



CIVIL AVIATION AUTHORITY OF FIJI
ISO 9001:2015 Certified

AVIATION SAFETY BULLETIN

Q3 • 2026

WHAT YOU DON'T REPORT CAN HURT YOU.

The importance of timely
occurrence reporting.

SAFE SKIES. SECURE FIJI.





Beyond the Skies Aviation Open Day



Nausori Night Aircraft Crash Exercise



English Language Proficiency in Aviation



Public Health Amendment Bill 2026

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Civil Aviation Authority of Fiji

Published by the:

External Engagement and Communications Officer
Civil Aviation Authority of Fiji (CAAF)
Private Mail Bag, NAP 0354,
Nadi International Airport, Fiji.
Tel: (679) 8923 155
Email: socialmedia@caaf.org.fj

Editor

Carissa McKellar

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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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Message from CAAF's Chief Executive

In addition, an Accountable Managers Talanoa Session was held on the sidelines of the Open Day, bringing together accountable managers from across the aviation sector with the Director Civil Aviation, CAAF Board Chairman, Chief Executive, and CAAF Executive Management. The session provided a valuable forum for open dialogue on current industry challenges, regulatory reform, safety performance, and opportunities for greater collaboration. Constructive engagement between the regulator and industry remains essential to maintaining a strong and mature safety culture.

While we continue to focus on safety oversight and industry engagement, CAAF is also progressing several significant reform initiatives. Work continues on the refinement of the Civil Aviation Bill following the first round of stakeholder consultations. In parallel, preparations have commenced for the drafting of Fiji's new Civil Aviation Technical Rules, drawing on the regulatory frameworks of New Zealand and Papua New Guinea, international standards, and lessons learned from other jurisdictions, while ensuring the rules remain appropriate for Fiji's operating environment. Considerable effort is also being invested behind the scenes in developing CAAF's new Safety and Security Oversight Management System (SOMS), which will strengthen our ability to undertake risk-based, intelligence-led oversight and support continuous improvement in our regulatory functions.

These initiatives represent significant long-term investments in the safety, effectiveness, and sustainability of Fiji's aviation system. They are being advanced alongside our ongoing regulatory responsibilities and reflect our commitment to ensuring Fiji remains aligned with international best practice while addressing our unique national and regional challenges.

I encourage all aviation stakeholders to take the time to read this edition, share the lessons within your organisations, and continue contributing to the strong safety culture that underpins our industry. Safety is a shared responsibility, and through collaboration, professionalism, and continuous improvement, we can ensure that Fiji's skies remain safe and secure for all.

As we move into the second half of 2026, I am pleased to present the latest edition of the Aviation Safety Bulletin, which continues to promote the sharing of knowledge, lessons learned, and practical safety information across Fiji's aviation sector. This edition covers a range of important topics, including the upcoming transition to ICAO Annex 19 Edition 3, the importance of timely occurrence reporting, aviation security, human factors, and other safety and regulatory developments that support our collective commitment to safe, secure, and resilient aviation.

A particular highlight this quarter was the Beyond the Skies Aviation Open Day, the first event of its kind in Fiji, held in partnership with Fiji National University. The overwhelming turnout, strong industry participation, and positive feedback from students, educators, and exhibitors demonstrated the significant interest in aviation careers among our younger generation. More importantly, the event represented Fiji's contribution to ICAO's Next Generation of Aviation Professionals (NGAP) initiative by helping to inspire and develop the future workforce that will sustain our aviation sector in the years ahead. The enthusiasm and curiosity displayed by the students gave us great confidence that Fiji's aviation future remains bright.

The Open Day also provided an opportunity to launch Fiji's National Aviation Safety Plan (NASP). The NASP establishes a coordinated framework for improving aviation safety across the State by aligning national safety priorities with ICAO's Global Aviation Safety Plan and adopting a risk-based, data-driven approach to safety management and oversight. The Plan provides a common direction for CAAF and industry stakeholders as we work together to address emerging risks, strengthen safety performance, and achieve continuous improvement across Fiji's aviation system.

Theresa Levestam
CHIEF EXECUTIVE

PREPARING FOR ICAO ANNEX 19 EDITION 3: TRANSITIONING FROM COMPLIANCE TO PERFORMANCE-BASED SAFETY MANAGEMENT

1. Introduction

1.1. As the global aviation sector approaches the November 2026 applicability deadline, the International Civil Aviation Organisation (ICAO) is set to introduce the most comprehensive overhaul to safety management since the inception of Annex 19.

1.2. Amendment 2, which constitutes the core of Annex 19 Edition 3, marks a definitive departure from traditional, administrative compliance. The historical framework focused primarily on whether an operator possessed documented safety processes. The new paradigm elevates the regulatory standard by evaluating how effectively those systems perform in mitigating active risk.

1.3. For operators, aerodromes, and air navigation service providers (ANSPs) within the Fijian aviation ecosystem, this transition demands an immediate pivot toward data-driven, intelligence-led safety architectures. This article outlines the structural shifts mandated by Edition 3 and details the practical steps required to build an audit-ready, mature Safety Management System (SMS).

2. The Core Shift: Compliance-Based vs. Performance-Based Oversight

2.1. Under the preceding editions of Annex 19, regulatory evaluations were predominantly checklist-driven. Regulators checked for the existence of safety managers, emergency response plans, and safety policy statements. While these elements established a baseline, they frequently resulted in "paper-based" compliance systems that failed to reflect true operational safety health.

2.2. Edition 3 transitions the industry into a performance-based model. Operators must now provide demonstrable, traceable evidence that their SMS actively collects, analyses, and acts upon safety intelligence day to day.

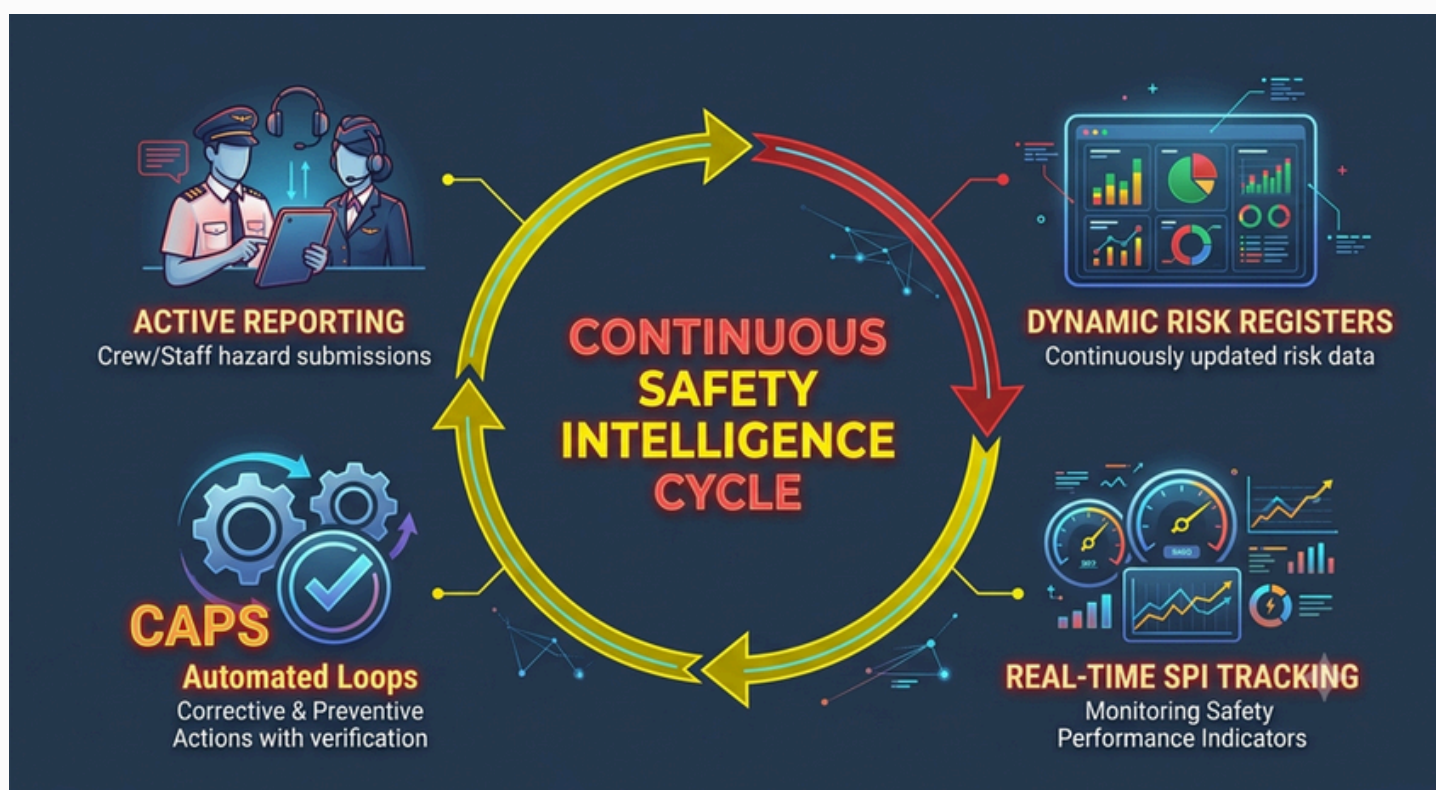
2.3. Oversight bodies will no longer just review the wording of a hazard log; they will audit the functional latency between a crew member submitting a safety report, the system updating the risk register, and the execution of Corrective and Preventive Actions (CAPS).

3. Safety Intelligence and the Implementation of ICAO Doc 10159

3.1. To bridge the gap between regulatory text and operational execution, ICAO has introduced a key supporting component: the new Safety Intelligence Manual (Doc 10159). This manual provides structured guidance on extracting actionable intelligence from raw safety data.

3.2. A critical pillar of this framework is the absolute protection of safety data sources. Edition 3 explicitly strengthens requirements surrounding Just Culture environments. The international standard recognises that high-quality data cannot exist if front-line personnel fear punitive action.

3.3. Consequently, safety architectures must feature frictionless reporting avenues. The operational lag between a safety event occurring and its entry into the primary database must be minimised to maintain data integrity.



3.4. Case Study A: GNSS Interference and Real-Time Spoofing Vulnerabilities

3.4.1. As detailed in the CAAF Q1 2026 ASB, the aviation industry faces an unprecedented escalation in Global Navigation Satellite System (GNSS) interference. Ground-based jamming and sophisticated spoofing (signal deception) have registered a surge of more than 200% compared to previous historical baselines, directly impacting operations across regional corridors.

3.4.2. Traditional compliance-based safety management treats GNSS outages as isolated, retrospective technical anomalies recorded in pilot logbooks. Conversely, under the performance-based mandate of Doc 10159, safety teams must capture operational telemetry in real time. This requires tracing the latency between a "GPS PRIMARY LOST" alert in flight and the updating of local airspace risk registers to protect subsequent traffic.

Performance-Based Alert: Retrospective hazard analysis is no longer sufficient for managing the threat of active signal spoofing. Safety managers must establish immediate data-sharing channels with regional Air Traffic Control (ATC) centers to update threat maps dynamically.

3.5. Case Study B: Remote Tower Services and Multiple Mode Operations

3.5.1. The operational evolution of Remote Tower Services (RTS), detailed in the CAAF Q4 2025 ASB, presents an ideal showcase for performance-based oversight. Replacing traditional physical towers with high-definition camera arrays and centralised Remote Tower Centres (RTCs) yields significant efficiencies for domestic aerodromes.

3.5.2. However, as highlighted by international pilot associations (such as IFALPA and ECA), the practice of "Multiple Mode of Operation"—where a single Air Traffic Controller (ATCO) simultaneously manages traffic for more than one distinct aerodrome—introduces acute human factors and systemic single-point-of-failure risks.

3.5.3. A compliance-based assessment merely verifies that the controller's training records meet regulatory minimums. A performance-based approach under Annex 19 Edition 3 mandates that safety managers physically model, audit, and actively measure the controller's dynamic cognitive load under complex simulated environments (e.g., handling severe weather at Airport A while simultaneously managing an emergency go-around at Airport B).

4. Core Requirements for Achieving Edition 3 Audit Readiness

4.1. To withstand rigorous regulatory scrutiny under the new framework, organisations must evaluate their safety infrastructure against five core operational criteria:

4.1.1. Frictionless Field Reporting: Crews and ground staff must possess the tools to submit precise, contextualised reports directly from the field without bureaucratic or technical friction, reducing reporting lag.

4.1.2. Live Risk Register Integration: The organisational risk register cannot remain a static spreadsheet. It must link dynamically to incoming safety data so that changes in operational risk profiles trigger immediate visibility.

4.1.3. End-to-End CAPS Traceability: The SMS must provide clear, chronological evidence regarding who owned an action, when it was modified, what operational variables changed, and exactly how the remediation was verified.



Figure 2: Reverting to conventional backup systems (VOR/DME) in response to modern GNSS interference signatures.

CONTINUED

PREPARING FOR ICAO ANNEX 19 EDITION 3: TRANSITIONING FROM COMPLIANCE TO PERFORMANCE-BASED SAFETY MANAGEMENT



4.1.4. Instantaneous Evidence Export: Safety teams must maintain the capability to export comprehensive, audit-ready reports within minutes, moving away from protracted, manual data compilation.

4.1.5. Dynamic SPI Alignment: Safety Performance Indicators (SPIs) must derive directly from automated, real-time safety data rather than retrospective, quarterly manual calculations.

5. Tactical Recommendations for Safety Managers

5.1. Conduct an Immediate Gap Analysis and Self-Assessment: Safety teams should instantly benchmark their current systems not against an idealistic policy document, but against what a regulatory inspector would physically discover.

5.1.1. Process Walkthroughs: Map the lifecycle of a single safety report from initial submission to final corrective action closure to identify administrative latency and bottlenecks.

5.1.2. Resource Auditing: Evaluate whether current safety personnel possess the training and analytical capabilities necessary to process raw operational data into actionable intelligence under ICAO Doc 10159.

5.2. Eliminate Operational and Quality Data Silos: Integrate safety data, internal quality audits, maintenance logs, and flight operations data into a unified, cross-functional safety intelligence repository.

5.2.1. System Integration: Replace disparate departmental spreadsheets with an integrated database system that permits real-time data cross-referencing and automated trend detection.

5.2.2. Inter-Departmental Panels: Establish regular safety data sharing forums across flight operations, maintenance, and ground ops to identify precursor hazards that span multiple areas.

5.3. Reinforce and Formalise Just Culture Protections: Formally update corporate manuals and safety policies to reflect the enhanced front-line protections mandated by Edition 3.

5.3.1. Explicit Policy Definitions: Provide clear, non-ambiguous definitions in safety manuals distinguishing between honest human errors and wilful violations or negligent actions.

5.3.2. Frictionless Reporting Tools: Equip front-line teams with mobile-friendly, simplified reporting tools to encourage reporting of minor anomalies before they develop into major incidents.

References: International Civil Aviation Organisation (ICAO), Annex 19 to the Convention on International Civil Aviation: Safety Management, Third Edition (incorporating Amendment 2), 2026.

International Civil Aviation Organisation (ICAO), Safety Intelligence Manual, Doc 10159, First Edition, 2026.

International Civil Aviation Organisation (ICAO), Global Aviation Safety Plan (GASP) 2026-2050: Every Flight is Safe and Secure, 2026.

Civil Aviation Authority of Fiji (CAAF), ASB - GNSS Interference: Navigating the Surge in Jamming and Spoofing - The 2026 Safety Priority, Q1 2026.

Civil Aviation Authority of Fiji (CAAF), ASB Q4 2025 - Remote Towers: Balancing Evolution with Operational Safety, Q4 2025.

Note on Imagery: The visuals in this article were generated using artificial intelligence for conceptual and illustrative purposes. They do not represent specific individuals, operational facilities, or certified technical configurations, and any resemblance to actual persons or settings is purely coincidental.

TIMELY OCCURRENCE REPORTING: A CRITICAL ELEMENT OF AVIATION SAFETY



1.0 Purpose

The purpose of this Safety Bulletin is to remind all aviation stakeholders of their obligations under the Civil Aviation (Occurrence Reporting and Investigation) Regulations 2009 regarding the timely reporting of accidents, serious incidents, and incidents. Effective occurrence reporting is essential for identifying hazards, preventing accidents, and strengthening Fiji's aviation safety system.

2.0 Key Safety Message

Every occurrence report contributes to accident prevention. The objective of occurrence investigations is not to assign blame or liability, but to identify safety deficiencies and prevent future occurrences.

A proactive reporting culture enables the Civil Aviation Authority to:

- Identify emerging safety risks.
- Analyze safety trends and operational hazards.
- Develop effective safety recommendations.
- Enhance the overall safety performance of the aviation industry.

3.0 Who Must Report

Occurrence reporting is mandatory for personnel involved in aviation operations, including:

- Flight crew members.
- Aircraft operators.
- Maintenance personnel.
- Aerodrome operators.
- Air Traffic Service (ATS) personnel.
- Aeronautical service providers.
- Any person involved in maintaining, servicing, operating, or supporting aircraft operations.

4.0 Reporting Requirements

1. Aircraft Accidents

The Pilot-in-Command, or the aircraft operator if the Pilot-in-Command is incapacitated, killed, or seriously injured, must notify the Authority by the most expeditious means available.

Reporting timeline:

- Initial notification: within 96 hours of the occurrence.
- Full occurrence details: within 7 working days.
- Information should include, where available:
 - Aircraft registration and type.
 - Operator details.
 - Pilot-in-command details.
 - Date, time, and location.
 - Flight route information.
 - Number of crew and passengers.
 - Injuries and fatalities.
 - Aircraft damage.
 - Meteorological conditions.
 - Dangerous goods carried on board.

2. Serious Incidents and Incidents

Any person involved in or aware of a serious incident or incident must report the occurrence to the Authority.

Reporting timeline:

- Initial notification: within 96 hours.
- Additional required information:
 - Serious incidents: within 96 hours.
 - Other incidents: within 7 days.

5.0 Reportable Occurrence Categories

The Authority may classify occurrences under the following categories:

- Aerodrome incidents
- Aircraft incidents
- Airspace incidents
- Bird strike incidents
- Dangerous goods incidents
- Aircraft defects
- Facility malfunction incidents
- Published information on incidents
- Security incidents
- Other aviation-related incidents

"Report hazards. Share lessons. Strengthen safety."

6.0 Protection of Safety Information

Personnel are encouraged to report occurrences without fear of unjust repercussions.

The Regulations provide safeguards through:

- Confidential handling of reported information.
- Protection of reporter identity when confidentiality is requested.
- A voluntary, non-punitive reporting system.
- Restrictions on disclosure of sensitive investigation records, including witness statements and cockpit voice recordings.

7.0 Preservation of Evidence

Following an occurrence:

- Aircraft operators must preserve operational, maintenance, and airworthiness records for at least 30 days.
- ATS providers must retain relevant records and surveillance data.
- No person may interfere with an accident site, aircraft wreckage, or evidence without authorization from the Investigator-in-Charge.

8.0 Safety Investigations

All investigations are conducted solely for the purpose of improving aviation safety.

Investigations focus on:

- Determining contributing factors and causes.
- Identifying safety deficiencies.
- Issuing safety recommendations.
- Preventing recurrence.

9.0 Organisational Responsibilities

The following organisations are required to conduct internal investigations as part of their Safety Management System (SMS) when involved in an accident or serious incident:

- Aerodrome operators.
- Air Traffic Service providers.
- Air Transport Operators.
- Aeronautical Information Service providers.
- Meteorological Service providers.
- Maintenance organisations.
- Aviation security service providers.

Internal investigation reports must be made available to the Investigator-in-Charge and generally completed within 90 days.

10.0 Recommended Action

All aviation organisations should:

- Review occurrence reporting procedures.
- Ensure staff understand mandatory reporting timelines.
- Promote a positive reporting culture.
- Verify SMS processes adequately capture and analyze occurrence data.
- Preserve all relevant records following an occurrence.
- Implement safety recommendations promptly.

11.0 Conclusion

A strong occurrence reporting culture is fundamental to aviation safety. Timely and accurate reporting allows hazards to be identified before they lead to more serious consequences. **All aviation personnel are reminded that safety reporting is not about blame; it is about preventing accidents and saving lives.**

Reference: This article was written by Senior Aerodrome Inspector - Ground Safety Department Civil Aviation Authority of Fiji.



LEARNING FROM RECENT SAFETY EVENTS: STRENGTHENING OPERATIONAL DISCIPLINE

The Civil Aviation Authority of Fiji (CAAF) continues to monitor operational safety through Mandatory Occurrence Reports (MORs), surveillance activities, audits, and engagement with industry stakeholders. Recent occurrences have highlighted several recurring safety themes that serve as valuable reminders for all aviation personnel.

While each event has its own unique circumstances, common underlying factors continue to emerge. These trends reinforce the importance of maintaining strong operational discipline, effective risk management, and strict adherence to approved procedures.

Operational Decision Making

A number of recent occurrences have demonstrated the importance of sound aeronautical decision making. Crew are reminded that operational pressures, whether commercial, scheduling, or passenger expectations, must never influence decisions that could compromise safety.

Flight Crew should ensure that all operational decisions are based on current weather conditions, aircraft performance, aerodrome limitations, and applicable company procedures. Conservative decision making remains one of the most effective barriers against accidents and serious incidents.

Weight and Balance Compliance

Weight and balance continue to be fundamental components of flight safety. Accurate passenger numbers, baggage weights, cargo distribution, proper securing of the load and load calculations are essential to maintaining aircraft performance and controllability.

Operators are reminded to ensure that:

- Approved load and trim procedures are consistently followed.
- Passenger seating arrangements are adhered to and are accurately reflected on the load sheet where required.
- Last-minute changes to passengers or cargo are properly documented and recalculated before departure.
- Flight crew verify that the aircraft remains within approved centre of gravity and weight limitations.
- A correctly completed load sheet is not simply an administrative requirement. It is a critical flight safety document.

Cabin Safety and Emergency Exits

Recent surveillance activities have identified instances where baggage or equipment was placed in positions that could restrict access to emergency exits.

Emergency exits and evacuation paths must remain unobstructed throughout all phases of flight. Ground handling personnel, cabin crew, and flight crew share responsibility for ensuring that cargo, baggage, and equipment are properly secured and do not impede emergency evacuation.

Operators should reinforce loading procedures through recurrent training and supervision.

Aircraft Serviceability

Several recent events have involved technical defects identified immediately before or during flight operations. These occurrences reinforce the importance of thorough pre-flight inspections and effective defect reporting.

Flight crew should never assume that abnormal indications are instrument related until appropriate troubleshooting has been completed in accordance with approved procedures. Early recognition and prompt reporting of defects allow maintenance personnel to take corrective action before a defect develops into a more serious safety concern.

Stabilized Approaches and Landing Performance

Approach and landing continue to represent one of the highest-risk phases of flight.

Operators are encouraged to reinforce stabilised approach criteria through training and line operations monitoring. Flight crew should be prepared to conduct a go-around whenever stabilised approach parameters are not achieved.

Landing performance assessments should also consider runway condition, wind, aircraft weight, and available landing distance before commencing the approach.

Safety Reporting

CAAF encourages timely reporting of all Mandatory Occurrence Reports (MORs) and voluntary safety reports. Effective reporting enables hazards to be identified early, trends to be analysed, and preventative actions to be implemented across the aviation system.

A strong reporting culture is one of the foundations of an effective Safety Management System (SMS). Reports should focus on identifying hazards and improving systems rather than attributing blame.

ANR 70(3) mandates that a report (MOR) to the Authority shall be made –
(a) by the quickest possible means, either verbally or electronically; and
(b) within 96 hours of the occurrence, in a current form approved by the Authority.

Continuous Learning

Safety is strengthened when lessons learned from individual events are shared across the industry. Operators are encouraged to review recent occurrences during safety meetings, recurrent training, and crew briefings to reinforce operational awareness and encourage proactive hazard identification.

By working together and maintaining a commitment to professionalism, compliance, and continuous improvement, Fiji's aviation community can continue to uphold the highest standards of operational safety.

Key Safety Reminders

- Follow approved procedures every flight.
- Verify weight and balance calculations before departure.
- Ensure emergency exits remain unobstructed at all times.
- Conduct thorough pre-flight inspections and report defects promptly.
- Do not hesitate to conduct a go-around if the approach becomes unstable.
- Encourage open and timely safety reporting.
- Learn from occurrences to prevent recurrence.

Safety is achieved through thousands of correct decisions made every day. Every flight presents an opportunity to strengthen our safety culture.

Reference: This article was written by Senior Flight Operations Inspector - Air Safety Department Civil Aviation Authority of Fiji.

English Language Proficiency in Aviation: A CRITICAL ELEMENT OF FLIGHT SAFETY

Aviation is a global industry that relies on clear, precise and effective communication between pilots, air traffic controllers and aeronautical station operators. Regardless of nationality, language, or location, aviation professionals must be able to communicate accurately to ensure the safe and efficient movement of aircraft. Recognising the importance of communication in aviation safety, the International Civil Aviation Organization (ICAO) established English Language Proficiency (ELP) requirements that are incorporated into Fiji's Standards Document – Personnel Licensing (SD-PEL).

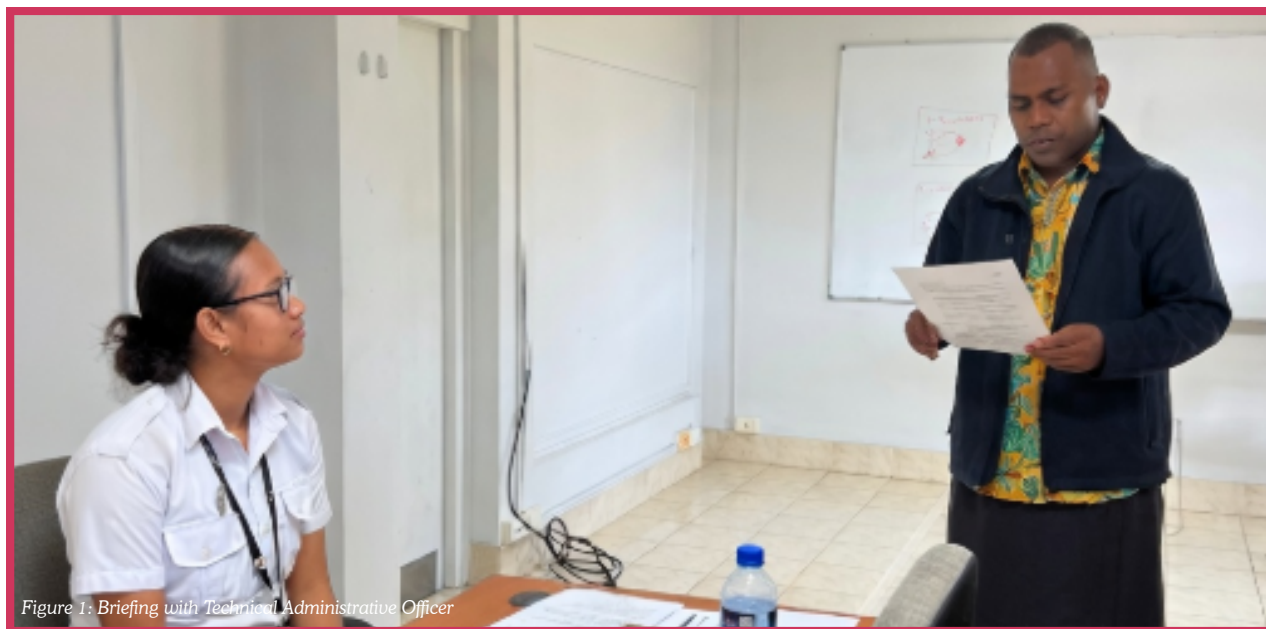


Figure 1: Briefing with Technical Administrative Officer

Why English Language Proficiency Matters

Communication errors have been identified as contributing factors in numerous aviation incidents and accidents worldwide. Misunderstood instructions, incorrect read-backs, or the inability to communicate effectively during abnormal situations can compromise flight safety. To address these risks, ICAO designated English as the international language of aviation and established minimum language proficiency standards for personnel involved in radiotelephony communications.

The SD-PEL requires aeroplane pilots, remote pilots, air traffic controllers and aeronautical station operators to demonstrate the ability to speak and understand the language used for radiotelephony communications at a prescribed proficiency level. This ensures that aviation personnel are able to communicate effectively, particularly when operating internationally or dealing with unexpected situations.

Language Proficiency Requirements in Fiji

Under Section 1.2.9 of the SD-PEL, aviation personnel required to use radiotelephony communications must demonstrate language proficiency in accordance with ICAO standards. The requirements apply to both the use of standard phraseology and plain English communications when unusual or emergency situations occur.

To satisfy the language proficiency requirements, applicants and licence holders must demonstrate compliance with the ICAO Language Proficiency Rating Scale and the holistic language descriptors contained in Appendix 1 of the SD-PEL.

The key objectives are to ensure that aviation personnel can:

- Communicate effectively through voice-only and face-to-face communications.
- Exchange information with accuracy and clarity.
- Recognise and resolve misunderstandings.

- Manage communication challenges arising from unexpected situations.
- Use a dialect or accent that is intelligible to the international aeronautical community.

What Does ICAO Mean by Language Proficiency?

ICAO language proficiency extends beyond the use of standard radiotelephony phraseology. Aviation professionals must also be capable of communicating effectively in plain English when unusual, non-routine or emergency situations arise. To meet the language proficiency requirements, applicants and licence holders must demonstrate compliance with the ICAO Holistic Descriptors and the Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale.

According to ICAO, proficient speakers should be able to:

- Communicate effectively in voice-only (radiotelephony) and face-to-face situations.
- Communicate accurately and clearly on common, concrete and work-related topics.
- Use appropriate communication strategies to exchange information and resolve misunderstandings through clarification and confirmation.
- Successfully manage communication challenges during unexpected situations or unusual operational events.
- Use a dialect or accent that remains intelligible to the international aviation community.
- These competencies ensure that aviation personnel are not only capable of delivering standard phraseology correctly but can also communicate effectively when standard phraseology alone is insufficient to convey critical safety information. During emergencies or abnormal operations, the ability to explain situations clearly and understand instructions accurately becomes essential to maintaining flight safety.



ICAO Language Proficiency Rating Scale

ICAO assesses language proficiency across six levels ranging from Pre-elementary (Level 1) to Expert (Level 6). The minimum operational standard required for international aviation communications is Level 4 – Operational.

Level 4 – Operational

At this level, aviation personnel are expected to:

- Communicate effectively on common, concrete and work-related topics.
- Use appropriate vocabulary and phraseology.
- Understand communications delivered with different accents and dialects.
- Respond appropriately during non-routine or unexpected situations.
- Maintain effective interaction through clarification and confirmation techniques when communication difficulties arise.

Level 5 – Extended

Personnel achieving Level 5 demonstrate greater fluency, broader vocabulary, and an improved ability to comprehend complex communications. They generally require less support when dealing with unusual situations.

Level 6 – Expert

Level 6 represents native or near-native proficiency. Individuals at this level communicate effortlessly across a wide range of aviation and non-aviation situations and demonstrate complete understanding of linguistic subtleties.

Reassessment Requirements

Language proficiency is not a one-time achievement. To ensure continued competency, ICAO requires periodic reassessment for licence holders who have not attained Expert Level 6 proficiency. The SD-PEL recommends that:

- Personnel assessed at Level 4 (Operational) undergo language proficiency reassessment at least every three years.
- Personnel assessed at Level 5 (Extended) undergo reassessment at least every six years.
- Personnel assessed at Level 6 (Expert) are exempt from formal reassessment requirements.

This approach ensures individuals maintain their communication skills and remain capable of handling aviation communications in a safe and professional manner.

Benefits to Aviation Safety

Effective communication is one of the most important barriers against human error in aviation. High standards of language proficiency contribute to:

- Reduced likelihood of misunderstandings between pilots and controllers.
- Accurate read-back and hear-back communication.
- Improved coordination during emergencies and abnormal operations.
- Enhanced situational awareness.
- Safer international operations across multiple States and airspace.

The ability to communicate clearly and confidently is particularly important during emergencies where standard phraseology alone may not be sufficient. In such circumstances, the use of plain language becomes essential to ensure all parties have a common understanding of the situation.

Conclusion

English Language Proficiency is far more than a licensing requirement; it is a critical safety tool that supports safe, orderly and efficient air navigation services. Through compliance with ICAO and CAAF language proficiency requirements, aviation personnel help reduce communication-related risks and strengthen the overall safety of the aviation system.

As aviation continues to evolve and expand globally, maintaining strong communication skills remains fundamental to ensuring that pilots, air traffic controllers and aeronautical station operators can work together effectively in safeguarding the skies above Fiji and the wider international aviation community.

Reference:

1. CAAF Standards Document – Personnel Licensing (SD-PEL), Section 1.2.9, Appendix 1 and Attachment A – ICAO Language Proficiency Requirements and Rating Scale.
2. Annex 1- Personnel Licensing.

Strengthening Aviation Security Through the ICAO Insider Risk Workshop

The Civil Aviation Authority of Fiji (CAAF) hosted the ICAO Insider Risk Workshop in conjunction with the Civil Aviation Authority of New Zealand (CAANZ) from 6 to 10 July 2026 at the Novotel Hotel in Nadi. Facilitated by the Auckland ICAO Aviation Security Training Centre (ASTC), the five-day workshop brought together aviation security professionals and key industry stakeholders to strengthen the understanding and management of insider risks within the aviation security environment. CAAF acknowledges with appreciation the support and contribution of the New Zealand Government, CAANZ and Aviation Security Service New Zealand, including the contribution of instructors Ms Paula McGonigal and Ms Desh Naidoo, whose support contributed to the successful delivery of the training. The workshop was officially opened by Ms Rachel Bennett, Counsellor – Pacific Regional and Fiji Development Cooperation at the New Zealand High Commission to the Republic of Fiji.

The workshop strengthened participants' knowledge of insider risk concepts and practical approaches to identifying, assessing and mitigating insider-based vulnerabilities. Through facilitated discussions and scenario-based exercises, participants examined how insider risks can affect aviation security operations and how effective preventative measures can be applied across the sector.

Key areas covered during the workshop included:

- Understanding the concept of insider risks and their impact on aviation security.
- Applying risk management principles to insider-based vulnerabilities.
- Defining and conducting risk assessments related to insider threats.
- Understanding relevant ICAO Annex 17 Standards and Recommended Practices.
- Developing realistic insider risk scenarios.
- Practising the assessment of insider-based risks and identifying appropriate mitigation measures.

Designed for aviation security managers and specialists, the workshop equipped selected personnel with the knowledge and skills to support the identification and development of insider threat scenarios. It also reinforced the importance of implementing preventative measures in line with aviation security programmes and international requirements.

In aviation, an insider threat refers to the risk posed by individuals who have authorised access, knowledge or trusted positions within the aviation system and who may intentionally or unintentionally compromise security.

Addressing insider threats is critical because aviation relies on trust, access control and coordinated operations across many organisations. Managing insider risk strengthens overall aviation security resilience and supports a proactive security culture where prevention, early identification and timely reporting are prioritised.

Stakeholders across the aviation sector must remain aware and vigilant because insider threats can be difficult to detect and may involve individuals who understand security processes and operational weaknesses. Continued vigilance helps identify early warning signs, reduce vulnerabilities and ensure that Fiji's aviation security system remains prepared, coordinated and resilient.

Participants included representatives from CAAF, Fiji Police, Fiji Airports, Fiji Airways, Air Terminal Services, Wormald, Secure Security Service and Professional Security Service. Their participation reflected the importance of collaboration across government, airport, airline and security service organisations in addressing insider risk and strengthening Fiji's aviation security system.

By bringing together key aviation security stakeholders, the ICAO Insider Risk Workshop provided a valuable platform for shared learning, practical application and continued cooperation. The knowledge gained will support ongoing efforts to enhance aviation security resilience and ensure insider risk is effectively managed across Fiji's aviation sector.



STRENGTHEN YOUR ABILITY TO MANAGE STRESS

In short bursts, stress sharpens performance. Danger arises when there's no release from that stress.

Imagine a suspension bridge. It moves and stretches under the force of the weather and the weight of traffic. Then it settles. Then it moves and stretches again. That stretch-relax cycle is normal. It's how the bridge was engineered to respond.

But if that bridge was kept under constant tension, with no reprieve nor maintenance, eventually something would 'give'.

The issue wouldn't be the load itself. It would be the sustained load without recovery.

The same principle applies to the human system.

In aviation – and life – stress is inevitable. We experience high workload, time pressure, complexity, and responsibility. They're part of the human operating environment. And ideally, we move and stretch to cope with those stressors.

And brief periods of pressure improve our performance. The brain activates its threat-detection systems, adrenaline rises, brain chemistry changes, attention narrows, and reaction speed increases. Short bursts of stress can sharpen working memory, boost motivation, and increase energy availability – all of which support fast, effective action.

Like the suspension bridge, the risks emerge when there's no opportunity to recover, when the stress response stays switched on for too long.

What sustained load does to the brain

When stress remains elevated over time, the prefrontal cortex – the part of the brain responsible for planning, decision-making, behaviour, and emotion regulation – becomes less efficient.

That shows up as poorer:

- judgement
- risk assessment
- impulse control
- working memory
- communication
- decision-making.
- Sustained chronic stress increases negative 'emotional reactivity' which, in practical terms, can look like:
 - reduced tolerance for even small changes to a routine
 - poorer situational awareness
 - slower information processing
 - increased irritability
 - increased probability of errors
- an almost unconscious shift in tolerance of risk (either it becomes harder to make decisions, or we accept risks we normally would not accept).
- A loss of sleep makes this worse. Even moderately restricted sleep impairs attention, decision-making, and risk evaluation.

Without adequate recovery, the human system does not adapt. It simply accumulates strain, with emotional and physical consequences.

The myth of perfect balance

We often hear about 'work-life balance' as if it's a static beam, perfectly balanced on a fulcrum, with equal weight on both ends.

But we rarely live life in such perfect balance. We make plans and then life shifts.

There are sudden roster changes to deal with, unexpected operational delays, training demands, audits, fleet transitions, check cycles – and family pressures.

Resilience during such periods is not the ability to freeze the level beam in place.

It's about managing the beam when it see-saws, as it inevitably will.

Let's do for ourselves what we do for our aircraft

In aviation we understand structural limits. We calculate load. We inspect for component fatigue. We build in safety margins, such as fuel reserves and alternate aerodromes. And we do not allow our aircraft to operate continuously at structural limits.

Yet many of you reading this will operate personally at maximum capacity – your structural limit – day after day after day.

When our personal safety margins disappear, our tolerance shrinks, our cognitive bandwidth diminishes, and fatigue from constant decision-making leads to burnout and anxiety.



So what are the safety margins we can incorporate into our daily life that help protect our physical and psychological safety?

Here are some of the most important:

- Protect sleep as non-negotiable.
- Avoid back-to-back high-stakes decisions.
- Allow decompression time after high workload periods.
- Limit unnecessary digital interruption.
- Say 'no' when capacity is already stretched.
- A shift from enduring to managing
- Aviation culture has traditionally valued endurance – pushing through and getting the job done – but endurance has limits.

We've all had periods where we've just kept enduring, running at full capacity with no spare time, no mental space for considered thinking, and no tolerance for disruption. And when we operate like that for too long, we eventually hit the wall.

We can, however, expand our capacity to deal with stress. So, rather than just suppressing stress any way we can – by using alcohol, for instance – we can build our ability to do the following:

- stretch – tolerate stress without breaking
- recover – bounce back after a stressor
- adapt – adjust to new or ongoing stressors
- return to baseline – settle back into a stable, healthy state after the stress has passed.
- Nothing catastrophic has to occur for safety margins to erode. Small, cumulative degradations are enough.

By building in daily recovery periods, we're carrying out preventative maintenance on our human system. We're creating slack, releasing tension, and protecting the structure of our metaphorical suspension bridge before strain accumulates.

In aviation, the load won't disappear, but we do have a say in how we engineer our response to it.

Because when pressure rises – and it will – we don't want to 'give'. We want to 'flex' and keep performing at our best.

Practical tools for mental recovery

Strengthening our ability to handle stress doesn't demand anything complicated. It simply requires regular, small, repeatable behaviours that help us recover and steady ourselves. This includes building in 'circuit-breakers' throughout the day to stop load from accumulating.

Gentle breathing reset

Box breathing, with equal counts on every breath, gently activates the body's parasympathetic rest-and-digest system. Try this:

Inhale through your nose for four seconds. Hold for four. Exhale slowly through your mouth for four seconds. Hold for four.

Repeat for two minutes.

This balanced and slowed rhythm lowers heart rate and cortisol, signalling to your nervous system that you are safe.

A simple, quiet reset you can return to any time during a busy day.

Name the load

Research shows that labelling an emotional state reduces its intensity. Instead of reacting automatically, pause and say:

"I'm feeling fatigued"

"I'm working under pressure"

"I'm feeling frustrated"

"I'm getting overloaded"

"My body is tensing up"

"Anxiety is showing up".

This helps the brain move out of threat mode and back into clarity and control.



Use micro-recovery windows

The brain works in natural performance cycles of around 90 minutes. After that, efficiency declines, but short resets every 60 to 90 minutes help prevent cumulative overload. You might:

- stand and move
- hydrate
- step outside
- change your visual field focus – eg, focus on a distant horizon or the clouds
- do two minutes of slow breathing cycles.

Catch up with a colleague

Isolation increases strain and connection reduces it, so crew and staff culture matters. Open debriefs, respectful challenging, and building a team culture where it's safe to ask questions or admit mistakes all help distribute mental load across the team.

Connection switches off our threat system and helps us get back into a more relaxed state.

Strong and supportive relationships both at work and in life act as protective factors.

For aviation personnel, including inspectors, pilots, and operational staff, the article reinforces a core SMS principle: human performance degrades when recovery is insufficient. Effective fatigue management, workload management, and psychological wellbeing are therefore safety controls, not just wellness initiatives.

Reference: Katherine Gillespie By Katherine Gillespie, founder Grouwforte.

Fiji Airports Completes Night Aircraft Crash Exercise at Nausori International Airport

Nausori, Fiji- Fiji Airports has successfully completed a full-scale Night Aircraft Crash Exercise at Nausori International Airport, bringing together emergency responders, aviation stakeholders, government agencies, and regional partners to test and strengthen Fiji's aviation emergency preparedness capabilities.

The exercise highlights Nausori International Airport's commitment to maintaining the highest standards of aviation safety, emergency preparedness, operational resilience, and multi-agency coordination.

Held on Friday evening, the exercise marked the culmination of a week-long training programme led by the Fiji Police Force in partnership with Fiji Airports, the Pacific Community (SPC), Building Safety and Resilience in the Pacific (BSRP), the Pacific Islands Emergency Management Alliance (PIEMA), the Pacific Incident Management System (PACIMS), and the Web Emergency Operations Centre (WEOC).

The programme brought together representatives from government ministries, emergency services, humanitarian organisations, aviation stakeholders, security agencies, utility providers, and disaster management partners to strengthen collective preparedness and response capabilities.

Participants received specialised training in the Pacific Incident Management System (PACIMS), Emergency Operations Centre (EOC) management, Web Emergency Operations Centre (WEOC) operations, incident action planning, resource management, multi-agency coordination, crisis communication, situational awareness, and emergency decision-making.

The programme also included a tabletop exercise before culminating in the full-scale night aircraft crash simulation at Nausori International Airport.



Figure 1: Live crash Drill

They provide valuable opportunities to test our emergency response capabilities under realistic conditions and ensure Nausori International Airport remains prepared to respond effectively to any aviation emergency.

"The professionalism and commitment displayed throughout the training programme and the exercise reflect the strength of our partnerships and our shared commitment to protecting lives and maintaining the highest standards of aviation safety."

Mr Nawari acknowledged the Fiji Police Force for leading the initiative and thanked all local and regional partners for their support.

"This exercise demonstrates what can be achieved when agencies come together with a common purpose.

"We sincerely thank the Fiji Police Force, SPC, BSRP, PIEMA, PACIMS, WEOC, emergency services, aviation stakeholders, and all participating organisations for their dedication and collaboration.

"We also extend our appreciation to the communities surrounding Nausori International Airport for their patience and understanding during the exercise."

The exercise involved the coordinated response of the Fiji Police Force, National Fire Authority, St John Ambulance Fiji, the Ministry of Health and Medical Services, the Republic of Fiji Military Forces, airlines, airport stakeholders, and other emergency response partners, reinforcing the importance of working together and coordinated action during aviation emergencies.

Lessons identified during the exercise will be reviewed and incorporated into future planning to further strengthen emergency preparedness capabilities across Fiji Airports' network.

The exercise strengthens Fiji Airports' commitment to maintaining safe, secure, and resilient airport operations while ensuring the highest levels of preparedness across Fiji's aviation network.

Reference: This article was sourced from Fiji Airports Limited



The realistic emergency scenario tested command and control arrangements, emergency communications, casualty management, Emergency Operations Centre functions, and inter-agency coordination, providing responders with an opportunity to apply their training in a live operational environment.

Fiji Airports Chief Executive Officer Mesake Nawari said the successful exercise showed the importance of collaboration, preparedness, and continuous improvement in safeguarding Fiji's aviation sector.

"Safety remains our highest priority at Fiji Airports," Mr Nawari said. "Exercises such as these are essential in ensuring our emergency plans, personnel, and partner agencies are prepared to respond quickly, effectively, and in a coordinated manner should an actual aircraft emergency occur.

Public Health (Amendment) Bill 2026: Strengthening Aviation Preparedness and Public Health Protection



This figure was generated with AI

The Public Health (Amendment) Bill 2026 seeks to modernise Fiji's Public Health framework by updating provisions contained in the Public Health Act 1935, ensuring that the law remains effective in addressing public health and environmental health challenges.

For the aviation industry, the proposed amendments are particularly significant. As airports and aircraft serve as key points of entry and exit into Fiji, the aviation industry plays a critical role in preventing and responding to public health threats, including communicable diseases. The Bill strengthens the powers of persons established under the Act to undertake inspections, surveillance, quarantine, isolation, and other disease control measures when necessary to protect public health.

As Fiji is a Contracting State to the Convention on International Civil Aviation (Chicago Convention), these reforms should be read consistently with Fiji's international obligations and the Standards and Recommended Practices (SARPs) adopted by the International Civil Aviation Organization (ICAO). In particular, the aviation-related public health measures under ICAO Annex 9 (Facilitation).

CAAF has actively engaged in the parliamentary consultation on the Bill. In its written submission to the Standing Committee on Social Affairs, CAAF supported the intent of the reforms while recommending safeguards to ensure that public health powers exercised over aircraft, airports and aviation facilities are coordinated with existing civil aviation security controls.

The proposed reforms also enhance Fiji's ability to respond rapidly and effectively to future public health emergencies, drawing on lessons learned from recent global health events such as the COVID-19 pandemic.

The amendments provide clearer legal authority for health officials to work with transport operators, including airlines and airport operators, in managing public health risks associated with international and domestic travel. For airlines, aerodrome operators, ground handling agencies, and other aviation stakeholders, the Bill reinforces the need to comply with public health requirements. Strong public health controls contribute directly to the safety, security, and continuity of aviation operations by reducing the risk of disease transmission and minimising disruptions to air transport services.

Overall, the Bill supports Fiji's obligations under the ICAO Annex 9 (Facilitation) by strengthening Fiji's ability to prevent and respond to communicable disease threats associated with international travel. Enhanced public health surveillance, response and disease-control powers promotes measures to prevent the spread of communicable diseases through international air transport while facilitating the safe and efficient movement of passengers and crew.

The Bill is currently in the final stages of the legislative promulgation process and is expected to be tabled in Parliament soon. It has been referred to the Parliamentary Standing Committee on Social Affairs for review, with stakeholder consultations undertaken and written submissions before the Committee. Once enacted, the legislation will provide a modern legal framework to better protect passengers, crew members, airport personnel, and the wider public from emerging health risks. Given the impacts the Bill has for the aviation sector, CAAF encourages stakeholders to keep a lookout of the progress of the Bill, including its passage through Parliament and its commencement date.

Fiji Airports Breaks Ground on Fiji's Largest Airport Solar Farm at Nadi International Airport



Officiation Ceremony with Deputy Prime Minister and Minister for Tourism and Civil Aviation, Hon. Viliame Gavoka

Nadi, Fiji –Fiji Airports has officially broken ground on a 3.25-megawatt Solar Farm at Nadi International Airport, marking a major milestone in its commitment to renewable energy, energy security, operational resilience, and sustainable airport operations.

Nadi International Airport currently consumes around 2.5 megawatts of electricity. The new 3.25-megawatt Solar Farm will generate sufficient renewable energy to meet current airport demand, with approximately 25 per cent additional capacity available during peak generation to support future landside developments.

The Solar Farm is also scalable to 8-10 megawatts, providing Fiji Airports with the flexibility to support future airport expansion, increased energy demand, and additional landside developments at Nadi International Airport.

The groundbreaking ceremony was officiated by Deputy Prime Minister and Minister for Tourism and Civil Aviation, Hon. Viliame Gavoka, who described the project as a significant investment in Fiji's future and a demonstration of the country's commitment to sustainable development. "This project is an investment in resilience, energy security and the long-term sustainability of one of Fiji's most important national assets," Mr Gavoka said.

"Most importantly, it is an investment in Fiji's future.

"Today's groundbreaking reflects what can be achieved when government, industry and technical experts work together towards a shared vision. Through these partnerships, we are building stronger infrastructure and creating lasting benefits for Fiji."

The first phase of the Solar Farm will provide a significant source of renewable energy to support operations at Nadi International Airport, helping to reduce reliance on conventional electricity sources, strengthen energy security, lower operating costs, and reduce carbon emissions.

Once completed, it will become the largest airport solar power system in Fiji.

The project supports Fiji's Vision 2050 and aligns with national efforts to build a more sustainable, resilient, and globally competitive economy.

As Fiji's main international gateway, Nadi International Airport plays a vital role in connecting Fiji to the world, supporting tourism, facilitating trade and investment, and enabling the movement of people and goods across the Pacific and beyond.

Fiji Airports Chief Executive Officer Mesake Nawari said the project reflects the organisation's commitment to investing in infrastructure that supports both operational excellence and environmental sustainability.

"Nadi International Airport is Fiji's gateway to the world and one of the country's most important national assets," Mr Nawari said.

"As passenger numbers and operational demands continue to grow, so does our responsibility to ensure the infrastructure supporting our airport remains efficient, reliable, resilient, and sustainable.

"The Solar Farm is an investment in the future of Nadi International Airport and Fiji's aviation sector, delivering long-term benefits for our country and future generations.

"It strengthens our commitment to environmental stewardship while supporting more efficient airport operations and reducing our carbon footprint.

"The project not only supports current airport operations but also provides additional capacity to support future landside developments and the continued growth of Nadi International Airport.

"It demonstrates how sustainability and infrastructure investment can work together to support the long-term growth and resilience of Fiji's aviation sector."

Designed with aviation safety as a priority, the project has undergone detailed technical assessments to ensure it can operate safely and effectively within the airport environment.

The Solar Farm also forms part of Fiji Airports' broader renewable energy strategy, with future plans to expand solar generation and battery storage capacity across its operations.

Mr Gavoka acknowledged Fiji Airports' Board, management, and staff for their leadership in advancing the initiative and thanked project partners, including ITP Renewables, CBS Power Solutions, Design Engineering, Energy Fiji Limited, and other stakeholders whose expertise and collaboration have helped bring the project to fruition.

Major construction works on the Solar Farm are expected to be completed by the end of 2027.

Construction has now commenced, with the Solar Farm representing another significant investment in the future of Nadi International Airport and Fiji Airports' commitment to building safe, resilient, and sustainable infrastructure for generations to come.

Reference: This article was sourced from Fiji Airports Limited



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



One Plan, Shared Responsibility

Fiji launches its National Aviation Safety Plan at Aviation Open Day

Fiji has taken an important step in strengthening the safety of its aviation system with the official launch of the National Aviation Safety Plan 2026–2028.

Launched by Theresa Levestam, Chief Executive of the Civil Aviation Authority of Fiji, during the recent Aviation Open Day, the Plan provides a coordinated national roadmap for reducing aviation safety risks, strengthening safety oversight and continuously improving safety performance.

Built through collaboration

The National Aviation Safety Plan is not a plan developed by the regulator in isolation. It is the result of consultation, technical input and shared commitment involving CAAF, the Ministry of Tourism and Civil Aviation, Fiji Airports, Fiji Airways, domestic air operators and stakeholders from across the national aviation industry.

This collaborative approach is central to the Plan because no single organisation can deliver aviation safety on its own. Regulators, operators, service providers, aviation professionals and government agencies all have interconnected responsibilities within the aviation system.

Speaking at the launch, Theresa Levestam acknowledged the many people and organisations that contributed to the Plan.

“This is not the regulator’s plan alone. It is the product of collaboration between CAAF and our industry partners. Safety is not something any one organisation delivers by itself. It is something we build together.”

The Chief Executive described the development of the Plan as “a labour of many hands, many discussions, and shared commitment”, noting that Fiji’s aviation system is stronger because of the contributions made by its stakeholders.

A clear direction for 2026–2028

The National Aviation Safety Plan is Fiji’s master planning document for aviation safety for the three-year period from 2026 to 2028. It identifies national safety issues, establishes measurable goals and targets, and sets out Safety Enhancement Initiatives to address operational risks and organisational challenges.

It complements Fiji’s State Safety Programme. While the State Safety Programme establishes the foundations for managing safety, the National Aviation Safety Plan translates those foundations into a targeted and time-bound programme of action. Together, the two documents form a comprehensive national framework for the continuous improvement of aviation safety.

The Plan is aligned with the International Civil Aviation Organization Global Aviation Safety Plan and the Asia Pacific Regional Aviation Safety Plan. This ensures that Fiji’s priorities support national needs while remaining aligned with regional and international aviation safety objectives.

Six national safety goals

The Plan establishes six goals to guide Fiji’s aviation safety work:

- Achieve a continuous reduction in operational safety risks.
- Strengthen Fiji’s safety oversight capabilities.
- Establish and manage Fiji’s State Safety Programme.
- Strengthen collaboration at national and regional levels.
- Strengthen aviation safety planning.
- Expand the use of industry evaluation and safety data-sharing programmes.

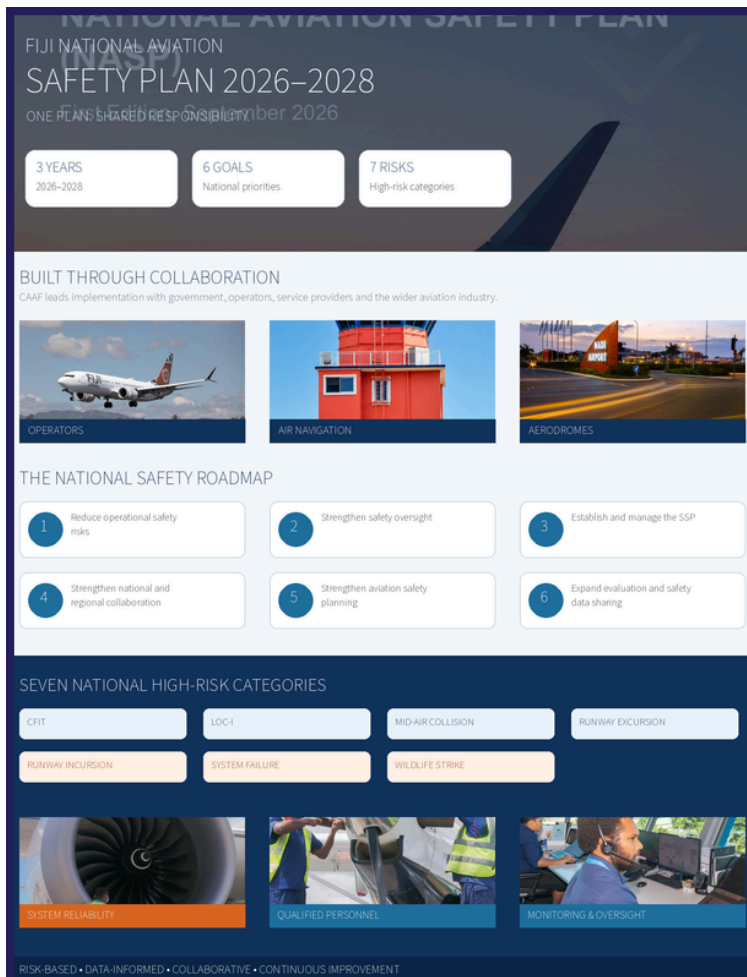
These goals are supported by defined targets, indicators, responsible entities and implementation timelines. Progress will be monitored throughout the life of the Plan, with a mid-term review to help ensure that its priorities and initiatives remain relevant and effective.

Focusing on Fiji’s priority risks

A key feature of the National Aviation Safety Plan is its risk-based approach. It uses safety information and lessons from occurrences, investigations, safety oversight and regional analysis to direct attention and resources towards the areas of greatest safety concern.

Seven National High-Risk Categories have been identified:

- Controlled Flight into Terrain
- Loss of Control In-flight, including turbulence
- Mid-Air Collision
- Runway Excursion
- Runway Incursion
- System or Component Failure
- Wildlife Strikes on or near international aerodromes





The Plan includes targeted Safety Enhancement Initiatives to address these risks. Actions include developing guidance material, improving training and procedures, strengthening safety reporting and analysis, enhancing runway and airspace safety, supporting reliability programmes, and improving wildlife-hazard management at international aerodromes.

From planning to action

The launch of the Plan marks the beginning of its implementation, not the end of the process.

CAAF will coordinate the implementation and monitoring of the Plan in collaboration with government, operators, service providers and the wider aviation industry. Progress will be measured through defined safety-performance indicators, with periodic national safety reporting providing stakeholders with updates on the achievement of goals and the status of Safety Enhancement Initiatives.

The Plan may also be updated earlier than scheduled if new operational risks, organisational challenges or emerging safety issues require additional action. This supports a responsive and proactive approach in which safety information is used to guide decisions and continuously strengthen risk controls.

The right setting for the launch

The Aviation Open Day was a fitting occasion to launch the Plan because it brought together two connected priorities; the future safety of Fiji's aviation system and the people who will deliver it.

Students attending the event had the opportunity to learn about the wide range of careers supporting aviation, including pilots, engineers, air traffic controllers, aviation security officers, cabin crew, procedure designers, airport personnel and safety inspectors.

In her address, Theresa Levestam reminded students that although the National Aviation Safety Plan describes the future Fiji wants for its aviation system, the document alone cannot deliver that future.

“The National Aviation Safety Plan describes the future we want for Fiji's aviation system. But that future will not be delivered by a document. It will be delivered by people.”

The message placed people at the centre of aviation safety. Standards, technology, training and oversight remain essential, but their effectiveness ultimately depends on competent professionals working together with discipline, integrity and a shared commitment to safety. Safety is everyone's responsibility

Behind every safe flight is a system of people, standards, training, reporting, analysis and oversight working together. Much of that work may not be visible to passengers, but it is the foundation on which confidence in aviation is built.

Fiji's National Aviation Safety Plan provides a common direction for that work. It calls on every stakeholder to participate actively in identifying hazards, sharing safety information, strengthening controls and supporting continuous improvement.

Its successful implementation will depend on the same spirit in which it was developed: open consultation, professional cooperation and collective responsibility.

The launch therefore represents more than the publication of a national document. It is a renewed commitment by CAAF and Fiji's aviation community to work together to protect passengers, aviation personnel and the communities served by aviation.

One national plan. Many partners. A shared commitment to safer aviation.

NASP AT A GLANCE

- Period covered: 2026–2028
- National safety goals: Six
- National High-Risk Categories: Seven
- Approach: Risk-based and data-informed
- Implementation: Led by CAAF in collaboration with government and industry stakeholders
- Alignment: ICAO Global Aviation Safety Plan and Asia Pacific Regional Aviation Safety Plan
- Monitoring: Safety-performance indicators, periodic reporting and scheduled review



BEYOND THE SKIES AVIATION OPEN DAY



The aviation industry is often associated with pilots and aircraft, but behind every flight is an extensive network of professionals working together to keep people, goods and services moving safely and efficiently. From air traffic controllers and engineers to aviation security personnel, airport operators, regulators, meteorologists and customer service teams, aviation is a sector powered by people.

It was this message that formed the heart of the Beyond the Skies Aviation Open Day, hosted by the Civil Aviation Authority of Fiji (CAAF) in partnership with Fiji National University (FNU) on 21 August 2026 at the FNU Namaka Campus. The event was designed to introduce students and young people to the many career opportunities available within aviation while providing an opportunity to engage directly with industry professionals. The event grew out of months of planning involving CAAF, FNU and aviation stakeholders across Fiji.

The response was overwhelming. A total of 783 attendees participated in the Open Day, making it one of the largest aviation-focused career outreach initiatives undertaken in Fiji in recent years. Students, teachers and visitors had the opportunity to interact with 19 exhibitors, representing regulatory authorities, airlines, aviation service providers, training institutions and industry partners. The diverse exhibitor base reflected the broad range of organisations that make up Fiji's aviation industry.

Throughout the day, the campus was transformed into a vibrant aviation hub. Exhibition booths provided students with hands-on learning experiences, while industry representatives shared insights into their professions, discussed career pathways and answered questions about the qualifications and training required to enter the industry. The event encouraged students to look beyond traditional perceptions of aviation and consider opportunities in areas they may never have previously encountered.

Many students arrived with a general interest in aviation but left with a much clearer understanding of the industry's diversity. Conversations at exhibitor booths ranged from aircraft maintenance and airport operations to aviation safety and regulatory oversight. Students were able to learn how different organisations work together to ensure Fiji maintains a safe, efficient and internationally connected aviation system.

One of the most memorable outcomes of the day was hearing directly from students whose perspectives and aspirations had been shaped by the experience.

Among them was Wainikiti Korovulavula of Jasper Williams High School, who described the event as both enjoyable and inspiring. "I learned about the many careers available in aviation, especially the roles in which women are excelling. I was really inspired by the women from the Fiji Women in Aviation Network. I just want to thank FNU and CAAF for organising this event. We loved every moment of it," she said to the Fiji National University's team.

Wainikiti's experience reflects exactly what the Open Day aimed to achieve: helping young people discover opportunities they may never have previously considered. Inspired by the professionals she met and the career pathways presented throughout the day, she now hopes to pursue a career as an Air Traffic Controller, combining her passion for Mathematics and English with a future in aviation.





The future of aviation is bright, and it begins with young dreamers like Wainikiti. A reminder of the lasting impact of industry outreach initiatives.

The event also served as an opportunity to strengthen connections between education and industry. Fiji's aviation sector continues to evolve, and ensuring a pipeline of skilled and motivated young professionals is essential to supporting future growth.

The strong industry support received for the event further highlighted the aviation community's shared commitment to investing in future generations. Organisations came together not only to showcase their operations but to actively encourage young people to explore opportunities within the sector.

A particularly inspiring feature of the event was the participation of the Fiji Women in Aviation Network (F-WAN). Women working across various technical and non-technical aviation fields shared their personal experiences and career journeys with students, helping to demonstrate that aviation offers opportunities for everyone. Their presence reinforced an important message: there is no single pathway into aviation, and success can be achieved across a variety of disciplines, regardless of gender or background. F-WAN's involvement aligned with its ongoing efforts to promote visibility, professional development and leadership opportunities for women throughout Fiji's aviation sector.

The success of Beyond the Skies was also made possible through the collaborative partnership between CAAF and Fiji National University. Months of preparation, coordination and engagement were invested to create an event that would be educational, interactive and meaningful for students. Support from industry partners, participating schools, volunteers and exhibitors helped bring the vision to life and ensured that students received maximum exposure to the breadth of opportunities available within aviation. Planning efforts included coordination of exhibitors, programme content, logistics, safety arrangements, industry participation and student engagement activities.

Perhaps the most powerful aspect of the day was not the displays, demonstrations or activities, but the sense of possibility it created. Every conversation, question and interaction represented an opportunity to inspire a future career. For some students, it may have been the first time they realised that a career in aviation was achievable. For others, it provided reassurance that their existing interests could one day translate into meaningful employment within a dynamic and globally connected industry.

As the event concluded, the excitement and curiosity displayed by students served as a reminder of why initiatives such as Beyond the Skies are so important. Aviation is ultimately about connecting people, places and opportunities, and investing in future generations is one of the most important connections the industry can make.

CAAF extends its sincere appreciation to Fiji National University, participating schools, exhibitors, volunteers, sponsors and industry partners whose support and commitment contributed to the success of the Beyond the Skies Aviation Open Day. Most importantly, thank you to the students who attended, asked questions, explored possibilities and reminded us all why investing in the future of aviation matters.

If the enthusiasm shown throughout the day is any indication, Fiji's future aviation workforce is already preparing for take-off.



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