

SAFETY INFORMATION 16/2022

14 November 2022



GUIDANCE TO AIRCRAFT OPERATORS IN PREPARATION FOR OPERATIONS DURING NORTHEAST MONSOON

Purpose:

This Safety Information (SI) is to provide guidance to aircraft operators in Malaysia in fronting the adverse weather condition during the Northeast Monsoon.

Background:

The weather in Malaysia is characterised by two monsoon regimes, namely the Southwest Monsoon that starts from late May to September, and the Northeast Monsoon from November to March. The Northeast Monsoon season is the main heavy rain season in Malaysia. The monsoon weather system that forms together with cold air flows from Siberia produces heavy rain that often causes large floods in the east coast states of Kelantan, Terengganu, Pahang and East Johor, as well as Sarawak and Sabah.

Guidance to Aircraft Operators:

Aircraft operations during monsoon season poses challenges, thus, knowledge of associated hazard is critical to the safety of the flight. Operators are advised to take the following precautions while planning operations during the monsoon conditions:

- 1) **Awareness on the Environmental Hazards** – Aircraft operators should ensure that crew are aware of the hazards associated with the adverse weather conditions and the associated operating procedures.
- 2) **Stabilised Approach** – Emphasis should be laid on conducting stabilised approach criterion as specified in the Operating Manuals. Crew should be encouraged to Go-Around when an approach becomes unstable or any condition/indication that can potentially place the aircraft to an unsafe landing.
- 3) **Awareness of the Aerodrome Lighting System** – It must be ensured that crew are aware of the lighting system available at the airport.
- 4) **Flight and Duty Time Limitations and Rest Requirements** – The rostering of crew should factor in the fatigue element associated with the operations during the adverse weather conditions.
- 5) **Dispatch Planning** – Dispatch planning should take into consideration the latest weather conditions, Large Scale Weather Deviation procedures, available NOTAMs and suitable alternates to ensure safe operations.

- 6) **Crew Awareness on Take-off and Landing Performance** – Crew should be aware of the aircraft limitations and of take-off/ landing performance calculations during the adverse weather operations.
- 7) **Risk Assessment** – Operators should carry out their own risk assessment before conducting operations during the adverse weather conditions.
- 8) **Hand Signal and Communications** – The use of headsets by ground personnel should be discourage whenever lightning is prevalent during adverse weather operations. Ground and flight crew are reminded to be familiar with the ICAO hand signal and shall not make any assumptions when in doubt of the signal given.
- 9) **Ground Handling** – Operator should ensure engineering personnel is aware of hazards, precautions and procedures to take during these adverse weather conditions and that notice of such conditions is communicated to front line personnel in an effective and timely manner. It is also recommended to have a thorough aircraft inspection to be conducted during this time.
- 10) **NOTAM** – Operator shall ensure ground and flight crew are aware of the latest NOTAM issued with regards to the airspace restrictions, NAVAIDS status, aerodrome, and associated facilities status in identifying hazards and its associated risk.

CAAM would like to remind all aircraft operators on the importance of early preparation to all flight crew and personnel involved in operations especially during the adverse weather condition of the Northeast Monsoon. This is to ensure the highest level of safety and security for the public and industry.



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