



Civil Aviation Authority of Nepal

Monsoon Circular 11/2021			
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1 INTRODUCTION

Past air accident record of Nepal has indicated that monsoon season is a challenging period for the safe flights. Majority of CFIT accidents have occurred during monsoon period. In addition to CFIT, the runway safety issue has also been a challenging safety issue in Nepal during monsoon period with few occurrences of runway excursion in past. This circular has been issued taking into account the safety hazards experienced in past. CAAN has already issued advisory circulars for the CFIT prevention and safe use of TAWS with associated training requirements. All air operators are expected to include the best practices elaborated in the relevant advisory circulars and implement accordingly.

1.1 Objective

The objective of this Circular is to direct all air operators to take precautionary measures during monsoon operation in the interest of flight safety.

1.2 Applicability

This circular is applicable for all air operators and shall be valid from 06 June till 30 September every year for Nepalese operators when operating within the airspace of SAARC member countries.

1.3 Description of Changes

This circular supersedes the monsoon circular issued in 2019.

2. REFERENCES AND REQUIREMENTS

This circular should be read in conjunction with CAR 2 and Flight Operations Requirements- Aeroplane, General Aviation and Helicopter.

3. RESPONSIBILITY OF FLIGHT CREW

- 3.1 VFR flights must avoid cloud, if not possible climb to safe altitude and maintain VFR or declare IFR.
- 3.2 Request alternate clearance, if clearance issued by ATC cannot be complied.
- 3.3 Do not forget to report weather deviation.
- 3.4 Strictly adhere to prescribed weather minima.
- 3.5 Ensure to get latest meteorological briefing and avoid possibility of entering into severe weather conditions.
- 3.6 Pilots should get informed about the latest MET information from TIA MET office like SADIS-2G and should get the benefit with forecast weather from MFD.
- 3.7 Wet runway limitations for weight should be strictly followed as applicable.
- 3.8 Pilots should not hesitate to initiate "go around" in case of un-stabilized approach or hold for weather to improve.
- 3.9 Special precautions should be taken to ensure the safety of passengers and cabin crew in case of in-flight turbulence is expected.
- 3.10 When weather condition has heavy rain, dense fog and deteriorating visibility etc., pilots are strictly prohibited to take off from and at unmanned station.

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- 3.11 Pilots are advised to plan their flight well before departure on all precautions to be taken during monsoon.
 - 3.12 GPS should not be used as sole means of navigation during adverse weather conditions.
 - 3.13 Operator should develop an appropriate system on crew pairing during flights. Special care should be taken on crew pairing, that each crew member are compatible in a flight to take appropriate decision during emergency situation.
 - 3.13.1 Weather pattern and terrain condition
 - 3.13.2 Highest obstacle along route
 - 3.13.3 Alternate action to be taken in case of encountering IMC and safe altitude to be maintained.
 - 3.14 When rostering crew members, care should be taken to ensure that co-pilots are able to voice their disagreements when a PIC makes a decision that the co-pilot feels may result in degradation of safety. The violations should be reported to FSSD CAAN.
 - 3.15 Pilot shall ensure that sufficient fuel is carried on board the aircraft considering weather deviation, diversion and possible holding during monsoon operation.

4 SERVICEABILITY OF AIRCRAFT SYSTEMS

- 4.1 Air operators should ensure that following systems are kept serviceable and aircraft are not released under MEL during monsoon period.
 - i. Anti skid system
 - ii. Wind shield wiper system
 - iii. Weather radar system (for the equipped aircraft)
 - iv. Flap system
 - v. Reverse thrust system
 - vi. Ground Proximity Warning System
 - vii. Communication and Navigation systems of aircraft
- 4.2 Brake should be well serviceable.
- 4.3 Tyres should have no threads seen during this period and its shoulder tread (groove) should not have totally worn out.
- 4.4 Fuel should be well drained and system should be checked for water contamination every day before the first flight.
- 4.5 Ensure that all ground equipment is serviceable and parked away from aircraft manoeuvring area. Whenever the equipment is in use they should be properly locked and not left unattended.
- 4.6 Wind shield should be in good condition without crazing and scratches. The wiper should be operational all the time.
- 4.7 For those large commercial jet aircraft having redundant systems, operators may consider to release the aircraft in MEL if equivalent level of safety can be assured taking into account the aircraft design.

5 RESPONSIBILITY OF AIRLINES OPERATIONS DIRECTOR

- 5.1 Operations Director should be more vigilant on every flight mission and flying behaviour of flight crew during monsoon season.
- 5.2 Operations Director shall supervise the operations personnel responsible for aircraft operations strictly follow the regulatory requirements and procedure in relation to monsoon operations.

- 5.3 Operations Director shall strictly maintain operations control as specified in Operations Manual.
- 5.4 Operations Director shall ensure that pilots are adequately trained in the use of advanced cockpit instruments like weather radar GPWS/EGPWS/TAWS so that they can get maximum benefit of these instruments in different flight conditions.
- 5.5 Operations Director shall ensure pilots are provided with special monsoon awareness training program every year.

6 RESPONSIBILITY OF FLIGHT OPERATION OFFICER/ FLIGHT DISPATCHER

- 6.1 Flight Operation Officer/Flight Dispatcher shall gather all relevant information pertaining to the proposed flight and brief to the PIC including NOTAM, weather at origin, en-route, alternate and destination, mass and balance, MEL and other information as applicable for monsoon operation.
- 6.2 Flight Operation Officer/Flight Dispatcher shall advise the PIC and Operations Director if he/she finds any unusual situation that may hamper, the safety of proposed flight.

7 RESPONSIBILITY OF ACCOUNTABLE MANAGER

Accountable Manager shall focus extra attention and maintain effective supervision of overall aircraft operations activities especially during monsoon. Any discrepancy observed during such operation shall be brought to notice of CAAN.

8. ADDITIONAL PROVISION FOR HELICOPTER

The helicopter operators should safely land at suitable place in case visual flight cannot be maintained and should immediately inform nearest ATS unit, origin and destination aerodrome, as applicable, about the position.

9. ACTION FOR NON-COMPLIANCE

Noncompliance of above instructions shall be considered as the serious breach of safety provisions, which may lead to enforcement actions in accordance with Rule 6, Rule 40 and Rule 80 of CAAN, Civil Aviation Regulation 2002, depending upon the severity of negligence or violation.

10. INFORMATION DISSEMINATION

The Operations Director should inform and brief all relevant staff regarding this circular and send the documented record to FSSD CAAN for information.

11. CONTINUOUS SURVEILLANCE

The implementation of provisions of this circular will be verified during the scheduled audit, unscheduled inspection, ramp check etc.

12 CONTACT OFFICE

Issued under the authority of:

Director General
Civil Aviation Authority of Nepal

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