



NIGERIA CIVIL AVIATION AUTHORITY

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OFFICE OF THE DIRECTOR GENERAL CIVIL AVIATION

ALL OPERATORS LETTER (AOL)

REF. No: NCAA/DAAS/ANS/AEROMET/AOL/039
TO: All Pilots, Air Traffic Controllers, Flight Inspectors, and Aircraft Operators
FROM: Director General, Civil Aviation
DATE: 27th April, 2026
SUBJECT: AVIATION HAZARDOUS WEATHER IN THE RAINY SEASON AND GUIDANCE FOR PRE-FLIGHT ACTIONS

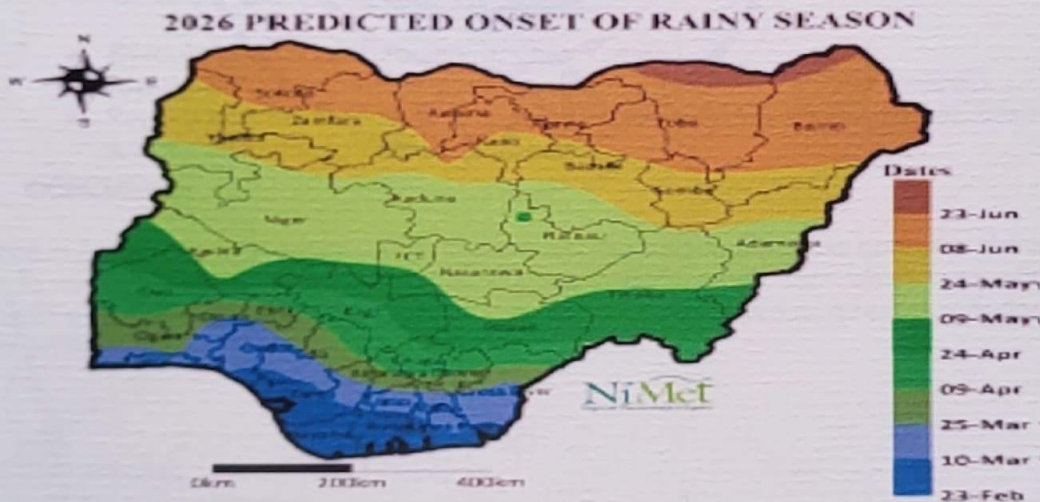
1. BACKGROUND

This All Operators Letter (AOL) serves as mandatory guidance for the pre-flight actions required under **Nig.CARS 14.6.8.1 and 14.6.8.2**. With the onset of the 2026 rainy season, all aviation stakeholders are reminded of the increased operational risks associated with convective weather phenomena. Strict adherence to established safety protocols and regulatory requirements is therefore essential to ensure safe and efficient operations.

2. SEASONAL RAINFALL ONSET PROJECTION

Based on current meteorological forecasts, the onset of the rainy season across Nigeria is projected as follows:

- Coastal and Southern Zones: March 2026
- Central Regions: April/May 2026
- Northern Regions: June 2026



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3. HAZARD CHARACTERIZATION

The onset of the rainy season is characterized by severe thunderstorms and associated hazardous phenomena, including but not limited to:

- Severe Turbulence and Microbursts
- Low-Level Wind Shear (LLWS)
- Heavy Precipitation and Reduced Visibility
- Squall Lines and Lightning

4. OPERATIONAL RESPONSIBILITIES

A. Air Traffic Controllers (ATC)

- ✓ **Airspace Management:** ATC units may, where necessary, restrain or restrict airspace usage, including delaying or suspending departures/arrivals during periods of severe weather such as thunderstorms, squall lines, or microbursts as observed or forecast by NiMet.
- ✓ **Information Dissemination:** Ensure timely and accurate dissemination of weather advisories, warnings and updates to aircraft in flight and on the ground.

B. Pilots and Flight Crews

- ✓ **Weather Minima:** Strictly adhere to aerodrome operating minima.
- ✓ **Operational Restraint:** Exercise maximum restraint when adverse weather is observed or forecast. Do not attempt to "out-run" rapidly developing storm cells.
- ✓ **Briefings:** Pilots **must** obtain comprehensive departure, en-route, and destination weather briefings from NiMet Aerodrome Meteorological Offices prior to every flight.

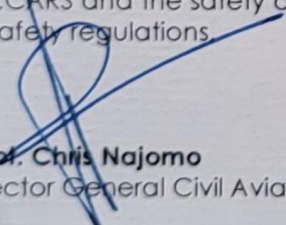
C. Reporting (PIREPs)

Flight crews are required to submit **Pilot Weather Reports (PIREP)** to ATC units. These reports should include:

- En-route conditions (Turbulence, Icing, Visibility).
- Any significant weather encountered that differs from the initial forecast.
- Reports can be made via radio while en-route, or via telephone/electronic submission immediately after landing.

5. CONCLUSION

Safety is a collective responsibility. All operators are directed to bring the contents of this letter to the attention of their flight crews and operational staff. Non-compliance with Nig.CARS and the safety directives contained herein shall be viewed as a serious violation of safety regulations.


Capt. Chris Najomo
Director General Civil Aviation