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ASSEMBLY — 36TH SESSION

PLENARY

Agenda Item 2: Statements by delegations of Contracting States and of Observers

STATEMENT PRESENTED BY VIET NAM

H.E. the President of the Council, concurrently the Chairman of the 36th Session of the Assembly,
H. E. the ICAO Secretary General,
Distinguished delegates,
Ladies and Gentlemen,

On behalf of the Vietnamese delegation, I would like to convey our best wishes to the President of the Council, the ICAO Secretary General, distinguished delegates, ladies and gentlemen attending the 36th Session of the ICAO Assembly.

The Law on Civil Aviation of Viet Nam was adopted by the National Assembly of the Socialist Republic of Viet Nam on June 29, 2006. This new Law has been effective since January 1, 2007 replacing the 1991 Law on Civil Aviation. This is the most important legal instrument regulating all civil aviation activities in general and air transport in particular. As compared to the 1991 Law on Civil Aviation, this new Law contains major changes in civil aviation regulation in Viet Nam i.e. completely separating the regulatory functions from the business operation; encouraging and ensuring fair and equal participation of all economic sectors in the airport and air transport business operation; protecting legitimate interests of consumers; developing general aviation; specifying in details the rights in aircraft; meeting the international standards in aviation safety and security.

With the momentum of the growth rate at more than 15% in 2006 together with other favourable social and economic conditions, the air transport market of Viet Nam witnessed great advances in the first sixth months of 2007. Total throughput traffic volume at all airports in Viet Nam has reached more than 9.67 million passengers and 185 thousand tons of cargo, accounting for 21.3% and 13.3% respectively compared to the same period in 2006.

Up to date Viet Nam has concluded bilateral air services agreements with 57 countries and territories; 1 multilateral air services agreement with Cambodia, Lao PDR and Union of Myanmar (CLMV Multilateral Air Services Agreement). By June 2007 there were 41 foreign air carriers and 2 Vietnamese ones operating to/from Viet Nam, increasing by 7 airlines compared to the same period in 2006. Viet Nam is also participating actively in developing the ASEAN Multilateral Agreement on Air

Services and the ASEAN Multilateral on the Full Liberalization of Air Freight Services. The conclusion of such agreements will pave the way for the establishment of the ASEAN Single Aviation Market by the year 2015.

Viet Nam considers that the safety oversight is one of the important functions discharged by aeronautical authorities. During the last 10 consecutive years, there have been neither major aircraft accidents nor incidents. Such a result reflects the serious implementation by Viet Nam of her international commitments in line with ICAO Annexes 1, 6 and 8. In order to develop an appropriate flight safety oversight which is compatible with its aviation industry development and meets the ICAO Standards and Recommended Practices, during the last years Viet Nam has actively participated in the Cooperative Development of Operational Safety and Continuing Airworthiness Programme in Southeast Asia - COSCAP-SEA, and at the same time made full use of international assistance in gradually improving its safety oversight system, for instance the "Aviation Safety Enhancement" project funded by US Trade and Development Agency (USTDA) and implemented by Robinson Aviation with the objective of meeting the category one according to the FAA international safety assessment programme.

Viet Nam also has given high priority to aviation security. There has been no unlawful interference during the last many years. Viet Nam is considered a safe destination. Viet Nam has been actively supporting the implementing the global security enhancing measures put forward by the Ministerial Meeting Aviation Security in February 2002 as well as ICAO Assembly resolutions. In the framework of the ICAO universal security audit programme, Viet Nam has effectively coordinated the work with ICAO audit teams during their audit mission and follow-up audit in Viet Nam in March 2005 and June 2007 respectively and efforts are being made to take corrective actions as recommended by the audit teams. Viet Nam has been actively participating in the Cooperative Aviation Security Programme - Asia and Pacific (CASP-AP), developing a quality control system in aviation security, improving the supervision of the implementation of standards and recommended practices as contained in ICAO Annex 17. However, the results are moderate due to limited resources, ICAO and developed countries are requested to support developing countries in the aviation security area.

To meeting the increasing demand in air transport, the socio-economic development of the country and to attract foreign investments, Viet Nam continues to give priority to upgrading its network of international airports of Noi Bai, Da Nang and Tan Son Nhat, such as a new international passenger terminal of 10 million passenger per year at Tan Son Nhat International Airport, a new cargo terminal and second runway at Noi Bai International Airport, a project of a new passenger terminal of 4 million passengers per year at Da Nang International Airport; Can Tho international airport being constructed; a second airport of Long Thanh being planned in the Ho Chi Minh City with the capacity of 80–100 million passengers per year; Chu Lai airport with the capacity of 4–10 million tons of cargo per year; a new Phu Quoc international airport; Phu Bai international airport (Hue). The network of domestic airports is also being upgraded to improve the service quality to meet the public travelling demand. Viet Nam encourages the international involvements in developing its network of airports under all forms of investment.

The air traffic management of Viet Nam has been also expanded and modernized to meet the requirements of the regional air navigation plan. Viet Nam has successfully implemented a revised route structure over the South China Sea, Reduced Vertical Separation Minima, and CNS/ATM programmes as recommended by ICAO. The quality of the services provided by the Air Traffic Management of Viet Nam in the South China Sea area has been highly commended by the international aviation community. A new Area and Approach Control Centre at Ho Chi Minh City was put into operation on May 12, 2006 with the quality which has been highly appreciated by countries in the region.

Viet Nam hopes that this Session of the Assembly will focus on tackling major issues on aviation safety and security, development of air navigation systems, air transport liberalization and environment to ensure a steady development of the world aviation industry in the 21st century.

On this occasion, I would like to express our gratitude and appreciation to ICAO, especially to the President of the Council and the Secretary General for their assistance and support; our thanks also go to the ICAO Asia and Pacific Regional Office for its valuable assistance extended to the Viet Nam civil aviation during recent years. Ladies and gentlemen, may I wish the Assembly a great success and the President of the Council, the Secretary General and distinguished delegates the best of health.

Thank you very much for your attention.

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