

Monsoon Circular

**ANS Safety Standards Department,
Civil Aviation Authority of Nepal**

Subject: Operations on Monsoon Weather

Date: 23/06/2020

Cir. No: ANSSD C 01/2020

1. PURPOSE. This circular provides recommendations for all ATS Providers, Aerodrome Operators and Flight crews to take precautionary measures during operations on monsoon weather in the interest of safety of aviation operations.

2. CANCELLATION. This circular cancels all the previous versions of Monsoon Circulars issued with the recommendations for the ATS Providers 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 crews 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-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 Air Traffic Services (CAR-11).

4.3 Civil Aviation Requirements for Aerodromes (CAR-14, Part -1).

4.4 Manual of Standards ATS (MATS Nepal)

4.5 Procedures for Air Navigation Services- Aerodrome (PANS-Aerodrome, Doc 9981)

Nabina Karmacharya
Director,
ANS Safety Standards Department
Civil Aviation Authority of Nepal

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SECTION 1. BACKGROUND.

The monsoon season in Nepal begins on the month of June and ends on 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 Programmes 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 were experienced in the past.

SECTION 2. RECOMMENDATIONS FOR FLIGHT CREWS.

- 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 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.

Note: Flight crews are advised to follow these recommendations in conjunction with Monsoon Circular 11/2020 issued by Flight Safety Standards Department.

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.
- e. Ensure continuous listening watch of all air traffic within the vicinity of aerodrome.
- f. SVFR should be permitted as per the AIP Supplement S23/2019 issued by CAAN.
- 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 crews 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
Civil Aviation Authority of Nepal
anssd@caanepal.gov.np

ATTACHMENT 1. CIRCULAR BRIEFING FORM

Advisory number: ANSSSD C -----

Name of the Briefing Authority:

Designation and Office:

Venue of Briefing:

Date and Time of Briefing:

All contents of this circular ANSSSD C ----- have been appropriately briefed to all the participants as listed below.

PARTICIPANTS' LIST

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