



International Civil Aviation Organization

**First Meeting of the Asia/Pacific Regional Search and Rescue Working Group
(APSAR/WG/1)**

Bangkok, Thailand, 15 – 19 August 2016

Agenda Item 4: Asia/Pacific and inter-regional SAR planning, coordination and cooperation

BRIEF ON AVIATION SAR SYSTEM IN VIET NAM

(Presented by Viet Nam)

SUMMARY

This paper provides a brief update presentation on aviation SAR system in Viet Nam.

1. INTRODUCTION

1.1 The Air Navigation System of Viet Nam provides aviation SAR service and other air navigation services (ANS) for more than 110 airlines operating within or over Ha Noi and Ho Chi Minh FIRs, as well as at 08 international airports and 14 domestic airports for the civil flight operations in the whole country. The traffic volume is being increasingly. In July 2016, the average traffic volume is 2148 flights per day (1098 landing and take-off, 1050 overflights).

1.2 The aviation SAR service is provided in accordance with ICAO standards and requirements as well as practical conditions of Viet Nam.

1.3 A part from that, recognizing the importance of the mutual assistance in SAR service provision, the Civil Aviation Administration of Viet Nam (CAAV) has been actively cooperating and coordinating with other Civil Aviation Administrations in developing and signing the Letter of Agreements (LOAs) for provision of SAR assistance as well as in keeping close SAR coordination activities.

2. DISCUSSION

Area of Responsibility

2.1 As prescribed by ICAO and pursuant to Air Navigation Plan - Asia and Pacific Regions (Doc.9673), the search and rescue regions (SSR) of Viet Nam include the Ha Noi and Ho Chi Minh Flight Information Regions.

2.2 In addition, the small Southern portion of Phnom Penh FIR is delegated by the State Secretariat of Civil Aviation - Kingdom of Cambodia to the Civil Aviation Authority of Viet Nam to provide ANS services. The establishment of the SRRs is only for the purpose of specifying SAR services provision responsibility and effective co-ordination in SAR services.

Aviation SAR Organization System

2.3 The Aviation SAR system is as follows:

- National Committee for SAR;
- Steering Board for anti-natural disaster and SAR (MOT);
- Steering Committee of anti-natural disaster and SAR (CAAV);
- Aviation Search and Rescue Coordination Centre, 03 Regional Aviation SAR Coordination Centres (Vietnam Air traffic Management Corporation - VATM);
- Airport Emergency Centre at 22 airports in Viet Nam (Airport Corporation of Viet Nam - ACV);
- Other units operating in the aviation field.

2.4 Other very important forces used for aviation SAR are as follows:

- Specialized forces from Ministry of Defense and other Ministries, Branches;
- Specialized forces from the People Committee of Provinces and Central Cities;
- The Maritime SAR system of Viet Nam (Maritime SAR Coordination Centre and 04 Regional MRCCs; Units, Enterprises operating in the maritime field);
- Other organization and individuals.

Facilities

2.5 Specialized SAR aircraft and vessels/ships/boats are as follows:

- Fixed wing aircraft: AN26, M28, Casa 212 and DHC-6;
- Helicopters: Mi8, Mi171, Mi172, EC155, EC225 and Super Puma;
- Navy ships, Coastguard ships, Military Border vessels, etc;
- Maritime SAR vessels;
- Boats and ships of Other Public/private organization and individuals;
- Fire fighting vehicles, ambulances;
- VNMCC/LUT at Hai Phong city;
- SAR communication means, ATM display, accident aircraft signal searching equipment and rescue equipment, etc.

Document System

2.6 The legal documents:

- Law on Civil Aviation of Viet Nam;
- Decree on air navigation management;
- Decree on granting entry permission and coordinating activities with foreign SAR facilities and forces in Viet Nam;
- Regulation on Aviation SAR coordination (issued by the Prime Minister of S.R Viet Nam Government);
- Circular on Aviation SAR (issued by the Minister of Transport);
- National Plan for Civil aircraft accident response (in finalizing phase);
- Other relevant provisions.

2.7 The operational documents:

- CAAV's Guidance on aviation SAR;
- Aviation and Maritime SAR Handbook;
- Plan for SAR activities coordination deployment for aircraft accident at the sea;
- Airport Emergency Plans;
- Regional SAR Plans;
- Other operational documents.

2.8 Aviation SAR Letter of Agreements (LOA):

- The 1972 Agreement for the Facilitation of Search for aircrafts in distress and the Rescue of survivors of aircraft accidents amongst the ASEAN States;
- LOA for the provision of assistance in aviation SAR services between CAAV and the Civil Aviation Authority Singapore;
- LOA for the provision of assistance in aviation SAR services between CAAV and CAAP;
- LOA for the provision of assistance in aviation SAR services between CAAV and Department of Civil Aviation Lao People's Democratic Republic;
- LOA for the provision of assistance in aviation SAR services between CAAV and the State secretariat of Civil aviation Kingdom of Cambodia.

Training, SAREX and Other Activities

2.9 SAR training programmes has been adopted by CAAV and SAR training materials have been developed by Vietnam Air Traffic management Corporation and Airport Corporation of Viet Nam. All RCCs and other SAR units are carrying SAR training and drills on monthly and quarterly basics, especially for enhancing staff skill and English proficiency.

2.10 SAREX has been carried-out at the airport as well as in the vicinity of aerodrome, mountainous and sea areas on every 01-02 years basic:

- SAREX was held in the airspace of Pleiku aerodrome in June 2016;
- Airport Emergency Exercise will be held at Buon Ma Thuot aerodrome in November 2016;
- SAREX 2017 is planned for the Southern region of Viet Nam.

2.11 SAR inspector system has been established with defined responsibilities and functions, handbook and checklists. All SAR units have been checked/audited twice per year. The ICVM was conducted by ICAO Team in the last June with significant result improvement.

2.12 Other SAR activities have been taken place, especially ASEAN SAR Forum for maritime and aviation fields cooperation.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

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