

An aerial photograph of a tropical island, likely in Fiji, showing lush green vegetation, a white sandy beach, and clear blue water. A small white airplane is visible on the water in the foreground. The image is framed within a circular vignette on a dark blue background.

**Socio-
economic
Dynamics of
Civil Aviation:
Fiji's
Experiences**

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Introduction

- ▣ Fiji Ex – British Colony 1874 – 1970
- ▣ Independence in 1970
- ▣ 320 islands & population 837,000
- ▣ Full fledge member of ICAO in 1973
- ▣ Designated National Flag Carrier
- ▣ Controlled air space – FIR
- ▣ International Airport - Nadi



Historical Perspective

- ▣ First Flights – 1920's
- ▣ Southern Cross / Kingsford Smith 1928
- ▣ Impact of WWII – Fiji used as Military Base
- ▣ Development of Airfields
- ▣ Nadi as key Airfield - later used for civil flights
- ▣ Used as a “staging post” & for stopovers
- ▣ Basic Legal Framework From UK



Regional Bodies Created By Member States

- ▣ South Pacific Air Transport Council (SPATC) – 1946
- ▣ SPATC operated Nadi Airport 1950 – 1975
- ▣ New Zealand's role in SPATC
- ▣ Nausori & outer island airports managed by International Aeradio Ltd (IAL)



International Air Services

- ▣ Growth of Traffic through Nadi 1960's 20% - 30% - Narrow bodied aircraft
- ▣ Nadi used for refueling & tech stops
- ▣ BCPA, BOAL, PAA, TEAL, QANTAS.....
- ▣ Oil prices crisis 1973 -74
- ▣ Number of international airlines withdrew
- ▣ 1980-87 international flights increased
- ▣ May 1987 coup and decline in flights



Impact of Tourism Growth

AIR TRANSPORTATION

- ▣ Tourism is main contributor to economic growth (Overtaken agricultural sector)
- ▣ Aviation / Air Transport System is key contributor to Tourism
- ▣ Traditional Markets Australia & New Zealand
- ▣ Emerging market – Friends Relative Visitors
- ▣ Impact of low cost carrier
- ▣ New routes by Air Pacific (eg Hong Kong)
- ▣ Proposed introduction of Flight Continental Micronesia



Air Pacific – National Airline

- ▣ Founded by Harold Gatty, Aust Aviator
- ▣ 1951 as Fiji Airways – domestic carrier
- ▣ 1967 – first jet prop HS748
- ▣ 1971 – pure jet BAC 111 475 series
- ▣ Progressively replaced other foreign carriers
- ▣ Current fleet and market share



Further Development – Nadi Airport after 1970

- ❑ Main runway extended – 10,500ft (3200m) overlaid concrete - apron redone / expanded
- ❑ Modern terminal bldg – further extension to handle larger aircraft
- ❑ Arrival & departure concourse, transit lounge, cafeteria extended / refurbished
- ❑ Duty free shops and car parks to generate non aeronautical income



Air Navigation Services

- ▣ Fiji took active interest in FANS
- ▣ Collaborated with Aust, NZ and USA on CNS/ATM
- ▣ Leading role in APANPIRG – also chaired
- ▣ Pioneered use of GPS for air navigation in its controlled domestic air space 1994 with help of FAA
- ▣ Currently ATM Service Provider AFL working towards Performance Based Navigation (PBN) based on GANP
- ▣ Planned introduction of Automatic Dependent Surveillance – Broadcast (ADS – B)



DEVELOPMENT OF AVIATION TRAINING

AIR TRAFFIC SERVICES (ATS) TRAINING

- ▣ Traditionally relied on NZ, PNG and Singapore
- ▣ ATS Training School established in 1989 based on ICAO Standard.
- ▣ Basic Training up Area Control (Non-radar)
- ▣ Other courses – FANS and GPS

An aerial photograph of a coastal region, likely in Fiji, showing a bay on the left, a road running through the center, and a residential area with many small buildings on the right. The text is overlaid on this image.

DEVELOPMENT OF AVIATION TRAINING cont.....

AIRCRAFT MAINTENANCE / ENGINEERING

- ▣ Fiji Institute (FIT) in Suva offered basic training
- ▣ Facilitated through TAFE – Australian Assistance
- ▣ Aircraft Maintenance and Avionics Training also utilised by Pacific Island Countries
- ▣ Relocation of FIT to Nadi – requested by Industry
- ▣ Upgrading of training facilities at FIT

DEVELOPMENT OF AVIATION TRAINING cont.....

PILOT TRAINING

- ▣ Two schools located at Nadi (1998)
- ▣ Training leading to PPL , CPL & ATPL Theory
- ▣ Caters for some 80 students annually
- ▣ Also used by Regional Students from PIC



Early Institutional Changes

- ▣ 1950 Superintendent of CA from UK
- ▣ 1960 Controller Road Transport & CA
- ▣ Assisted by Operations Officer and Airworthiness Adviser from UK
- ▣ 1973 Creation of DCA shifted to Nadi
- ▣ Dissolution of SPATC and handing over of Nadi Airport and related assets to Fiji



Creation of Aviation Authority

1979 Civil Aviation Authority of Fiji (CAAF)

Functions:

- ▣ Providing ATC and air navigation services
- ▣ Airport and ancillary services
- ▣ Carrying out ICAO obligations delegated by the Minister
- ▣ Regulatory functions under Legislation
- ▣ Majority shareholder in ATS, Ground Handling Company



CAAF Reorganisation 1997-2008

- ▣ 1999 - Civil Aviation Authority of the Fiji Islands (CAAFI) as a pure regulator
- ▣ CAAFI retained some non-core activities
- ▣ Funding to be further addressed
- ▣ Airports Fiji Ltd (AFL) took over ANS, ATM Services, Airports and ancillary services



Functions Retained by State

- ▣ Line Ministry created a small DCA

Responsibilities include-

- ▣ Air transport licensing
- ▣ Bilateral and multilateral issues
- ▣ Air service agreements
- ▣ Economic regulation
- ▣ Meteorological Services



Challenges & Issues after Reorganisation

CAAFI:

- ▣ As a regulator still entrusted with business activities / assets
- ▣ Ownership in ATS – conflict of interest
- ▣ Funding finally resolved in 2007
- ▣ Difficulties in recruiting qualified inspectorate staff in flight ops



Aviation Security

- ▣ Impact of technology advancements & sophistication of terrorist / extremist groups
- ▣ Fiji had amongst other things, strengthened Civil Aviation Security System:
 - Security Legislations & other Security Programs to support the system based on Annex 17
 - Aviation Security Certification & Approval Regime for service providers
 - Establishment of National CA Security Committee
 - Establishment of National CA Intelligence Committee



Current Status

- ❑ Out come of 2001, 2006 and 2007 ICAO Audits – CAP substantially completed
- ❑ Legislation changes – almost complete
- ❑ Work on Harmonisation in progress
- ❑ CAAFI funding finalised - May 2007
- ❑ Divesture of non core business activities – implementation in progress
- ❑ CAAFI is ISO 9001:2000 certified

An aerial photograph of a coastal town in Fiji, showing a large airport runway and taxiway in the foreground, a residential area with many small houses, and a body of water on the left. The background features lush green hills and a river. The text 'Current Status.....' is overlaid in a blue, 3D-style font at the top.

Current Status.....

- ▣ Despite the 'woes of coups' Fiji has made substantial progress over the years
- ▣ Aviation is expected to grow faster with economic and tourism growth & low cost airlines coming to Fiji
- ▣ Fiji is continuously addressing emerging issues:
 - Certification of Foreign Aircraft
 - Management of Aviations Environmental Impacts
 - Environmental Protection

Current Status.....

- Harmonization of Aviation Laws
- Control / Prevention of human and illicit drug trafficking.





Regional / Co-Operative Initiatives

- ▣ Pacific Aviation Safety Office (PASO)
- ▣ Fiji is a Member
- ▣ Fiji still provides ad hoc support/assistance to smaller island states



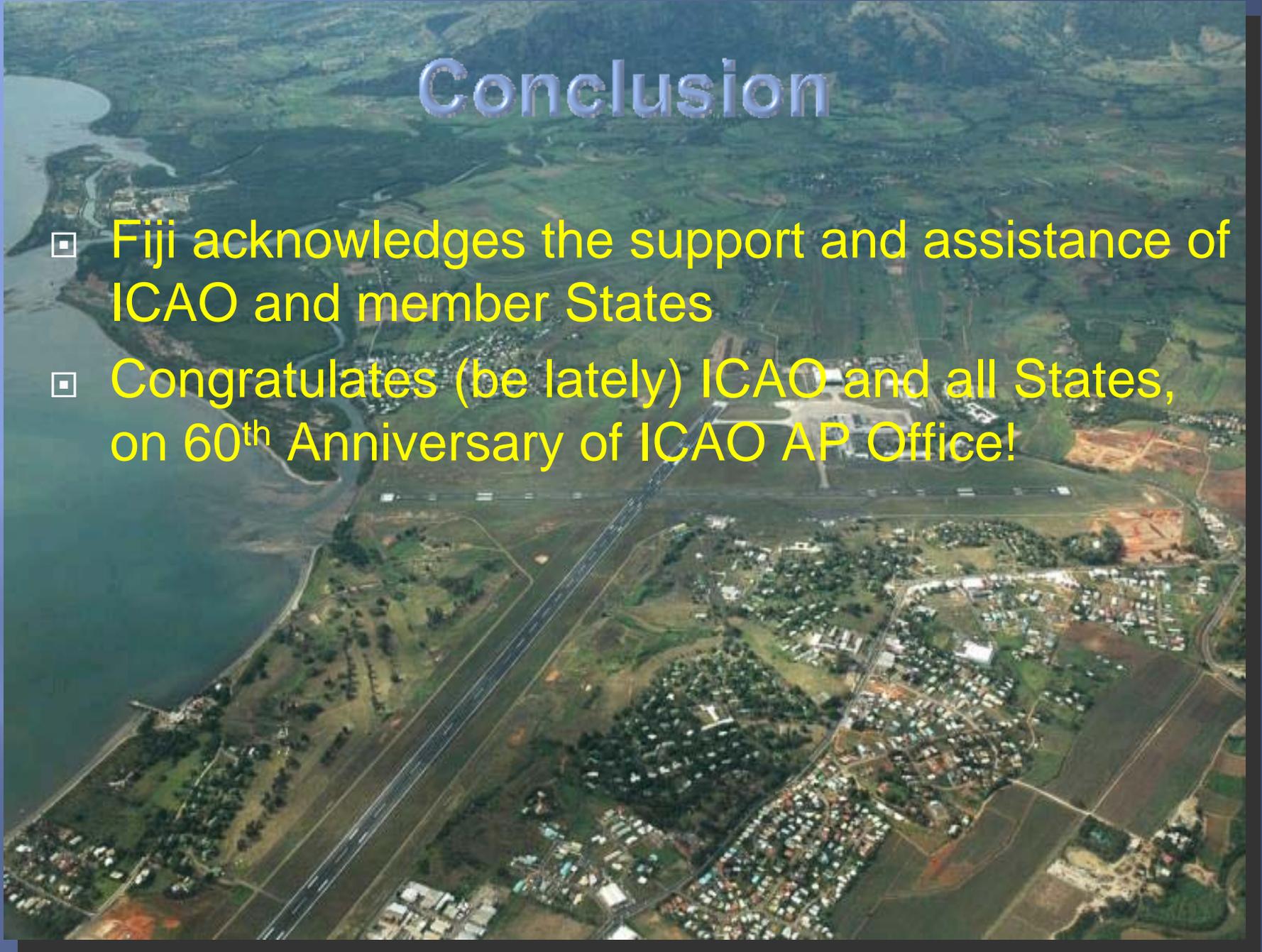


Open Sky Policy

- ▣ Whilst supporting liberalisation Fiji plans to approach this area with caution
- ▣ Full liberalisation may not be always conducive to smaller island economies like Fiji
- ▣ Pacific Islands Air Agreements (PIASA)- flexible regional regulatory environment not fully materialised
- ▣ Fiji collaborates with other regional airlines by forming alliances – seat sharing

Conclusion

- ▣ Fiji acknowledges the support and assistance of ICAO and member States
- ▣ Congratulates (be lately) ICAO and all States, on 60th Anniversary of ICAO AP Office!



**VINAKA
KOP – KHUN
THANK YOU**

