

Civil Aviation Authority of Malaysia
ADVISORY INFORMATION 1/2020



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**GUIDANCE TO AIRCRAFT OPERATORS PREPARING OPERATIONS
DURING NORTHEAST MONSOON**

1 Introduction

1.1 In exercise of the powers conferred by section 24O (3) of the Civil Aviation Act 1969 [Act 3], the Chief Executive Officer makes this Advisory Information (AI) 1/2020 to remind and provide guidance to aircraft operators in Malaysia in fronting the adverse weather condition for the incoming Northeast Monsoon.

1.2 Malaysia faces two monsoon winds seasons, the Southwest Monsoon from late May to September, and the Northeast Monsoon from October to March. The Northeast Monsoon, originating in China and the north Pacific, brings in more rainfall compared to the Southwest Monsoon.

2 Guidance to Aircraft Operators

2.1 Aircraft operations during monsoon season poses challenges, knowledge of associated hazards is critical to the safety of the flight.

2.2 Keeping the above in view, operators are advised to adhere to the following precautions while planning operations during the monsoon conditions:

- i) 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.

- ii) Stabilised Approach - Emphasis should be laid on conducting stabilised approach criterion as specified in Operating Manuals. Crew should be encouraged to Go-Around when approach becomes unstabilised or in any condition/indication that renders the aircraft to an unsafe landing.
- iii) Awareness of the Aerodrome Lighting System - It must be ensured that the crew is aware of the lighting system available at the airport.
- iv) Flight and Duty Time Limitations and Rest Requirements - The crew rostering should factor in the fatigue element associated with the operations during the adverse weather conditions.
- v) 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.
- vi) Crew Awareness about Take-off and Landing Performance - Crew should be well aware of the aircraft limitations and of take-off/ landing performance calculations during the adverse weather operations.
- vii) Risk Assessment - The operators should carry out their own risk assessment before conducting operations during the adverse weather conditions.
- viii) Hand Signal and Communications - 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.
- ix) 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 a more thorough aircraft inspection is being conducted during this time.