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CIVIL AVIATION AUTHORITY OF NEPAL

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Flight Safety Standards Department

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Date:

06th June 2023

2080/02/23 B.S.

Ref. No.:

FOD: 079/80
Cha. No. 1268

Circular 11/23

To,

Operations Department;

Nepal Airlines Corporation, Kantipath

Buddha Air Pvt. Ltd., TIA, Gauchar

Yeti Airlines Pvt. Ltd., Tilganga

Summit Air Pvt. Ltd., Tinkune

Shree Airlines Pvt. Ltd, Sinamangal

Saurya Airlines Pvt. Ltd., Sinamangal

Guna Airlines Pvt. Ltd., Minbhawan

Sita Air Pvt. Ltd., Sinamangal

Tara Air Pvt. Ltd. Tilganga

Himalaya Airlines Pvt. Ltd., Gairidhara

Subject: Monsoon Circular 2023

Reference to above mentioned subject, you are informed that Monsoon Circular 2023 (Cir. No. ASSRD C 01/2023) has been approved as per CAAN decision dated 26th May 2023 (2080/02/14 B.S.) and uploaded in FSSD CAAN website for your reference and necessary action.

Sangam Karki

Manager

Flight Operations Division

c.c.:

Deputy Director General 2, ASSRD, CAA Nepal

Chief, FSSD, Sinamangal

AID, FSSD, CAAN


Aviation Safety and Security Regulation Directorate
Civil Aviation Authority of Nepal

Subject: Operations on Monsoon Weather Date: 26/05/2023 Cir. No: ASSRD C 01/2023

1. **PURPOSE.** This circular provides recommendations for all ATS Providers, Aerodrome Operators and airline operators to take precautionary measures during operations on monsoon weather in the interest of safety of aviation operations.
2. **CANCELLATION.** These circular cancels all the previous versions of Monsoon Circulars issued with the recommendations for the ATS Providers, Flights operators and Aerodrome Operators (Civil Aviation Offices).
3. **APPLICATION.** The Civil Aviation Authority of Nepal (CAAN) recommends the measures to be adopted by the ATS Providers, Aerodrome Operators and Flight operators in this circular. Recommendations of this circular are mostly advisory in nature and should be complied as far as practicable. In the event of a conflict, CAR-2, CAR-3, Flight Operations Requirements (FOR), CAR-11, CAR-14 (Vol-I) and other relevant CAAN Manuals take precedence over this circular.
4. **DOCUMENTS AND REFERENCES.**

This circular shall be read in conjunction with the following documents:

 - 4.1 Civil Aviation Requirements for Rules of the Air (CAR-2).
 - 4.2 Civil Aviation Requirements for Meteorological Service for International Air Navigation (CAR-3).
 - 4.3 Flight Operations Requirements Airplane and Helicopter
 - 4.4 Civil Aviation Requirements for Air Traffic Services (CAR-11).
 - 4.5 Civil Aviation Requirements for Aerodromes (CAR-14, Part -1).
 - 4.6 Manual of Standards ATS (MATS Nepal)
 - 4.7 Procedures for Air Navigation Services- Aerodrome (PANS-Aerodrome, Doc 9981)
 - 4.8 Flight Operation Requirements


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Nabina Karmacharya
Deputy Director General
Aviation Safety and Security Regulation Directorate
Civil Aviation Authority of Nepal

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SECTION 1. BACKGROUND

The monsoon season in Nepal begins in the month of June and ends in September every year. As Monsoon is normally accompanied by heavy rain, strong wind, severe turbulence, reduced visibility and thereby, reduced ATM system capacity, significance of monsoon awareness is paramount among all aviation stakeholders. Nepal has also experienced many challenges for the safe aircraft operation during this season. Aircraft accident data of the past indicate that the majority of CFIT types of accidents, including few runway safety related incidents/accidents have occurred during monsoon season. As such, Civil Aviation Authority of Nepal has been conducting the Monsoon Awareness Programme and issuing Monsoon Circulars every year.

This advisory circular has been developed based on the past DGCA monsoon circulars that CAAN had issued as well as on the recommendations of past ATC-Pilot Interactions taking into account the safety hazards that was experienced in the past.

SECTION 2. RECOMMENDATIONS FOR FLIGHT OPERATORS.

- a. VFR flights must avoid cloud. If not possible, climb to safe altitude and maintain VMC or declare IFR.
- b. Strictly adhere to ATS instructions and clearances as they are meant for the safety of flight.
- c. Flight crews should request for alternate clearance, if clearance issued by ATC cannot be complied.
- d. Report weather deviation mandatorily.
- e. Strictly adhere to prescribed weather minima.
- f. Ensure to get latest meteorological briefing and avoid possibility of entering into severe weather conditions.
- g. Ensure to get information about the latest MET phenomenon and forecast weather from TIA MFD.
- h. Flight crews should initiate "go around" in case of un-stabilized approach or hold for weather improvement.
- i. GPS should not be used as sole means of navigation during bad weather condition at the airspace or the airfield, where such provisions are not established.
- j. Maintain a higher grade of VHF discipline during flight and avoid undue argument.
- k. Report ATC about the braking action and directional control information while landing on runway with standing water.
- l. 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
- m. Brake should be well serviceable.
- n. Tyres should have no threads seen during this period and its shoulder tread (groove) should not have totally worn out.
- o. Wind shield should be in good condition without crazing and scratches. The wiper should be operational all the time.

SECTION 3. RECOMMENDATIONS FOR ATC.

- a. Monitor the changing weather pattern and ensure that the latest weather report is provided to the flight crews.

- b. Depending upon the prevailing weather and its trend, apply extra separation whenever the situation warrants.
- c. Understand the practical problems of flight crews in flying during abnormal weather and cooperate and assist them as far as practicable.
- d. Information about the surface condition of runway, taxiway and apron should be provided to the flight crews in timely manner.
- e. Ensure continuous listening watch of all air traffic within the vicinity of aerodrome.
- f. Special VFR flight should be permitted as per the AIP Nepal ENR 1.1-1, 2.3 Special VFR Flight.
- g. Clear and concise clearances should be delivered to the flight crews.
- h. Due considerations should be given in maintaining the sequence during approach and landing.
- i. Maintain a higher grade of VHF discipline while providing ATC service and avoid undue argument in VHF.
- j. Information about braking action and directional control as reported by landing aircraft should be provided to other succeeding landing aircraft.

SECTION 4. RECOMMENDATIONS FOR AERODROME OPERATORS (CIVIL AVIATION OFFICES).

- a. Runway surface condition should be inspected for type, depth and coverage of standing water/contaminant. This information should be reported to control tower.
- b. The runway inspection should be done when weather conditions are changing/rapidly changing that may change the previous runway surface conditions report.
- c. The contaminant should be removed as quickly and completely as possible.
- d. If two consecutive landing flight crews report that the braking action as 'POOR', reassessment of the runway surface condition should be done.
- e. Runway, Taxiway and Apron markings, signage, lights should be checked regularly and maintained in operational condition.
- f. Drainage system at the airport be checked and maintained in operational condition throughout the season.
- g. Maintain grass and bush height, to mitigate the risk of wildlife hazard and to avoid obstruction to the visual and non-visual aids.
- h. En-route stations should maintain continuous watch and provide en-route weather on regular basis.
- i. Ensure that communication, navigation and surveillance facilities are appropriately maintained and in operational condition.

SECTION 5. COMPLIANCE OF THE ADVISORY CIRCULAR.

Recommendations of this circular are mostly advisory in nature and should be complied as far as practicable. However, this does not relieve ATC, Aerodrome Operators and Flight operators to comply with the mandatory requirements mentioned in the applicable CARs.

SECTION 6. INFORMATION DISSEMINATION.

The Airport Chief and/or the Chief ATS as applicable should be responsible for the dissemination of information about this circular and should brief all relevant staffs regarding the circular and send the documented evidence to ANSSSD, CAAN in the format as prescribed in the Attachment 1 to this circular.

SECTION 7. CONTINUOUS SURVEILLANCE.

The implementation of provisions of this circular will be verified during the scheduled audit and random inspections.

SECTION 8. CONTACT OFFICE

For more information, suggestion and feedback, please contact:

ANS Safety Standards Department (For ANS related matters)
Aviation Safety and Security Regulation Directorate
Civil Aviation Authority of Nepal, Babarmahal, Kathmandu, Nepal
Telephone: 01-4267784
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Aerodrome Safety Standards Department (For Aerodrome operation related matters)
Aviation Safety and Security Regulation Directorate
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Flight Safety Standards Department (For Flight operation related matters)
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ATTACHMENT 1. CIRCULAR BRIEFING FORM

Advisory number: ASSRD C 01/2023

Name of the Briefing Authority:

Designation and Office:

Venue of Briefing:

Date and Time of Briefing:

All contents of this circular ASSRD C 01/2023 have been appropriately briefed to all the participants as listed below.

PARTICIPANTS' LIST

S. No.	Participant's name	Designation	Division/Section/Unit Office/ Department/	Signature	Remarks