



**LAO PEOPLE'S DEMOCRATIC REPUBLIC  
PEACE INDEPENDENCE DEMOCRACY UNITY PROSPERITY**

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National Assembly

No. 43/PO

**DECREE**

**PRESIDENT**

**LAO PEOPLE'S DEMOCRATIC REPUBLIC**

**On the Promulgation of the Law on Civil Aviation**

Pursuant to Chapter 6, Article 67, point 1 of the Constitution of the Lao People's Democratic Republic;



5. **Foreign air carrier** refers to a foreign person authorised to operate as an air carrier in the Lao PDR;
6. **A flight crew member** refers to any licensed pilot, navigator, flight engineer or mechanic charged with duties to command an aircraft during any flight;
7. **A cabin crew member** refers to any licensed crew member who performs duties in the interests of safety, good order and discipline

**Article 6. International Relations and Cooperation**

The State promotes the establishment of international relations and co-operation with foreign States and international organisations for the exchange of experience and expertise on the development of infrastructure, technology, data, aeronautical information, personnel development and the connecting flight network within the country and with other countries, aiming to ensure convenience, safety, modernisation, effectiveness and the achievement of international standards.

**Part II  
Civil Aviation**

**Chapter 1  
Components of Civil Aviation**

**Article 7. Technical and Material Components of Aviation**

Civil aviation has the following technical and material components: aircraft, aerodromes, vehicles, miscellaneous equipment, spare parts and aviation fuel.

**Article 8. Personnel Components**

Civil aviation has the following pe

An alien, foreign individual or apatrid<sup>3</sup> who has a principal place of business or permanent residence in the Lao PDR;

An enterprise, company or association established in accordance with the laws and regulations of the Lao PDR.

2. Aircraft registered in the Lao PDR shall not be eligible to be registered in another State; likewise, aircraft registered in another State shall not be eligible for registration in the Lao PDR, unless the former registration is cancelled.

**Article 11. Cancellation of Registration**

Aircraft registration shall be cancelled in cases where:

[The aircraft is] seriously damaged beyond repair;

The term of operation [of the aircraft] has expired;

[The aircraft is] declared missing;

[The aircraft is] registered in another State;

[The aircraft is] in violation of the laws and regulations.

**Article 12. Recognition of Rights in Aircraft**

When a person or organisation has duly registered its own civil aircraft

**Article 14. Certificate of Airworthiness**

A certificate of airworthiness refers to a document that certifies the readiness and capability of an aircraft to fly safely [that is] issued by the Ministry of Communication, Transport, Post and Construction of the Lao PDR.

An aircraft of a foreign State operating within the airspace of the Lao

**Article 18. Certificate of Noise**

Only aircraft with a certified noise limit in accordance with the international standards provided in the Convention on International Civil Aviation will be permitted to operate within the airspace of the Lao PDR.

**Chapter 3  
Aerodromes**

**Article 19. Components of Aerodromes**

An aerodrome shall consist of the following basic components:

1. A general area designated in accordance with relevant aerodrome classification standards in a suitable location with a perimeter wall or fence to ensure safety;
2. Runway, taxiway, and apron that meet [relevant] standards, including other facilities, such as: wind direction indicator, lighting system, signs and markings;
3. Buildings, consisting of passenger terminals, administration offices, technical and service buildings, warehouses, factories or hangars, and [buildings to house] safety and security equipment;
4. Buildings for communication equipment and other facilities for air navigation.

**Article 20. Aerodrome Surrounding Area**

The aerodrome surrounding area refers to the area contiguous to the aerodrome perimeter covering the approach and departure paths of aircraft in accordance with the aerodrome classification.

Within the aerodrome surrounding area, the width and height [of such aerodrome surrounding area], and height limitations on buildings and trees, shall be determined to ensure the safety of flight, people's lives and property, and the environment.

**Article 21. Determination of Location, Construction Permit and Classification of Aerodromes**

The government shall determine the location, construction permit and classification of domestic and international airports, including determining the airports or locations for temporary landing or take-off.

**Article 22. Construction and Operation**

The construction of civil aviation aerodromes in the Lao PDR shall be in accordance with technical standards prescribed from time to time by the International Civil Aviation Organisation.





**Article 26. Standards for Crew Members and Aviation Technical Officers**

General standards for flight crew members and aviation technical officers are as follows:

[Must be] conscientious of regulations and discipline, highly responsible, incorruptible, honest, polite, law abiding

**Article 28. The Responsibilities of a Pilot-in-Command**

In flight, the pilot-in-command shall be responsible to fly to the destination in accordance with the schedule taking into consideration the safety of passengers, baggage, mail, cargo, and crew members on board and that of the aircraft.

**Article 29. Powers and Duties of Pilots-in-Command**

The pilot-in-command shall have the principal powers and duties to:

1. Command the aircraft for take-off, flight and landing at the destination in accordance with the schedule;
2. Command the crew members to strictly observe air traffic rules and carry out their duties;
3. Adjust the approved flight plan, return to the aerodrome of departure, make a forced landing or cancel the flight when necessary in order to avoid any danger which threatens the safety of the flight;
4. Restrain acts that endanger the safety of the aircraft or jeopardise good order and discipline on board with necessary measures or, in the case of a serious offence, deliver the relevant person to the competent authority after landing;
5. Give orders to all those on board in the event of an emergency landing or in other cases deemed necessary.

**Article 30. Licenses**

In carrying out his duties, every individual crew member and technical officer shall be the holder of a personal license issued by the Ministry of Communication, Transport, Post and Construction.

Each crew member of an aircraft registered in another State shall also be the holder of a personal license issued by the competent authority of the relevant State.

Such licenses shall be consistent with the standards of the International Civil Aviation Organisation.

**Chapter 5  
Air Traffic Control**

**Article 31. Air Traffic**

Air traffic operating within the airspace of the Lao PDR shall strictly comply with the air traffic rules of the Lao PDR consistent with the air traffic rules established by the International Civil Aviation Organisation.

The pilot-in-command of an aircraft of Lao registry flying in the airspace of another State shall strictly comply with the air traffic rules of such

State or, if over the high seas, such rules established by the International Civil Aviation Organisation.

**Article 32. Airways and No-fly Zones**

Airway refers to a flight corridor with bearing, width and height limits established by the government of the Lao PDR based on regulations of the International Civil Aviation Organisation.

No-fly zone refers to [a zone] that has been deemed as prohibited, restricted or dangerous for flight.

A prohibited area refers to a State-reserved area into which aircraft shall never be permitted to fly.

A danger area or restricted area, such as a military training area, densely populated area, magnetic area, or area with turbulent air, refers to an area within which a risk of flight safety may exist. Aircraft may be permitted to enter these areas during specified periods and at specified heights.

All aircraft shall strictly fly in an established airway, and never fly into any prohibited area or enter into any danger area or restricted area. In the event that an aircraft deviates from an airway, flies into a prohibited area, or into a danger area or restricted area outside of the specified period and height, the pilot-in-command shall promptly resu



## **Chapter 6 Ensuring Flight Safety**

### **Article 38. Measures for the Safety of Passengers**

Each air carrier shall have measures for the safety of passengers in conformity with the standards specified in the operation manual. In addition, the air carrier shall prepare and maintain the existing emergency equipment in readiness for use at all times, such as: seat belts, breathing apparatus, life jackets, pressurisation system, warning lights, first aid kits and other necessities.

Cabin crew members shall give instructions, assist passengers in the use of safety equipment and immediately aid sick passengers.

### **Article 39. Measures for the Safety of Baggage, Cargo and Mail**

Each air carrier shall have measures for the safety of baggage, cargo and mail by checking and properly securing [them] in conformity with relevant regulations to ensure protection against damage or loss.

### **Article 40. Measures for the Safety of People**

For the safety of human life, each aircraft must fly at the assigned altitude. [There shall be] no acrobatic or training flights above densely populated areas, unless specific authorisation is received from the Ministry of Communication, Transport, Post and Construction on the basis of prior coordination with the other concerned sectors<sup>7</sup>.

### **Article 41. Measures for the Safety of Aircraft**

**Article 43. Measures for the Safety of Crew Members**

Crew members shall be protected from any interference from outsiders while on duty. In addition to this, they shall receive regular medical assessments and adequate rest periods, shall refrain from the consumption of any psychotropic substances before or while on duty, and shall strictly comply with the on-duty requirements.

The air carrier shall assign crew members in conformity with regulations on flight duty periods, follow up on their medical assessments, and intensively improve their knowledge and skills relating to flight safety.

**Article 44. Safety Measures for Transporting Dangerous Materials**

The transport of dangerous materials such as chemicals, inflammable materials, explosive items, firearms and other dangerous substances shall be operated by specific flights in conformity with the regulations on the safe transport of dangerous goods by air of the Lao PDR and consistent with such regulations of the International Civil Aviation Organisation.

**Article 45. Emergency Landings**

In the event of an airborne emergency to any Lao or foreign aircraft operating within the airspace of the Lao PDR, officers from all concerned sectors shall fully follow-up, assist, and provide facilitation in order to help the aircraft to land immediately, to ensure safety and minimum loss.

**Article 46. Prohibited Acts**

No individual or organisation shall:

1. Enter any restricted area in the aerodrome; or, while on board [any aircraft], create any noise disturbance to other passengers, use any electronic devices such as mobile telephones, personal computers or radio transceivers, or take any photos without obtaining prior permission;
2. Smoke in the aircraft or the non-smoking areas of an aerodrome;
3. Cause loss of life or injury to any passenger or other person;
4. Hijack or seize any aircraft;
5. Assault, intimidate, threaten or commit any such act that endangers the safety or causes loss of life or damage to the property of crew members, passengers and other people;
6. Bring unauthorised firearms, explosives, dangerous chemical substances, live animals or other unauthorised substances onto the aircraft without prior inspection from the relevant officers;
7. Forge, counterfeit, alter or falsely make any certificate or license or other aviation document;
8. Intentionally perform any

9. Destroy or damage any vehicle, technical equipment, or radio used to control or assist air traffic;
10. Remove or withhold any part or property which was on board an aircraft involved in an accident without prior authorisation.

In addition, no air carrier or crew member shall:

1. Abuse its duties<sup>8</sup> for personal interests;
2. Impede or inconvenience service;
3. Load an aircraft exceeding the authorised weight limit;
4. Transport dangerous materials without prior authorisation in accordance with regulations;
- 5.

assigned roles and duties, the management and utilisation of which shall comply with the State Budget Law.

Income from services of State enterprises shall be managed and used in conformity with laws and regulations.

**Part III**  
**Civil Aviation Business**

**Chapter 1**  
**Civil Aviation Business Operation**

**Article 50. Aviation Business**

Aviation business includes the following activities:

1. Domestic and international air transport;
2. Ground handling services;
3. Aircraft maintenance and repair;
4. Spare parts and aviation fuel supply;
5. Pilot and aviation technical officer training services;
6. Air travel agent;
7. Other activities relating to aviation.

**Article 51. Establishment of Aviation Enterprises**

In addition to the conditions under the Business Law, the establishment of an aviation enterprise shall also comply with the following conditions:

1. An enterprise engaging in dome



handling services, modern vehicles, and tools and equipment for the provision of their services;

4. Enterprises engaging in aircraft maintenance and repair shall have experienced engineers, relevant skilled technicians, and modern vehicles, tools and equipment;
5. Enterprises engaging in the training of pilots pi2-6 (rn ) -5e of thbmfcscr hall r



Where destruction or damage to baggage results from its quality or from the act of officers from other sectors who take custody [of such baggage].

**Article 59. Civil Liability for Cargo and Mail**

The air carrier shall be civilly liable for damages to the cargo or mail owner in the event that the cargo or mail is lost, is damaged, is destroyed, has deteriorated or is delayed.

The air carrier shall not be civilly liable for the damages so incurred when caused by any of the following:

Original deficiency of cargo and mail;

**Part IV**  
**Civil Aviation Management and Inspection**

**Chapter 1**  
**Management**

**Article 62. Management Organisations**

The management organisations of civil aviation include:

The Ministry of Communication, Transport, Post and Construction;

The communication, transport, post and construction division of each province, city and special zone;

The communication, transport, post and construction office of each district and municipality.

**Article 63. Rights and Duties of the Ministry of Communication, Transport, Post and Construction**

In carrying out the management of civil aviation, the Ministry of Communication, Transport, Post and Construction has the following main rights and duties:

1. To study and develop policies and strategic plans on civil aviation and to propose to the government for consideration and approval;
2. To transform the policies, strategic plans and resolutions of the government relating to civil aviation into its own programmes, action plans and projects;
3. To formulate plans for the education and training of human resources;
- 4.





5. To inspect the operations of aviation enterprises, crew members and technical officers with respect to aviation safety;
6. To exercise such other rights and perform such other duties as provided in this law and other relevant laws of the Lao PDR.

**Article 68. Types of Inspection**

The inspection of civil aviation comprises three types:

Regular inspection;  
Inspection with advance notice;  
Emergency inspection.

Regular inspection refers to an inspection performed regularly according to plans and at pre-determined times.

Inspection with advance





