



*International Civil Aviation Organization*

**THE NINTH MEETING OF THE SOUTHEAST ASIA AND BAY OF BENGAL  
SUB-REGIONAL ADS-B IMPLEMENTATION WORKING GROUP  
(SEA/BOB ADS-B WG/9)**

Beijing, China, 30 October - 1 November 2013

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**Agenda Item 3: Readiness or status of implementation in Viet Nam**

**HARMONIZATION FRAMEWORK FOR ADS-B  
IMPLEMENTATION IN VIETNAM**

(Presented by Vietnam)

**SUMMARY**

This paper provides the status of Vietnam ADS-B implementation and ADS-B mandates on the eight (8) oceanic ATS routes including L625, M771, N892, L642, M765, M768, N500 and L628, at or above FL290.

**1. INTRODUCTION**

1.1 In 2007, Civil Aviation Administration of Vietnam (CAAV) has approved a ADS-B 2007-2020 implementation plan.

1.2 It is obvious that full benefits of ADS-B will only be achieved by its harmonized implementation and seamless operations. As a effort, ADS-B implementation along ATS routes L642 and M771 has been harmonized while Vietnam has published respective Aeronautical Information Circular mandates for these two routes with effect on 12 December 2013.

**2. DISCUSSION**

2.1 CAAV has deployed 02 phased ADS-B Implementation Plan;

a) Phase 1: 03 ADS-B ground stations (with a coverage of 250NM) coupled with VHF to ensure the full surveillance coverage for the oceanic portions of Ho Chi Minh FIR. This phase has been completed; and

b) Phase 2: the whole low and upper airspace in Ha Noi FIR and Ho Chi Minh FIR will have been covered by 20 ADS-B ground stations by 2016.

2.2 Vietnam has installed three ADS-B ground receiver stations to provide the ADS-B based surveillance in Ho Chi Minh FIR. The whole Ho Chi Minh FIR is covered totally by SSR and ADS-B (see figure 1) since March 2013.

2.3 On 20 June 2013 CAAV published AIC A03/13-1. Following AIC A03/13-1, from 12 December 2013, if aircraft operates in Ho Chi Minh FIR on the eight (8) oceanic ATS routes including L642, M771, N892, L625, M765, M768, N500 and L628, at or above FL 290, they must meet the following requirements:

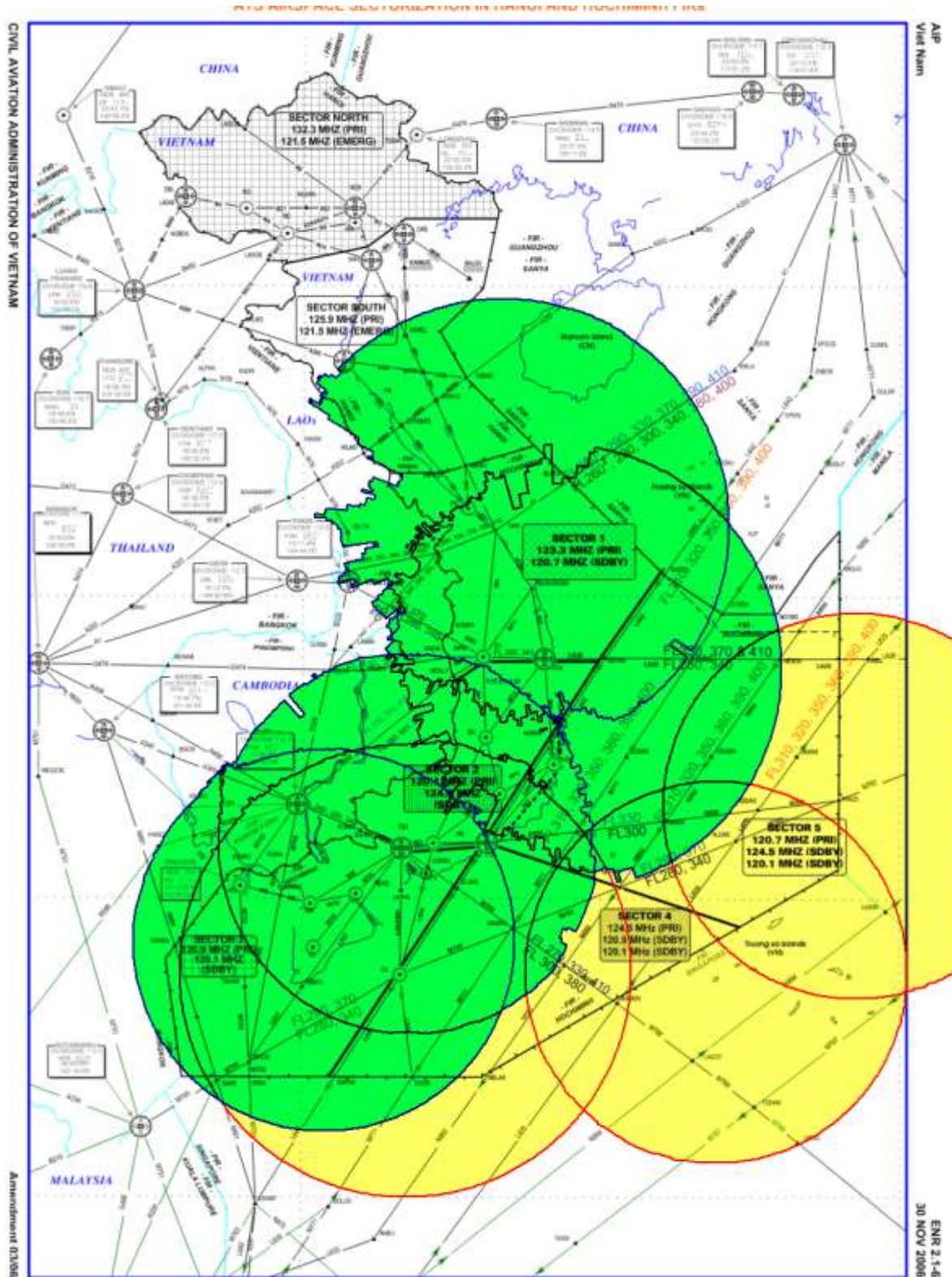
- a) The aircraft must carry a serviceable ADS-B transmitting equipment that has been certificated by EASA (European Aviation Safety Agency) Acceptable Mean of Compliance to AMC 20-24 or meets equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia; and
- b) The aircraft operator must have the relevant ADS-B operational approval from the State of Registry ADS-B.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate

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**Figure 1:** Coverage of 4 radar station and 3 ADS-B ground stations in Ho Chi Minh FIR.