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# CIVIL AVIATION AUTHORITY OF NEPAL

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AFIN : VIKIYAYX

Ref. No. : CAA/NO-232-063-064

Date: 03 JULY 2007

संज्ञा संख्या

## Monsoon Circular

In the context of previous accidents/incidents, prevailing monsoon and with reference to the recommendations provided by the last ATC/Pilot interaction Program held on 27<sup>th</sup> June 2007, all the operators, pilots and service providers are made aware of monsoon hazards and requested to take extra precaution for safe flight operation throughout the season.

### 1. Airline Operators

- 1.1 Ensure that pilots are adequately trained in the use of advanced cockpit instruments like weather radar GPWS and EGPWS so that they can get maximum benefit of those instruments in different flight conditions.
- 1.2 Operators are reminded to establish their own Safety Management System within their organization which ICAO has mandated by 1<sup>st</sup> January 2009 so as to identify safety hazards and ensure remedial action necessary to maintain acceptable level of safety.
- 1.3 Ensure that pilots are provided with special monsoon awareness training program every year.
- 1.4 Ensure that following system are kept serviceable and these are not released under MEL during monsoon period:
  - ✦ Anti skid system
  - ✦ Wind shield wiper system
  - ✦ Weather radar system (for the equipped aircraft)
  - ✦ Flap system
  - ✦ Reverse thrus system
- 1.5 Tyres and Brakes system should be meticulously maintained.
- 1.6 Fuel system be regularly checked for water contamination during every refueling and night check.
- 1.7 Ensure that all ground equipments are serviceable and parked away from aircraft maneuvering area. Whenever these equipments are in use they should be properly locked and not left unattended.

fAWD / fvd  
2007/07/03



# CIVIL AVIATION AUTHORITY OF NEPAL

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## 2. Pilots

- 2.1 VFR flights must avoid cloud, if not possible climb to safe altitude and declare IFR.
- 2.2 Request alternate clearance, if clearance issued by ATC cannot be complied.
- 2.3 Do not forget to report weather deviation.
- 2.4 Strictly adhere to prescribed weather minima.
- 2.5 Ensure to get latest meteorological briefing and avoid possibility of entering into severe weather conditions.
- 2.6 Pilots are informed about the latest Met facilities in TIA like SADIS-2G and encouraged to get the benefit with forecast weather from MFD.
- 2.7 Wet runway limitations for weight be strictly followed.
- 2.8 Pilots should not hesitate to go around in case of un-stabilized approach or hold for weather improvement.
- 2.9 Special precautions be taken to ensure the safety of passengers and cabin crew in case of in-flight turbulence is expected.
- 2.10 When weather condition is below minima specially during heavy rain, dense fog and deteriorating visibility etc., pilots are strictly prohibited to take off and land in an unmanned station.
- 2.11 Pilots are advised to plan their flight well before departure with special consideration to following factors:
  - a. weather pattern and terrain condition
  - b. highest obstacle along route
  - c. alternate action to be taken in case of encountering IMC and safe altitude to be maintained.
- 2.12 Indiscriminate use of GPS is to be strictly prohibited.

## 3. ATC

- 3.1 Be cautious about the changing weather patterns and ensure that latest weather reports are provided to the pilot.
- 3.2 Depending upon the prevailing weather and its trend, do not hesitate to apply extra separation whenever the situation warrant.
- 3.3 Understand the practical problems of pilots in flying during abnormal weather and cooperate and assist them as far as practicable.

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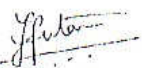
# CIVIL AVIATION AUTHORITY OF NEPAL

Head Office, *Wishu Mahala* (Kathmandu, Nepal)

Ref. No. :

Date: 03 July 2007

- 3.4 Surface condition of runway and maneuvering area should be monitored regularly and any concentration of water should be informed to the pilots.
  - 3.5 Ensure continuous listening watch of all traffics within the vicinity.
4. Civil Aviation Offices
- 4.1 If needed, runway markings be repainted before monsoon.
  - 4.2 Drainage system at airport be checked and be maintained in the Serviceable condition through out the season.
  - 4.3. Ensure that navigation and communication facilities are intact at all time.
  - 4.4 AFIS station like Ramechhap and Tunlingtar to the east and Dang to the West is to maintain continuous watch for enroute weather.
5. CAAN Head Office
- 5.1 Cloud breaking procedures for different airports be prepared and bring into practical use
  - 5.2 BANDI track in Pokhara - Kathmandu route segment and KARTI track in Lukla - Kathmandu route segment be reviewed.
  - 5.3 Monitor the implementation of Special Monsoon Circular issued by CAAN.
  - 5.4 Review or restructure VFR holding pattern outside Kathmandu valley.
  - 5.5 Initiate action to implement Safety Management System in their different organizational functionalities.
  - 5.6 Find the highest terrain along all ATS route and depict it in the aeronautical chart.

  
 (Yajna Prasad Gautam)  
 Director General



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26<sup>th</sup> May, 2009

**NOTICE TO ALL OPERATORS**

Attention: Quality Assurance Division

Please find attached herewith copy of Monsoon Circular issued by CAA Nepal dated 03 July 2007. You are required to comply accordingly.

Thanking You,

(B.R. Subedi)  
Chief

Airworthiness Inspection Division