

**54th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Ulaanbaatar, Mongolia
07 – 11 August 2017*

AGENDA ITEM 2: REVIEW OF ACTION ITEMS ARISING
FROM THE PREVIOUS CONFERENCE

REVIEW OF ACTIONS TAKEN BY VIET NAM

(Presented by Viet Nam)

INFORMATION PAPER

SUMMARY

This paper provides information on the actions undertaken by Viet Nam in response to the action items arising from the 53rd DGCA Conference.

REVIEW OF ACTIONS TAKEN BY VIET NAM

1. INTRODUCTION

1.1 To implement the conclusions made at the 53rd Conference of Directors General of Civil Aviation, Asia and Pacific Regions held in Colombo, Sri Lanka from 01 – 05 August 2016, Viet Nam has actively implemented the action items arising from the last Conference:

2. DISCUSSION

Action Item 53/1

a) In 2016, the total designed capacity of Viet Nam's airport system basically met the demand of the industry. The passenger traffic volume of 2016 was 80.8 million passengers in comparison with the total designed capacity of 75.5 million passengers; however, several airports were overloaded (i.e. Tan Son Nhat Int'l Airport 28 millions/32 millions, Da Nang Int'l Airport 4 millions/8.8 millions, Cam Ranh Int'l Airport 2.5 millions/4.9 millions) due to the gap between capacity of infrastructure and air transport growth rate.

b) Viet Nam focused investment on the system of 17 training centers regarding facility, equipment, facilitators, programs, and materials.

International cooperation in training has been enhanced. The socialization of training has been applied and private sector has been encouraged to invest into aviation training facilities (i.e. training of air traffic controller). The aviation staff and officials were sent to other countries like Singapore, Thailand, Korea, New Zealand, the Netherlands for aviation safety inspector training courses under ICAO and FAA standards.

Viet Nam's Aviation Academy (VAA) gradually widened the scope of training (aviation security, air traffic control, etc.) and provided training for Laos and Cambodia.

The research on establishment of a flight training center at Chu Lai International Airport was initially conducted.

Vietnam Airlines (VNA), Airport Corporation of Viet Nam (ACV), Viet Nam's Air Traffic Management Corporation (VATM), and other Viet Nam's carriers/enterprises have attached great importance to the investments and capacity building for training centers for their own interests.

c) Civil Aviation Authority of Viet Nam (CAAV) ensured its oversight capability of aviation security and safety in compliance with ICAO regulations, standards and recommended practices; implemented continuous monitoring approach for each area; closely collaborated with other countries (Australia, the United States) in oversight capability building for aviation security and safety. The collaboration with the ASSEAN members States has been also strengthened to achieve milestones set for the security of the ASEAN community.

d) International standards and procedures have been progressively applied to assess the quality and performance of training centers.

Action Item 53/2

Viet Nam supports ICAO to organize a forum to discuss, facilitate and exchange experience among States and better understanding and planning for implementation of the ICAO Doc 9985 ATM Security Manual.

Viet Nam established a governmental decree (No. 92/2015/ND-CP) on aviation security and a national civil aviation security program (No. 01/2016/TT-BGTVT) which basically complied with cyber security control requirements as stated in the ICAO Doc 9985 ATM Security Manual.

Following the guidance in the ICAO Doc 9985, the VATM – Viet Nam’s state-owned air navigation service provider has developed its ATM security program, which had been approved by the CAAV.

Action Item 53/3

Viet Nam established an ATFM Center (under VATM) and is planning to joint in Multi nodal ATFM with Singapore.

Viet Nam is studying Project and developing A-CDM for implementation using publication from EUROCONTROL.

Action Item 53/4

The CAAV issued the ATM Contingency Plan (version 2) on 2nd June 2016 to replace the 1st version published on 11th April 2012, and it is being reviewed in order to update in suitable manner with the relevant CANSO Guide.

Action Item 53/5

Viet Nam has consulted with ICAO Regional Office, IATA and operators as well as published AIC aims at notifying the policy on Automatic Dependent Surveillance – Broadcast (ADS-B) equipage and operation for civil aircrafts within Ho Chi Minh and Ha Noi FIRs.

Viet Nam has also published ADS-B operating procedure, validated from 10th April 2017 (AIP SUP A09/17).

Action Item 53/6

Viet Nam developed policy to use PBN system that was approved or adopted by ICAO for PBN implementation and would consider using GAGAN according to ICAO recommendations and guidance.

Action Item 53/7

Viet Nam is planning to implement ASBU including SWIM. Viet Nam participated in SWIM Seminar held in 2016 in Bangkok and is now developing the detailed roadmap to implement SWIM.

Action Item 53/8

Viet Nam will send appropriate delegates to attend PBN training at the DGCA Conference in 2017.

Action Item 53/9

Viet Nam issued strategic plan for CNS/ATM and ASBU programme, which include Seamless ATM priorities.

Viet Nam’s Seamless ATM plan was finalized and updated on ICAO Website. The implementation of Phase 1 will be completed as well as mobilizing all resources to improve air navigation system and align national strategy with objective of phase 2 and phase 3 in accordance with

gap analysis.

Action Item 53/10

Aeronautical MET and ATM have been integrated into Air Navigation Department of the CAAV (for regulator) and ANSPs (for services) in Viet Nam. Since 1st January 2017, all the aeronautical MET units in Viet Nam have been transferred to VATM, that would help improve the coordination between MET and ATM.

Action Item 53/11

Viet Nam has kept going with conferences and seminars relating cross border ATFM concept and ATFM operational trials, as well as considering the participation in this project and trials. It is being deployed to carry out activities of ATFM operations plan, set up actions for developing tailored MET product to support ATFM.

Vietnam also has plan to joint in Multi nodal ATFM with Singapore.

Action Item 53/12

Viet Nam will participate in this process to support ICAO and will update its ASBU programme accordingly.

Action Item 53/13

Viet Nam will nominate experts to participate in this Task Force (First TF in May 2017).

Action Item 53/14

Viet Nam complied with ICAO Doc 9082 and Doc 9161 SARPs, of that, passenger service charge was calculated based on costs and consultation with consumers.

Action Item 53/15

Viet Nam paid special attention to aviation tax policies. Tax rate was kept stable for years.

Action Item 53/16

The CAAV submitted to Ministry of Transport of Viet Nam the Project on “Adjustments of the Strategy on Viet Nam’s Aviation Sector Development towards 2020 with the orientation towards 2030” in conformity with the growth rate of Viet Nam’s aviation sector.

Action Item 53/17

- a) Viet Nam is always ready to support ICAO’s work for Economic Development of Air Transport basing on specific requests of ICAO.
- b) Viet Nam has signed 67 bilateral aviation agreements and 06 multilateral aviation agreements basing on Template Air Services Agreement (TASA) and liberalization orientation.

Viet Nam built a regulation system in line with ICAO’s guideline on consumer protection as follows:

- Civil Aviation Law: Article 145 on Obligations of the carrier when carrying passengers; Article 147 on Rights of passengers;

- Circulars: 14/2015/TT-BGTVT on non-refundable advance compensation for passengers in air transport; 36/2014/TT-BGTVT on regulations on passenger service quality at airports; 81/2014/TT-BGTVT on regulations on air transport and general aviation.
- c) Viet Nam has always provided data periodically on ICAO's requests.
- d) Viet Nam is considering the financial resource for Air Transport Fund contribution.

Action Item 53/18

For 3rd and 4th freedom traffic rights: Capacity is unlimited between Viet Nam and partner countries/territories for passenger and cargo in combination services and all cargo services.

For 5th freedom traffic right exchange for cargo services: Viet Nam allows carriers of partner countries/territories to operate cargo services with 5th freedom traffic right from points in Viet Nam to points in any 3rd countries/territories excluding: Tokyo (Japan), Seoul (Korea), Taipei (Taiwan Province of China), Hong Kong (China), Paris (France), Frankfurt (Germany), and Moscow (Russia); For secondary international airports in Viet Nam (other than Noi Bai Int'l Airport and Tan Son Nhat Int'l Airport), carriers of countries/territories are allowed to operate cargo services with 5th freedom traffic right to destinations of any 3rd countries/territories.

For 5th freedom traffic right exchange for passenger and cargo in combination services: Viet Nam allows carriers of partner countries/territories to operate passenger and cargo in combination services with 5th freedom traffic right from points in Viet Nam to points in any 3rd countries/territories excluding: Tokyo (Japan), Seoul (Korea), Taipei (Taiwan Province of China), Hong Kong (China), Paris (France), Frankfurt (Germany), Moscow (Russia), and Sydney, Melbourne (Australia); For secondary international airports in Viet Nam (airports excluding Noi Bai Int'l Airport and Tan Son Nhat Int'l Airport), carriers of partner countries/territories are allowed to operate passenger and cargo in combination services with 5th freedom traffic right to points in any 3rd countries/territories.

Action Item 53/19

With the assistance of the UNDP, the CAAV completed the National Action Plan on CO₂ Emissions Reduction for domestic and international flights. On 26th February 2017, the Plan was submitted to ICAO.

Action Item 53/20

Currently, operational safety audit is conducted by organizations authorized by IATA to grant IOSA Certificate to Viet Nam's carriers. Vietnam Airlines (VNA), Vietjet Air (VJA), and Jetstar Pacific Airlines (JPA) were granted certificates with 2-year validation.

The CAAV is studying the documents of IATA, including IOSA Standards Manual and ISAGO, to add more content on operational safety audit to manuals and checklists of aircraft and aircraft operation safety inspector.

Action Item 53/21

Viet Nam will consider the usage of this programme in the future.

Action Item 53/23

Viet Nam issued a Decree on surveillance of UAS operations, and is drafting the detailed Regulation on UAS operations.

Action Item 53/24

Training for aviation security/safety inspectors was conducted continuously by sending officials abroad for training on ICAO recommended aspects; closely collaborated with and participated in training programs in Singapore.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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