



CỤC HÀNG KHÔNG VIỆT NAM  
CIVIL AVIATION AUTHORITY OF VIETNAM

# State Summary & Presentation (VIETNAM)

**23<sup>nd</sup> COSCAP Southeast Asia Steering  
Committee Meeting (SCM/23)**

**(Bali, Indonesia, 22-23 April 2026)**



- ❖ **Vietnam Aviation Complexity**
- ❖ **ICAO USOAP / Safety Oversight Status**
- ❖ **Update on the Aviation Legal Framework**
- ❖ **Update on the Vietnam Aviation Safety Plan/ State Safety Program**
- ❖ **Ongoing actions**



# Vietnam Aviation Complexity – AEROPLANE/AOC

STT	1	2	3	4	5	6	7	8	9	10	11	12	13		
AOC	VNA	PA	VJC	BAV	SPA	VFC	HAA	HTX	VSA	VTA	VFT	BSA	SUN		
A320	03	01	16	01	02					01				<b>TOTAL A E R O P L A N E</b>	
A321	59	03	79	04	08					02					
A330			08												
A350	14														
ATR72	03					03									
B787	17														
Cessna							02	02							
ATEC 321								04							
EMB 135BJ									01						
Falcon 2000							01								
Falcon 7x/8x							03					02			
G650												01	03		
G700							01								
Technam P2008JC											02				
<b>Total</b>	96	04	103	05	10	03	07	06	01	03	02	03	03		<b>246</b>



# Vietnam Aviation Complexity – HELICOPTER/AOC

Helicopter AOC	Mi-17	Mi-172	EC-155 B1	EC-225	AS322 L2	Cabri G2	A600 TALON	AW 189	<b>TOTAL</b>
VNHN	02	01	02						05
VNHS	03	03	02	04	02	03		04	21
HTX							02		02
<b>TOTAL HELICOPTER</b>									<b>28</b>



# Vietnam Aviation Complexity – AERODROMES

## Vietnam Airports



## Vietnam Aerodrome Operator



### 22 Airports:

- 09 International Airports
- 13 Domestic Airports

**Future Airport: 2030 → 30 airports**

- New International Airport LONG THANH





# ICAO USOAP / Safety Oversight Status

Previous USOAP Activities				
Activity	Scope	End Date	Initial EI	Adjusted EI
CMAA	Full scope	27 May 2024	78.14%	78.16%
ICVM	LEG, ORG, ANS, AGA	21 June 2016	67.49%	65.3%
ICVM	LEG, ORG, PEL, OPS, AIR, AIG	28 October 2011	56.34%	55.24%
CMAA	Full scope	18 December 2007	42.06%	40.17%

## Effective Implementation (EI)

Overall EI

78.2%

Priority PQ EI

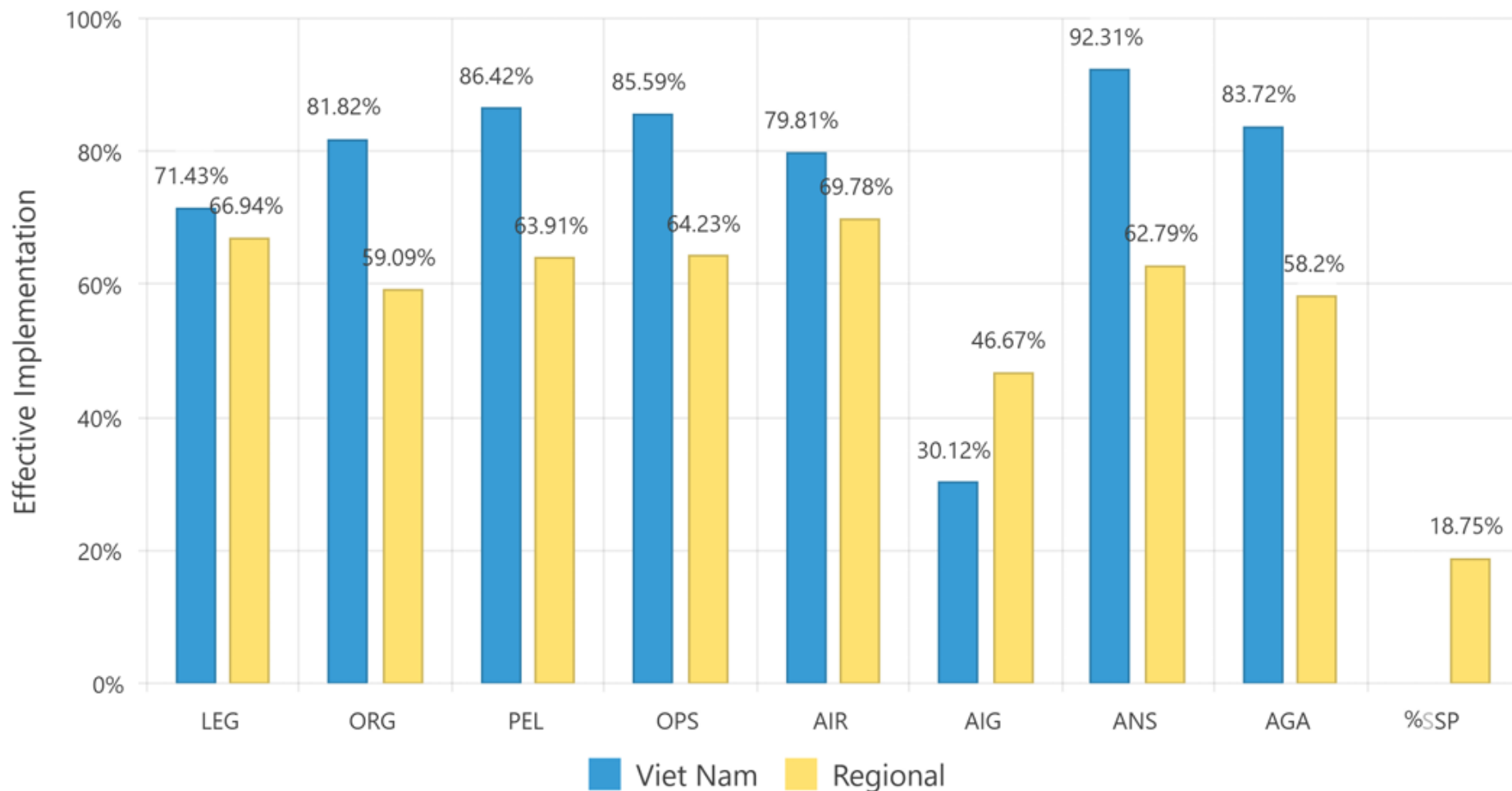
76.1%

Implementation EI

84.8%



## EI by Audit Area





## Update on the Aviation Legal Framework

The (new) **Civil Aviation Law of Vietnam No. 130/2025/QH15** was passed by the National Assembly on **10 December 2025** and will take effect on **1 July 2026**.

The Law is designed as a framework instrument, while detailed technical, operational and administrative requirements are being developed through implementing **government decrees and ministry circulars**.

This ongoing legislative update (compared to Vietnam Aviation Law 2006) is intended to create a more coherent, modern and internationally aligned regulatory system, supporting both safety oversight effectiveness and sustainable sector growth.

- Regulatory framework for **State Safety Program**, Safety Management System, Safety Promotion, Aviation Safety Inspectors, Aviation Safety Data Processing and Collection System.
- Establishment of an independent aircraft accident and serious incident investigation body (“Board”) under the Ministry of Construction, functionally separate from the Civil Aviation Authority of Vietnam.



# Update on the Vietnam Aviation Safety Plan

The **Vietnam National Aviation Safety Plan (NASP) 2025–2028** was issued under **Decision No. 1050/QĐ-CHK** dated **15 July 2025**.



## VIETNAM NATIONAL AVIATION SAFETY PLAN 2025 to 2028

FIRST EDITION

*(Issued in accordance with Decision No. 1050/QĐ-CHK of the Government of Vietnam dated 15/07/2025 by the Director General of the Civil Aviation Authority of Vietnam.)*



Hanoi July, 2025.

The **National Aviation Safety Plan (NASP)** is the master planning document containing the strategic direction of Vietnam for the management of aviation safety for a period of 4 years from 2025 to 2028. This plan lists national safety risks, stemming from operational and organisational issues which sets national aviation safety goals and targets, and presents a series of safety enhancement initiatives (SEIs) to address identified safety deficiencies and achieve the national safety goals and targets.

The NASP has been developed combining international **safety goals and targets** and High-Risk Categories of Occurrences (HRCs) from both the GASP ([www.icao.int/gasp](http://www.icao.int/gasp)) and the AP-RASP ([www.icao.int/apac](http://www.icao.int/apac)). These are highlighted in the text, where applicable. The SEIs listed in the NASP support the improvement of safety at the wider regional and international levels and include several actions to address specific safety risks and recommended SEIs for individual goals and targets. Vietnam has adopted these SEIs and has included them in this plan. Cross-references are provided to the GASP and AP-RASP for individual SEIs where relevant.



## Ongoing actions (2026)

- ❖ Preparing for full implementation of the **Civil Aviation Law 2025** from **1 July 2026**.
- ❖ Continuing implementation of the **NASP 2025–2028** and safety oversight effectiveness.
- ❖ Promulgate **new SSP** to replace SSP (2014) and enhance the effective implementation.
- ❖ Organization the independent investigation board
- ❖ Enhance the safety data collection and sharing



CỤC HÀNG KHÔNG VIỆT NAM  
CIVIL AVIATION AUTHORITY OF VIETNAM

FOR THE SAFE FLIGHTS !!





CỤC HÀNG KHÔNG VIỆT NAM  
CIVIL AVIATION AUTHORITY OF VIETNAM

THANK YOU FOR YOUR ATTENTION!