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EXECUTIVE COMMITTEE

Agenda Item 13: Aviation Security – Policy

AVIATION SECURITY DEVELOPMENTS IN VIET NAM

(Presented by Viet Nam)

EXECUTIVE SUMMARY

This information paper presents recent developments in aviation security in Viet Nam and measures taken by Viet Nam to secure the traveling by air while ensure the facilitation for the air transport.

The paper also highlights the initiatives in aviation security taken by Viet Nam to facilitate the trade flow and safeguarding the air transport.

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

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives B — <i>Security</i> .
<i>Financial implications:</i>	No financial implications.
<i>References:</i>	None.

1. INTRODUCTION

1.1 Development of the security system on ICAO standards and recommended practices (SARPs)

1.1.1 The growth of the civil aviation industry requires a safe and secure environment. The ICAO SARPs contained in the Annex 17 and Annex 9 on the security and related provisions are the ground for the development and deployment of security environment for the aviation in Viet Nam.

1.1.2 The system of aviation security (AVSEC) in Viet Nam has been reformed and consolidated since 2003 and has been updated her critical elements of aviation security oversight system in accordance to the ICAO Doc 9734 — *Oversight Manual, Part C — The Establishment and Management of a State's Aviation Security Oversight System*.

1.1.3 In this context, Viet Nam appreciates and recognises the leading of ICAO in the USOAP Audit with the aim is to promote global aviation security by verifying and eliminating the deficiencies detected during the audit via systematic approaches.

1.1.4 After the most recent ICAO USAP visit in 2010, the system of AVSEC in Viet Nam has been changing follow the direction provided by ICAO: toward a effectively overseeing aviation security activities.

1.1.5 In Aviation security legislation and State appropriate authority for aviation security, Viet Nam has established the National Civil Aviation Security Committee (NCASC) headed by the Deputy Prime Minister Mr Hoang Trung Hai with the six vice-chairmen from Ministries of Public Security, National Defence, Transport, Foreign Affairs and Government Office in which the Minister of Transport acts as the Permanent Vice Chairman. With the mission as a national inter-ministry coordinating body in the assurance of aviation security among related industries, its members including the leaders from intelligent services, security, police, civil aviation, customs and consular. The Standing Office of NCASC is located at the head quarter of the Civil Aviation Authority of Viet Nam (CAAV) and administered by the Director General of CAAV. Recently, the Chairman of NCASC approved the plan to ratified the *Convention on the Marking of Explosives for the Purpose of Detection* (MEX Convention) done at Montreal on 1 March 1991, the *Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation* done at Beijing on 10 September 2010 and the *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* done at Beijing on 10 September 2010. A high-level mission from NCASC has paid a visit to the ICAO Legal Bureau in September 2013 to discuss the road map for the ratification these important instruments.

1.1.6 In the area of Aviation security programmes and regulations, Viet Nam has established the National Civil Aviation Regulations including the National Civil Aviation Security Programme (NCASP), the National Civil Aviation Security Quality Control Programme (NQCP) and the National Civil Aviation Security Training Programme (NCASP). The National Air Transport Facilitation Programme (NATFP) shall be developed and implemented under the auspice of the NCASC. The NCASP and NQCP is a single legal document with reference number 30/2012/TT-BGTVT was promulgated in 2012, it has 118 Articles and 25 Appendixes associated with. The NCASP and NQCP have legalized all recent amendments in ICAO SARPs as Viet Nam obligated to comply with ICAO SARPs in implementing Standards of Annex 17 — *Security — Safeguarding International Civil Aviation Against Acts of Unlawful Interference* to the Chicago Convention and the relevant security-related provisions of Annex 9.

1.1.7 In the field of Quality control obligations, Viet Nam has deployed multi-layer inspecting and monitoring system ranging from operators to the regional authorities and to CAAV with the workforce of state inspectors and CAAV AVSEC inspectors. These inspectors have gone through an comprehensive selection and training process and, by the law, conduct the quality control activities in accordance with ICAO defines, i.e.: audit, inspection, survey and test. In this reference, Viet Nam also supplies a new activity for quality control defines: Aviation Security Verification - a quality control measure that allows all stake holders of Viet Nam Civil Aviation to effectively oversee its activities in security or related activities.

1.2 **Significant policy initiatives and developments in securing the air transport in Viet Nam and the region**

1.2.1 Air Cargo: to ensure the secure, efficient flow of air cargo and, by extension, safeguard arteries of integrated trade and investment that are at the heart of Asia Pacific Region and the modern global economy, Viet Nam has played an actively role in the regional multilateral foras like APEC (Asia-Pacific Economic Cooperation) and ASEAN (Association of Southeast Asian Nations) through frequently hosting for aviation security meeting on air cargo.

1.2.2 With the view to identifying potential enhancements to achieve full compliance with ICAO standards and recommended practices, Viet Nam has applied the physical implementation of security controls for air cargo at a very high standard. In addition, to facilitate the increasing cargo volume and the limitation of screening capacity, Viet Nam has deployed off-airport screening facilities located at adjacent locations to international airports. The results are very positive that contribute to the establishment a supply chain security process.

1.2.3 In-flight Security Officer (IFSO): The 2012 NCASP and NQCP empower the authority of an aviation security officer to the chief purser on board. In addition to the professional IFSO, the cabin crew head is authorised to maintain the order of the flight and dealing with unruly passengers on board. Both of IFSO and chief purser shall be examined and certified by the Civil Aviation Authority of Viet Nam.

1.2.4 International Cooperation and Collaboration with other AVSEC authorities in the region has been prioritised and is obligation under the security regulations. CAAV has been actively cooperating with Australia OTS, United States TSA to strengthen her security capacity through various and continuing capacity building projects. The positive consequences resulted from these efforts help to safeguard the air transport operations, in the region and Viet Nam.

1.2.5 On highlighted example is the Front of House Security (FoH). FoH security has been examined and lectured in Viet Nam by Australian Subject Matter Experts. The theory and best practices have been analysed and put into operating perspective and views in order to develop a systematic approach. The report shows that a limited level of FoH security activities have been implemented by the CAAV so far and the new approach shall be have maximum benefit should Viet Nam follow the threat management formula.

2. **CONCLUSION**

2.1 The Assembly is invited to note the efforts by Viet Nam in the field of aviation security.