

## LIST OF NON-COMPLIANCE

### Rach Gia Airport

NO.	Non Compliance	Regulation Reference	Mitigation Measure	Validity
1	The fence surrounding the airside is not meet the height requirements according to regulations (about 1605m has a height of 1.0m)	Appendix 12 Circular 13/2019/TT- BGTVT	<ul style="list-style-type: none"> <li>- Increase the allocation of human resources, equipment and tools to patrol, inspect and control the area.</li> <li>- Arrange and install lights and guard posts to ensure observation at night.</li> <li>- Implement solutions synchronously according to the approved aviation security program. When detecting an illegal intruder, promptly notify the ATC and in duty officer to implement a plan to respond to emergency situations according to regulations.</li> </ul>	22/4/2024
2	No runway end safety area (RESA) has been arranged	3.5.1 MAS 1	<ul style="list-style-type: none"> <li>- Develop coordination documents with ATC in developing operation measures and takeoff and landing operations.</li> <li>- Announce non-compliant list on mass media (such as AIP...) for airlines to know.</li> </ul> <p style="margin-left: 20px;"><b>1. Controlling the coefficient of friction:</b></p> <ul style="list-style-type: none"> <li>- Maintain runway surfaces and markings 1 times/year or when required.</li> <li>- 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.</li> </ul> <p style="margin-left: 20px;"><b>- Limitation of exploitation conditions:</b></p> <ul style="list-style-type: none"> <li>+ Minimum operating standards of runways are published in AIP AD2-VVCR -3-1, 3-2, 3-3</li> <li>+ 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.</li> <li>+ Perform PBN landing approach.</li> </ul>	22/4/2024

			<p>+ Meteorological information is provided to the flight crew accurately through METAR, SPECI, TAF bulletins.</p> <p>- Limitation of aircraft operating load: Types of aircraft with an ACNmax index greater than 21,5 tons must operate with reduced load and are not allowed to operate over load.</p> <p><b>2. Measures to reduce the frequency of risk occurrence:</b></p> <p>Arranging the rammed earth 90mx90m (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>	
3	The runway strip has a width of 40m on each side, not meeting the width of 150m as prescribed	3.4.3, 3.4.4 MAS 1	<p>Develop coordination documents with ATC in developing operation measures and takeoff and landing operations.</p> <p>- Announce non-compliant list on mass media (such as AIP...) for airlines to know.</p> <p><b>1. Controlling the coefficient of friction:</b></p> <ul style="list-style-type: none"> <li>- Maintain runway surfaces and markings 1 times/year or when required.</li> <li>- 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.</li> </ul> <p>- <b>Limitation of exploitation conditions:</b></p> <ul style="list-style-type: none"> <li>+ Minimum operating standards of runways are published in AIP AD2-VVCR -3-1, 3-2, 3-3</li> <li>+ 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.</li> <li>+ Perform PBN landing approach.</li> <li>+ Meteorological information is provided to the flight crew accurately through METAR, SPECI, TAF bulletins.</li> <li>- Limitation of aircraft operating load:</li> </ul>	22/4/2024

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4	No VOR Check-point publication at aerodrome	2.5.1.h, 5.2.12,5.4.4 MAS 1	<ul style="list-style-type: none"> <li>- Announce non-compliant list on mass media (such as AIP...) for airlines to know.</li> <li>- Continue to maintain the safety management system; Meet the time required to record and coordinate the processing of reflections by airlines operators and relevant units.</li> </ul>	22/4/2024