



交通部民用航空局飛安公告

Aviation Safety Bulletin

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SUBJECT:

Air operators should use a conservative principle for flight dispatch and establish a coordinating mechanism among operators to avoid operational safety risk.

DESCRIPTION:

An air operator suffered for prolonged holdings and diversions during typhoon period. The crew flight time limit exceedance or insufficient crew rest period were also found in some cases. The cause of the event was due to the high wind speed that makes normal flight and ground operations impractical.

RECOMMENDATIONS:

1. Air operators should understand that an airport and corresponding runway will remain open during typhoon period except in special conditions.
2. Air operators should use a conservative principle for flight dispatch during typhoon period.
 - Crosswind limitation during takeoff and landing should include the effect of gusts.
 - Air operators should monitor the go-around of a flight and support the PIC making a decision to divert to an alternate airport during typhoon period.
 - 2 destination alternates should be planned and at least 1 alternate must be located out of typhoon affected area.
 - Increase contingency fuel to cover any unexpected condition. Holding time must not exceed the time permitted of the holding fuel onboard. Otherwise, a diversion must be considered.
3. Factors such as ATC flow control, limitations for ground operations should be considered when preparing a flight plan.
4. Pilots should request the runway observation report from the tower as a reference for crosswind calculation before landing.
5. Air operators should establish a coordinating mechanism to pre-arrange the available hangars and/or parking bays for the flights. All flights must follow the planned schedule to avoid the situation with no parking bay available after landing, or occupying the bay that has been assigned to other operator.