

# Ninoy Aquino International Airport (MNL), the Philippines

## INTRODUCTION

This IATA Operations Notice alerts airlines of the ongoing risk to aircraft operations at MNL due to unaddressed deficiencies on the airfield. NAIA have implemented initiatives to address the deficiencies, however, current airline safety reports indicate ongoing issues such as surface conditions, charting, signage, marking and lighting.

## INCLUDED

IATA Operations Notice Number: ON 003/2021

Title: Ninoy Aquino International Airport (MNL), the Philippines



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## Ninoy Aquino International Airport (MNL), the Philippines

<b>Applicable to:</b>	<b>All operators</b>
<b>Effective Date:</b>	<b>05 September 2015</b>
<b>Revision Date:</b>	<b>01 July 2021</b>
<b>Expiry Date:</b>	<b>31 December 2022</b>
<b>Authorized by:</b>	<b>IATA Regional Director Safety and Flight Operations Asia-Pacific</b>
<b>Contact e-mail:</b>	<a href="mailto:safety@iata.org">safety@iata.org</a>

### Ninoy Aquino International Airport (MNL), the Philippines

This Operational Notice alerts airlines of the on-going risk to aircraft operations at MNL due to unaddressed deficiencies on the airfield. NAIA have implemented initiatives to address the deficiencies however, current airline safety reports indicate ongoing issues such as surface conditions, charting, signage, marking and lighting.

Flight crew should take particular note of:

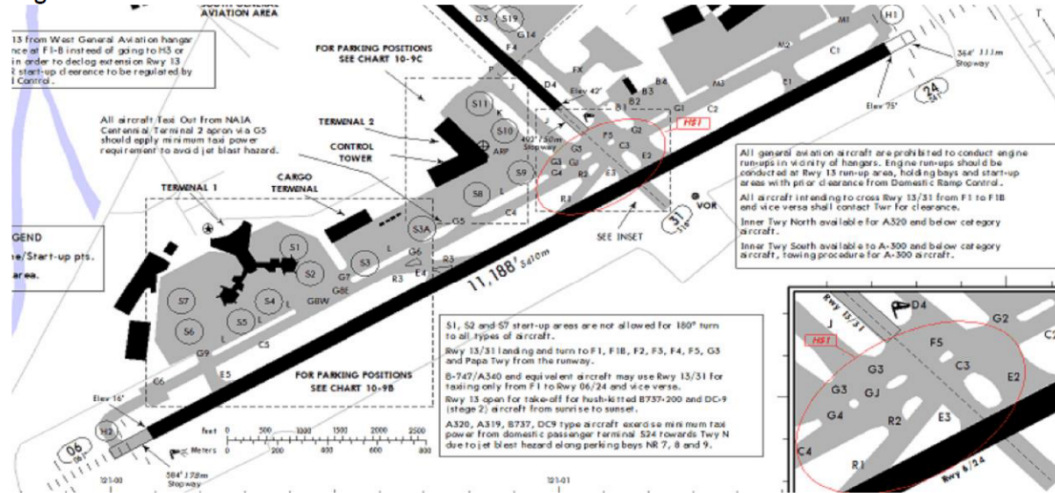
1. Lack of current aeronautical charts that accurately depict the airfield layout, dimensions and markings
2. Ongoing events of unauthorized illumination of aircraft by laser when operating at MNL airport
3. The intersection of RWY 31 /13 and RWY 06/ 24. This intersection is a known 'hot-spot' area as shown in Figure 1 below. Flight crews have described this hotspot area as:
  - Poorly lit
  - Markings and signage that are non-standard and poorly maintained
  - Confusing due to the complex configuration of taxiways

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*This Notice should be used for information only and is based on data available at the time of issuance. It is not intended to replace an operator's own assessment and evaluation, nor replace the opinions and expert advice that the operator may receive from third parties. Operators shall remain responsible at all times for their operations and any decisions related to this notice.*



Figure 1:



Member airlines are invited to note the following IATA recommendations:

- Alert flight crews of the existing hazards and potential for runway incursion in the 'Hot-Spot' area and apply appropriate operating procedures to mitigate the associated risks
- Airlines are strongly encouraged to continue to report all airside ground deficiencies and related safety events to MIAA via the email addresses below:
  - To: Raffy Regular, Head for Airport Ground Operations and Safety Department: [miaasafety@gmail.com](mailto:miaasafety@gmail.com); [aod.miaa@gmail.com](mailto:aod.miaa@gmail.com); [rsregular112@yahoo.com](mailto:rsregular112@yahoo.com)
  - CC: Ed Monreal, General Manager: [gmo.miaa@gmail.com](mailto:gmo.miaa@gmail.com)  
Alvin Candelaria: [candelariasr.alvin@yahoo.com](mailto:candelariasr.alvin@yahoo.com)  
[aerodromesafety@gmail.com](mailto:aerodromesafety@gmail.com)
  - Airlines are also requested to copy IATA ([aspacsfo@iata.org](mailto:aspacsfo@iata.org)) when any safety reports are submitted to MNL and/or inform IATA when feedback is not received from MIAA
- Alert flight crew of potential unauthorized illumination of aircraft by laser when operating at MNL airport and recommend immediate reporting of a laser illumination to ATC by radio. Airlines are also strongly encouraged to take a follow-up action through reporting the details of the incident to ATS Safety Management System (ATS-SMS) [ats\\_sms@caap.gov.ph](mailto:ats_sms@caap.gov.ph) and CC Airport Operations Department MIAA [aod.miaa@gmail.com](mailto:aod.miaa@gmail.com) and SMS MIAA [sms.mnl.ph@gmail.com](mailto:sms.mnl.ph@gmail.com)
- This Notice will remain in effect until member airlines have confirmed that all noted hazards have been sufficiently addressed.

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