



# General Aviation in SRVN

June 2021

General aviation of the SRVN had taken roots since 1950s with the supports from Czechoslovakia

Czechoslovakia airplanes in Vietnam in 1950s



However, for many reasons, Vietnam has developed an aviation industry in which GA activities are unlikely seen

*In Vietnam, we might see more GA airplanes in museums than in the airports*





Not many GA activities in a country where people are very keen on flying and building airplanes

*Home built aircraft pilots usually find themselves in the situations of illegal acts because there is no proper regulations for them to follow*





Vietnamese people recently have some initial ideas about GA when experiencing scenic flights over Ha Long Bay with seaplanes and helicopters - the very rare GA flights opened for public in the country.



In Vietnam, the Military and the CAA share the authority over the GA industry. The situation make the country find herself belongs to the system of “GA

conservative” according to a very interesting definition I learned from Light Aircraft Association of the Czech Republic

← *The Military's GA activities are very limited to the access of the folks*

# Why is GA lagging way behind in the development of the national aviation industry?

Vietnam has become a big market for the aviation industry. However when commercial air transport is experiencing very high growth rate, the GA just take small steps forward. Learning from the success story of GA in the Czech RP, I realize your country did very well in 1990 to adapt quickly the new system which had been carefully prepared by your European friends . It was a great story and i will tell that story in Vietnam for sure. In Southeast Asia, unfortunately, there is not such a mechanism, in which a country can adapt a system from outside. Vietnam, in my point of view, is being confused for the way of developing the GA.

ANY  
QUESTIONS?

---

