 - Two years of experience, within the State of issue, exercising the privileges of an air traffic controller's licence issued by a foreign contracting State to the Convention; and
 - Have at least 10 hours experience on the flight deck of an aircraft in controlled airspace; and

(b) Knowledge Requirements: Have passed examinations relevant to the duties of an air traffic controller, in the following subject areas:

- Air Law
- Air Traffic Services procedures
- Meteorology
- Navigation
- Human Factors
- Radiotelephony

5.3 TRAINING REQUIREMENTS

The applicant must satisfactorily complete an approved ATC training course.

Training shall be conducted by:

- A certified Air Traffic Service Provider under ANR 145A; or
- An approved Aviation Training Institution under ANR 145B.

5.4 EXPERIENCE REQUIREMENTS

The applicant shall provide evidence of:

- Completion of On-the-Job Training (OJT)
- Successful competency assessments
- Operational ATC experience
- Supervised operational control

5.5 LANGUAGE PROFICIENCY

The applicant shall demonstrate a minimum ICAO Level 4 language proficiency in radiotelephony communications.

5.6 PRIVILEGES

An air traffic controller's licence authorises the holder to exercise the privileges of –

- An air traffic control trainee permit; and
- A flight information service officer licence; and
- Any current air traffic controller's ratings and validations held.

The holder of an Air Traffic Controller's Licence is authorised to:

- Provide Air Traffic Control services
- Issue clearances
- Maintain safe, orderly and efficient flow of air traffic

5.7 LIMITATIONS

The holder shall:

- Exercise privileges only within valid ratings
- Maintain competency and currency
- Hold a current medical certificate

Chapter 6 – Air Traffic Controller’s Ratings Reference: SD PEL -PAGE 350-352

1. Applicability

Chapter 6 outlines the minimum requirements for the validation of ATC ratings and defines the associated privileges and limitations. The ratings covered include:

- Aerodrome Control Rating
- Approach Control Procedural Rating
- Approach Control Surveillance Rating
- Approach Precision Radar Control Rating
- Area Control Procedural Rating
- Area Control Surveillance Rating; and

2. Eligibility and Training Requirements

To qualify for the issue or validation of an ATC rating, applicants must:

- Hold a valid Air Traffic Controller Licence.
- Complete an approved training course relevant to the specific rating.
- Successfully cover required subject areas such as airspace structure, ATC procedures, equipment usage, weather phenomena, and emergency procedures.

In addition, applicants must complete supervised On-the-Job Training (OJT):

- Aerodrome Control: Minimum of 90 hours or 1 month
- Approach/Area Control: Minimum of 180 hours or 3 months

Applicants must also:

- Pass all required examinations conducted by an approved ATS provider or certified training institution.
- Demonstrate competency (skills, judgement, and performance) to an authorised examiner.

3. Issue and Validation Process

Once all requirements are met:

- The approved examiner confirms competency.
- The instructor completes and submits the required documentation to the Authority.
- Upon approval and payment of applicable fees, the rating is endorsed on the licence.

4. Privileges and Limitations

Each ATC rating authorises the holder to provide air traffic control services specific to:

- The type of rating issued, and
- The validated aerodrome or control area.

Controllers must ensure they are fully familiar with current operational information before exercising any privileges.

5. Recency Requirements

To maintain currency:

- Controllers must perform at least 6 hours of operational duty within 28 days.
- If not current, they must demonstrate competency under supervision before resuming duties.
- If inactive for 6 months or more, retraining and reassessment are required before privileges are reinstated.



CAAF Hosts Advanced Master in Air Transport Management Programme for Pacific Aviation Leaders

The Civil Aviation Authority of Fiji (CAAF) has successfully hosted the first two (2) sessions of the Advanced Master in Air Transport Management Programme in Nadi, Fiji, reinforcing Fiji's role as a regional aviation hub and a leader in capacity building for Pacific Small Island Developing States (PSIDS).

The official opening was officiated by the Permanent Secretary for the Ministry of Tourism and Civil Aviation (MTCA) Ms. Salaseini Daunabuna, alongside Ms. Theresa Levestam, Chief Executive of the Civil Aviation Authority of Fiji (CAAF) and was attended by five (5) distinguished Guests of Honour, namely Mr. Nicolas Cazalis, Vice President, ENAC, Mr. Marc Houalla, Director of SEAC-PF and Director of Civil Aviation Authority, French Polynesia, Mr. Benjamin Delannoy, Head of Mission, French Embassy in Fiji and Mr. Tiang Guan Tay, Dean of the Singapore Aviation Academy. Their presence reaffirmed the Government of Fiji's and CAAF's strong commitment to regional aviation leadership and institutional strengthening.

The programme commenced on 5 May 2026 and brings together 19 senior aviation officers from PSIDS, providing scale and diversity to the learning environment. Participants represent aviation administrations from across the Pacific, including Fiji, Samoa, Tonga, Solomon Islands, Tuvalu and French Polynesia.

Strengthening Regional Aviation Capacity

Hosted by CAAF under the PSIDS initiative, the programme is delivered through a strategic partnership between the École Nationale de l'Aviation Civile (ENAC), France, and the Singapore Aviation Academy (SAA), with the support of the Direction Générale de l'Aviation Civile (DGAC), France, and the Civil Aviation Authority of Singapore (CAAS). This collaboration reflects strong European and Asian institutional backing for Pacific aviation development.

The Advanced Master in Air Transport Management Programme is internationally recognised and designed to build high-level expertise among aviation regulators, policymakers, and senior managers responsible for the safety, security, and sustainability of air transport systems.

Programme Objectives

The programme provides senior aviation managers and decision-makers with a comprehensive and in-depth understanding of air transport systems. Key objectives include:

- Developing a holistic understanding of air transport, encompassing safety, security, regulation, operations, and sustainability
- Strengthening governance and oversight capabilities in civil aviation authorities
- Enhancing participants' ability to design and implement Strategic policies and regulatory frameworks
- Building analytical, research, and critical-thinking skills relevant to complex aviation environments

By the conclusion of the programme, participants are equipped to make informed decisions that support safe, efficient, and sustainable air transport systems within their respective States.

Programme Structure and Duration

The Advanced Master in Air Transport Management Programme is structured over approximately 10 months, aligning with the Singapore Aviation Academy framework. It comprises two key phases:



- Academic Phase – covering air transport economics, safety and security oversight, aviation regulation, governance, and strategic management through lectures, case studies, and group work.
- Professional Phase – comprising an internship and a supervised thesis, allowing participants to apply theory to real-world aviation challenges within their States.

This extended structure ensures participants gain both academic depth and practical leadership capability, making the programme particularly valuable for small island aviation administrations.

Regional Collaboration and Knowledge Sharing

A key strength of the programme lies in its emphasis on regional collaboration. Beyond classroom learning, a specially organised SAA Alumni Dinner was held, reconnecting approximately 60 Singapore Aviation Academy alumni from Fiji, Samoa, Solomon Islands, Tonga, and Tuvalu. The event strengthened professional networks, encouraged peer learning, and reinforced long-standing regional partnerships.

Such cross-border engagement enhances cooperation among Pacific aviation authorities and supports greater harmonisation of aviation standards across the region.

Long-Term Benefits for the Aviation Sector

Graduates of the Advanced Master in Air Transport Management Programme return to their organisations better prepared to:

- Lead organisational reform and capacity building initiatives
- Strengthen regulatory compliance with ICAO standards
- Support sustainable aviation growth and resilience
- Mentor and develop future aviation professionals

Ultimately, the programme contributes to safer skies, improved connectivity, and stronger aviation systems — outcomes that directly support economic growth and regional integration in the Pacific.

A Strategic Investment in Aviation Excellence

The Advanced Master in Air Transport Management Programme was officially launched at the 3rd Changi Aviation Summit by Mr. Han Kok Juan, Director-General of the Civil Aviation Authority of Singapore (CAAS), and Mr. Chems Chkioua, Director-General of Civil Aviation (DGAC), France. This high-level launch underscores the programme's international credibility and strategic importance.

More than an academic qualification, the programme represents a strategic investment in people, institutions, and the future of Pacific aviation. Through strong international partnerships, a carefully designed curriculum, and a focus on real-world application, CAAF continues to play a pivotal role in developing capable, confident, and forward-looking aviation leaders for the region.

...the programme represents a strategic investment in people, institutions, and the future of Pacific aviation.



Sustainable Aviation Fuel (SAF) Developments

ReFuelEU Aviation

The European Union's ReFuelEU Aviation Regulation (Regulation), introduced under the EU "Fit for 55" climate framework, became applicable from January 2025 and aims to increase the use of Sustainable Aviation Fuel (SAF) across the aviation sector, beginning with commercial aviation.

The Regulation places binding obligations on three distinct parties:

a) Aviation fuel suppliers

The aviation fuel suppliers must progressively increase SAF blending levels from 2% in 2025 rising to 70% by 2050, with increasing emphasis on synthetic aviation fuels (e-fuels).

b) Aircraft operators (airlines)

Airlines are required to use the blended fuel at EU airports and are restricted from avoiding compliance by fuelling up outside the EU a practice known as fuel tankering.

c) EU-designated airports

EU airports, as a regulated party, must ensure that compliant SAF blended fuel is made available within their operations.

Key requirements across all three parties include mandatory SAF blending, fuel and emissions reporting, restrictions on fuel tankering practices, and penalties for non-compliance.

ReFuelEU Aviation forms part of broader international efforts to reduce aviation greenhouse gas emissions and support long-term decarbonisation of air transport operations.

Although Fiji is not directly subject to the Regulation, the framework may have indirect implications for the Fiji aviation sector through international airline operations, evolving environmental reporting expectations, and changes in global aviation fuel supply chains.

Fiji aviation stakeholders may observe increasing integration of sustainability considerations into operational planning, fuel procurement practices, and emissions management as international operators and fuel suppliers progressively align with global SAF and decarbonisation initiatives.

Source: References:

1. Caribo (2025) EU FuelEU Aviation (ReFuelEU Aviation) ReFuelEU Aviation Regulation Mandates Sustainable Fuel Use Across the Airline Industry ReFuelEU Aviation Regulation | EU Sustainable Aviation Fuels and Net-Zero Targets | Net Zero Compare
2. Sustainable aviation fuel policy in the EU. (n.d.). Available at: <https://climatecatalyst.org/wp-content/uploads/2025/11/EU-SAF-Policies.pdf>.



THE IMPORTANCE OF EATING BREAKFAST



The last 20 – 30 years have seen great strides in the development of technology, for example computers and mobile telephones, which are all supposed to make life easier. One could question this and argue that in fact the only change which has occurred is the increased pace of life and as Gandhi once said, “there is more to life than making it go faster”. Pilots are also subjected to the quickening pace of life in that airline departure schedules require them to wake up early and prepare for a possible 12 hour duty day facing all the challenges that arise from irate passengers, weather and commercial demands.

As the human being experiences the most restful part of sleep at around 4 – 5 am there is probably reluctance on the part of some people to get out of bed at an early hour, the desire being to catch another 10 –15 minutes of sleep. However, extra time spent sleeping means less time to prepare at home for the day's activities and if any item is dispensed with during the preparation it is usually breakfast.

According to medical research, a lot is happening in the human body around 4 – 5 am and after a number of hours sleeping in the horizontal position a person's blood pressure rises as does the sugar level. After getting up from bed and physically preparing for the day the blood pressure decreases however, the rise in the sugar level continues until food is consumed.

Office workers and administrators are good everyday examples of what happens if breakfast is not consumed before starting work. From 8 am as the pressure of work mounts, employees appear to become more argumentative and short tempered until 10 am when

a tea break is taken. Food is normally consumed at the tea break. After the tea break the employees are found to be jovial and generally of good humor so what happened?

Well, the consumption of food lowered the body sugar level. Another factor associated with a high body sugar level is the sensation of light-headedness and the difficulty in mentally focusing on a particular task with this becoming more prevalent as the morning progresses. A reduction in mental performance is of particular concern to pilots who may be required to engage in concentrated mental activity to address an in-flight emergency or marginal weather conditions at a destination airport.

Agricultural aviation boomed in New Zealand during the 60's and 70's and this required pilots to fly laden aircraft in close proximity to the ground, over undulating terrain and at a normal operational speed. Light headedness associated with high body sugar levels was found by accident investigators to be a major factor in agricultural aircraft accidents which occurred at around 10 am.

Pilots begin their day by carrying out preparatory duties before commencing flying and this is done by way of an aircraft pre-flight inspection. As part of good aviation practice pilots should ensure they do the same for their bodies before leaving home for work and this is done by eating breakfast.

Although this article is aimed at pilots the principles also apply to workers in all walks of life.

Source: Article by Captain Norman Walding

Aviation Rescue Fire Fighting Service

Aviation Fire fighting is more than just a job; it's an exciting, challenging role that contributes to the vital layer of safety we provide to the travelling public.

Description

Rescue and Fire Fighting Services (RFFS) is also commonly referred to as Aircraft Rescue and Fire Fighting (ARFF). In all cases, these terms refer to the rescue and fire fighting services provided at an aerodrome which are specifically dedicated to supporting the safety of aircraft operations. This specialised category of fire fighting involves incident response, hazard mitigation, evacuation, and the possible rescue of passengers and crew of an aircraft involved in an aerodrome (or potentially off-aerodrome) ground emergency.

Background

The International Civil Aviation Organization (ICAO) defines the requirements for aerodrome Rescue and Fire Fighting Services (RFFS) in Annex 14, Volume I – Aerodrome Design and Operations. In accordance with this Annex, Member States are required to provide rescue and fire fighting services and equipment at airports under their jurisdiction. The Civil Aviation Authority of each State, in turn, publishes the corresponding regulations and guidance for airport operators.

Effects

Modern commercial aircraft have the capacity to carry several hundred passengers and crew. Therefore, due to the potential for mass casualties in an aviation emergency, it is critical that emergency response equipment and personnel arrive at the scene within the shortest possible time. The maximum response time from initial notification until the first vehicle is on scene and applying fire suppressant is defined by State regulation and generally ranges from three to four minutes under conditions of good visibility and uncontaminated surfaces.



Capacity

Although there is some variation among Member States in the designation of RFFS capacity at an aerodrome, the basic principle for determining the normally declared RFFS requirement is the size of the largest aircraft the aerodrome is intended to accommodate. In most cases, this determination is based on both the aircraft's length and its maximum fuselage diameter.

To meet the requirements of the Aircraft Category for Fire Fighting, an aerodrome must maintain a declared minimum fire fighting capability based on the number of available vehicles and their foam production capacity.

Fire Fighting Apparatus

The number and type of firefighting vehicles and appliances stationed at an airport are determined by the airport's declared category. Specialised fire vehicles are essential for the RFFS function. Their design is based on several factors, including speed, water-carrying capacity, off-road performance, and agent discharge rates.

Because an accident can occur anywhere on airport property, these vehicles must carry sufficient water and firefighting agents to contain any fire. This maximises the likelihood of a successful evacuation and improves the probability of extinguishing or suppressing any post-crash fire until additional emergency resources arrive on the scene.

Most airport fire vehicles are equipped with a roof-mounted cannon or nozzle capable of projecting fire-extinguishing agents over long distances. This enables an approaching fire appliance to begin extinguishing flames while en route to the scene. Newer vehicles are often fitted with a nozzle mounted on an extendable boom and may also include a piercing spike capable of penetrating an aircraft's fuselage. This allows water or foam to be delivered directly into the aircraft's interior, helping to reduce the risk of flashover.

Personnel Protective Equipment

Burning fuels generate intense radiant heat. Firefighters wear a protective ensemble known as a fire proximity suit, which is coated with a silvered material designed to reflect heat away from the body.

They must also wear self-contained breathing apparatus (SCBA) to provide a supply of breathable air, enabling them to work safely in environments containing smoke and other superheated gases.

Training

ICAO Annex 14 states:

"All rescue and fire fighting personnel shall be properly trained to perform their duties in an efficient manner and shall participate in live fire drills commensurate with the types of aircraft and type of firefighting equipment in use at their aerodrome, including pressure-fed fuel fires."

FOD Removal and Runway Inspection

Many airport firefighters are also cross-trained as first aiders. Beyond responding to aircraft emergencies, airport firefighters also manage potential fires involving airport infrastructure. They respond to hazardous spills that may occur during airport operations and monitor aircraft refuelling activities. Airport firefighters also assist with Foreign Object Debris (FOD) removal services, helping to clear debris from movement areas, and respond to traffic collisions occurring on airport property. During overnight shifts, airport firefighting crews provide security for airport premises after midnight and conduct the first runway inspections of the morning.

Wildlife and Water Rescue

At some airports, Aircraft Rescue and Fire Fighting (ARFF) units are also involved in wildlife management, particularly bird dispersal activities conducted before aircraft landings and departures.

Where an airport is located near a body of water, the airport firefighting service is also responsible for providing a water rescue service.

If you live in a large city, you're probably accustomed to hearing emergency sirens or seeing large fire trucks responding to incidents. Thankfully, airport firefighting services are rarely noticed to the same extent—but their role is critical in ensuring the safety of aircraft, passengers, crew, and airport operations.

Source: skybrary.aero



POWER BANK RESTRICTIONS

Additional restrictions on the carriage of power banks have been introduced to mitigate the risk of fires on board aircraft.

RESTRICTIONS:

- must be carried as carry-on baggage;
- no more than two power banks may be carried per person;
- must be individually protected so as to prevent short circuits when not in use (by placement in original retail packaging or by otherwise insulating terminals, such as by taping over exposed terminals or placing each power bank in a separate plastic bag or protective pouch);
- must not be recharged while on board the aircraft; and
- should not be used to recharge a portable electronic device while on board the aircraft;

WHAT COUNTS AS A POWER BANK

- Portable chargers
- Battery phone cases
- Phone/ Laptops
- Camera batteries



CAN YOU BRING LARGER POWER BANKS?

Example	Power banks $\leq$ 100 Wh	Power banks > 100 Wh and ≤ 160 Wh	Spare batteries (other than power banks) >100 Wh and ≤ 160 Wh
1.	2	0	0
2.	2	0	2 if approved by operator
3.	0	2 if approved by operator	0
4.	0	1 if approved by operator	1 if approved by operator
5.	1	1 if approved by operator	1 if approved by operator

HOW TO CALCULATE A POWER BANK'S WH RATING

$$\frac{20,000\text{mAh} \times 3.7\text{V}}{1000} = 74\text{Wh}$$

Here's a guide on popular power bank capacities:

5,000mAh	18.5Wh
10,000mAh	37Wh
15,000mAh	55.5Wh
20,000mAh	74Wh
25,000mAh	92.5Wh
26,800mAh	99.16Wh



Note: Examples are for power banks with 3.7V voltage.

We Want to Hear from You!

FCAIR ***Fiji Confidential Aviation Incident Report***

The Fiji Confidential Aviation Incident Reporting (FCAIR) form is a voluntary, non-punitive tool that allows anyone in the aviation community to confidentially report safety concerns or incidents to help improve aviation safety and security in Fiji.

FCAIR forms are available for download from the CAAF website (www.caaf.org.fj) or from the Enquiries counter at CAAF HQ. Completed forms are to be emailed to fcair@caaf.org.fj.

CONFIDENTIAL

Fiji Confidential Aviation Incident Reporting
Forms Available on Website:

www.caaf.org.fj

or front desk CAAF HQ

Take Our Survey

CAAF 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 via email or dropping it in the feedback box in the foyer of CAAF HQ; or email to:

info@caaf.org.fj



Fiji Women in Aviation Network Takes Flight Through Leadership Workshop



Women from across Fiji's aviation sector came together on 29–30 June for the Sky Leaders: Women's Workshop on Strategy, Influence and Leadership, marking an important step in strengthening women's leadership and advancing the Fiji Women in Aviation Network.

The two-day workshop brought together representatives from Air Terminal Services, the Civil Aviation Authority of Fiji (CAAF), Fiji Airports, Fiji Airways, Joyce Aviation and Fiji National University and was supported by the Australian Government's Australia-Pacific Partnerships for Aviation (P4A) Program. The workshop provided participants with the opportunity to share experiences, discuss challenges, and develop practical strategies to strengthen women's participation and leadership across the aviation industry.

A significant milestone was achieved at the conclusion of the workshop with participants developing a draft constitution for the Fiji Women in Aviation Network and establishing a committee to guide the network through its next phase of development.

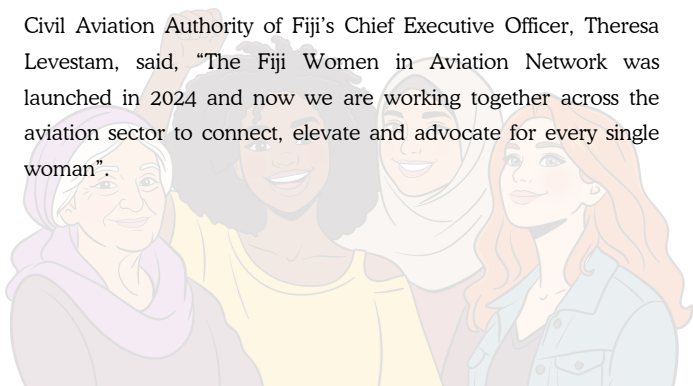
Civil Aviation Authority of Fiji's Chief Executive Officer, Theresa Levestam, said, "The Fiji Women in Aviation Network was launched in 2024 and now we are working together across the aviation sector to connect, elevate and advocate for every single woman".

The workshop was an opportunity to hear from women in aviation and to hold panel discussions around gender equality, leadership, training, education and skills development while creating a safe space for open and frank discussion and learning.

Also attending this workshop was Shanaya Shyam, a graduate of Griffith University Australia and Australia Awards Scholar, "I am grateful for the opportunity with Australia Awards and have obtained a bachelor's in aviation management. Now being in Fiji and seeking employment, I think the Women in Aviation Network serves as an opportunity for me to connect with inspiring women leaders from the aviation industry and explore potential career pathways."

Executive Director of the P4A program James Ramsay said, "It is encouraging to see Fiji and Tonga both establish Women in Aviation Networks. This work reflects P4A's commitment to promoting gender equality, disability inclusion and accessibility in the Pacific aviation sector. The Women in Aviation Networks will create opportunities for collaboration and help pave the way to more diverse and inclusive aviation workforce for Fiji and the wider Pacific".

The Fiji Women in Aviation Network will provide an important platform for mentoring, professional development, collaboration and advocacy, helping more women thrive and lead across every part of the aviation industry.



REFUELING

Refueling aircraft on the ground is a critical operation that requires strict safety procedures, proper grounding, and careful fuel management to ensure safe and efficient flight operations.

Overview of Ground Refueling

Aircraft ground refueling involves transferring fuel from a storage system or refueling vehicle to an aircraft while it is stationary. This process is essential for flight readiness, maintaining optimal weight and balance, and minimizing operational delays and costs. Refueling can be performed using hydrant systems, common at major airports for efficiency, or refueling vehicles, which are more flexible and suitable for smaller airports or remote locations.

Safety Precautions

Grounding and Bonding

Grounding is a vital step to prevent static electricity buildup, which can ignite fuel vapors. The aircraft and fuel source must be connected to a common electrical potential using grounding cables and clips attached to designated points on both the aircraft and the fuel truck. Bonding connects all metallic parts of the fuel system to prevent voltage differences, further reducing fire risk.

Fire Prevention

Fire is the primary hazard during refueling. Safety measures include maintaining a 3-meter safety zone around refueling points, using personal protective equipment, and ensuring firefighting equipment is readily available. Fuel vapors should be monitored, and all personnel must follow standardized procedures to minimize risk.

Fuel Verification

Before refueling, the type and quantity of fuel must be confirmed according to the aircraft's specifications. Fuel quality checks, such as testing for undissolved water using water-detecting paste or paper, are essential to prevent engine or system damage. Pilots or ground crew must also verify other critical fluids, including engine oil, hydraulic fluids, and power augmentation fluids.

Refueling Procedures

Preparation: Ensure the area is clear, fire safety measures are in place, and the correct fuel type is available.

Grounding and Bonding: Connect the aircraft and fuel source to dissipate static electricity safely.





Fuel Transfer: Begin refueling using the appropriate equipment, monitoring flow rates and fuel levels to maintain aircraft balance.

Post-Refueling Checks: Verify fuel quantity, inspect for leaks, and disconnect grounding cables safely.

Operational Considerations

Efficient refueling reduces turnaround time and maximizes aircraft availability. Training ground crew in proper procedures and safety protocols is crucial for operational efficiency and accident prevention. Airports and airlines may implement advanced technologies, such as automated dispenser systems, to streamline the process while maintaining safety standards.

Key Takeaways

Grounding and bonding are essential to prevent static-related fires.

Fuel type, quantity, and quality must be verified before refueling.

Safety zones and fire prevention measures are mandatory.

Proper training and equipment selection enhance efficiency and safety. By following these procedures, aircraft can be refueled safely and efficiently, ensuring readiness for flight while minimizing risks on the tarmac.

From time to time Fiji domestic AOC holders are required, due to operational reasons, to carry out the refueling of aircraft/helicopters from drums or jerry cans and it is critical for safety reasons that pilots and ground staff comply with the necessary procedures and safe practices associated with this activity.

Airborne aircraft generate static electricity by flying through the surrounding air mass hence the need for aircraft to be equipped with static wicks which dissipate the static electricity. Similarly fuel flowing from a fuel drum portable pump through the nozzle and into the aircraft refuel tanks or being poured directly from a jerry can into the fuel tanks, also generates static electricity and in order to lessen the risk of the flowing fuel being ignited by the static electricity, bonding cables are used. This provides an alternative path for the static electricity to flow rather than “jumping” as a spark from the fuel pump nozzle or jerry can outlet to the aircraft fuel inlet.

By not using bonding cables when carrying out aircraft refueling such as described above, the risk of igniting fuel vapours, especially Avgas, is heightened.

Seasonal weather in Fiji is also a factor, for example during the summer months the relative humidity is high and so this lessens the generation of static electricity, winter however, has a low relative humidity by comparison and therefore the risk of static electricity is significantly higher.

The Global Aviation Security Plan (GASep) and Its Importance to Fiji

The Global Aviation Security Plan (GASep) is a strategy created by the International Civil Aviation Organization to improve aviation security around the world and support the safe growth of international air transport. Aviation is important because it connects countries through trade, tourism, cultural and political relationships. In 2023, global air passenger traffic returned to pre-pandemic levels, while air cargo continued to grow steadily. As air travel increases, stronger international cooperation is needed to keep aviation safe, secure, and efficient.

Aviation contributes greatly to the world economy, but security incidents can cause injuries, loss of life, disruptions to trade and travel, and loss of public confidence. Therefore, maintaining strong aviation security is essential for global stability and economic growth.

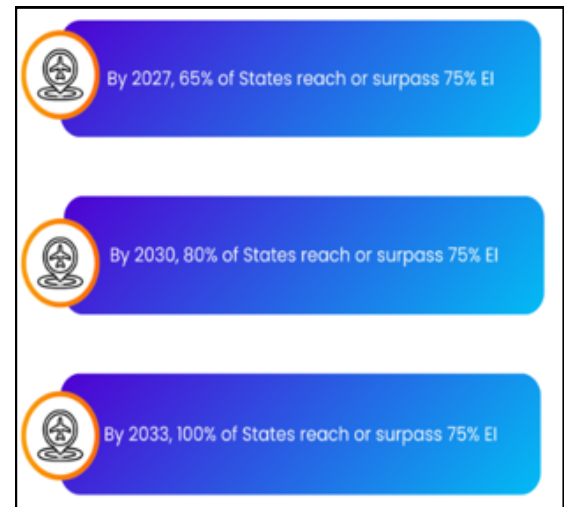
The GASep provides guidance to ICAO Member States, aviation organizations, and industry stakeholders on improving aviation security. It supports the implementation of Annex 17 – Aviation Security and focuses on six global priority areas to strengthen security systems worldwide. Although it does not create new mandatory rules, it helps States improve existing aviation security measures.

The plan recognizes that civil aviation remains a target for criminals and terrorists who continue to look for weaknesses in the aviation system. Because threats constantly evolve, aviation security systems must remain flexible, innovative, and resilient.

Several principles support the GASep. One important principle is “No Country Left Behind,” which promotes training and capacity-building so all States can effectively implement aviation security standards. The GASep also encourages cooperation and information sharing between States, effective implementation of Annex 17 standards, sustainability of security measures, development of a strong security culture, investment in human resources, use of innovation and technology, and better risk management.

ICAO helps States by providing training, tools, and support programs to strengthen aviation security systems. However, each State is responsible for implementing Annex 17 standards and maintaining an effective National Civil Aviation Security Programme (NCASP). Industry stakeholders also play an important role by improving security within their operations.

The main goal of the GASep is to achieve and maintain a strong global aviation security system through the full implementation of ICAO security standards in all Member States. ICAO has also set global targets to measure progress. By 2027, 65% of States should achieve at least 75% effective implementation of aviation security standards. This target will increase to 80% by 2030 and 100% by 2033.



To achieve its goals, the Global Aviation Security Plan (GASep) identifies six main priority areas.

The first priority area focuses on improving risk awareness and response by developing security measures that are effective, practical, and based on risk assessments.

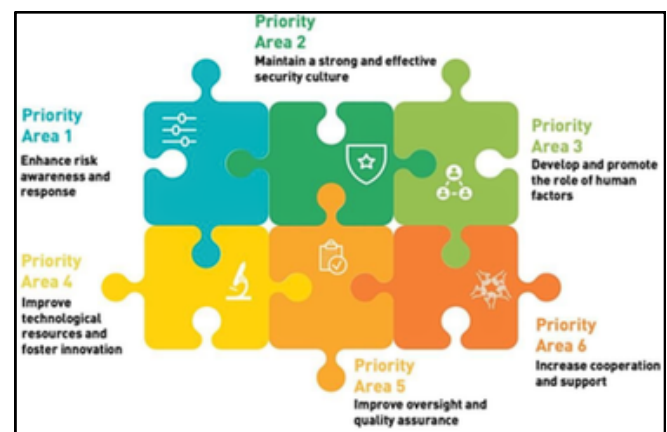
The second priority area promotes a strong security culture where all aviation personnel share responsibility for security.

The third priority area highlights the importance of human factors, including investing in trained aviation security professionals and applying human factors principles in daily operations and policies.

The fourth priority area encourages the use of modern technology and innovation to improve security while maintaining efficient airport and airline operations.

The fifth priority area aims to strengthen oversight and quality assurance through effective monitoring and quality control systems at international, national, and local levels.

The sixth priority area emphasizes cooperation and support among States, aviation industries, and international organizations to improve collaboration, information sharing, and capacity-building efforts.



The Global Aviation Security Plan (GASeP) is important to a contracting State like Fiji because aviation is one of the country's most critical sectors for economic growth, tourism, trade, and international connectivity.

As a small island developing State located in the Pacific region, Fiji relies heavily on safe, secure, and efficient air transport to connect with the rest of the world. The implementation of the GASeP helps Fiji strengthen its aviation security system while supporting national development and international obligations under the International Civil Aviation Organization (ICAO). One important aspect is that the GASeP provides an enabling environment for tourism which is our main source of revenue.

One of the main reasons the GASeP is important is because Fiji's tourism sector depends on it. Tourism contributes significantly to Fiji's economy, employment, and foreign exchange earnings. International visitors travel mainly by air, making aviation security essential for maintaining tourist confidence and protecting the country's reputation as a safe destination. Any aviation security incident could negatively affect visitor arrivals, disrupt economic activity, and damage Fiji's global image. By following the GASeP framework, Fiji can improve airport security measures, reduce risks, and ensure the continued growth of tourism.

The GASeP is also important because Fiji depends on air transport for trade and connectivity. As an island nation, Fiji cannot rely heavily on land transportation links with other countries. Air cargo services are essential for importing goods, exporting products, and supporting business activities. A secure aviation system ensures that trade flows remain efficient and uninterrupted. Strong aviation security also supports regional cooperation with neighboring Pacific Island countries and strengthens Fiji's role as a regional aviation hub and the GASeP ensures that this is being achieved.

Another important aspect is Fiji's responsibility as an ICAO contracting State. By being a member of ICAO, Fiji agrees to comply with international aviation standards and recommended practices, including those contained in Annex 17 on aviation security. The GASeP provides strategic guidance that helps Fiji meet these obligations more effectively. Through the plan, Fiji can improve its National Civil Aviation Security Programme (NCASP), strengthen oversight systems, and enhance compliance with international standards. This is important for maintaining international recognition and ensuring that Fijian airports and airlines can operate globally without restrictions.

The GASeP also benefits Fiji through capacity-building, training, and international support. Small developing States often face challenges such as limited financial resources, shortage of trained personnel, and technological constraints. ICAO's "No Country Left Behind" principle ensures that countries like Fiji receive assistance to improve their aviation security capabilities. This support may include technical training, risk assessment tools, guidance materials, and cooperation with international partners to build a stronger and more sustainable aviation security system. Furthermore, the GASeP emphasizes the importance of human factors, security culture, and innovation, which are highly relevant to Fiji. Investing in skilled aviation personnel, promoting awareness of security responsibilities, and adopting modern technologies can help Fiji improve operational efficiency and reduce vulnerabilities. Enhanced cooperation and information sharing with regional and international partners also help Fiji respond more effectively to emerging security threats.

In conclusion, the GASeP is important to Fiji because it supports the country's economic development, tourism industry, trade connectivity, and international aviation responsibilities. It helps Fiji strengthen aviation security, maintain public confidence in air travel, comply with ICAO standards, and access international assistance and cooperation. By implementing the principles and priorities of the GASeP, Fiji can ensure a safer, more secure, and sustainable aviation sector that contributes to national and regional development.



*We would love your feedback
on how we can improve!*

