

Part 2
NATIONALITY REGISTRATION OF AIRCRAFT

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SUBPART A: GENERAL

2.001 SCOPE AND OBJECTS OF APPLICATION

- (a) The registration of Vietnam nationality and nationality and registration marks for Vietnam nationality aircraft must comply with the regulations of the Law on Civil Aviation of Vietnam and Decree No. 70/2007 / ND-CP of April 20, 2007 by the Government on registration of nationality and registration of rights to civil aircraft and the provisions of this Part.
- (b) This section applies to owners, lessee and Vietnam nationality aircraft operators.
- (c) This section does not apply to ultra light aircraft unless the ultra light aircraft used for transportation of people and goods

2.003 DEFINITIONS

The following definitions shall apply separately for the registration of aircraft nationality in this section:

Note: The relevant terms are defined in the Civil Aviation Law of Vietnam, Decree No. 70/2007/ND-CP April 20, 2007 of the Government on nationality registration and registration of rights to civil aircraft, and Part 1 of this VAR.

- (1) **Airship:** A power-driven lighter-than-air aircraft;
- (2) **Balloon:** A non-power-driven lighter-than-air aircraft;
- (3) **Common registration mark:** The registration mark assigned by International Civil Aviation Organization (ICAO) to the common registration managing Authority to register an aircraft of an international operations agency which is not based on a national basis. All aircrafts of international operations agency which is not based on a national basis will be provided the same common registration mark;
- (4) **Common registration mark managing authority:** The Authority maintaining the non-national register [international] or, where appropriate, the parts thereof, in which the aircraft of the international operating agency are registered;
- (5) **Fireproof material:** A material is heat resistant as well as or better than steel when its dimensions in both cases are consistent with the specific purpose;
- (6) **Glider:** A heavier – than – air aircraft, non – power – driven, take the lift in flight mainly from interaction forces from the aerodynamic on the surfaces which fixed in the specified conditions of flight;
- (7) **Gyroplane:** A heavier – than – air aircraft, power – driven, lifted in flight by interaction force of the air to one or more rotor(s) which rotate freely mainly on the vertical axis;
- (8) **A heavier – than – air aircraft:** Any aircraft that deriving its lift in flight mainly from aerodynamic forces;
- (9) **Helicopter:** A heavier – than – air aircraft, lifted in flight mainly by the interaction force of the aerodynamic on one or more power-driven rotor on a substantially vertical axis;
- (10) **International operating agency:** An organization is defined in Article 77 of the Convention;
- (11) **A lighter – than – air aircraft:** Any aircraft lifted mainly by its buoyancy in the air.
- (12) **Ornithopter:** A heavier-than-air aircraft lifted in flight mainly by the aerodynamic reaction of the air on planes to which a flapping motion is imparted
- (13) **State of Registry:** The State on whose register the aircraft is entered.

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2.005 ACRONYMS AND ABBREVIATIONS

[Reserved]

SUBPART B: REQUIREMENTS AND PROCEDURES OF REGISTRATION

2.010 GENERAL

- (a) No one is permitted to operate Vietnam nationality registering aircraft as prescribed by law, unless:
 - (1) The owner of a registered aircraft has Vietnam nationality;
 - (2) The Civil Aviation Authority of Vietnam has issued a Certificate of Aircraft Registration for that aircraft which shall be carried aboard that aircraft for all operations.
- (b) CAAV maintains the aircraft register in which clearly stating the relevant information, including Certificate of Aircraft Registration, for each aircraft registered in Vietnam.
- (c) Vietnam is a country of aircraft registration for the aircraft which is listed in the active aircraft registration.
- (d) CAAV maintains a separate register of unmanned free balloons that contains the date, time and location of release, the type of balloon and the name of the operator.

2.013 REQUIREMENTS OF REGISTRATION

- (a) Vietnam nationality registering aircraft must satisfy the following requirements:
 - (1) Have no nationality of any country or foreign nationality deleted;
 - (2) Have legal documents proving ownership of aircraft;
 - (3) Meet technical standards which specified or recognized by the State Authority;
 - (4) Be is owned and operated by Vietnamese agencies and individual; or owned by abroad agencies and individual which dry leased or leased by Vietnamese agencies and individuals.
- (a) If an aircraft which owned by abroad individual or agencies is dry leased or leased by Vietnamese agencies or individuals with period of 24 months or more, it must be registered to Vietnam nationality within six months from the date when it introduced into operation in Vietnam.
- (b) An aircraft at the stage of manufacture, assembly or testing in Vietnam was temporarily registered Vietnam nationality if it meets conditions specified in paragraph (a), (2) and (3) above.
- (c) Aircraft which owned and operated by agency and individual in Vietnam must registered national of Vietnam, in the case of an individual, the individual must permanently reside in Vietnam.

2.015 PROCEDURES OF REGISTRATION

- (a) The proposer must submit directly or via post 01 document to CAAV and must take responsibility for the information in the dossier.
- (b) The proposer must pay fees as prescribed by law.
- (c) Except that the request and receipt or paper certifying the payment of fees must be original, the other documents in the dossiers may be originals or copies; if a foreign-language document shall be translated into Vietnamese.
- (d) Application dossiers of Vietnam nationality registration for aircraft, including:
 - (1) An application of Vietnam nationality registration for aircraft, including the following information: full name, address, phone number of the requester, the registrant; types of aircraft, manufacture serial number, maximum take-off weight, manufacturer name, year of

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- manufacture; the type, quantity and serial number of aircraft engines for registration;
- (2) The papers proving the legal personality of the requester for registration, the aircraft registrant;
 - (3) Legal papers to prove ownership of the aircraft;
 - (4) Certificate of non-registration issued by State of manufacturer or Certificate of de-registration issued by the registering State;
 - (5) Documentation of technical condition of aircraft, including: the valid Certificate of Exporting Airworthiness for the aircraft manufactured in foreign countries, Type Certificate issued or recognized by CAAV, valid written confirmation of the manufacturer on complying with the conditions of design, manufacturing;
 - (6) Contract for purchase, lease, hire purchase of aircraft (if any);
 - (7) Receipt or paper certifying the payment of fees.
- (e) Dossier of application for temporary registration of aircraft nationality includes:
- (1) An application for temporary nationality registration of aircraft, including the following information: full name, address, phone number of the requester for registration, the registrant; types of aircraft, manufacture serial number, maximum take-off weight, the aircraft manufacturer's name; the type, quantity and number of engines; reason for temporary registration and the term of registering request;
 - (2) The papers proving the legal status of the registering requester, the registrant;
 - (3) Legal papers to prove ownership of the aircraft;
 - (4) Confirmation of CAAV on the aircraft in the stage of manufacture, assembly or testing in Vietnam;
 - (5) Profile of aircraft design;
 - (6) Receipt or paper certifying the payment of fees.
- (f) CAAV is responsible for checking records and reviewing information declared in the dossier for the registration decision. In the process of dossier testing and assessment, CAAV may require the requester to provide information or documents to clarify the issues related.
- (g) Within 5 working days, from the time of receiving the dossier, if the applicant for registration meets all the conditions and requirements of registration, CAAV will write all information related to the nationality registration of aircraft in the Aircraft Register of Vietnam and issue the registration certificate of aircraft nationality or a certificate of temporary registration of aircraft nationality according to specified form. Certificate of temporary registration of aircraft nationality is valid not more than 12 months and may be renewed once not more than 12 months.
- (h) In case of refusal to perform the registration, CAAV must notify in writing to the applicant and clearly state the reasons.

2.017 PROCEDURES OF DE-REGISTRATION

- (a) CAAV delete the registration of aircraft nationality in the following cases:
- (1) Being declared missing in accordance with paragraph 3 of Article 103 of the Law on Vietnam Civil Aviation;
 - (2) Being substantially damaged, unable to repair and rehabilitation;
 - (3) No longer meets the conditions specified in Items (1), (2) and (3) of paragraph (a), Article 2013 of this Part;

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- (4) At the request of the registrant.
- (b) CAAV delete the temporary registration of aircraft nationality for the following cases:
 - (1) The time limit for temporary registration has expired without being renewed or extending period has expired;
 - (2) Aircraft is no longer in the stage of manufacture, assembly or testing in Vietnam;
 - (3) At the request of the registrant.
- (c) The aircraft register shall promptly notify the CAAV of cases can result in the delete the nationality registration of aircraft or temporary de-registration of aircraft nationality.
- (d) If deregistration is at request of the aircraft registrant, the requester must be sent to CAAV 01 dossier, includes:
 - (1) The application includes the following information: full name, address, phone number of the de-registration requester; types of aircraft, manufacture serial number, maximum take-off weight, the aircraft manufacturer, nationality and registration number; the type, quantity and serial number of engines; reason for de-registration; reference number of issued registration certificate;
 - (2) Registration certificate or a temporary registration certificate of aircraft nationality has been issued;
 - (3) The documents proving reasons for deregistration.
- (e) Within 5 working days from the time of receiving the complete dossier, if the de-registration requester meets all the conditions and requirements for de-registration, CAAV writes the information on the Aircraft Register of Vietnam, issues de-registration certificate of aircraft nationality as prescribed form. CAAV conducts revoking registration certificates of aircraft nationality or a temporary registration certificate of aircraft nationality except that the registration certificate of aircraft nationality or a temporary registration certificate of aircraft nationality was missing or destroyed as aircraft.

SUBPART C: NATIONALITY AND REGISTRATION MARKS

2.030 GENERAL

- (a) During operating, civil aircraft with nationality registration Vietnam must be painted or affixed with nationality and registration marks in accordance with the provisions of this section.
- (b) Vietnam nationality aircraft not be painted or affixed any mark containing any content or form which is similar or may cause confusion with other nationality and registration mark.
- (c) CAAV shall notify ICAO of nationality mark and registration mark of aircraft with Vietnam nationality.

2.033 MARKS

- (a) The nationality mark and registration mark of aircraft with Vietnam nationality is a set of letters in words and in figures. The nationality mark is placed before the registration mark and is delimited by a hyphen "-".
- (b) The nationality mark of Vietnam nationality aircraft is the Latin word "VN" written in block letters. Airlines of Vietnam may use Vietnam's national flag as a symbol together with the nationality mark.
- (c) The registration mark of Vietnam nationality aircraft includes one of written in printed Latin letters below and followed by three Arabic numerals:

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- (1) The "A" for aircraft with jet engines (Turbofan/ Turbojet);
 - (2) The "B" for aircraft with turboprop engines (Turboprop);
 - (3) The "C" for aircraft with piston engines;
 - (4) The "D" for other aircraft.
- (d) The marks are not allowed to be similar or confusing to the 5 word-international-signal code, the emergency signal code and the other emergency signal code.

2.035 GENERAL OF MARK DISPLAY

- (a) The nationality mark and registration mark which is painted or mounted on the aircraft to ensure durability, obviousness and visible position and form.
- (b) Owners and operators must ensure that marks are always kept clean, clear and easily identifiable.
- (c) Requirements on the font and size for the character of the nationality mark and registration mark as follows:
 - (1) Letters and numerals must not be stylized;
 - (2) The height of each character (except hyphens) in the same group has equal sign, as follows:
 - (i) Fixed-wing aircraft:
 - (A) Fuselages and vertical tail surfaces: must be at least 30 centimeters high.
 - (B) Fixed-wing aircraft wings: must be at least 50 centimeters.
 - (ii) Rotorcraft: must be at least 30 centimeters; and
 - (iii) Lighter-than-air and powered-lift aircraft: must be at least 50 centimeters high.
 - (3) The width of each character (except number "1") must be two-thirds as wide as they are high. The width of No. 1 must be one sixth of the height of each character. The length of the hyphen shall be two-thirds of the height of a character;
 - (4) The thickness of each character must be solid, its colors is contrast with the background of the mark position. The width of the thickness is one-sixth of the height of each character;
 - (5) The spacing between the characters at least is a quarter of the width of each character. Hyphens are also considered as a character;
 - (6) For fixed-wing aircraft, the groups of marks on either side of the aircraft must have the same height, width, thickness, and spacing;
 - (7) The measurements of the marks related to unmanned free balloons shall be determined by the CAAV on a case-by-case basis, taking into account the size of the payload to which the identification plate is affixed.

2.037 LOCATION OF REGISTRATION MARKS ON THE HEAVIER - THAN - AIR AIRCRAFT

- (a) On heavier-than-air aircraft, the signs must be painted or affixed once on the lower surface of the aircraft, the position as follows:
 - (1) Wing of the fixed-wing aircraft:

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- (i) The marks shall be located on the left half of the lower surface of the wing structure unless they extend across the whole of the lower surface of the wing structure;
 - (ii) In so far as possible, the signs must be in equidistant position from the edges and trailing edges of the wings;
 - (iii) The tops of the letters and numbers shall be toward the leading edge of the wing.
- (2) Fuselage for the rotorcraft.
- (b) The fixed-wing aircraft operator shall also display the required marks on either the vertical tail surfaces or the sides of the fuselage as follows:
- (1) If displayed on the vertical tail surfaces, horizontally on both surface s, horizontally on both surfaces of a single vertical tail or on the outer surfaces of a multi-vertical tail;
 - (2) If displayed on the fuselage surfaces, horizontally on both sides of the fuselage between the trailing edge of the wing and the leading edge of the horizontal stabilizer;
 - (3) If engine pods or other appurtenances are located in the area described in paragraph (b)(2) and are an integral part of the aircraft, the operator may place the marks on those pods or appurtenances.
- (c) Each operator of a rotorcraft shall also display marks horizontally on both surfaces of the cabin, fuselage boom, or tail, such that the rotorcraft can be readily identified.
- (d) In special cases where a heavier-than-air aircraft does not possess parts corresponding to those listed in paragraph (a) or (b), the measurements of the marks shall be such that the aircraft can be identified readily as specified in Article 2.043.

2.040 LOCATION OF REGISTRATION MARKS ON THE LIGHTER - THAN - AIR AIRCRAFT

- (a) The mark painting or affixture for a lighter-than-air aircraft will be approved by CAAV if it consistent with the provisions of this section.
- (b) Airships: The operator shall place marks on an airship to appear on:
- (1) The hull, located lengthwise on each side of the hull and on its upper surface on the line of symmetry; or
 - (2) Both the horizontal and vertical stabilizer surfaces
 - (i) For the horizontal stabilizer, located on the right half of the upper surface and on the left half of the lower surface, with the tops of the letters and numbers toward the leading edge; and
 - (ii) For the vertical stabilizer, located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally.
- (c) Spherical balloons (other than unmanned free balloons): The operator shall apply marks to appear in two places diametrically opposite each other and located near the maximum horizontal circumference of the balloon
- (d) Non-spherical balloons (other than unmanned free balloons): The operator shall apply marks to appear on side, located near the maximum cross-section of the balloon immediately above either the rigging band or the points of attachment of the basket suspension cables.
- (e) Lighter-than-air aircraft (other than unmanned free balloons): The operator shall apply side marks to be visible both from the sides and from the ground.
- (f) Unmanned free balloons: The operator shall apply marks to appear on the identification plate.

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2.043 PERMITTED DEVIATION FOR SIZE AND LOCATION OF MARKS

- (a) In the case of mark painting and affixture cannot be complied with the provisions of this section because of the configuration of the aircraft or not defined in this section, the owner or operator must apply in person or mail to CAAV to apply for a different process on the following principles:
 - (1) If one of the defined surface for mark placing are not large enough to place the mark according to the prescribed size in this Section, the operator will place full size mark as stipulated in the wider surface of the aircraft;
 - (2) If the width of both above positions is not enough to affix marks with full size in accordance with regulations, CAAV will accept the size of the marks according to the actual ability so that it can be placed on the larger surfaces than mentioned surfaces above.
 - (3) If the size and location of the nationality and registration marks of the aircraft cannot be easily identified, it will not be approved.
- (b) CAAV reviews and approve within 5 days from the date receiving the application; in case of refusal of approval, CAAV shall notify in writing to the applicant, clearly state the reasons.

2.045 REMOVAL OF MARKS AFTER DELETING THE NATIONALITY OF AIRCRAFT

- (a) When an aircraft which is registered Vietnam nationality has been cleared from the nationality Register of Vietnam aircraft, the undersigned person of nationality registration certificate must clear, remove all marks of Vietnam's registration on that aircraft.

2.047 REQUIREMENTS FOR THE IDENTIFICATION PLATES

- (a) Owners or operators of aircraft shall affixed to each aircraft registered Vietnam nationality with an identification plate with the below requirements:
 - (1) Contents contain: the aircraft type, model, serial number, nationality and registration mark;
 - (2) Made of fireproof metal or other fireproof material of suitable physical properties;
 - (3) Secured to the aircraft in a prominent position, near the main entrance, or, in the case of a free balloon, affixed conspicuously to the exterior of the payload.
 - (4) Having dimensions of the identification plate and characters which is consistent with placing location and ensure easy identification.