

LIST OF NON-COMPLIANCE

Ca Mau Airport

NO.	Non Compliance	Regulation Reference	Mitigation Measure	Validity
1	No runway end safety area (RESA) has been arranged.	3.5.1, 3.5.3 MAS 1	<ul style="list-style-type: none"> - Develop coordination documents with ATC in developing operation measures and takeoff and landing operations. - Announce non-compliant list on mass media (such as AIP...) for airlines to know. <p align="center">1. Controlling the coefficient of friction:</p> <ul style="list-style-type: none"> - Maintain runway surfaces and markings 1 times/year or when required. - Measure the runway friction coefficient and remove rubber streaks no more than once every 11 months; Maintain the effectiveness of the Runway Condition Assessment and Reporting Program (RCR) and the activities of the Runway Safety Team. <p align="center">- Limitation of exploitation conditions:</p> <ul style="list-style-type: none"> + Minimum operating standards of runways are published in AIP AD2-VVCR -3-1, 3-2, 3-3 + When occurring in strong thunderstorms (+TSRA) or strong rain (+RA; +SHRA) combined with crosswind greater than 15KT (7.5m/s) or gusts greater than 25KT (12.5m/s) on the runway, the Air Traffic Control Station will not accept or allow the aircraft to approach and land. <ul style="list-style-type: none"> + Perform PBN landing approach. + Meteorological information is provided to the flight crew accurately through METAR, SPECI, TAF bulletins. - Limitation of aircraft operating load: 	22/4/2024

			<p>Types of aircraft with an ACNmax index greater than 22,5 tons must operate with reduced load and are not allowed to operate over load.</p> <p>2. Measures to reduce the frequency of risk occurrence:</p> <p>Arranging the rammed earth 90mx80m (length x with) which has the effect of slowing down the aircraft when an incident occurs and the aircraft exits the runway. The rammed earth is guaranteed surface maintenance once a year and guaranteed to be free of obstacles.</p>	
2	The meteorological garden fence located in the runway strip has a concrete base that does not meet the fragility requirements	3.4.6, 3.4.7, 9.9 MAS 1	<ul style="list-style-type: none"> - Develop coordination documents with ATC in developing operation measures and takeoff and landing operations. - Carry out warning marking and installation of obstacle warning lights. - Strengthen routine and unscheduled maintenance of runways and runway strips to ensure good operating conditions of the runway and limit the risk of aircraft runway excursion. - Develop an emergency response plan in case an aircraft rushes off the runway and organize emergency drills pursuant to regulations. 	22/4/2024
4	The runway strip has a width of 75m on each side, not meeting the width of 150m as prescribed	3.4.3 MAS 1	<ul style="list-style-type: none"> - Develop coordination documents with ATC in developing operation measures and takeoff and landing operations. - Announce non-compliant list on mass media (such as AIP...) for airlines to know. <p>1. Controlling the coefficient of friction:</p> <ul style="list-style-type: none"> - Maintain runway surfaces and markings 2 times/year or when required. - Measure the runway friction coefficient and remove rubber streaks no more than once every 11 months; Maintain the effectiveness of the Runway Condition 	22/4/2024

			<p style="text-align: center;">Assessment and Reporting Program (RCR) and the activities of the Runway Safety Team.</p> <ul style="list-style-type: none"> - Limitation of exploitation conditions: <ul style="list-style-type: none"> + Minimum operating standards of runways are published in AIP AD2-VVCR -3-1, 3-2, 3-3 + When occurring in strong thunderstorms (+TSRA) or strong rain (+RA; +SHRA) combined with crosswind greater than 15KT (7.5m/s) or gusts greater than 25KT (12.5m/s) on the runway, the Air Traffic Control Station will not accept or allow the aircraft to approach and land. <ul style="list-style-type: none"> + Perform PBN landing approach. + Meteorological information is provided to the flight crew accurately through METAR, SPECI, TAF bulletins. - Limitation of aircraft operating load: <ul style="list-style-type: none"> Types of aircraft with an ACNmax index greater than 22,5 tons must operate with reduced load and are not allowed to operate over load. <p>2. Measures to reduce the frequency of risk occurrence:</p> <p style="text-align: center;">Arranging the rammed earth 90mx80m (length x with) which has the effect of slowing down the aircraft when an incident occurs and the aircraft exits the runway. The rammed earth is guaranteed surface maintenance once a year and guaranteed to be free of obstacles.</p> <ul style="list-style-type: none"> - Carry out warning marking and installation of obstacle warning lights và bảo trì theo quy định - Implement a response plan when an incident occurs (plan developed in the Airport Emergency Plan). 	
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