

# Part 7

## Personnel Licensing

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## **SUBPART A: GENERAL**

### **7.001 APPLICABILITY**

- (a) This Part prescribes the requirements of Vietnam for:
  - (1) Issuance of airman licences, and ratings; and authorisations to those licences, as applicable;
  - (2) The conditions under which those licences, ratings, and authorisations are necessary; and
  - (3) The limitations for issuance to holders of those licences, ratings, and authorisations.

*Note: Some licences require a current aviation medical certificate in order to exercise the privileges of licences. The requirements for the aviation medical certificate are provided in Part 8.*

- (b) This Part is applicable to all persons seeking licences under the aviation regulations of Vietnam and the persons and organizations that provide and supervise the required training, experience and authorisations.

### **7.003 DEFINITIONS**

- (a) All definitions applicable to this Part are contained in Part 1 (Appendix 1 to 1.007) of these regulations.

### **7.005 ACRONYMS**

- (a) The meanings of acronyms in this Part are contained in Part 1 (Appendix 1 to 1.008) of these regulations.

## **SUBPART B: LICENCES, RATINGS & AUTHORISATIONS**

### **7.010 APPLICABILITY**

- (a) This Subpart describes the licences, ratings and pilot authorisations issued by the CAAV and prescribes the requirements for testing and validating such licences, ratings, and authorisations.

### **7.013 GENERAL**

- (a) No person may be issued any licence or rating unless they meet the requirements of this Part or another applicable Part of these Civil Aviation Regulations in respect of age, knowledge, experience, flight instruction, skill and medical fitness that are specified for that licence or rating.
- (b) No person may be issued any licence or rating unless they have satisfactorily demonstrated their ability to meet the requirements for knowledge and skill as are specified for that licence or rating.
- (c) No person may be issued an aircraft category, class or type rating on a pilot licence unless that rating reflects the appropriate category, class or type aircraft used to demonstrate skill and knowledge for its issuance.
- (d) No person may exercise privileges in aviation for which a licence is required under the Civil Aviation Regulations unless that licence was issued in accordance with the specifications of Part 7 and/or, where applicable, the Standards of Annex 1 of the International Civil Aviation Organization.
- (e) No person who is the holder of a licence issued by the CAAV may exercise privileges other than those granted by that license.

### **7.015 LICENCES AUTHORISED TO BE ISSUED**

- (a) The CAAV may issue the following licences under this Part:
  - (1) Student Pilot
  - (2) Private Pilot
  - (3) Commercial Pilot
  - (4) Multi-Crew Pilot
  - (5) Airline Transport Pilot.
  - (6) Flight Instructor

- (7) Ground Instructor
- (8) Flight Engineer
- (9) Flight Navigator
- (10) Aviation Maintenance Technician
- (11) Aviation Repair Specialist
- (12) Flight Dispatcher
- (13) Cabin Crew Member
- (14) Student Air Traffic Controller
- (15) Air Traffic Controller
- (16) Aeronautical Station Operator

#### **7.017 SPECIFICATIONS OF LICENSES TO BE ISSUED**

- (a) Personnel licences issued by the CAAV shall conform to the specifications of Appendix 1 to 7.017 of this Part (which are in conformance with ICAO Annex 1 for such licenses).
- (b) The CAAV shall ensure that other States will be able to easily determine the licence privileges and validity of ratings.

#### **7.020 ISSUANCE OF PILOT AIRCRAFT CATEGORY RATINGS**

- (a) The CAAV may endorse the following aircraft category ratings on a pilot license:
  - (1) Aeroplane.
  - (2) Powered Lift.
  - (3) Rotorcraft;
  - (4) Glider
  - (5) Lighter-than-Air.
- (b) When the holder of a pilot license qualifies for an additional category of aircraft, the CAAV shall endorse that license with the new category rating.
- (c) If requested by the holder of a pilot license and acceptable to the CAAV, a separate license may be issued for each category.
- (d) Any additional category rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the category rating is granted.
  - (1) The holder of a pilot licence seeking additional category ratings shall meet the requirements of this Part appropriate to the privileges for which the category rating is sought.
  - (2) The license holder shall normally be tested at the level of licensing privileges associated with the license on which the category rating will be endorsed.
  - (3) If there is no licensing privilege for the new category at the level of license currently held, the licence holder may elect to be issued a
    - (i) Separate license for that category; or
    - (ii) Revision to the current license that the new category was issued at a lower level of licensing privileges.
  - (4) The absence of a separate entry regarding the level of licensing privileges indicates that the new category rating has the privileges associated with the level of license.
- (e) For situations involving validation or conversion of a foreign license where the category rating is included in the title of the license, the category rating shall not be included in the title of the Vietnam license and shall be included as a separate rating.



**7.023 ISSUANCE OF AIRCRAFT CLASS RATINGS**

- (a) The CAAV may endorse the following class ratings for single pilot operation on a pilot license with an aeroplane category rating for:
  - (1) Single-engine land.
  - (2) Single-engine sea.
  - (3) Multi-engine land.
  - (4) Multi-engine sea.
- (b) The CAAV may endorse class ratings in the following rotorcraft:
  - (1) Helicopter;
  - (2) Gyroplane.
- (c) The CAAV may endorse class ratings in the following lighter-than-air aircraft:
  - (1) Airship;
  - (2) Free balloon.

**7.025 ISSUANCE OF AIRCRAFT TYPE RATINGS**

- (a) The CAAV may endorse the following type ratings on a pilot license for the exercise of pilot in command privileges:
  - (1) Large aircraft, other than airships.
  - (2) Small turbojet powered aeroplanes.
  - (3) Helicopters and powered-lift for operations of aircraft certificated for one pilot, except where a class rating has been specified by the CAAV.
  - (4) Aircraft certificated for operation with a minimum crew of at least two pilots.
  - (5) Any aircraft whenever considered necessary by the CAAV.
- (b) The type ratings of paragraph (a), sub-paragraphs (1),(2),(4) and (5) may be endorsed for co-pilot duties in these aircraft.
- (c) All limitations applicable to the exercise of the type rating shall be entered on the licence.
- (d) Special endorsements for aircraft type ratings may be issued to persons to exercise the privileges of PIC or co-pilot during commercial air transport operations that are not listed in paragraph (a) of this Section.

**7.027 ISSUANCE OF AIRCRAFT INSTRUMENT RATINGS**

- (a) The CAAV may endorse the following instrument ratings appropriate to the aircraft category on a pilot license:
  - (1) Instrument – Aeroplane.
  - (2) Instrument – Helicopter.
  - (3) Instrument – Powered Lift

**7.030 ISSUANCE OF FLIGHT INSTRUCTOR CATEGORY & CLASS RATINGS**

- (a) The CAAV may endorse the following ratings on a flight instructor license:
  - (1) Aeroplane Single Engine.
  - (2) Aeroplane Multi-Engine.
  - (3) Helicopter.
  - (4) Powered-Lift.
  - (5) Glider.
  - (6) Instrument – Aeroplane.
  - (7) Instrument – Helicopter.

- (b) In addition to or in lieu of the ratings of (a), the CAAV may endorse a flight instructor license with an aircraft-specific type rating

### **7.033 ISSUANCE OF FLIGHT ENGINEER CATEGORY RATINGS**

- (a) The CAAV may endorse the following ratings on a flight engineer license:
  - (1) Piston engine powered;
  - (2) Turbopropeller powered; r
  - (3) Turbojet powered.
- (b) In addition to the ratings of (a), the CAAV may endorse a flight engineer license with an aircraft-specific type rating for each aircraft that the applicant uses to demonstrate the required flight engineer skill test.

### **7.035 ISSUANCE OF GROUND INSTRUCTOR RATINGS**

- (a) The CAAV may endorse the following ratings on a ground instructor license:
  - (1) Basic.
  - (2) Advanced.
  - (3) Instrument.
  - (4) Flight simulation training
  - (5) Any other specialized ratings as may be determined necessary by the CAAV

### **7.037 ISSUANCE OF AVIATION MAINTENANCE TECHNICIAN CATEGORY RATINGS**

- (a) The CAAV may endorse the following ratings on an aircraft maintenance technician license:
  - (1) Airframe.
  - (2) Powerplant
  - (3) Avionics

### **7.040 ISSUANCE OF AVIATION MAINTENANCE TECHNICIAN TYPE RATINGS**

- (a) The CAAV may endorse the following ratings on an aviation maintenance technician license:
  - (1) Aircraft type ratings for aircraft with a takeoff gross weight of more than 5700 kg.
  - (2) Powerplant type ratings for powerplants on aircraft with a takeoff gross weight of more than 5700 kg.
  - (3) Specific avionics equipment or groupings of equipment.
  - (4) Other specialized ratings as provided in paragraphs (b) and (c)
- (b) The CAAV may endorse an AMT licence and associated ratings and condition to maintain the validity of license for aircraft and helicopter with level:
  - (1) Level A;
  - (2) Level B1;
  - (3) Level B2;
  - (4) Level C.
- (c) The A and B1 are divided into sub-level configuration related to a combination of aircraft, helicopters, turbine engine or piston engine according to the following:
  - (1) Sublevel A1 and B1.1: turbine engine aircraft;
  - (2) Sublevel A2 and B1.2: piston engine aircraft;
  - (3) Sublevel A3 and B1.3: turbine engine helicopters;
  - (4) Sublevel A4 and B1.4: piston engine helicopter.

### **7.043 ISSUANCE OF AVIATION REPAIR SPECIALISTS CATEGORY RATINGS**

- (a) The CAAV may endorse the following category ratings on an aviation repair specialist license:
  - (1) Propellers.

- (2) Avionics.
- (3) Instrument.
- (4) Computer.
- (5) Accessories.
- (6) Experimental Aircraft Builder
- (7) Any other specialized ratings as may be determined necessary by the CAAV

#### **7.047 ISSUANCE OF AIR TRAFFIC CONTROLLER RATINGS**

- (a) The CAAV may endorse the following category ratings on an air traffic controller license:
  - (1) Aerodrome control rating;
  - (2) Approach control procedural rating;
  - (3) Approach control surveillance rating;
  - (4) Approach precision radar control rating;
  - (5) Area control procedural rating; and
  - (6) Area control surveillance rating.

#### **7.050 AUTHORISATIONS ISSUED BY SPECIAL ENDORSEMENT**

- (a) The CAAV may endorse the following authorisations on pilot licenses under this Part:
  - (1) Category II pilot authorisation.
  - (2) Category III pilot authorisation.
  - (3) Flight crew radio operator authorisation.
  - (4) Flight simulation training.
- (b) The CAAV may endorse the following authorisations for flight instructor license under this Part:
  - (1) Flight simulation training
  - (2) Other authorisations for specialized instruction functions as determined necessary.
- (c) The CAAV may endorse the following licenses for the holder holders to perform as instructor for other holders of the same license issued under this Part:
  - (1) Flight engineer
  - (2) Flight navigator
  - (3) Cabin crew member
  - (4) Flight dispatcher
  - (5) Aviation maintenance technician
  - (6) Air traffic controller
- (d) The CAAV may endorse the following special authorisations on an aviation maintenance technician license:
  - (1) AMT Inspection authorisation
  - (2) Other authorisations for specialized inspection functions as determined necessary.
- (e) The CAAV may endorse a license with other specialized authorisations as determined to be necessary to ensure a safe and efficient aviation environment.

#### **7.053 DURATION OF LICENCES, RATINGS & AUTHORISATIONS**

- (a) With the exception of the provisions referred to in (b), (c), (d) and (e) of this Section, all licenses issued by the CAAV has a term of 5 years with valid of the specific features as prescribed; may be extended for a period of next five years unless revoked license ahead of time or the licensee no longer meets the conditions for the work under license.
- (b) The licenses for students expire 24 calendar months after the date of issuance.

- (c) Instructor's rating: the flight instructor' rating expires after 36 months from the month of issuance and is valid only when the person has a valid pilot license.
- (d) Other instructors' rating have validity period of 36 months from the month of issuance and is valid only while working in a work-related environment.
- (e) Category II and III Pilot authorisation. A Category II or III pilot authorisation expires at the end of the 6 calendar month after the month in which it was issued or renewed.
- (f) *Aviation Repair Specialist licence:*
  - (1) An aviation repair specialist licence issued on the basis of employment is effective until the holder of that licence is relieved from the duties for which the holder was employed and licenced.
  - (2) An aviation repair specialist licence with a rating of experimental aircraft builder issued on the basis of being the primary builder of the aircraft is effective until the holder of that licence is no longer the primary builder of the experimental aircraft specifically identified on the licence.
- (g) AMT- IA: permission will expire on the last day of the 12th month from the month of renewal or extension.-

### **7.055 SPECIAL LIMITATIONS TO LICENCES, RATINGS & AUTHORISATIONS**

- (a) The CAAV may issue to an applicant who cannot comply with certain eligibility requirements or areas of operations required for the issue of a licence because of physical limitations, or for other reasons, a licence, rating, or authorisation with an appropriate limitation provided the:
  - (1) Applicant is able to meet all other certification requirements for the licence, rating, or authorisation sought;
  - (2) Physical limitation, if any, has been recorded with the CAAV on the applicant's medical records; and
  - (3) CAAV determines that the applicant's inability to perform the particular area of operation will not adversely affect safety.

## **SUBPART C: VALIDATION OF FOREIGN LICENCES & RATINGS**

### **7.060 VALIDATION: GENERAL**

- (a) A person who is the holder of a current airman licence issued by another ICAO Contracting State is eligible for consideration for issuance of a Vietnam licence based on the validation of other State's licence subject to the provisions of this Subpart and Subpart G of Part 1.
- (b) An applicant for a licence under this Subpart shall provide a foreign pilot licence and medical certification in the English language or accompanied by an English language transcription that has been signed by an official or representative of the foreign aviation authority that issued that licence.
- (c) That person may apply for and be issued a licence with the appropriate ratings, or have ratings from that licence added to his airman licence, if the applicant:
  - (1) Is not under an order of revocation or suspension by the country that issued the licence;
  - (2) Holds a licence met all of the standards of ICAO for that licence;
  - (3) Holds a current medical certificate appropriate for the licence and privileges; and
  - (4) Is able to read, speak, write, and understand English at a proficiency of Level 4.
- (d) The CAAV will decide, after a review of the applicant's licence, supporting documents, interview and contact with the civil aviation authority of the issuing State, what further showing of knowledge or proficiency will be required.
- (e) Operating privileges and limitations for a person who receives a licence under the provisions of this Subpart:
  - (1) Shall be limited to the privileges placed on the licence;

- (2) Shall be subject to the limitations and restrictions issued by the CAAV and foreign licence with respect to aircraft registered in Vietnam; and
- (3) Shall not exercise the privileges has been revoked, suspended or invalid.

### **7.063 CONVERSION OF LICENCES & RATINGS FOR VIETNAM CITIZENS**

- (a) *General.* A person who is a citizen of Vietnam and is the holder of a current airman licence issued by another Contracting State is eligible to apply to the CAAV for issuance of a licence with the appropriate ratings, or conversion of his airman licence.
  - (1) The airman licenses of foreign aircraft not continue to apply operation in Vietnam, in the case of aircraft license or recognized valid license with the appropriate rating by the CAAV.
  - (2) License issued by the CAAV has validation and ratings effective for operations of aircraft registered in Vietnam regardless of the status of the foreign pilot licence.
  - (3) Subject to the re-examination for fitness by the CAAV.
- (b) *Same privileges and limitations.* A citizen of Vietnam who receives a licence or added ratings under the provisions of this Section have the same privileges as those licences and ratings were issued on the basis of a showing of knowledge, competency and proficiency to the CAAV.

### **7.065 VALIDATION OF FOREIGNER LICENCES FOR WORK IN VIETNAM**

- (a) *General.* A person who is not a citizen of Vietnam and is the holder of a current licence issued by another Contracting State is eligible to apply for and be issued a licence with the appropriate ratings for the purpose of working in aviation for a Vietnam operator.
- (b) *Ratings issued.* The CAAV may place upon the licence that it issues only the ratings listed on that person's foreign licence that are appropriate to the tasks to be performed.

### **7.067 VALIDATION OF FOREIGNER FOR PRIVATE PILOT PRIVILEGES**

- (a) *General.* A person who is not a citizen of Vietnam and is the holder of a current pilot licence issued by another Contracting State is eligible to apply for and be issued a private pilot licence with the appropriate ratings, without any further showing of proficiency.
- (b) *Aircraft ratings issued.* The CAAV may place upon a pilot's licence that it issues the aircraft ratings listed on that pilot's foreign pilot licence.
- (c) *Instrument ratings issued.* The CAAV may issue an instrument rating on a pilot licence to a person who holds an instrument rating on a licence issued by another Contracting State provided:
  - (1) Within 24 months preceding the month in which the person applies for the instrument rating, the applicant passes the appropriate knowledge test; and
  - (2) The applicant is able to read, speak, write, and understand English at Level 4 or above.
- (d) *Operating privileges and limitations.* A person who receives a pilot licence under the provisions of this Section may act as a pilot of a civil aircraft of Vietnam registry in accordance with the private pilot privileges authorised by Part 10.

### **7.070 MILITARY PILOTS OR FORMER MILITARY PILOTS: SPECIAL RULES**

- (a) Except for a rated military pilot or former rated military pilot who has been removed from flying status for lack of proficiency, or because of disciplinary action involving aircraft operations, a Vietnam citizen who is a rated military pilot or former rated military pilot that meets the requirements prescribed by the CAAV within 1 year after discharge from the military may apply, on the basis of his or her military training, for:
  - (1) A commercial pilot licence;
  - (2) An aircraft rating in the category and class of aircraft for which that military pilot is qualified;
  - (3) An instrument rating with the appropriate aircraft rating for which that military pilot is qualified; and
  - (4) A type rating, if appropriate.

## **SUBPART D: GENERAL TRAINING REQUIREMENTS**

### **7.080 RECORDS OF TRAINING TIME**

- (a) Each person shall document and record the following time:
  - (1) Training and aeronautical experience used to meet the requirements for a licence, rating, qualification, authorisation, or flight review.
  - (2) The aeronautical experience required appropriate to these Parts.

*Note: Refer to Sections 10.070, 10.073 and 10.075 for pilot flight time logging and crediting requirements.*

### **7.082 FLIGHT INSTRUCTION AUTHORIZATION REQUIRED**

- (a) No pilot shall conduct the flight instruction of another pilot for the issue of a pilot licence or rating, unless such holder has received proper authorization from the CAAV.
- (b) Proper authorization shall comprise:
  - (1) A flight instructor license with the appropriate rating; or
  - (2) The authority to act as an agent of an approved organization authorized by the CAAV to carry out flight instruction; or
  - (3) A specific authorization granted by the CAAV.
- (c) No person shall carry out instruction on a flight simulation training device required for the issue of a pilot licence or rating unless such person holds or has held an appropriate licence or has appropriate flight training and flight experience and has received proper authorization from the CAAV.

### **7.083 FLIGHT TRAINING RECEIVED FROM FLIGHT INSTRUCTORS NOT LICENCED BY THE CAAV**

- (a) A person may credit flight training toward the requirements of a pilot licence or rating if that person received the training from:
  - (1) A flight instructor of an Armed Force in a programme for training military pilots of either:
    - (i) Vietnam; or
    - (ii) Another Contracting State; or
  - (2) A flight instructor authorised to give such training by the licensing authority of a Contracting State, provided that the flight training is given outside Vietnam.
- (b) A flight instructor described in paragraph (a) is authorised to give endorsements to show training given.

### **7.085 GRADUATES OF A TRAINING PROGRAMME APPROVED UNDER OTHER PARTS: SPECIAL RULES**

- (a) The CAAV will consider that a person who presents a graduation certificate from a certificate holder under Part 9 of the Civil Aviation Safety Regulations and within 60 days after the date of graduation, is considered to have met the applicable aeronautical experience and aeronautical knowledge and areas of operation training requirements of this Part appropriate to the rating sought.

### **7.087 APPROVED USE OF FLIGHT SIMULATION TRAINING DEVICES**

- (a) The use of a flight simulation training device for acquisition of experience and demonstration of skill shall be in accordance with the approval of the CAAV.
- (b) No credit will be granted for the use of a flight simulation training device for acquisition of experience or demonstration of skill required for the licences and rating of this Part except in accordance with that approval.

## **SUBPART E: GENERAL TESTING REQUIREMENTS**

### **7.090 TESTS: GENERAL PROCEDURE**

- (a) Tests prescribed by or under this Part are given at times and places, and by persons designated by the CAAV.

### **7.093 KNOWLEDGE TEST: PREREQUISITES & PASSING GRADES**

- (a) An applicant for a knowledge test shall have:
- (1) Received an endorsement from an authorised instructor certifying that the applicant accomplished a ground-training or a home-study course required by this Part for the licence or rating sought and is prepared for the knowledge test; and
  - (2) Proper identification at the time of application that contains the applicant's:
    - (i) Photograph;
    - (ii) Signature;
    - (iii) Date of birth, which shows the applicant meets or will meet the age requirements of this Part for the licence sought before the expiration date of the airman knowledge test report; and
    - (iv) Actual residential address, if different from the applicant's mailing address.
- (b) The applicant must demonstrate at least 75% satisfactory level for each knowledge test.

### **7.095 SKILL (PRACTICAL) TEST: PREREQUISITES**

- (a) To be eligible for a skill test, an applicant shall meet all applicable requirements for the licence or rating sought.

*Refer To Appendix 1 to 7.095 for the eligibility requirements of a skill test.*

- (b) If an applicant does not complete all increments of a skill test for a licence or rating on one date, the applicant shall complete all remaining increments of the test not more than 60 calendar days after that date.
- (c) If an applicant does not satisfactorily complete all increments of the skill test for a licence or a rating within 60 calendar days after beginning the test, the applicant shall retake the entire skill test, including those increments satisfactorily completed.

### **7.097 PILOT SKILL (PRACTICAL) TESTS: DEMONSTRATION OF SKILL**

- (a) Except as provided in paragraph (b) of this Section, the CAAV will determine an applicant's ability to hold a licence or rating based upon the applicant's demonstration of the ability to perform as pilot-in-command of an aircraft, the procedures and manoeuvres described in this Part with a degree of competency appropriate to the privileges granted to the holder of the applicable licence, and to:
- (1) Recognize and manage threats and errors;
  - (2) Smoothly and accurately, manually control the aircraft within its limitations at all times such that the successful outcome of a procedure or manoeuvre is assured.
  - (3) Manually control the aircraft within its limitations at all times;
  - (4) Complete all manoeuvres with smoothness and accuracy;
  - (5) Exercise good judgement and airmanship;
  - (6) Apply aeronautical knowledge; and
- (b) In addition to the requirements of paragraph (a), the applicant for airline transport licence shall demonstrate the ability to perform as pilot in-command the following skills:
- (1) Pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
  - (2) Normal flight procedures during all phases of flight;

- (3) Abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframes;
  - (4) *For aeroplanes and powered lifts*, procedures and manoeuvres for instrument flight, including simulated engine failure;
- (c) The airline transport pilot applicant of an aeroplane certified for operation with a minimum crew of at least two pilots under VFR and IFR shall also be required to demonstrate the following competency as the pilot flying:
- (1) Operation of the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
  - (2) Effectively communications with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures and use of checklists.
- (d) The multi-crew pilot applicant on an aeroplane certified for operation with a minimum crew of at least two pilots under VFR and IFR shall be required to demonstrate competency as the pilot flying and pilot not flying for the skills included in paragraph (a) and (c) of this Section.
- (e) If an applicant demonstrates the proficiency with the aid of a co-pilot, the CAAV will place the limitation, "*Co-Pilot Required*" on the applicant's airman licence. The applicant may remove the limitation by passing the appropriate skill test and by demonstrating single-pilot competency in that aircraft.
- (f) If an applicant fails any area of operation, that applicant fails the skill test.
- (g) An applicant is not eligible for a licence or rating sought until all the areas of operation are passed.
- (h) The examiner or the applicant may discontinue a skill test at any time:
- (1) When the applicant fails one or more of the areas of operation; or
  - (2) Due to inclement weather conditions, aircraft airworthiness, or any other safety-of-flight concern.
- (i) If a skill test is discontinued, the CAAV may give the applicant credit for those areas of operation already passed, but only if the applicant:
- (1) Passes the remainder of the skill test within the 60-day period after the date the test was begun;
  - (2) Presents to the examiner for the retest the original notice of disapproval form or the letter of discontinuance form, as appropriate;
  - (3) Satisfactorily accomplishes any additional training needed and obtains the appropriate instructor endorsements, if additional training is required.

### **7.100 SKILL (PRACTICAL) TESTS: REQUIRED AIRCRAFT & EQUIPMENT**

- (a) Except when permitted to accomplish the entire flight increment of the skill test in an approved flight simulator or an approved flight training device, an applicant for a licence or rating issued under this Part shall furnish an aircraft with the necessary equipment and controls.

*Refer to Appendix 1 to 7.100 for required equipment and controls for skill tests.*

### **7.103 LIMITATIONS ON THE USE OF FLIGHT SIMULATION TRAINING DEVICES**

- (a) The use of a flight simulation training device for acquiring the experience or performing any maneuver required during the demonstration of skill for the issue of a license or rating shall be limited to those approved by the CAAV.
- (b) No person may receive credit for the use of any flight simulation training device to satisfy any training, testing, or checking requirement of this Part unless the CAAV has ensured that the flight simulation training device is appropriate to the task and has approved it for:
- (1) The training, testing and checking for which it is used;
  - (2) Each particular manoeuvre, procedure, or crew member function performed; and



- (3) The representation of the specific category and class of aircraft, type of aircraft, particular variation within the type of aircraft, or set of aircraft for certain flight training devices.

*Refer to Appendix 1 to 7.103 for requirements on the use of approved simulators and flight training devices.*

#### **7.105 RETESTING AFTER FAILURE**

- (a) An applicant for a knowledge or skill test who fails that test may reapply for the test only after the applicant has received:
  - (1) The necessary training from an authorised instructor who has determined that the applicant is proficient to pass the test; and
  - (2) An endorsement from an authorised instructor who gave the applicant the additional training.
- (b) An applicant for a flight instructor licence with an aeroplane category rating or, for a flight instructor licence with a glider category rating, who has failed the skill test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery shall:
  - (1) Comply with the requirements of paragraph (a) of this Section before being retested;
  - (2) Bring an aircraft to the retest that is of the appropriate aircraft category for the rating sought and is certified for spins; and
  - (3) Demonstrate satisfactory instructional proficiency on stall awareness, spin entry, spins, and spin recovery to an examiner during the retest.

#### **7.107 LANGUAGE PROFICIENCY**

- (a) Persons holding the following licences shall be evaluated by the CAAV for their proficiency to speak and understand the language used for radiotelephony:
  - (1) Pilots;
  - (2) Flight navigators;
  - (3) Flight engineers;
  - (4) Air traffic controllers;
  - (5) Aeronautical radio operators.
- (b) This language proficiency evaluation shall be accomplished upon initial application and at recurring intervals depending on the proficiency level demonstrated by the applicant.
  - (1) The ICAO language proficiency requirements shall be used to accomplish this evaluation.
  - (2) For international flight operations and air traffic control of international flights, the language evaluated shall be English.
  - (3) For flight crew involved in operations limited to Vietnam, the language proficiency evaluated shall be a language spoken by the aeronautical radio operators and air traffic controllers.
- (c) Those persons demonstrating proficiency below Level 6 shall be formally evaluated at least once every-
  - (1) 3 years, for Level 4.
  - (2) 6 years, for Level 5.

*Refer to Appendix 1 to 7.107 for the ICAO Language Proficiency Requirements.*

### **SUBPART F: LICENSING: FLIGHT CREW MEMBERS**

#### ***Subdivision I: Aircraft Ratings & Pilot Authorisations***

##### **7.110 GENERAL REQUIREMENT**

- (a) To be eligible for an aircraft rating or authorisation to a pilot licence, an applicant shall meet the appropriate requirements of this Subdivision for the aircraft rating or authorisation sought.

- (b) When an applicant demonstrates skill and knowledge for the initial issue of a pilot license, the category and the ratings appropriate to the class or type of aircraft used in the demonstration shall be entered on the license.

#### **7.111 PRIVILEGES OF AN INSTRUMENT RATING HOLDER**

- (a) The privileges of the holder of an aircraft instrument rating are contained in Subpart C to Part 10.

#### **7.113 INSTRUMENT RATING REQUIREMENTS**

##### ***Instrument Rating: General Requirements***

- (a) An applicant for an instrument rating shall:
- (1) Hold a pilot licence with an aircraft category and class rating for the instrument rating sought;
  - (2) Have at least a minimum demonstrated language proficiency of Level 4 in:
    - (i) The language used by aeronautical stations and air traffic in the region, and
    - (ii) For international operations, English;
  - (3) Hold a current Class 1 medical certificate;
  - (4) Receive a logbook or training record endorsement from an authorised instructor certifying that the person is prepared to take the required skill test;
  - (5) Pass the required knowledge test on the aeronautical knowledge areas, unless the applicant already holds an instrument rating in another category; and
  - (6) Pass the required skill test in:
    - (i) The aircraft category, class, and type, if applicable, appropriate to the rating sought; or
    - (ii) A flight simulator or a flight training device appropriate to the rating sought and approved for the specific manoeuvre or procedure performed.

##### ***Instrument Rating Aeronautical Knowledge***

- (b) An applicant for an instrument rating shall have received and logged ground training, as prescribed by the CAAV, from an authorised instructor on the areas of aeronautical knowledge that apply to the instrument rating.
- (c) The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an instrument rating, in at least the subjects prescribed in Appendix 1 to 7.113.

##### ***Instrument Rating Aeronautical Experience***

- (d) An applicant for an instrument rating shall receive and log, as prescribed by the CAAV, training from an authorised instructor in an aircraft or if in an approved flight simulation device, as provided in Appendix 2 of 7.113.
- (e) The applicant shall hold a pilot licence for the aircraft category being sought and have completed the aeronautical experience specified in Appendix 2 of 7.113 to be eligible for instrument rating.

##### ***Instrument Rating Dual Instruction Requirements***

- (f) The applicant shall have gained not less than 10 hours of the instrument flight time required in paragraph (i) of this Section while receiving dual instrument flight instruction in the aircraft category being sought, from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the holder of an instrument rating:
- (1) Pre-flight procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an IFR flight plan;
  - (2) Pre-flight inspection, use of checklists, taxiing and pre-take-off checks;
  - (3) Procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:

- (i) Transition to instrument flight on take-off;
  - (ii) Standard instrument departures and arrivals;
  - (iii) En-route IFR procedures;
  - (iv) Holding procedures;
  - (v) Instrument approaches to specified minima;
  - (vi) Missed approach procedures;
  - (vii) Landings from instrument approaches;
- (4) In-flight manoeuvres and particular flight characteristics.
- (g) If the privileges of the instrument rating are to be exercised on multi-engined aircraft, the applicant shall have received dual instrument flight instruction in a multi-engined aircraft within the appropriate category from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in the operation of the aircraft within the appropriate category by reference solely to instruments with one engine inoperative or simulated inoperative.

#### ***Instrument Rating Skill Test Requirements***

- (h) The applicant shall have demonstrated in an aircraft of the category for which the instrument rating is being sought the ability to perform the procedures and manoeuvres described in (d) and (e) with a degree of competency appropriate to the privileges granted to the holder of an instrument rating, and to:
- (1) Recognize and manage threats and errors;
  - (2) Operate the aircraft for the category being sought, within its limitations;
  - (3) Complete all manoeuvres with smoothness and accuracy;
  - (4) Exercise good judgement and airmanship;
  - (5) Apply aeronautical knowledge; and
  - (6) Maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.
- (i) The applicant shall have demonstrated the ability to operate multi-engined aircraft within the appropriate category by reference solely to instruments with one engine inoperative, or simulated inoperative, if the privileges of the instrument rating are to be exercised on such aircraft.

### **7.115 CATEGORY RATINGS**

- (a) A pilot seeking a category rating:
- (1) Shall have received the required training and possess the aeronautical experience prescribed by this Part for the aircraft category and, if applicable, class and type rating sought;
  - (2) Shall have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the following areas, as appropriate to the pilot licence for the aircraft category and, if applicable, class and type rating sought:
    - (i) Aeronautical knowledge areas.
    - (ii) Areas of operation.
  - (3) Shall pass the skill test applicable to the pilot licence for the aircraft category and, if applicable, class and type rating sought; and
  - (4) Need not take an additional knowledge test, provided the applicant holds an aeroplane, rotorcraft, powered-lift, or airship rating at that pilot licence level.

### **7.117 CLASS RATINGS**

- (a) A pilot seeking an additional class rating:
- (1) Shall have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the following areas, as appropriate to the pilot licence and for the aircraft class rating sought:

- (i) Aeronautical knowledge areas.
  - (ii) Areas of operation.
- (2) Shall pass the skill test applicable to the pilot licence for the aircraft class rating sought;
  - (3) Need not meet the training time requirements prescribed by this Part for the aircraft class rating sought; and
  - (4) Need not take an additional knowledge test, provided the applicant holds an aeroplane, rotorcraft, powered-lift, or airship rating at that pilot licence level.

### 7.120 TYPE RATINGS

- (a) Except as specified in this paragraph, a pilot seeking an aircraft type rating to be added on a pilot licence, or the addition of an aircraft type rating that is accomplished concurrently with an additional aircraft category or class rating:
  - (1) Shall hold or concurrently obtain an instrument rating that is appropriate to the aircraft category, class, or type rating sought;
  - (2) Shall have gained experience in an aircraft or flight simulator and recorded that experience in his or her logbook or training record showing demonstrated competency in the following areas, as appropriate to the pilot licence for the aircraft category, class and type rating sought:
    - (i) Normal flight procedures and manoeuvres during all phases of flight;
    - (ii) Abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe;
    - (iii) Where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;
    - (iv) Procedures for crew incapacitation and crew coordination including allocation of pilot tasks; crew cooperation and use of checklists.
  - (3) Shall pass the skill test applicable to the pilot licence for the aircraft category, class, and type rating sought; demonstrating:
    - (i) The skill and knowledge required for the safe operation of the applicable type of aircraft considering the relevant licensing requirements and to the duties and pilot functions of a pilot-in-command or a co-pilot, as applicable; and
    - (ii) At the airline transport pilot licence level, an extent of knowledge required by the CAAV in Subpart F, Subdivision VI of this Part.
  - (4) Except as provided for in paragraphs (b) and (c), shall perform the skill test under instrument flight rules;
  - (5) Need not take an additional knowledge test, provided the applicant holds an aeroplane, rotorcraft, powered-lift, or airship rating on their pilot licence; and
  - (6) In the case of a pilot employee of an AOC holder, shall have:
    - (i) Met the appropriate requirements of items (1),(4) and (5) of this paragraph for the aircraft type rating sought; and
    - (ii) Received an endorsement in his or her flight training record from the certificate holder certifying that the applicant has completed the certificate holder's approved ground and flight training programme appropriate to the aircraft type rating sought.
- (b) An applicant for a type rating who provides an aircraft not capable of the instrument manoeuvres and procedures required by the appropriate requirements for the skill test may:
  - (1) Obtain a type rating limited to "VFR only"; and
  - (2) Remove the "VFR only" limitation for each aircraft type in which the applicant demonstrates compliance with the appropriate instrument requirements of this Part.

- (c) The CAAV may issue to an applicant for a type rating a licence with the limitation "VFR only" for each aircraft type not equipped for the applicant to show instrument proficiency.
- (d) An applicant for a type rating in a multi engine or single-engine, single-pilot station aeroplane may meet the requirements of paragraph (b) in a multi-seat version of that aeroplane type.
- (e) When a type rating is issued limiting the privileges to act as co-pilot or limiting the privileges to act as pilot only during the cruise phase of the flight, such limitation shall be endorsed on the license.
- (f) Unless the CAAV requires certain or all tasks to be performed, the examiner who conducts the skill test may waive any of the tasks for which the CAAV approves waiver authority.

### 7.123 CATEGORY II & III PILOT AUTHORISATION REQUIREMENTS

- (a) *General.* An applicant for a Category II or Category III pilot authorisation shall:
  - (1) Hold a pilot licence with an instrument rating or an airline transport pilot licence;
  - (2) Hold a category and class rating, and type rating, if applicable, for the aircraft for which the authorisation is sought; and
  - (3) Complete the skill test requirements.
- (b) *Experience requirements.* An applicant for a Category II or Category III pilot authorisation shall have at least:
  - (1) 50 hours of night flight time as PIC.
  - (2) 75 hours of instrument time under actual or simulated instrument conditions that may include not more than:
    - (i) A combination of 25 hours of simulated instrument flight time in an approved flight simulator or an approved flight training device; or
    - (ii) 40 hours of simulated instrument flight time if accomplished in an approved course conducted by an appropriately rated ATO.
  - (3) 250 hours of cross-country flight time as PIC.
- (c) Upon passing a skill test for a Category II or III pilot authorisation, a pilot may renew that authorisation for each type of aircraft for which the pilot holds authorisation.
- (d) The CAAV may not renew a Category II or Category III pilot authorisation for a specific type aircraft for which an authorisation is held beyond 12 calendar months from the month the applicant satisfactorily passed a skill test in that type aircraft.
- (e) If the holder of a Category II or Category III pilot authorisation passes the skill test for a renewal in the month before the authorisation expires, the CAAV will consider that the holder passed it during the month the authorisation expired.

*Note: See Appendix 1 to 7.123 for additional requirements concerning Category II and III pilot authorisations.*

*Note: See Appendix 2 to 7.123 for the skill test requirements for Category II pilot authorisations.*

*Note: See Appendix 3 to 7.123 for the skill test requirements for Category III pilot authorisations.*

*Note: See Appendix 4 to 7.123 for the general requirements for approval of Category II and III pilot authorisations*

### 7.125 FLIGHT CREW RADIO OPERATOR ENDORSEMENT

- (a) *General.* Flight crew members are eligible for a flight radio operator endorsement on their pilot or flight engineer licence.
- (b) *Eligibility.* The flight crew member shall:
  - (1) Be at least 16 years of age;
  - (2) Be able to read, write and speak the Level 4 language proficiency;

- (3) Complete ground instruction from a licenced flight instructor on the radiotelephony knowledge requirements for the specific licence.
- (4) Demonstrate the skill in-flight using radiotelephony techniques required for the specific licence under the observation of a licenced flight instructor;
- (5) Have that flight instructor endorse a records of the satisfactory observation; and
- (6) Present that endorsed record to the CAAV for issuance of the flight crew licence endorsement for in-flight radiotelephone privileges.

(c) *Endorsement text.* If issued, the endorsement shall be worded "Flight crew radio operator privileges authorized.

(d) *Privileges.* The flight crew member with a flight crew radio operator endorsement is authorized to use an aeronautical radio installed in an aircraft or ground aeronautical radio to communicate with:

- (1) Air traffic facilities;
- (2) Aeronautical information facilities;
- (3) Ground aeronautical radio stations; and
- (4) Other aircraft.

## ***Subdivision II: Student Pilots***

### **7.130 APPLICABILITY**

(a) This Subdivision prescribes the requirements for the issuance of student pilot licences, the conditions under which those licences are necessary and the general operating rules and limitations for the holders of those licences to ensure that their participation and privileges will not constitute a hazard to air navigation.

### **7.131 PRIVILEGES ACCORDED TO THE HOLDER OF A STUDENT PILOT LICENSE**

(a) The privileges accorded to the holder of a student pilot license are contained in Subpart C to Part 10.

### **7.133 STUDENT PILOT ELIGIBILITY REQUIREMENTS: GENERAL**

(a) To be eligible for a student pilot licence, an applicant shall:

- (1) Be at least 16 years of age for other than the operation of a glider or balloon;
- (2) Be at least 14 years of age for the operation of a glider or balloon;
- (3) Be able to read, speak, write, and understand the Vietnamese language at a Level 4 proficiency; and
- (4) When required by Part 10, hold at least a Class 1 or Class 2 medical certificate.

### **7.135 STUDENT PILOT APPLICATION**

(a) An applicant for a student pilot licence shall apply to the CAAV in the form and manner prescribed.

*Note: See Appendix 1 of 7.135 for application instructions for a student pilot licence*

### **7.137 STUDENT PILOT SOLO REQUIREMENTS**

(a) A student pilot shall not fly solo unless under the supervision of, or with the authority of, an authorized flight instructor.

(b) *Aeronautical knowledge.*

- (1) A student pilot shall satisfactorily pass an aeronautical knowledge test on the following subjects:
  - (i) Applicable Sections of this Part and Part 10;
  - (ii) Airspace rules and procedures for the aerodrome where the student will perform solo flight; and
  - (iii) Flight characteristics and operational limitations for the make and model of aircraft to be flown.
- (2) The student's authorised instructor shall:
  - (i) Administer the test; and

- (ii) At the conclusion of the test, review all incorrect answers with the student before authorising that student to conduct a solo flight.
- (c) *Pre-solo flight training.* Prior to conducting a solo flight, a student pilot shall have:
  - (1) Received and logged flight training for the manoeuvres and procedures of this Section that are appropriate to the make and model of aircraft to be flown; and
  - (2) Demonstrated satisfactory proficiency and safety, as judged by an authorised instructor, on the manoeuvres and procedures required by this Section in the make and model of aircraft or similar make and model of aircraft to be flown.
- (d) *Manoeuvres and procedures for pre-solo flight training.* A student pilot shall receive and log flight training for required manoeuvres and procedures.

*Refer to Appendix 1 to 7.137 for required manoeuvres and procedures for a student pilot.*

- (e) *Endorsements for solo flights.* A student pilot shall have their endorsements prescribed in this paragraph for each make and model aircraft prior to the start of solo flight operations.
  - (1) Student pilot endorsement letter. A student pilot shall have an endorsement letter provided by the authorised instructor who conducted the training to conduct solo operations.
  - (2) Logbook endorsement. A student pilot shall have a solo cross-country endorsement placed in the student pilot's logbook by the authorised instructor who conducted the training.

#### **7.140 STUDENT PILOT SOLO CROSS-COUNTRY FLIGHT REQUIREMENTS**

- (a) General.
  - (1) Except as provided in paragraph (b) of this Section, a student pilot shall meet the requirements of this Section before:
    - (i) Conducting a solo cross-country flight, or any flight greater than 25 nautical miles from the aerodrome from where the flight originated; and
    - (ii) Making a solo flight and landing at any location other than the aerodrome of origination.
  - (2) Except as provided in paragraph (b) of this Section, a student pilot who seeks solo cross-country flight privileges shall:
    - (i) Have received flight training from an authorised instructor on the manoeuvres and procedures of this Section that are appropriate to the make and model of aircraft for which solo cross-country privileges are sought;
    - (ii) Have demonstrated cross-country proficiency on the appropriate manoeuvres and procedures of this Section to an authorised instructor;
    - (iii) Have satisfactorily accomplished the required pre-solo flight manoeuvres and procedures in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and
    - (iv) Comply with any limitations included in the instructor's endorsement that are required by paragraph (c) of this Section.
  - (3) A student pilot who seeks solo cross-country flight privileges shall have received ground and flight training from an authorised instructor on the cross-country manoeuvres and procedures listed in this Section that are appropriate to the aircraft to be flown.
- (b) *Authorisation to perform certain solo flights and cross-country flights.* A student pilot shall obtain an endorsement from an authorised instructor to make solo flights, subject to the following conditions:
  - (1) A student pilot may make solo flights to another aerodrome that is within 25 nautical miles from the aerodrome where the student pilot normally receives training, provided:
    - (i) The authorised instructor who makes the endorsement gave the student pilot flight training at the other aerodrome, and that training included flight in both directions over the route, entering and exiting the traffic pattern, and takeoffs and landings at the other aerodrome;

- (ii) The student pilot has a current solo flight endorsement.
  - (iii) The instructor has determined that the student pilot is proficient to make the flight; and
  - (iv) The purpose of the flight is to practice takeoffs and landings at that other aerodrome.
- (2) A student pilot may make repeated specific solo cross-country flights to another aerodrome that is within 50 nautical miles of the aerodrome from which the flight originated, provided:
- (i) The authorised instructor who gave the endorsement gave the student flight training in both directions over the route, including entering and exiting the traffic patterns, takeoffs, and landings at the aerodrome to be used;
  - (ii) The student has current solo flight endorsements.; and
  - (iii) The student has a current solo cross-country flight endorsement in accordance with paragraph (c) of this Section, except that separate endorsements are not required for each flight made under this paragraph.
- (c) *Endorsements for solo cross-country flights.* Except as specified in paragraph (b)(2), a student pilot shall have their endorsements prescribed in this paragraph for each make and model aircraft the student will fly on each cross-country flight:
- (1) Student pilot endorsement letter.
    - (i) A student pilot shall have a solo cross-country endorsement letter provided by the authorised instructor who conducted the training.
  - (2) Logbook endorsement.
    - (i) A student pilot shall have a solo cross-country endorsement placed in the student pilot's logbook by the authorised instructor who conducted the training.
    - (ii) A licenced pilot who is receiving training for an additional aircraft category and class rating shall have an endorsement placed in the pilot's logbook by the authorised instructor who conducted the training.
- (d) *Manoeuvres and procedures for cross-country flight training.* A student pilot who is receiving training for cross-country flight shall receive and log flight training in the required manoeuvres and procedures.

*Note: See Appendix 1 to 7.140 for list of required manoeuvres and procedures.*

### **Subdivision III: Private Pilots**

#### **7.150 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for the issuance of private pilot licences and ratings, and the conditions under which those licences and ratings are necessary.

#### **7.151 PRIVILEGES OF PRIVATE PILOT LICENSE HOLDERS**

- (a) The privileges of accorded to the holder of a private pilot licence are contained in Subpart C to Part 10.

#### **7.153 PRIVATE PILOT ELIGIBILITY REQUIREMENTS: GENERAL**

- (a) To be eligible for a private pilot licence, a person shall:
  - (1) Be at least 16 years of age for a glider or free balloon category rating; or
  - (2) Be at least 17 years of age for all other category ratings; and
  - (3) Have a minimum demonstrated language proficiency of Level 4 in:
    - (i) The language used by aeronautical stations and air traffic in the region, and
    - (ii) For international operations, English;
  - (4) Hold at least a Class 2 medical certificate;
  - (5) Receive a logbook endorsement for the knowledge test from an authorised instructor who:
    - (i) Conducted the training or reviewed the person's home study on the prescribed aeronautical knowledge areas that apply to the aircraft rating sought; and



- (ii) Certified that the person is prepared for the required knowledge test.
- (6) Pass the required knowledge test on the prescribed aeronautical knowledge areas.
- (7) Receive flight training and a logbook endorsement from an authorised instructor who:
  - (i) Conducted the training in the areas of operation that apply to the aircraft rating sought; and
  - (ii) Certified that the person is prepared for the required skill test.
- (8) Meet the aeronautical experience requirements of this Subdivision that apply to the aircraft rating sought before applying for the skill test.
- (9) Demonstrate the skill level specified in 7.097 for a private pilot to pass the required skill test on the prescribed areas of operation that apply to the aircraft category and class rating sought;
- (10) Comply with the appropriate Sections of this Subdivision that apply to the aircraft category and class rating sought.

#### **7.155 PRIVATE PILOT AERONAUTICAL KNOWLEDGE REQUIREMENTS**

- (a) An applicant for a private pilot licence shall receive and log ground training from an authorised instructor on the aeronautical knowledge areas prescribed by the CAAV that apply to the aircraft category and class rating sought.

*Refer to Appendix 1 to 7.155 for the prescribed private pilot aeronautical knowledge requirements.*

- (b) The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a private pilot licence and appropriate to the category of aircraft intended to be included in the licence, in at least the subjects prescribed in Appendix 1 to 7.155:

#### **7.157 PRIVATE PILOT FLIGHT INSTRUCTION REQUIREMENTS**

- (a) The applicant shall have received and log dual instruction in appropriate to the category, class and/or type rating, sought from an authorized flight instructor.
- (b) The instructor shall ensure that the applicant has operational experience in at least the those maneuvers and procedures identified in Appendix 1 to 7.157 to the level of performance prescribed for the private pilot.

#### **7.158 PRIVATE PILOT SKILL TEST REQUIREMENTS**

- (a) The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category and class of aircraft the procedures and manoeuvres described in Appendix 1 of 7.157 with a degree of competency prescribed by the CAAV appropriate to the privileges granted to the holder of a private pilot licence and to:
  - (1) Recognize and manage threats and errors;
  - (2) Operate the aircraft within its limitations;
  - (3) Complete all manoeuvres with smoothness and accuracy;
  - (4) Exercise good judgement and airmanship;
  - (5) Apply aeronautical knowledge; and
  - (6) Maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

#### **7.160 PRIVATE PILOT AERONAUTICAL EXPERIENCE REQUIREMENTS**

- (a) An applicant for a private pilot licence shall receive and log the minimum qualifying experience requirements prescribed in Appendix 1 to 7.160
- (b) An applicant for an aeroplane, helicopter or powered lift may credit one of the following in an approved flight simulation training device representing the category, class, and type, if applicable, of aircraft appropriate to the rating sought:
  - (1) A maximum of 2.5 hours of training, if received from an authorised instructor other than an ATO; or
  - (2) A maximum of 5 hours of training if the training is accomplished in a course conducted by an ATO.

- (c) An applicant who holds a private pilot license in at least one category may apply to the CAAV for reduction of total flight time requirements in category. The CAAV shall determine whether such experience is acceptable and, if so, specify the extent to which the flight time requirements of (a) can be reduced accordingly.

#### **7.163 PRIVATE PILOT LICENCE ISSUANCE LIMITATIONS**

- (a) The CAAV may prescribe limitations that are to be included on the licence based on limited experience of the applicant.

*Note: See Appendix 1 to 7.163 for limitations regarding the pilots of balloons.*

### ***Subdivision IV: Commercial Pilots***

#### **7.170 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for the issuance of commercial pilot licences and ratings, and the conditions under which those licences and ratings are necessary.

#### **7.171 PRIVILEGES OF A COMMERCIAL PILOT LICENSE HOLDER**

- (a) The privileges accorded to the holder of a commercial pilot license are contained in Subpart C to Part 10.

#### **7.173 COMMERCIAL PILOT ELIGIBILITY REQUIREMENTS: GENERAL**

- (a) To be eligible for a commercial pilot licence, a person shall:
  - (1) Be at least 18 years of age;
  - (2) Have a minimum demonstrated language proficiency of Level 4 in:
    - (i) The language used by aeronautical stations and air traffic in the region, and
    - (ii) For international operations, English;
  - (3) Hold a Class 1 medical certificate;
  - (4) Receive a logbook endorsement from an authorised instructor who:
    - (i) Conducted the required ground training or reviewed the person's home study on the aeronautical knowledge areas prescribed that apply to the aircraft category and class rating sought; and
    - (ii) Certified that the person is prepared for the required knowledge test that applies to the aircraft category and class rating sought.
  - (5) Pass the required knowledge test prescribed;
  - (6) Receive a logbook endorsement from an authorised instructor who:
    - (i) Conducted the training prescribed that applies to the aircraft category and class rating sought; and
    - (ii) Certified that the person is prepared for the required skill test.
  - (7) Meet the aeronautical experience requirements of this Subdivision that apply to the aircraft category and class rating sought before applying for the skill test;
  - (8) Demonstrate the skill level specified in Section 7.178 for a commercial pilot to pass the required skill test on the prescribed areas of operation that apply to the aircraft category and class rating sought;
  - (9) Hold a private pilot licence issued under this Subpart or meet the requirements pertaining to military licences; and
  - (10) Comply with all Sections of this Subdivision that apply to the aircraft category and class rating sought.

#### **7.175 COMMERCIAL PILOT AERONAUTICAL KNOWLEDGE REQUIREMENTS**

- (a) An applicant for a commercial pilot licence shall receive and log ground training from an authorised instructor, or complete a home-study course on the required aeronautical knowledge areas prescribed.

*Refer to Appendix 1 to 7.175 for specific aeronautical knowledge area requirements.*

- (b) The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a commercial pilot licence and appropriate to the category of aircraft intended to be included in the licence, in at least the subjects provided in Appendix 1 to 7.175:

#### **7.177 COMMERCIAL PILOT FLIGHT INSTRUCTION REQUIREMENTS**

- (a) The applicant shall have received and log dual instruction in appropriate to the category, class and/or type rating, sought from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the those maneuvers and procedures identified in Appendix 1 to 7.177 to the level of performance prescribed by the CAAV for the commercial pilot.

#### **7.178 COMMERCIAL PILOT SKILL REQUIREMENTS**

- (a) The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres described in Appendix 1 of 7.177 with a degree of competency prescribed by the CAAV appropriate to the privileges granted to the holder of a commercial pilot licence, and to:
  - (1) Recognize and manage threats and errors;
  - (2) Operate the aircraft within its limitations;
  - (3) Complete all manoeuvres with smoothness and accuracy;
  - (4) Exercise good judgement and airmanship;
  - (5) Apply aeronautical knowledge; and
  - (6) Maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

#### **7.180 COMMERCIAL PILOT AERONAUTICAL EXPERIENCE REQUIREMENTS**

- (a) An applicant for a commercial pilot licence shall obtain the required flight hours of aeronautical experience prescribed by the CAAV in Appendix 1 to 7.180.

*Refer to Appendix 1 to 7.180 for specific required aeronautical experience*

- (b) *ATO exception.* Except when fewer hours are approved by the CAAV, an applicant who has satisfactorily completed a commercial pilot course conducted by an ATO need have only the following total aeronautical experience to meet the requirements of this Section
  - (1) 150 hours for an aeroplane or powered lift rating, which must include 70 hours as PIC.
  - (2) 150 hours for a helicopter rating.
- (c) *Flight Simulation Credit.* An applicant for a commercial pilot licence may credit one of the maximum times for training in an approved flight simulator or approved flight training device representing the applicable category, class, and type of aircraft appropriate to the rating sought:
  - (1) 10 hours for an aeroplane rating;
  - (2) 10 hours for a helicopter rating;
  - (3) 10 hours for a helicopter rating in a course conducted by an ATO.
- (d) An applicant who holds a commercial pilot license in at least one category may apply for reduction of total flight time requirements in category to the CAAV. The CAAV shall determine whether such experience is acceptable and, if so, specify the extent to which the flight time requirements of (a) can be reduced accordingly.

#### **7.183 COMMERCIAL PILOT LICENCE LIMITATIONS**

- (a) The CAAV shall issue to an applicant for a commercial pilot licence with an aeroplane, powered lift or helicopter category rating who does not hold an instrument rating in the same category and class a

commercial pilot licence that contains the limitation, "*The carriage of passengers for hire in (aeroplanes) (powered-lifts) (helicopter) on cross-country flights in excess of 50 nautical miles or at night is prohibited.*"

*Note: A pilot may remove this limitation by satisfactorily accomplishing the requirements prescribed by the CAAV for an instrument rating in the same category and class of aircraft that has the limitation.*

- (b) If an applicant for a commercial pilot licence with a balloon rating takes a skill test in a balloon with an airborne heater, the CAAV shall place upon the pilot licence a limitation restricting the exercise of the privileges of that licence to a balloon with an airborne heater.

*Note: The pilot may remove this limitation by obtaining the required aeronautical experience in a gas balloon and receiving a logbook endorsement from an authorised instructor who attests to the pilot's accomplishment of the required aeronautical experience and ability to satisfactorily operate a gas balloon.*

- (c) If an applicant for a commercial pilot licence with a balloon rating takes a skill test in a gas balloon, the CAAV shall place upon the pilot licence a limitation restricting the exercise of the privileges of that licence to a gas balloon.

*Note: The pilot may remove this limitation by obtaining the required aeronautical experience in a balloon with an airborne heater and receiving a logbook endorsement from an authorised instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater.*

- (d) When the holder of a commercial pilot licence with an aeroplane, helicopter or powered lift rating reaches his 65th birthday, that licence shall be endorsed with the limitation "Not valid for operations in commercial air transport."

### **Subdivision V: Multi-Crew Pilots (Aeroplane Category)**

#### **7.190 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for the issuance of a multi-crew (aeroplane category) pilot licence, and the conditions under which those licences and ratings are necessary.

#### **7.191 PRIVILEGES OF A MULTI-CREW PILOT LICENSE**

- (a) The privileges accorded to the holder of a multi-crew pilot licence are contained in Subpart C to Part 10.

#### **7.193 MULTI-CREW PILOT (AEROPLANE) ELIGIBILITY REQUIREMENTS: GENERAL**

- (a) To be eligible for a multi-crew (aeroplane category) pilot licence, a person shall:
- (1) Be at least 18 years of age;
  - (2) Have a minimum demonstrated language proficiency of Level 4 in:
    - (i) The language used by aeronautical stations and air traffic in the region, and
    - (ii) For international operations, English;
  - (3) Hold a Class 1 medical certificate.
- (b) The applicant shall have demonstrated the skills required for fulfilling all the competency units specified in Appendix 1 to 7.200 as pilot flying and pilot not flying, to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under VFR and IFR
- (c) The skill levels of Section 7.198 shall be demonstrated by the applicant. Progress in acquiring these skills shall be continuously assessed.
- (d) Whenever an training organization approved under Part 9 demonstrates to the CAAV that a student is prepared to take the prescribed knowledge and skill tests of this Subdivision, that student may take those tests before meeting the applicable experience requirements.

**7.195 MULTI-CREW PILOT (AEROPLANE) KNOWLEDGE REQUIREMENTS**

- (a) An applicant for a multi-crew (aeroplane category) pilot licence shall have met the requirements specified in 7.215 for the airline transport pilot licence appropriate to the aeroplane category in an approved training course.

**7.197 MULTI-CREW PILOT (AEROPLANE) FLIGHT INSTRUCTION REQUIREMENTS**

- (a) An applicant for a multi-crew (aeroplane category) pilot licence shall have completed a course of approved training covering the experience requirements of 7.200.
- (b) The applicant shall have received dual flight instruction in all the competency units specified in Appendix 1 to 7.200 to the level required for the issue of the multi-crew pilot licence, to include the competency units required to pilot under instrument flight rules.

**7.198 MULTI-CREW PILOT (AEROPLANE) SKILL REQUIREMENTS**

- (a) The applicant shall have demonstrated the skills required for fulfilling all the competency units specified in Appendix 3 as pilot flying and pilot not flying, to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under VFR and IFR, and to:
- (1) Recognize and manage threats and errors;
  - (2) Smoothly and accurately, manually control the aeroplane within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;
  - (3) Operate the aeroplane in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
  - (4) Perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight; and
  - (5) Communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures (SOPs) and use of checklists.
- (b) Progress in acquiring the skills specified in (a) shall be continuously assessed.

**7.200 MULTI-CREW PILOT (AEROPLANE) AERONAUTICAL EXPERIENCE REQUIREMENTS**

- (a) An applicant for a multi-crew (aeroplane category) pilot licence shall obtain the required flight hours of aeronautical experience, to include:
- (1) Completion of an approved training course not less than 240 hours as pilot flying and pilot not flying of actual and simulated flight.
  - (2) Flight experience in actual flight shall include at least the experience requirements of Section 7.197, upset recovery training, night flying and flight by reference solely to instruments.
  - (3) In addition to paragraph (2) the applicant shall have gained the experience necessary to achieve the advanced level of competency defined in Appendix 1 to 7.200:
    - (i) In a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, or
    - (ii) In a flight simulation training device approved for that purpose by the CAAV.

**7.203 MULTI-CREW PILOT (AEROPLANE) LICENCE ISSUANCE LIMITATIONS**

- (a) The privileges of the holder of a multi-crew pilot licence as prescribed in Section 10.092 shall be limited based on experience and competency acquired.
- (b) *Private pilot privileges.* To exercise all the privileges of the holder of a private pilot licence in the aeroplane category the multi-crew pilot shall have completed all experience requirements of 7.160.

- (c) *Instrument rating privileges.* Before exercising the privileges of the instrument rating in a single-pilot operation in aeroplanes, the licence holder shall have demonstrated an ability to act as pilot-in-command in a single-pilot operation exercised by reference solely to instruments and shall have met the skill requirement of Section 7.113(g) appropriate to the aeroplane category.
- (d) *Commercial pilot privileges.* Before exercising the privileges of a commercial pilot licence in a single-pilot operation in aeroplanes, the licence holder shall have:
  - (1) Completed in aeroplanes 70 hours, either as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
  - (2) Completed 20 hours of cross-country flight time as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and 10 hours as pilot-in-command under supervision, including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made; and
  - (3) Met the experience requirements for the commercial pilot licence with the exception of total PIC flight time, and
  - (4) Commercial pilot skill requirements appropriate to the aeroplane category, and
  - (5) An endorsement on his multi-crew pilot licence granting single-pilot commercial privileges.
- (e) When the holder of a multi-crew pilot licence with an aeroplane, helicopter or powered lift rating reaches his 65th birthday, that licence shall be endorsed with the limitation "No valid for operations in commercial air transport."

## ***Subdivision VI: Airline Transport Pilots***

### **7.210 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for the issuance of airline transport pilot licences and ratings, and the conditions under which those licences and ratings are necessary.

### **7.211 PRIVILEGES OF A AIRLINE TRANSPORT PILOT LICENSE**

- (a) The privileges accorded to the holder of an airline transport pilot licence are contained in Subpart C to Part 10.

### **7.213 AIRLINE TRANSPORT PILOT ELIGIBILITY REQUIREMENTS: GENERAL**

- (a) To be eligible for an airline transport pilot licence, a person shall:
  - (1) Be at least 21 years of age;
  - (2) Have a minimum demonstrated language proficiency of Level 4 in:
    - (i) The language used by aeronautical stations and air traffic in the region, and
    - (ii) For international operations, English;
  - (3) Hold a Class 1 medical certificate or its equivalent.
  - (4) Meet at least one of the following requirements:
    - (i) Hold a valid and current commercial pilot licence and an instrument rating;
    - (ii) Meet the military experience requirements to qualify for a commercial pilot licence, and an instrument rating if the person is a rated military pilot or former rated military pilot of an Armed Force of Vietnam; or
    - (iii) Hold either a foreign airline transport pilot or foreign commercial pilot licence and an instrument rating issued by another Contracting State.
  - (5) Meet the aeronautical applicable experience requirements of this Subdivision;
  - (6) Pass a knowledge test on the applicable aeronautical knowledge areas prescribed by the CAAV that apply to the aircraft category and class rating sought;

- (7) Demonstrate the skill level specified in Section 7.218 for an airline transport pilot to pass the required skill test on the prescribed areas of operation that apply to the aircraft category and class rating sought;
- (b) Whenever an training organization approved under Part 9 demonstrates to the CAAV that a student is prepared to take the prescribed knowledge and skill tests of this Subdivision, that student may take those tests before meeting the applicable experience requirements.

*Note: Paragraph (b) provides a pilot with a path for completing the qualifying knowledge and skill test for an ATPL prior to meeting the age or experience requirements specified in paragraph (a). This is sometimes described as a "frozen ATP" because, upon later meeting the age and experience requirements of paragraph (a), the pilot may apply for the ATPL without further testing.*

#### **7.215 AIRLINE TRANSPORT PILOT AERONAUTICAL KNOWLEDGE**

- (a) The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a commercial pilot licence and appropriate to the category of aircraft intended to be included in the licence, in at least the subjects of Appendix 1 to 7.215;
- (b) In addition to the knowledge requirements of (a), the applicant for an airline transport pilot licence applicable to the aeroplane or powered-lift category shall have met the knowledge requirements of Appendix 1 to 7.113 for the instrument rating.
- (c) An applicant for an air transport licence shall receive and log ground training from an authorised instructor, or complete a home-study course on the required aeronautical knowledge areas prescribed.

#### **7.217 AIRLINE TRANSPORT PILOT FLIGHT INSTRUCTION REQUIREMENTS**

- (a) The applicant shall have received and log dual instruction in appropriate to the category, class and/or type rating, sought from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the those maneuvers and procedures identified in Appendix 1 to 7.177 to the level of performance prescribed by the CAAV for the airline transport pilot.
- (b) In addition to the dual instruction requirements of (a), the instruction shall ensure that the applicant for an airline transport pilot licence applicable to the aeroplane or powered-lift category has operational experience in at least the maneuvers and procedures identified in Section 7.113 to the level of the performance prescribed by the CAAV for the airline transport pilot.

#### **7.218 AIRLINE TRANSPORT PILOT SKILL TEST REQUIREMENTS**

- (a) The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category, class and type of aircraft, the procedures and manoeuvres described in Appendix 1 of 7.177 with a degree of competency prescribed by the CAAV appropriate to the privileges granted to the holder of a airline transport pilot licence, and to:
- (1) Recognize and manage threats and errors;
  - (2) Smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;
  - (3) Operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
  - (4) Perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight;
  - (5) Exercise good judgement and airmanship, to include structured decision making and the maintenance of situational awareness; and
  - (6) Communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures (SOPs) and use of checklists.

- (b) Where the aircraft within the appropriate category is required to be operated with a co-pilot, the following procedures and manoeuvres shall be a part of the skill test:
- (1) Pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
  - (2) Normal flight procedures and manoeuvres during all phases of flight;
  - (3) Abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframe;
  - (4) Procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and
  - (5) In the case of aeroplanes and powered-lifts, procedures and manoeuvres for instrument flight described in Section, including simulated engine failure.
- (c) In the case of an aeroplane, the applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in Section 7.113 (instruments) as pilot-in-command of a multi-engined aeroplane.

#### **7.220 AIRLINE TRANSPORT PILOT AERONAUTICAL EXPERIENCE**

- (a) An applicant for a airline transport pilot licence shall obtain the required flight hours of aeronautical experience prescribed by the CAAV in Appendix 1 to 7.220.
- (b) An applicant who holds an airline transport pilot license in at least one category may apply to the CAAV for reduction of total flight time requirements in another category. The CAAV shall determine whether such experience is acceptable and, if so, specify the extent to which the flight time requirements of (a) can be reduced accordingly.

#### **7.223 ADDITIONAL AIRCRAFT CATEGORY, CLASS & TYPE RATINGS**

- (a) *Additional category rating.* An applicant for an airline transport licence with a category rating who holds an airline transport pilot licence with another aircraft category rating shall:
- (1) Meet the applicable eligibility requirements;
  - (2) Pass a knowledge test on the applicable aeronautical knowledge areas;
  - (3) Meet the applicable aeronautical experience requirements; and
  - (4) Pass the skill test on the areas of operation.
- (b) *Aircraft type rating.* An applicant for an aircraft type rating to an airline transport pilot licence is not required to pass a knowledge test if that pilot's airline transport pilot licence lists the aircraft category and class rating that is appropriate to the type rating sought.

#### **7.225 AIRLINE TRANSPORT PILOT LICENCE LIMITATIONS**

- (a) When the holder of an airline transport pilot licence with an aeroplane, helicopter or powered lift rating reaches his 65th birthday, that licence shall be endorsed with the limitation "Not valid for operations in commercial air transport."

### ***Subdivision VII: Flight Instructors***

#### **7.230 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for the issuance of flight instructor licences and ratings, the conditions under which those licences and ratings are necessary, and the limitations on those licences and ratings.

#### **7.231 PRIVILEGES OF A FLIGHT INSTRUCTOR LICENSE**

- (a) The privileges accorded to the holder of a flight instructor licence are contained in Subpart C to Part 10.



**7.233 FLIGHT INSTRUCTOR ELIGIBILITY REQUIREMENTS: GENERAL**

- (a) To be eligible for a flight instructor licence or rating a person shall:
- (1) Be at least 18 years of age;
  - (2) If required for the category of aircraft, hold a Class 1 medical certificate or its equivalent.
  - (3) Have a minimum demonstrated language proficiency of Level 4 in:
    - (i) The language used by aeronautical stations and air traffic in the region, and
    - (ii) For international operations, English;
  - (4) Hold either a commercial pilot licence or airline transport pilot licence with:
    - (i) An aircraft category and class rating that is appropriate to the flight instructor rating sought; and
    - (ii) An instrument rating, if the person holds a commercial pilot licence and is applying for a flight instructor licence with:
      - (A) An aeroplane category and single-engine class rating; or
      - (B) An instrument rating.
  - (5) Receive a logbook endorsement from an authorised instructor on the fundamentals of instructing prescribed;
  - (6) Pass a knowledge test on the areas prescribed,
  - (7) Receive a logbook endorsement from an authorised instructor on the areas of operation prescribed by the CAAV appropriate to the flight instructor rating sought;
  - (8) Pass the required skill test that is appropriate to the flight instructor rating sought in an:
    - (i) Aircraft that is representative of the category and class of aircraft for the aircraft rating sought; or
    - (ii) Approved flight simulator or approved flight training device that is representative of the category and class of aircraft for the rating sought, and used in accordance with an approved course at an ATO.
  - (9) Accomplish the following for a flight instructor licence:
    - (i) Receive a logbook endorsement from an authorised instructor indicating that the applicant is competent and possesses instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures after receiving flight training in those training areas in an aeroplane or glider, as appropriate, that is certified for spins.
    - (ii) Demonstrate instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures.
  - (10) An examiner may accept the endorsement specified in paragraph (9)(i) of this Section as satisfactory evidence of instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures for the skill test, provided that the skill test is not a retest as a result of the applicant failing the previous test for deficiencies in those knowledge or skill areas.
  - (11) If a retest is the result of deficiencies in the ability of an applicant to demonstrate the requisite knowledge or skill, the applicant shall demonstrate the knowledge and skill to an examiner in an aeroplane or glider, as appropriate, that is certified for spins.
  - (12) Log at least 15 hours as PIC in the category and class of aircraft that is appropriate to the flight instructor rating sought; and
  - (13) Comply with the appropriate Sections that apply to the flight instructor rating sought.

**7.235 FLIGHT INSTRUCTOR AERONAUTICAL KNOWLEDGE**

- (a) An applicant for a flight instructor licence shall demonstrate a level of knowledge in subjects prescribed by the CAAV appropriate to the privileges requested to be granted.

*Refer to Appendix 1 to 7.235 for prescribed flight instructor aeronautical knowledge requirements.*

**7.237 FLIGHT INSTRUCTOR FLIGHT INSTRUCTION REQUIREMENTS**

- (a) The applicant shall, under the supervision of a flight instructor accepted by the CAAV for that purpose:
- (1) Have received instruction in flight instructional techniques including demonstration, student practices, recognition and correction of common student errors; and
  - (2) Have practised instructional techniques in those flight manoeuvres and procedures in which he or she is intended to provide flight instruction.

*Refer to Appendix 1 to 7.237 for the flight instruction requirements.*

- (b) An applicant for a flight instructor licence shall:
- (1) Receive and log flight time as prescribed by the CAAV, and
  - (2) Have an endorsement from an authorised instructor that the person is proficient to pass a skill test for the flight instructor rating sought.
- (c) An applicant may accomplish the flight training required by this Section:
- (1) In an aircraft that is representative of the category and class of aircraft for the rating sought; or
  - (2) In a flight simulator or flight training device representative of the category and class of aircraft for the rating sought, and used in accordance with an approved course at an ATO.

**7.238 FLIGHT INSTRUCTOR SKILL REQUIREMENTS**

- (a) The applicant shall have demonstrated, in the category and class of aircraft for which flight instructor privileges are sought, the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction as appropriate.

**7.240 ADDITIONAL FLIGHT INSTRUCTOR RATINGS**

- (a) An applicant for an additional flight instructor rating on a flight instructor licence shall meet the eligibility requirements prescribed by the CAAV that apply to the flight instructor rating sought.
- (b) An applicant for an additional rating on a flight instructor licence is not required to pass the knowledge test on the areas prescribed by the CAAV.

**7.243 RENEWAL OF FLIGHT INSTRUCTOR LICENCES**

- (a) A flight instructor licence may be renewed for an additional 36 calendar months if the holder:
- (1) Passes a skill test for:
    - (i) Renewal of the flight instructor licence; or
    - (ii) An additional flight instructor rating; or
  - (2) Presents to the CAAV:
    - (i) A record of training students that shows during the preceding 36 calendar months the flight instructor has endorsed at least five students for a skill test for a licence or rating,
    - (ii) A record that shows that within the preceding 36 calendar months, service as a company check pilot, chief flight instructor, company check airman, or flight instructor in a Part 12 operation, or in a position involving the regular evaluation of pilots; or
    - (iii) A graduation certificate showing that the pilot has successfully completed an approved flight instructor refresher course consisting of ground training or flight training, or both, within the 90 days preceding the expiration month of his or her flight instructor licence.
- (b) If a flight instructor accomplishes the renewal requirements within the 90 days preceding the expiration month of his or her flight instructor licence:
- (1) The CAAV shall consider that the flight instructor accomplished the renewal requirement in the month due; and
  - (2) The CAAV shall renew the current flight instructor licence for an additional 24 calendar months from its expiration date.

- (c) A flight instructor may accomplish the skill test required by paragraph (a)(1) of this Section in an approved course conducted by an ATO.

#### **7.245 EXPIRED FLIGHT INSTRUCTOR LICENCES AND RATINGS**

- (a) The holder of an expired flight instructor licence may exchange that licence for a new licence by passing the prescribed skill test.

### ***Subdivision VIII: Flight Engineers***

#### **7.250 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for issuing flight engineer licences.

#### **7.251 PRIVILEGES OF A FLIGHT ENGINEER LICENSE**

- (a) The privileges accorded to the holder of a flight engineer licence are contained in Subpart C to Part 10.

#### **7.253 FLIGHT ENGINEER ELIGIBILITY REQUIREMENTS**

- (a) To be eligible for a flight engineer licence, a person shall:
  - (1) Be at least 18 years of age.
  - (2) Hold a Class 1 medical certificate or its equivalent.
  - (3) Have a minimum demonstrated language proficiency of Level 4;
  - (4) Pass the required knowledge test on the prescribed aeronautical knowledge areas.
  - (5) Meet the aeronautical experience requirements of this Subdivision that apply to the aircraft rating sought before applying for the skill test.
  - (6) Pass a skill test on the areas of operation that apply to the aircraft rating sought.
  - (7) Comply with the appropriate Sections of this Subdivision that apply to the aircraft category and class rating sought.

#### **7.255 FLIGHT ENGINEER AERONAUTICAL KNOWLEDGE REQUIREMENTS**

- (a) An applicant for an flight engineer licence shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an flight engineer in subjects prescribed by the CAAV.

*Refer to Appendix 1 to 7.255 for the aeronautical knowledge requirements prescribed for flight engineers.*

- (b) Before taking the knowledge tests prescribed in paragraphs (a) and (b) of this Section, an applicant for a flight engineer licence shall present satisfactory evidence of having completed one of the experience requirements.
- (c) An applicant may take the knowledge tests before acquiring the flight training prescribed by the CAAV.
- (d) Except as provided in paragraph (f) of this Section, an applicant for a flight engineer licence or rating shall have passed the knowledge tests required by paragraphs (a) and (b) of this Section since the beginning of the 24th calendar month before the month in which the skill test is taken.
- (e) An applicant who within the period ending 24 calendar months after passing the knowledge test, is employed as a flight crew member or mechanic by a Vietnam AOC holder need not comply with the time limit set in paragraph (d) of this Section if the applicant:
  - (1) Is employed by such a certificate holder at the time of the skill test; and
  - (2) If employed as a flight crew member, has completed initial training, and, if appropriate, transition, upgrade, recurrent training; or
  - (3) If employed as an AMT, meets the recency of experience requirements.

- (f) An AOC holder may, when authorised by the CAAV, provide as part of an approved training programme a knowledge test that it may administer to satisfy the test required for an additional rating under paragraph (b) of this Section.

### **7.257 FLIGHT ENGINEER AERONAUTICAL EXPERIENCE REQUIREMENTS**

- (a) The applicant for a flight engineer licence shall present satisfactory evidence showing completion of the skill experience prescribed by the CAAV.

*Refer to Appendix 1 to 7.257 for the aeronautical experience requirements prescribed for flight engineers.*

- (b) Except as otherwise prescribed or approved by the CAAV, an applicant for a flight engineer licence shall obtain and log the flight time used to satisfy the aeronautical experience requirements of paragraph (a) of this Section on an aeroplane on which a flight engineer is a required crew member.

### **7.260 FLIGHT ENGINEER OPERATIONAL EXPERIENCE REQUIREMENTS**

- (a) The applicant for a flight engineer licence shall present satisfactory evidence showing completion of the operational experience prescribed by the CAAV in the aircraft to be used for the rating sought.

*Refer to Appendix 1 to 7.260 for the operational experience requirements prescribed for flight engineers.*

### **7.263 FLIGHT ENGINEER AERONAUTICAL SKILL REQUIREMENTS**

- (a) An applicant shall have demonstrated the ability to perform as flight engineer the procedures described in Appendix 1 to 7.260 with a degree of competency appropriate to the privileges of the flight engineer licence, and to:

- (1) Recognize and manage threats and errors;
- (2) Use aircraft systems within the aircraft's capabilities and limitations;
- (3) Exercise good judgement and airmanship;
- (4) Apply aeronautical knowledge;
- (5) Perform all the duties as part of an integrated crew with the successful outcome never in doubt; and
- (6) Communicate effectively with the other flight crew members.

- (b) An applicant for a flight engineer licence with a class rating shall pass a skill test prescribed by the CAAV on the duties of a flight engineer:

- (1) In the class of aeroplane for which a rating is sought; and
- (2) Only on an aeroplane or an approved flight simulator replicating such an aeroplane.

- (c) The use of a flight simulation training device for performing any of the procedures required during the demonstration of skill described in (a) shall be approved by the CAAV, which shall ensure that the flight simulation training device is appropriate to the task.

### **7.265 ADDITIONAL FLIGHT ENGINEER AIRCRAFT RATINGS**

- (a) To add another aircraft class or type rating to a flight engineer licence, an applicant shall:

- (1) Pass the knowledge test and skill test that is appropriate to the class of aeroplane for which an additional rating is sought, or
- (2) Satisfactorily complete an approved flight engineer training programme that is appropriate to the additional class rating sought.

## ***Subdivision IX: Flight Navigator License***

### **7.270 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for issuing Flight Navigator licences.

**7.271 FLIGHT NAVIGATOR PRIVILEGES**

- (a) The holder of a Flight Navigator Licence may act as the flight navigator for situations requiring specialized navigation.

**7.273 FLIGHT NAVIGATOR ELIGIBILITY REQUIREMENTS**

- (a) To be eligible for a Flight Navigator licence, a person shall:
- (1) Be at least 18 years of age;
  - (2) Hold a Class 2 medical certificate or its equivalent;
  - (3) Have a minimum demonstrated English language proficiency of Level 4;
  - (4) Pass the required knowledge test on the prescribed;
  - (5) Meet the aeronautical experience requirements of this Subpart;
  - (6) Pass a skill test on the areas of operation to Flight Navigators.

**7.275 FLIGHT NAVIGATOR AERONAUTICAL KNOWLEDGE REQUIREMENTS**

- (a) An applicant for an Flight Navigator licence shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an Flight Navigator.

*Note: See Appendix 1 to 7.275 for the aeronautical knowledge requirements prescribed for Flight Navigators.*

- (b) Before taking the knowledge tests prescribed in paragraphs (a) and (b) of this Section, an applicant for a Flight Navigator licence shall present satisfactory evidence of having completed the experience requirements.
- (c) An applicant may take the knowledge tests before acquiring the enroute training prescribed.
- (d) Except as provided in paragraph (e) of this Section, an applicant for a Flight Navigator licence or rating shall have passed the knowledge tests required by paragraphs (a) and (b) of this Section since the beginning of the 24th calendar month before the month in which the skill test is taken.
- (e) An AOC holder may, when authorised by the CAAV, provide as part of an approved training programme a knowledge test that it may administer to satisfy the test required for an additional rating under paragraph (b) of this Section.

**7.277 FLIGHT NAVIGATOR AERONAUTICAL EXPERIENCE REQUIREMENTS**

- (a) The applicant for a Flight Navigator licence shall present satisfactory evidence showing completion of the operational experience that includes the performance of the duties of a Flight Navigator, not less than 200 hours of flight time acceptable to the Authority, in aircraft engaged in cross-country flights, including not less than 30 hours by night.
- (b) Flight time as a pilot requirements can be reduced as in (a) this Section.
- (c) The applicant shall produce evidence of having satisfactorily determined the aircraft's position in flight, and used that information to navigate the aircraft, as follows:
- (1) By night: not less than 25 times by celestial observations; and;
  - (2) By day: not less than 25 times by celestial observations in conjunction with self-contained or external-referenced navigation systems.

**7.280 FLIGHT NAVIGATOR AERONAUTICAL SKILL REQUIREMENTS**

- (a) An applicant for a Flight Navigator licence shall pass a skill test demonstration prescribed on the duties and skills of a Flight Navigator with a degree of competency appropriate to the privileges granted to the holder of a Flight Navigator licence, and:
- (1) Recognize and manage threats and errors;
  - (2) Exercise good judgement and airmanship;

- (3) Apply aeronautical knowledge;
- (4) Perform all duties as part of an integrated crew; and
- (5) Communicate effectively with the other flight crew members.

## **SUBPART G: LICENSING – AIRMEN OTHER THAN FLIGHT CREW MEMBERS**

### **7.290 APPLICABILITY**

- (a) This Subpart prescribes the requirements for issuing the following licences, ratings, and inspection authorisations for:
  - (1) Cabin Crew Member;
  - (2) Ground Instructor;
  - (3) Flight Dispatcher;
  - (4) Aviation Maintenance Technician;
  - (5) AMT-Inspection
  - (6) Aviation Repair Specialist; and
  - (7) Aeronautical Radio Station Operator.

### ***Subdivision I: Cabin Crew Members***

#### **7.300 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for the issuance of a cabin crew member licence, the conditions under which those licences and ratings are necessary, and the limitations of those licences and ratings.

#### **7.301 PRIVILEGES OF A CABIN CREW MEMBER LICENSE**

- (a) The privileges accorded to the holder of a cabin crew member are contained in Subpart B to Part 13.

#### **7.303 CABIN CREW MEMBER ELIGIBILITY REQUIREMENTS**

- (a) To be eligible for a cabin crew member, a person shall:
  - (1) Be at least 18 years of age.
  - (2) Hold a graduate certificate of training flight attendants in ATO CAAV approved or recognized.
  - (3) Hold a valid health certificate by a competent medical center.
  - (4) Employed as airline flight attendant.
  - (5) Meet the relevant requirements in this Section.

#### **7.305 CABIN CREW MEMBER KNOWLEDGE REQUIREMENTS**

- (a) The applicant for a cabin crew member licence must complete the training requirements of Part 14 with an AOC holder.

#### **7.307 CABIN CREW MEMBER EXPERIENCE REQUIREMENTS**

- (a) The applicant for a cabin crew member licence must complete the experience requirements of Part 14 with an AOC holder.

#### **7.310 CABIN CREW MEMBER SKILL REQUIREMENTS**

- (a) The applicant for a cabin crew member licence shall complete the drills and competency checks required by Part 14 with an AOC holder.

## ***Subdivision II: Ground Instructors***

### **7.320 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for the issuance of ground instructor licences and ratings, the conditions under which those licences and ratings are necessary, and the limitations of those licences and ratings.

### **7.321 PRIVILEGES OF A GROUND INSTRUCTOR LICENSE**

- (a) *Basic Ground Instructor.* A person who holds a basic ground instructor rating is authorised to provide:
- (1) Ground training in the aeronautical knowledge areas required for the issuance of a private pilot licence or associated ratings;
  - (2) Ground training required for a private pilot flight review; and
  - (3) A recommendation for a knowledge test required for the issuance of a private pilot licence.
- (b) *Advanced Ground Instructor.* A person who holds an advanced ground instructor rating is authorised to provide:
- (1) Ground training in the aeronautical knowledge areas required for the issuance of any licence or rating;
  - (2) Ground training required for any flight review; and
  - (3) A recommendation for a knowledge test required for the issuance of any licence.
- (c) *Instrument Ground Instructor.* A person who holds an instrument ground instructor rating is authorised to provide:
- (1) Ground training in the aeronautical knowledge areas required for the issuance of an instrument rating;
  - (2) Ground training required for an instrument proficiency check; and
  - (3) A recommendation for a knowledge test required for the issuance of an instrument rating.
- (d) A person who holds a ground instructor licence is authorised, within the limitations of the ratings on the ground instructor licence, to endorse the logbook or other training record of a person to whom the holder has provided the training or recommendation.

### **7.323 GROUND INSTRUCTOR ELIGIBILITY REQUIREMENTS**

- (a) To be eligible for a ground instructor licence or rating a person shall:
- (1) Be at least 18 years of age.
  - (2) Have a minimum demonstrated language proficiency of Level 4;
  - (3) Except as provided in paragraph (b) of this Section, pass a knowledge test on the fundamentals of instructing to include:
    - (i) The learning process;
    - (ii) Elements of effective teaching;
    - (iii) Student evaluation and testing;
    - (iv) Course development;
    - (v) Lesson planning; and
    - (vi) Classroom training techniques.
  - (4) Pass a knowledge test on the aeronautical knowledge areas prescribed by the CAAV for the appropriate rating sought.
- (b) The knowledge test specified in paragraph (a)(3) of this Section is not required if the applicant:
- (1) Holds a ground instructor licence or flight instructor licence issued under this Part;
  - (2) Holds a current teacher's certificate issued by a State, county, city, or municipality that authorises the person to teach at an educational level of the 7<sup>th</sup> grade or higher; or
  - (3) Is employed as a teacher at an accredited college or university.

**7.325 GROUND INSTRUCTOR CURRENCY REQUIREMENTS**

- (a) The holder of a ground instructor licence may not perform the duties of a ground instructor unless, within the preceding 12 months:
- (1) The person has served for at least 3 months as a ground instructor; or
  - (2) The CAAV has determined that the person meets the standards prescribed in this Part for the licence and rating.

***Subdivision III: Flight Dispatchers*****7.330 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for issuance of a Flight Dispatcher licence.

**7.331 PRIVILEGES OF A FLIGHT DISPATCHER LICENSE**

- (a) The privileges accorded to the holder of a flight dispatcher licence are contained in Subpart B to Part 16.

**7.333 FLIGHT DISPATCHER ELIGIBILITY REQUIREMENTS: GENERAL**

- (a) An applicant for an Flight Dispatcher licence shall:
- (1) Be at least 21 years of age;
  - (2) Have a minimum demonstrated language proficiency of Level 4;
  - (3) Have the documented prerequisite experience or training required;
  - (4) Pass the required knowledge test on the prescribed aeronautical knowledge areas;
  - (5) Pass the required skill examination on the areas of operations that apply to the Flight Dispatcher licence.

**7.335 FLIGHT DISPATCHER KNOWLEDGE REQUIREMENTS**

- (a) An applicant for an Flight Dispatcher shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an Flight Dispatcher in subjects prescribed by the CAAV in Appendix 1 to 7.335..
- (b) The CAAV will accept evidence of satisfactory completion of a knowledge test for 24 months after the date the test for eligibility to take the skill test.

**7.337 FLIGHT DISPATCHER EXPERIENCE OR TRAINING REQUIREMENTS**

- (a) An applicant for an Flight Dispatcher licence shall present satisfactory documentary evidence that the applicant has the experience or training prescribed by the CAAV in Appendix 1 to 7.337.
- (b) An applicant using the completion of an approved course as the basis for the experience must complete the skill exam within 90 days after successful completion of the knowledge exam.

**7.340 FLIGHT DISPATCHER SKILL REQUIREMENTS**

- (a) An applicant for an Flight Dispatcher licence shall be able to demonstrate the skill requirements prescribed by the CAAV

*Refer to Appendix 1 to 7.340 for the prescribed skill requirements for Flight Dispatcher applicants.*

**7.343 FLIGHT DISPATCHER LICENCE ISSUANCE LIMITATIONS**

- (a) Unless the applicant has served under the supervision of a licenced Flight Dispatcher for at least 90 working days within the six months immediately preceding the application, the licence will be issued with the limitation "*Not valid for unsupervised dispatch of large aircraft in commercial air transport.*" This limitation will be removed upon presentation to the CAAV of completion of this requirement.



**Subdivision IV: Aviation Maintenance Technicians****7.350 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for issuance of an AMT licence and associated ratings.

**7.351 PRIVILEGES OF THE AVIATION MAINTENANCE TECHNICIAN LICENSE**

- (a) In addition to the privileges of the Aviation Maintenance Technician licence are contained in Subpart G to Part 4.

**7.353 AVIATION MAINTENANCE TECHNICIAN ELIGIBILITY REQUIREMENTS: GENERAL**

- (a) An applicant for an AMT licence and any associated rating shall:
- (1) Be at least 18 years of age;
  - (2) Demonstrate the ability to read, write, speak, and understand the [English] language by reading and explaining appropriate maintenance publications and by writing defect and repair statements;
  - (3) Comply with the knowledge, experience, and competency requirements prescribed for the rating sought; and
  - (4) Pass all of the prescribed tests for the rating sought, within a period of 24 months.
- (b) A licenced AMT who applies for an additional rating must meet the prescribed requirements and, within a period of 24 months, pass the prescribed tests for the additional rating sought.

**7.355 AVIATION MAINTENANCE TECHNICIAN KNOWLEDGE REQUIREMENTS**

- (a) The applicant shall have demonstrated a level of knowledge relevant to the privileges to be granted and appropriate to the responsibilities of an aircraft maintenance licence holder, in at least the subjects: prescribed by the CAAV in Appendix 1 to 7.355.
- (b) Each applicant for an AMT licence or rating shall, after meeting the applicable experience requirements, pass the applicable knowledge tests covering the subject prescribed by the CAAV appropriate to the rating sought and the applicable provisions in Part 4.
- (c) The applicant shall pass each section of the test before applying for the prescribed skill tests.

**7.357 AVIATION MAINTENANCE TECHNICIAN EXPERIENCE REQUIREMENTS**

- (a) Each applicant for an AMT licence or rating shall present:
- (1) Evidence of completion of a competency-based approved training through an approved training organization appropriate to the privileges to be granted; and
  - (2) Acceptable documentary evidence of practical experience for the period of time and types of work prescribed by the CAAV appropriate to the rating(s) sought as prescribed by the CAAV in Appendix 1 to 7.357.

**7.360 AMT PRACTICAL SKILL REQUIREMENTS**

- (a) Each applicant for an AMT licence or rating shall have demonstrated the ability to perform those functions applicable to the privileges to be granted by satisfactory accomplishment of a skill test on the rating he seeks.
- (b) The tests cover the applicant's basic skill in performing practical projects on the subjects covered by the written test for that rating.
- (c) An applicant for a engine rating must show his ability to make satisfactory minor repairs to, and minor alterations of, propeller.
- (d) The skill test for the issuance must be held by the CAAV or CAAV approved training organizations.

**7.363 GRADUATES OF APPROVED TRAINING ORGANIZATIONS**

- (a) Whenever an training organization approved under Part 9 demonstrates to the CAAV that a student is prepared to take the prescribed knowledge and skill tests, that student may take those tests before meeting the applicable experience requirements.

***Subdivision V: AMT authorised by the CAAV to inspect and review maintenance (AMT-IA)*****7.370 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for issuance of inspection authorisations, and the conditions under which these authorisations are necessary.

**7.371 PRIVILEGES OF THE AMT INSPECTION AUTHORIZATION**

- (a) The privileges of the AMT Inspection Authorization licence are contained in Subpart G to Part 4.

**7.373 AMT INSPECTION AUTHORISATION ELIGIBILITY REQUIREMENTS: GENERAL**

- (a) An applicant for an AMT IA shall comply with all eligibility requirements:
- (1) Hold a currently effective and valid AMT licence with rating at least level B1 or B2 for the relevant aircraft; or
  - (2) At least 8 years working experience in aircraft maintenance, which must have at least 2 years prior to the time authorized work was involved in certifying the completion of the maintenance of relevant aircraft.
  - (3) A person authorized by an approved maintenance organization and request by the CAAV authorized to inspect, review maintenance for aircraft maximum takeoff weight of more than 2730 kg or fixed working base for the applicant to exercise supervision of aircraft with maximum takeoff weight of less than 2730 kg.
  - (4) Have available or immediate access to the equipment, facilities, and inspection data necessary to properly inspect airframes, aircraft engines, propellers, or any related component, part, or appliance;
  - (5) Completed a training course for the aircraft type involved and the maintenance procedures outlined in operator's maintenance exposition manual, which approved by the CAAV for aircraft with maximum takeoff weight of more than 2730 kg.
  - (6) Passed the knowledge test and demonstrated the ability of the applicant to check, monitor according to the safety standards to allow aircraft into operation after different type of maintenance, minor repairs and big improvement, annual inspection, increases testing with the provisions of Section 4 for aircraft with maximum takeoff weight of less than 2730 kg.
- (b) An applicant who fails the knowledge test prescribed in paragraph (a)(5) of this Section may not apply for retesting until at least 90 days after the date he/she failed the test.

**7.375 DURATION OF AMT-IA AUTHORISATION**

- (a) Each inspection authorisation expires each 12 calendar months.
- (b) IA person only authorized when obtain AMT and have appropriate certification by an approved maintenance organization, for aircraft with a maximum takeoff weight of more than 2730 kg or have both rating for aircraft and power lift systems valid for aircraft with maximum takeoff weight of less than 2730 kg.
- (c) An inspection authorisation ceases to be effective whenever any of the following occurs:
- (1) IA is surrendered, suspended, or revoked;
  - (2) The IA is no longer working for operators or maintenance organizations or has no fixed workplace.
  - (3) The holder no longer has the equipment prescribed inspection data for issuance of his/her IA;

- (4) At the request of operators or maintenance organizations.
- (d) IA suspended, revoked or cancelled in case the authorized person is no longer eligible to be granted AMT or IA, do not perform tasks as IA, commit other violations threaten security, serious breaches of discipline of the unit.
- (e) The granted IA is responsible for return authorization for CAAV upon request, revoked, suspended or cancelled.

### **7.377 RENEWAL OF AUTHORISATION**

- (a) To be eligible for renewal of an Inspection authorisation for a 1-year period, an applicant shall, within 90 days prior to the expiration of the authorisation, present evidence to an office designated by the CAAV that the applicant still meets the requirements and show that, during the current period of authorisation, the applicant has:
  - (1) Performed at least one annual inspection during each 3 month period the applicant held the authorisation IA
  - (2) Performed at least one progressive inspection in 12 month period the applicant held the authorization IA.;
  - (3) Performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Authority for each 12 month period the applicant held the authorization. The requirements from (1) to (3)(a) applies to authorized personnel inspect, review maintenance of aircraft with maximum takeoff weight of less than 2730 kg.
  - (4) Technical staff authorized to inspect, review maintenance of aircraft with maximum takeoff weight of more than 2730 kg must inspect and certify at least three certificates of maintenance review specified in Section 20 within 24 months.
  - (5) Successfully completed an Inspection authorisation refresher course, has not less than 16 hours of instruction during the 12-month period preceding the application for renewal.

## ***Subdivision VI: Aviation Repair Specialists***

### **7.380 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for issuance of Aviation Repair Specialists (ARS) licences and ratings, and the conditions under which those licences and ratings are necessary.

### **7.381 PRIVILEGES OF THE AVIATION REPAIR SPECIALIST LICENSE**

- (a) The privileges of the Aviation Repair Specialist licence are contained in Subpart G to Part 4.

### **7.383 AVIATION REPAIR SPECIALIST LICENCES: ELIGIBILITY**

- (a) An applicant for an aviation repair specialist licence and shall:
  - (1) Be at least 18 years of age;
  - (2) Demonstrate the ability to read, write, and understand the English language by reading and explaining appropriate maintenance publications and by writing defect and repair statements;
  - (3) Be especially qualified to perform maintenance on aircraft or components thereof, appropriate to the job for which he/she was employed;
  - (4) Be employed for a specific job requiring those special qualifications by a repair station certificated under Part 5 or a air operator certificated under Part 12 that is required by its operating certificate or approved specific operating provisions to provide maintenance, preventive maintenance, or modifications to aircraft approved with a continuous maintenance programme according to its maintenance control manual;

- (5) Be recommended for certification by his employer, to the satisfaction of the CAAV, as being able to satisfactorily maintain aircraft or components, appropriate to the job for which he is employed;
  - (6) Have either:
    - (i) At least 18 months of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools, and equipment generally used in the maintenance duties of the specific job for which the person is to be employed and certificated; or
    - (ii) Completed formal training that is acceptable to the CAAV and is specifically designed to qualify the applicant for the job on which the applicant is to be employed.
  - (7) To achieve knowledge and skills test by the ATO recognized by the CAAV.
- (b) This Section does not apply to the issuance of an aviation repair specialist licence (experimental aircraft builder).

### **7.385 ARS RATINGS ASSOCIATED WITH MAINTENANCE ORGANIZATIONS**

- (a) Ratings for an applicant employed by an approved maintenance organization shall coincide with the rating(s) issued at the approved maintenance organization limited to the specific job for which the person is employed to perform, supervise, or certify for return to service.
- (b) Ratings for an applicant employed by an air operator shall coincide with the approved specific operating provisions and the approved maintenance control manual that identifies the air operator's authorisations limited to the specific job for which the person is employed to perform, supervise, or certify for return to service.

### **7.387 ARS LICENCE: EXPERIMENTAL AIRCRAFT BUILDER: ELIGIBILITY**

- (a) To be eligible for a aviation repair specialist licence (experimental aircraft builder), an individual shall:
  - (1) Be at least 18 years of age;
  - (2) Be the primary builder of the aircraft to which the privileges of the licence are applicable;
  - (3) Show to the satisfaction of the CAAV that the individual has the requisite skill to determine whether the aircraft is in a condition for safe operations; and
  - (4) Be a citizen of Vietnam or an individual citizen of a foreign country who has lawfully been admitted for permanent residence in Vietnam.
- (b) The holder of an aviation repair specialist licence (experimental aircraft builder) may perform condition inspections on the aircraft constructed by the holder in accordance with the operating limitations of that aircraft.

### **7.390 ARS LICENCES: EXPERIMENTAL AIRCRAFT BUILDER**

- (a) The following information shall be required to supplement the rating:
  - (1) Aircraft Make.
  - (2) Aircraft Model.
  - (3) Aircraft Serial Number.
  - (4) Certification Date of Aircraft.

## ***Subdivision VII: Aeronautical Station Operator***

### **7.420 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for issuance of an aeronautical station licence, and the conditions under which those licences and ratings are necessary.

**7.421 PRIVILEGES OF AN AERONAUTICAL STATION OPERATOR LICENSE**

- (a) The privileges of the holder of an aeronautical station operator licence shall be to act as an operator in an aeronautical station. Before exercising the privileges of the licence, the holder shall be familiar with all pertinent and current information regarding the types of equipment and operating procedures used at that aeronautical station.

**7.423 AERONAUTICAL STATION OPERATOR ELIGIBILITY REQUIREMENTS: GENERAL**

- (a) To be eligible for a aeronautical station operator licence, a person shall:
- (1) Be at least 18 years of age;
  - (2) Have a minimum demonstrated language proficiency of Level 4 in the language used for aviation radiotelephony in Vietnam; and
  - (3) Complete the knowledge, experience and skill requirements of this Section.
- (b) No unlicensed individuals may not be used by organizations to operate as aeronautical station operators unless the organization provides training, instruction and a skill test in accordance with qualification curriculum approved by the CAAV.
- (c) License holders with a flight radio operator authorization may operate ground aeronautical radio without separately completing the requirements of this Sub-Division.

**7.425 AERONAUTICAL STATION OPERATOR KNOWLEDGE REQUIREMENTS**

- (a) An applicant for an aeronautical station operator shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an aeronautical station operator in subjects prescribed by the CAAV in Appendix 1 to 7.425.

**7.427 AERONAUTICAL STATION OPERATOR EXPERIENCE REQUIREMENTS**

- (a) An applicant for an aeronautical station operator shall provide records demonstrating that they meet the minimum experience requirements for aeronautical station operator prescribed by the CAAV in Appendix 1 to 7.427.

**7.430 AERONAUTICAL STATION OPERATOR SKILL REQUIREMENTS**

- (a) An applicant for an aeronautical station operator shall demonstrate the level skill prescribed by the CAAV for an aeronautical station operator in Appendix 1 to 7.430.

**SUBPART H: LICENSING: AIR TRAFFIC CONTROLLERS****7.440 APPLICABILITY**

- (a) This Subpart prescribes the requirements for issuance of an air traffic controller licence, and the conditions under which those licences and ratings are necessary.

**7.441 PRIVILEGES OF AN AIR TRAFFIC CONTROL LICENSE**

- (a) The privileges of the holder of an air traffic controller licence endorsed with one or more of the undermentioned ratings shall be:
- (1) *Aerodrome control rating*: to provide or to supervise the provision of aerodrome control service for the aerodrome for which the licence holder is rated;
  - (2) *Approach control procedural rating*: to provide or to supervise the provision of approach control service for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;
  - (3) *Approach control surveillance rating*: to provide and/or supervise the provision of approach control service with the use of applicable ATS surveillance systems for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the

unit providing approach control service; subject to experience and skill requirements the privileges shall include the provision of surveillance radar approaches;

- (4) *Approach precision radar control rating*: to provide and/or supervise the provision of precision approach radar service at the aerodrome for which the licence holder is rated;
  - (5) *Area control procedural rating*: to provide and/or supervise the provision of area control service within the control area or portion thereof, for which the licence holder is rated; and
  - (6) *Area control surveillance rating*: to provide and/or supervise the provision of area control service with the use of an ATS surveillance system, within the control area or portion thereof, for which the licence holder is rated.
- (b) The ATC license holder shall not be exercised unless the holder is familiar with all pertinent and current information.
- (c) The ATC license holder shall not conduct instruction in an operational environment unless the CAAV has issued a specific authorisation to the holder.
- (d) The privileges of a Student Air Traffic Controller are:
- (1) Student air traffic controllers may not be used in an operational environment unless appropriate measures to ensure that student air traffic controllers do not constitute a hazard to air navigation.
  - (2) A student air traffic controller shall not be authorized to receive instruction in an operational environment unless that student air traffic controller holds a current Class 3 Medical Assessment.

#### **7.443 AIR TRAFFIC CONTROLLER ELIGIBILITY REQUIREMENTS: GENERAL**

- (a) To be eligible for a Student Air Traffic Controller licence, a person shall:
- (1) Be at least 21 years of age;
  - (2) Have a minimum demonstrated language proficiency of Level 4 in:
    - (i) The language used by aeronautical stations and air traffic in the region, and
    - (ii) English;
  - (3) Hold a current Class 3 Medical Certificate;
- (b) To be eligible for a Air Traffic Controller licence, a person shall:
- (1) Be at least 21 years of age;
  - (2) Have a minimum demonstrated language proficiency of Level 4 in:
    - (i) The language used by aeronautical stations and air traffic in the region, and
    - (ii) English;
  - (3) Hold a current Class 3 Medical Certificate;
  - (4) Comply with the Sections of this Subpart that apply to the licence they seek, and
  - (5) Meet the requirements of at least one of the air traffic controller category ratings.
- (c) When two air traffic controller ratings are sought concurrently, the CAAV shall determine the applicable requirements for this status on the basis of the requirements for each rating. These requirements shall not be less than those of the more demanding rating.
- (d) Unlicensed State employees may be authorised by the CAAV operate as air traffic controllers on condition that they meet all requirements of knowledge, experience and demonstrations of skill in this Subpart.

#### **7.445 AIR TRAFFIC CONTROLLER KNOWLEDGE REQUIREMENTS**

- (a) An applicant for an air traffic controller rating shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an air traffic controller in subjects prescribed by the CAAV.

*Refer to Appendix 1 to 7.445 for prescribed air traffic controller knowledge requirements.*

**7.447 AIR TRAFFIC CONTROLLER EXPERIENCE REQUIREMENTS**

- (a) An applicant for an air traffic controller rating shall provide records demonstrating that they meet the minimum experience requirements for air traffic controller licence and rating(s) prescribed by the CAAV in Appendix 1 to 7.447.
- (b) An applicant for an air traffic controller rating shall satisfactorily complete:
  - (1) An approved training course for that rating through an approved training organization, and
  - (2) Not less than 3 months' satisfactory service engaged in the actual control of air traffic under the supervision of an appropriately rated air traffic controller.
- (c) During the acquisition of this experience, no person may allow a student controller to receive instruction in an operational environment unless it has been determined through interim skill testing that the student air traffic controller does not constitute a hazard to air navigation.
- (d) The experience requirements for specific air traffic controller rating or ratings by Appendix 1 to 7.447 may be credited as a part of the general experience required by (b).
- (e) When the applicant already holds an air traffic controller rating in another category, or the same rating for another unit, the CAAV shall determine whether the experience requirements for a new rating can be reduced and to what extent.
- (f) The required experience for an air traffic control license or specific rating shall have been completed within the 6-month period immediately preceding application.

**7.450 AIR TRAFFIC CONTROLLER SKILL REQUIREMENTS**

- (a) An applicant for an air traffic controller rating shall demonstrate, at a level appropriate to the privileges being granted, the skill, judgement and performance required to provide a safe, orderly and expeditious control service, including the recognition and management of threats and errors.

**7.453 CONCURRENT ISSUANCE OF AIR TRAFFIC CONTROLLER RATINGS**

- (a) When two air traffic controller ratings are sought concurrently, the CAAV shall determine the applicable requirements on the basis of the requirements for each rating.
- (b) The applicable requirements shall not be less than those of the more demanding rating.

**7.455 PROHIBITION OF UNAUTHORIZED ATC INSTRUCTORS**

- (a) No holder of an air traffic controller licence may carry out instruction in an operational environment unless such holder has received proper instructor authorization from the CAAV.
- (b) The CAAV may exercise the option to issue one or more of the instructor authorizations for these privileges by specific rating through:
  - (1) An endorsement on the holder's air traffic controller licence; or
  - (2) The separate issuance of a written letter of authorization identifying the appropriate ratings; or
  - (3) An specific issuance of a designation of authority to an authorised person as described in Subpart H of Part 1.

**7.457 VALIDITY OF AIR TRAFFIC CONTROLLER RATINGS**

- (a) A rating shall become invalid when an air traffic controller has ceased to exercise the privileges of the rating for a period of six months.
- (b) A rating shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established under the supervision of an authorized ATC check person.

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## APPENDICES

### APPENDIX 1 TO 7.016: SPECIFICATIONS FOR PEL LICENSES

(a) *Details of license.* The following details shall appear on the PEL license:

- I) **Name of State** (in bold type)
- II) **Title of License** (in very bold type)
- III) **Serial Number of license (in Arabic numbers) given by the CAAV**
- IV) **Name of the holder in full (in Roman alphabet)**
- IVa) **Date of birth**
- V) **Domicile (City & Country) of holder** (*current address details will appear on medical*)
- VI) **Nationality of holder**
- VII) **Signature of holder**
- VIII) **Title of CAAV (Licensing Authority)**
- IX) **Certification concerning validity and authorization for holder to exercise privileges appropriate to the license**
- X) **Signature of officer issuing the license and the date of such issue**
- XI) **Seal (or stamp) of the CAAV**
- XII) **Ratings** (*e.g. category, class, type of aircraft, airframe, aerodrome control, etc.*)
- XIII) **Remarks** (*i.e. special endorsements relating to limitations and endorsements for privileges including an endorsement of language proficiency.*)
- XIV) **Any other details desired by the CAAV (Licensing Authority)**

(b) *License Material.* First quality paper or other suitable material, including plastic cards, shall be used and the items mentioned (b) shown clearly thereon.

(c) *Language.* When licenses are issued in a language other than English, the license shall include an English translation of at least items I), II), VI), IX), XII), XIII) and XIV). When provided in a language other than English, authorizations issued in accordance with 1.2.2.1 shall include an English translation of the name of the State issuing the authorization, the limit of validity of the authorization and any restriction or limitation that may be established.

(d) *Arrangement of items.* Item headings on the licence shall be uniformly numbered in roman numerals as indicated in (b), so that on any licence the number will, under any arrangement, refer to the same item heading. Item headings may be arranged in such order as may best suit the convenience of the CAAV.

### APPENDIX 1 TO 7.095: PREREQUISITES FOR SKILL TESTS

(a) Except as provided in paragraph (b), to be eligible for a skill test for a licence or rating issued under this Part, an applicant shall:

- (1) Pass the required knowledge test within the 24-calendar-month period preceding the month the applicant completes the skill test, if a knowledge test is required;
- (2) Present the knowledge test report at the time of application for the skill test, if a knowledge test is required;
- (3) Have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed by this Part for the licence or rating sought;
- (4) Meet the prescribed age requirement of this Subpart for the issuance of the licence or rating sought; and
- (5) Have an endorsement in his or her logbook or training record that has been signed by an authorised instructor who certifies that the applicant:
  - (i) Has received and logged training time within 60 days preceding the date of application in preparation for the skill test;



- (ii) Is prepared for the required skill test; and
  - (iii) Has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test.
- (b) An applicant for an airline transport pilot licence or an additional rating to an airline transport licence may take the skill test for that licence or rating with an expired knowledge test report, provided that the applicant:
- (1) Is employed as a flight crew member by a certificate holder under Part 12 at the time of the skill test and has satisfactorily accomplished that operator's approved:
    - (i) PIC aircraft qualification training programme that is appropriate to the licence and rating sought; and
    - (ii) Qualification training requirements appropriate to the licence and rating sought; or
  - (2) Is employed as a flight crew member in scheduled military air transport operations of Vietnam at the time of the skill test, and has accomplished the PIC aircraft qualification training programme that is appropriate to the licence and rating sought.

#### **APPENDIX 1 TO 7.100: SKILL TESTS: REQUIRED AIRCRAFT, SIMULATION & EQUIPMENT**

- (a) **General.** Except as provided in paragraph (a)(2), or when permitted to accomplish the entire flight increment of the skill test in an approved flight simulator or an approved flight training device, an applicant for a licence or rating issued under this Part shall furnish:
- (1) An aircraft of Vietnam registry for each required test that:
    - (i) Is of the category, class, and type (if applicable) applicable to the licence or rating sought; and
    - (ii) Has a current standard, limited, or primary airworthiness certificate.
  - (2) At the discretion of the examiner who administers the skill test, the applicant may furnish:
    - (i) An aircraft that has a current airworthiness certificate other than standard, limited, or primary but that otherwise meets the requirement of paragraph (a)(1);
    - (ii) An aircraft of the same category, class, and type, if applicable, of foreign registry that is properly certified by the country of registry; or
    - (iii) A military aircraft of the same category, class, and type, if applicable, for which the applicant is applying for a licence or rating.
- (b) **Required equipment (other than controls).** Each applicant for a skill test shall use an aircraft that has:
- (1) The equipment for each area of operation required for the skill test;
  - (2) No prescribed operating limitations that prohibit its use in any of the areas of operation required for the skill test;
  - (3) Except as provided in paragraph (e), at least two pilot stations with adequate visibility for each person to operate the aircraft safely; and
  - (4) Cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional jump seat is provided for the examiner.
- (c) **Required controls.** Each applicant for a skill test shall use an aircraft (other than a lighter-than-air aircraft) that has engine power controls and flight controls that are easily reached and operable in a conventional manner by both pilots, unless the examiner determines that the skill test can be conducted safely in the aircraft without the controls being easily reached.
- (d) **Simulated instrument flight equipment.** An applicant for a skill test that involves manoeuvring an aircraft solely by reference to instruments shall furnish:
- (1) Equipment on board the aircraft that permits the applicant to pass the areas of operation that apply to the rating sought; and

(2) A device that prevents the applicant from having visual reference outside the aircraft, but does not prevent the examiner from having visual reference outside the aircraft, and is otherwise acceptable to the CAAV.

(e) **Aircraft with single controls.** An applicant may complete a skill test in an aircraft having a single set of controls, provided the:

- (1) Examiner agrees to conduct the test;
- (2) Test does not involve a demonstration of instrument skills; and
- (3) Proficiency of the applicant can be observed by an examiner who is in a position to observe the applicant.

#### **APPENDIX 1 TO 7.103: USE OF AN APPROVED FLIGHT SIMULATOR OR AN APPROVED FLIGHT TRAINING DEVICE**

(a) **General.** If an approved flight simulator or approved flight training device is used for accomplishing any of the training and the required skill test for a pilot licence for a category, class, and type rating (if applicable), the flight simulator or flight training device shall be used in accordance with an approved course at an ATO;

(b) **Preflight inspection demonstration.** The preflight inspection shall be satisfactorily demonstrated as approved by the CAAV.

(c) **Skill test demonstration.**

- (1) The applicant may be issued a rating after successful completion of the required skill tests prescribed by the CAAV, if the simulator was Level C or D, or
- (2) If the simulator was not Level C or D, the following tasks must be satisfactorily demonstrated in flight as prescribed by the CAAV:
  - (i) Normal takeoff;
  - (ii) Normal ILS approach;
  - (iii) Missed approach; and
  - (iv) Normal landing.

(d) **Limitation to PIC privileges.**

- (1) An applicant meeting only the requirements of paragraph (a)(2) of this Appendix will be issued a rating with a limitation.
- (2) The limitation on a licence shall state, "Not valid for PIC privileges for (INSERT AIRCRAFT TYPE)."
- (3) An applicant who has been issued a pilot licence with this limitation may not act as PIC of that aeroplane for which the rating was obtained under the provisions of this Appendix until the limitation is removed from the pilot certificate

(e) **Removing this limitation.** To remove the limitation, the licence holder shall complete a period of not less than 25 hours of supervised line flying at the PIC station as prescribed by the CAAV.

- (1) During this period the licence holder shall be under the supervision of an assigned PIC, while performing the duties of a PIC for that aircraft.
- (2) Upon satisfactory completion of this supervised period of flying, the licence holder may apply to the CAAV for the removal of the limitation limiting his PIC privileges for the aircraft type.

**APPENDIX 1 TO 7.107: LANGUAGE PROFICIENCY SCALE**

(a) To meet the language proficiency requirements contained in 7.107, an applicant for a licence or a licence holder shall demonstrate proficiency, in a manner acceptable to the CAAV, with paragraph (b) and with the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale contained in this Appendix..

LEVEL	PRONUNCIATION <i>Assumes a dialect and/or accent intelligible to the aeronautical community.</i>	STRUCTURE <i>Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.</i>	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
Expert 6	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues and responds to them appropriately.
Extended 5	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.
Operational 4	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.

*Levels 1, 2 and 3 are on subsequent page.*

LEVEL	PRONUNCIATION <i>Assumes a dialect and/or accent intelligible to the aeronautical community.</i>	STRUCTURE <i>Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.</i>	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
<i>Levels 4, 5 and 6 are on preceding page.</i>						
Pre-operational 3	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	Vocabulary range and accuracy are often sufficient to communicate on common, concrete, or work-related topics, but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.	Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	Comprehension is often accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.	Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.
Elementary 2	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Shows only limited control of a few simple memorized grammatical structures and sentence patterns.	Limited vocabulary range consisting only of isolated words and memorized phrases.	Can produce very short, isolated, memorized utterances with frequent pausing and a distracting use of fillers to search for expressions and to articulate less familiar words.	Comprehension is limited to isolated, memorized phrases when they are carefully and slowly articulated.	Response time is slow and often inappropriate. Interaction is limited to simple routine exchanges.
Pre-elementary 1	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.

(b) Proficient speakers shall:

- (1) Communicate effectively in voice-only (telephone/ radiotelephone) and in face-to-face situations;
- (2) Communicate on common, concrete and work-related topics with accuracy and clarity;
- (3) Use appropriate communicative strategies to exchange messages and to recognize and resolve misunderstandings (e.g. to check, confirm, or clarify information) in a general or work-related context;

- (4) Handle successfully and with relative ease the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
- (5) Use a dialect or accent which is intelligible to the aeronautical community

**APPENDIX 1 TO 7.113: INSTRUMENT RATING AERONAUTICAL KNOWLEDGE REQUIREMENTS**

- (a) In addition to the requirements of 7.113, an applicant for an instrument rating shall have received and logged ground training from an authorised instructor on the following aeronautical knowledge areas that apply to the instrument rating sought:
- (1) Rules and regulations relevant to flight under IFR; related air traffic services practices and procedures;
  - (2) Use, limitation and serviceability of avionics and instruments necessary for the control and navigation of the category of aircraft under IFR and in instrument meteorological conditions; use and limitations of autopilot;
  - (3) Compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;
  - (4) Pre-flight preparations and checks appropriate to flight under IFR;
  - (5) Operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures;
  - (6) Human performance relevant to instrument flight in the category of aircraft, including the principles of threat and error management;
  - (7) Aeronautical decision making and judgement.
  - (8) Crew resource management, including crew communication and coordination
  - (9) Application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;
  - (10) Procurement and use of aviation weather reports and forecasts and the elements of forecasting weather trends based on that information.
  - (11) Personal observation of weather conditions.
  - (12) Causes, recognition and effects of engine, propeller or rotor icing and airframe icing; frontal zone penetration procedures; hazardous weather avoidance;
  - (13) Recognition of critical weather situations and windshear avoidance.
  - (14) Practical air navigation using radio navigation aids;
  - (15) Use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;
  - (16) Interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en-route, descent and approach;
  - (17) Precautionary and emergency procedures; safety practices associated with flight under IFR;
  - (18) Radiotelephony procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.
  - (19) Appropriate information in advisory material published by the CAAV that applies to flight operations under IFR.
  - (20) Air traffic control system and procedures for instrument flight operations.
  - (21) IFR navigation and approaches by use of navigation systems.
  - (22) Use of IFR en route and instrument approach procedure charts.
  - (23) Safe and efficient operation of aircraft under instrument flight rules and conditions.

**APPENDIX 2 TO 7.113: INSTRUMENT RATING FLIGHT INSTRUCTION REQUIREMENTS**

- (a) In addition to the requirements of 7.113, an applicant for an instrument rating shall receive and log training from a CAAV authorised instructor in an aircraft, or in an approved flight simulator or CAAV approved flight training device that includes the following areas of operation:
- (1) Pre-flight procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an IFR flight plan;
  - (2) Pre-flight inspection, use of checklists, taxiing and pre take-off checks;
  - (3) Procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
    - (i) Transition to instrument flight on take-off;
    - (ii) Standard instrument departures and arrivals;
    - (iii) En-route IFR procedures;
    - (iv) Holding procedures;
    - (v) Instrument approaches to specified minima;
    - (vi) Missed approach procedures;
    - (vii) Landings from instrument approaches
    - (viii) In-flight manoeuvres and particular flight characteristics.
  - (4) Air traffic control clearances and procedures;
  - (5) Flight by reference to instruments;
  - (6) Navigation systems;
  - (7) Instrument approach procedures;
  - (8) Emergency operations; and
  - (9) Postflight procedures.
- (b) Additionally, for multi-engine aeroplanes:
- (1) All of the elements included in paragraph (3)(a) of this Section; and
  - (2) Operation of the aeroplane or helicopter solely by reference to instruments with one engine inoperative or simulated inoperative

**APPENDIX 3 TO 7.113: INSTRUMENT RATING AERONAUTICAL EXPERIENCE REQUIREMENTS**

- (a) In addition to the requirements of 7.113, an applicant for an instrument rating shall have logged the following:
- (1) At least 50 hours of cross-country flight time as PIC in categories acceptable to the CAAV;
  - (2) Of which at least 10 hours shall be instrument flight training from an authorized instructor in the aircraft category for the instrument rating sought;
  - (3) For a total of 40 hours of actual or simulated instrument time in aircraft;
  - (4) Of which not more than 20 hours, or 30 hours where a flight simulator is used, may be instrument ground time under the supervision of an authorized instructor;
  - (5) Including at least one cross-country flight in the aircraft category that is performed under IFR, and consists of:
    - (i) A distance, along airways or ATC-directed routing, of at least:
      - (A) *For an instrument – aeroplane or powered-lift rating*, 250 nautical miles, or
      - (B) *For an instrument - helicopter rating*, 100 nautical miles; and
    - (ii) An instrument approach at each aerodrome; and
    - (iii) Three different kinds of approaches with the use of navigation systems; and
  - (6) At least 3 hours of instrument training that is appropriate to the instrument rating sought from an authorised instructor in preparation for the skill test within the 60 days preceding the date of the test.

**APPENDIX 1 TO 7.123: CATEGORY II OR III AUTHORISATION GENERAL REQUIREMENTS**

- (a) An applicant for an authorisations for Category II or III operations shall pass a skill test for:
  - (1) Issuance or renewal of a Category II or III pilot authorisation.
  - (2) The addition of another type aircraft to a Category II or III pilot authorisation.
- (b) To be eligible for the skill test for an authorisation under this Appendix, an applicant shall:
  - (1) Meet the prescribed requirements; and
  - (2) If the applicant has not passed a skill test for this authorisation during the 12 calendar months preceding the month of the test:
    - (i) Meet the prescribed requirements and
    - (ii) Have performed at least six ILS approaches during the 6 calendar months preceding the month of the test, of which at least three of the approaches shall have been conducted without the use of an approach coupler.
- (c) An applicant shall accomplish the prescribed approaches:
  - (1) Under actual or simulated instrument flight conditions;
  - (2) To the minimum decision height for the ILS approach in the type aircraft in which the skill test is to be conducted, except that the approaches need not be conducted to the decision height authorised for Category II operations;
  - (3) To the decision height authorised for Category II operations only if conducted in an approved flight simulator or an approved flight training device; and
  - (4) In an aircraft of the same category and class, and type, as applicable, as the aircraft in which the skill test is to be conducted or in an approved flight simulator that:
    - (i) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
    - (ii) Is used in accordance with an approved course conducted by an ATO.
- (d) The flight time acquired in meeting the prescribed requirements may be used.

**APPENDIX 2 TO 7.123: CATEGORY II OR III AUTHORISATION PRACTICAL ORAL EXAMINATION**

- (a) During the skill test, the applicant shall demonstrate knowledge requirements of Table 1-7.123 through oral questioning.
- (b) An inspector or evaluator may conduct oral questioning at any time during the skill test.

<b>TABLE 1 - 7.123 DEMONSTRATED AERONAUTICAL KNOWLEDGE REQUIREMENTS</b>	<b>CAT II</b>	<b>CAT III</b>
1. Required landing distance	<b>X</b>	<b>X</b>
2. Use and limitations of RVR, including determination of controlling RVR and required transmissometers	<b>X</b>	<b>X</b>
3. Characteristics and limitations of the ILS and runway lighting system	<b>X</b>	<b>X</b>
4. Characteristics and limitations of the flight director system, auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other required Category II or III equipment	<b>X</b>	<b>X</b>
5. Instrument and equipment failure warning systems	<b>X</b>	<b>X</b>
6. Use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced RVR readings	<b>X</b>	<b>X</b>

7. The expected sequence of visual cues during an approach in which visibility is at or above landing minima	X	X
8. Demonstration of expected visual references with weather at minimum conditions	X	X
9. Recognition of the decision height or alert height, as applicable, using a radar altimeter	X	X
10. Missed approach procedures and techniques using computed or fixed attitude guidance displays	X	X
11. Procedures and techniques related to transition from non visual to visual flight during a final approach under reduced RVR	X	X
12. Recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable	X	X
13. Recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and, if applicable, rollout		X
14. Recognition of, and reaction to, airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable		X
15. Unexpected deterioration of conditions to less than minimum RVR during approach, flare, and rollout		X
16. Assigned duties of the co-pilot during Category II or III operations, unless the aircraft for which authorisation is sought does not require a co-pilot	X	X
17. Effects of vertical and horizontal windshear	X	X

### APPENDIX 3 TO 7.123: CATEGORY II OR III AUTHORISATION SKILL TEST FLIGHT EXAMINATION

- (a) The skill (flight) test shall be conducted in an aircraft of the same category, class, and type, as applicable, as the aircraft in which the authorisation is sought or in an approved flight simulator that:
- (1) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
  - (2) Is used in accordance with an approved course conducted by an ATO.
- (b) All approaches performed during the flight increment shall be made with the use of an approved flight control guidance system, except as noted in the table included in this Appendix.
- (c) For an authorisation for an aircraft that requires a type rating, the applicant shall pass a skill test in coordination with a co-pilot who holds a type rating in the aircraft in which the authorisation is sought.
- (d) An inspector or evaluator may conduct oral questioning at any time during a skill test.
- (e) The skill tests shall include the prescribed manoeuvres and procedures:
- (1) Under actual or simulated instrument flight conditions that replicate, throughout the skill test, the minimum weather conditions for the category of approach, landing and rollout;
  - (2) To the minimum height for the category or ILS approach in the type aircraft in which the skill test is to be conducted;

*Note: If the skill test is conducted in the aircraft, the examining official may exercise the discretion to set a higher minimum height appropriate to the circumstances.*

TABLE 2 - 7.123 DEMONSTRATED AERONAUTICAL SKILL REQUIREMENTS	CAT II	CAT III
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1. Coupled ILS approach (transitioning to a landing)	X	X
2. Coupled ILS approach (transitioning to a missed approach)	X	X
3. Hand flown ILS approach, using the flight director commands	X	
4. Normal automatic landing and rollout		X
5. Normal autoland, with a manual rollout (IIIb) after a fail-passive disconnect at touchdown		X
6. Normal hand-flown landing	X	
7. Missed approach s	X	X
8. Missed approach with inoperative engine (if aircraft has performance capability)	X	X

#### APPENDIX 4 TO 7.123: GENERAL REQUIREMENTS FOR CATEGORY II AND CATEGORY III PILOT AUTHORISATIONS

- (a) The CAAV will issue a Category II or Category III pilot authorisation by letter, as a part of an applicant's instrument rating or airline transport pilot certificate.
- (b) Upon original issue the authorisation will contain the following limitations:
- (1) For Category II operations, 1,600 feet RVR and a 150-foot decision height; and
  - (2) For Category III operations, as specified in the authorisation document.
- (c) To remove the limitations on a Category II or Category III pilot authorisation:
- (1) A Category II limitation holder may remove the limitation by showing that, since the beginning of the sixth preceding month, the holder has made three Category II ILS approaches with a 150-foot decision height to a landing under actual or simulated instrument conditions; or
  - (2) A Category III limitation holder may remove the limitation by showing experience as specified in the authorisation.
- (d) An authorisation holder or an applicant for an authorisation may use a flight simulator or flight training device if it is approved by the CAAV for such use, to meet the prescribed experience requirements or for the skill test required by this Part for a Category II or a Category III pilot authorisation, as applicable.

#### APPENDIX 1 TO 7.137: MANOEUVRES & PROCEDURES FOR STUDENT PILOT PRE-SOLO FLIGHT TRAINING

- (a) In addition to the requirements of 7.137, a student pilot who is receiving training for solo flight shall receive and log flight training listed in the following table of manoeuvres and procedures, as applicable, for each category and class rating:

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:  
A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;  
LA=Airship; FB=Free Balloon.*

TABLE: APPENDIX 1 TO 7.137 SPECIFIC MANOEUVRES AND PROCEDURES	A	RH	RG	PL	G	LA	FB
(1) Proper flight preparation procedures, including preflight planning and preparation, engine operation, and aircraft systems	X	X	X	X	X	X	X
(2) Layout and assembly procedures							X
(3) Procedures for disassembly and assembly of the glider					X		

(4) Taxiing or surface operations, including runups	X	X	X	X	X	X	X
(5) Inspection of towline rigging and review of signals and release procedures					X		
(6) Aerotow, ground tow, or self-launch procedures					X		
(7) Hovering and hovering turns		X		X			
(8) Takeoffs and landings, including normal and crosswind	X	X	X	X	X	X	X
(9) Launches, including normal and crosswind					X		
(10) aerodrome traffic patterns, including entry and departure procedures	X	X	X	X	X	X	
(11) Collision avoidance, windshear avoidance, and wake turbulence avoidance	X	X	X	X	X	X	X
(12) Ascents and descents							X
(13) Climbs and climbing turns	X	X	X	X	X	X	X
(14) Straight and level flight, and turns in both directions	X	X	X	X	X	X	X
(15) Procedures and techniques for thermalling					X		
(16) Rigging, ballasting, and controlling pressure in the ballonets, and superheating						X	
(17) Operation of hot air or gas source, ballast, valves, vents, and rip panels, as appropriate							X
(18) Descents, with and without turns, using high and low drag configurations	X	X	X	X	X	X	X
(19) Flight at various airspeeds from cruise to slow flight	X	X	X	X	X	X	
(20) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall	X	X			X		
<b>TABLE: APPENDIX 1 TO 7.137 [CONTINUED] SPECIFIC MANOEUVRES AND PROCEDURES</b>	<b>A</b>	<b>RH</b>	<b>RG</b>		<b>G</b>	<b>LA</b>	<b>FB</b>
(21) Emergency procedures and equipment malfunctions	X	X	X	X	X	X	X
(22) Ground reference manoeuvres	X	X	X	X			
(23) Approaches to the landing area	X	X	X	X	X	X	X
(24) The effects of wind on climb and approach angles							X
(25) Obstruction detection and avoidance techniques							X
(26) Approaches to a landing area with simulated engine malfunctions	X	X	X			X	
(27) Simulated one-engine-inoperative approaches and landings for multi engine aircraft		X		X			
(28) Slips to a landing	X				X		
(29) Landings with positive and with negative static trim						X	
(30) Landing and recovery procedures							X
(31) Rapid decelerations		X					
(32) Go-arounds	X	X	X	X		X	
(33) Simulated emergency procedures, including autorotational descents with a power recovery and power recovery to a hover		X		X			

(34) Simulated emergency procedures, including simulated power-off landings and simulated power failure during departures			X	X			
(35) High rates of descent with power on and with simulated power off, and recovery from those flight configurations			X	X			
(36) Emergency operations, including towline break procedures					X		
(37) Use of deflation valves or rip panels for simulating an emergency							X

### APPENDIX 1 TO 7.140: MANOEUVRES & PROCEDURES FOR STUDENT PILOT CROSS-COUNTRY FLIGHT TRAINING

(a) A student pilot who is receiving training for cross-country flight shall receive and log flight training in the manoeuvres and procedures listed in the following table.

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:  
A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;  
LA=Airship; FB=Free Balloon.*

TABLE: APPENDIX 1 TO 7.140 SPECIFIC MANOEUVRES AND PROCEDURES	A	RH	RG	PL	G	LA	FB
(1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass	X	X	X	X	X	X	
(2) Use of aircraft performance charts pertaining to cross-country flight	X	X	X	X		X	
(3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight	X	X	X	X	X	X	
TABLE: APPENDIX 1 TO 7.140 [CONTINUED] SPECIFIC MANOEUVRES AND PROCEDURES	A	RH	RG	PL	G	LA	FB
(4) Recognition of weather and upper air conditions favourable for cross-country soaring, ascending flight, descending flight, and altitude control					X		
(5) Recognition of weather and upper air conditions conducive for the direction of cross-country flight						X	
(6) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the student pilot will conduct cross-country flight	X	X	X	X	X	X	
(7) Use of radios for VFR navigation and two-way communications	X	X	X	X		X	
(8) Climbs at best angle and best rate	X	X	X	X			
(9) Control of air pressure with regard to ascending and descending flight and altitude control						X	
(10) Control and manoeuvring solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives	X	X	X	X		X	
(11) Landings accomplished without the use of the altimeter from at least 2,000 feet above the surface					X		

**APPENDIX 1 TO 7.155: PRIVATE PILOT AERONAUTICAL KNOWLEDGE REQUIREMENTS**

(a) This table provides the required aeronautical knowledge areas for private pilots, as appropriate to the category and class of aircraft rating sought:

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:  
A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;  
LA=Airship; FB=Free Balloon.*

<b>TABLE: APPENDIX 1 TO 7.155 SPECIFIC KNOWLEDGE SUBJECTS</b>	<b>A</b>	<b>RH</b>	<b>RG</b>	<b>PL</b>	<b>G</b>	<b>LA</b>	<b>FB</b>
(1) Applicable laws and regulations rules of the air, altimeter setting procedures; appropriate air traffic services practices and procedures	X	X	X	X	X	X	X
(2) Principles of operation (and functioning of engines, if applicable), systems and instruments including limitations, relevant to the aircraft category rating sought.	X	X	X	X	X	X	X
(3) Operating limitations of the relevant category of aircraft (and engines, if applicable); relevant operational information from the flight manual or other appropriate document;	X	X	X	X	X	X	X
(4) Transmissions (power train);		X		X			
(5) Physical properties and practical application of gases;						X	X
(6) Effects of loading and mass distribution on flight characteristics; mass and balance calculations	X	X	X	X	X	X	X
(7) Use and practical application of take-off (launching), landing and other performance data, including the effect of temperature;	X	X	X	X	X	X	X
<b>TABLE: APPENDIX 1 TO 7.155 [CONTINUED] SPECIFIC KNOWLEDGE SUBJECTS</b>	<b>A</b>	<b>RH</b>	<b>PL</b>	<b>PL</b>	<b>G</b>	<b>LA</b>	<b>FB</b>
(8) Pre-flight and en-route flight planning appropriate to private operations under VFR; including:	X	X	X	X		X	
(a) Pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans;	X	X	X	X		X	
(b) appropriate air traffic services procedures;	X	X	X	X	X	X	X
(c) position reporting procedures;	X	X	X	X		X	
(d) Altimeter setting procedures;	X	X	X	X	X	X	X
(e) Operations in areas of high-density traffic; collision avoidance;	X	X	X	X	X	X	X
(f) Obtaining information on runway lengths at aerodromes of intended use, data on takeoff and landing distances;	X	X	X	X	X		
(g) Determining minimum fuel requirements;	X	X	X	X		X	X
(h) Planning for alternatives if the planned flight cannot be completed or delays are encountered;	X	X	X	X	X	X	X
(i) Operations in areas of high density;	X	X	X	X	X	X	X
(9) Human performance relevant to the aircraft category, including principles of threat and error management;	X	X	X	X	X	X	X

(10) Applications of elementary aeronautical meteorology, including:	X	X	X	X	X	X	X
(a) Procedures and legends for obtaining, meteorological information; altimetry, hazardous weather onsitions	X	X	X	X	X	X	X
(b) Procurement and use of aeronautical weather reports and forecasts	X	X	X	X	X	X	X
(11) Practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts for VFR navigation;	X	X	X	X	X	X	X
(12) Application of threat and error management to operational performance;	X	X	X	X		X	X
(13) altimeter setting procedures	X	X	X	X	X	X	X
(14) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations	X	X	X	X	X	X	X
(15) Appropriate precautionary and emergency procedures and actions specifically relevant to the aircraft category, including:						X	X
(a) Action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;						X	X
(b) Actions to be take to avoid operating hazards, such as settling with power, ground resonance, retreating blade stall; dynamic roll-over and other operating hazards; safety procedures associated with flight in VMC;		X	X				
(16) Principles of flight specifically relevant to the aircraft category	X	X	X	X	X	X	X
(17) Radiotelephony communications procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure	X	X	X	X	X	X	X
(18) Different launch methods and associated procedures					X	X	X
(19) Accident reporting procedures	X	X	X	X	X	X	X

#### APPENDIX 1 TO 7.157: PRIVATE PILOT FLIGHT INSTRUCTION REQUIREMENTS

(a) In addition to the requirements of 7.157, an applicant for a private pilot licence shall receive and log ground and flight training listed in the following table from an authorised instructor appropriate to the category and class of aircraft.

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:  
A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;  
LA=Airship; FB=Free Balloon.*

TABLE: APPENDIX 1 TO 7.157 SPECIFIC TRAINING EVENTS	A	RH	RG	PL	G	LA	FB
(1) Recognition and management of threats and errors;	X	X	X	X		X	
(2) Pre-flight operations, including:	X	X	X	X	X	X	X
(a) Mass and balance determination	X	X	X	X	X	X	X
(b) Aircraft inspection and servicing	X	X	X	X	X	X	X
(d) Aircraft assembly, rigging, and inspection					X		X
(e) Inflation and mooring						X	X
(3) Aerodrome and traffic pattern operations, including:	X	X		X	X	X	X

(a) Collision avoidance precautions and procedures.	X	X	X	X	X	X	
(b) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures;	X	X	X	X	X	X	
(c) Traffic pattern operations,	X	X	X	X	X	X	
(d) Operations to and from aerodrome	X	X	X	X	X	X	
(e) Operations to and from seaplane base	X						
(f) Operations to and from heliport		X					
(g) Operations to and from glider port					X		
(4) Control of aircraft by external visual reference;	X	X		X	X	X	X
(5) Ground reference manoeuvres	X	X		X			
(6) Control of aircraft throughout the flight envelope and in critical regimes of flight, including:							
(a) Flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;	X			X	X		
(b) Flight at critically high airspeeds, recognition of, and recovery from, spiral dives	X			X	X		
(c) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm		X		X			
(d) Recognition of, and recovery from, rapid descents							X
(7) Takeoff and landings, including:							
(a) Normal takeoffs (launches) and landings	X		X	X	X	X	
(b) Cross-wind takeoffs (launches) and landings	X		X	X	X	X	
(c) Maximum performance (short and obstacle clearance) takeoffs;	X		X	X		X	
<b>TABLE: APPENDIX 1 TO 7.157 [CONTINUED] SPECIFIC TRAINING EVENTS</b>	<b>A</b>	<b>RH</b>	<b>RG</b>	<b>PL</b>	<b>G</b>	<b>LA</b>	<b>FB</b>
(d) Short-field landings	X		X	X	X		
(e) Go-arounds	X		X	X		X	
(f) Ground manoeuvring and run-ups, hovering takeoffs and landings, normal out of wind and sloping ground		X	X	X			
(g) Takeoffs and landings with minimum necessary power; maximum performance takeoff and landing techniques; restricted site operations; quick stops;		X	X	X			
(h) Techniques and procedures for the takeoff (launching and ascent) method used, including appropriate airspeed limitations, emergency procedures and signals used;					X	X	X
(i) Approaches and landings, including ground handling						X	X
(8) Cross-country flying, using:	X	X	X	X	X	X	X
(a) Visual reference;	X	X	X	X	X	X	X
(b) Dead reckoning;	X	X	X	X	X	X	
(c) Radio navigation aids, where available,	X	X	X	X	X	X	
(d) Including a flight of at least one hour.		X	X	X	X	X	

(9) Flight by reference solely to instruments, including the completion of a level 180° turn	X	X	X	X		X	
(10) Emergency operations, including:							
(a) Simulated equipment malfunctions pertinent to the specific aircraft category;	X	X	X	X	X	X	
(b) Autorative approach;		X	X	X			
(c) Power of reconversion to auto rotation and auto rotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable				X			
(d) Recognition of leaks						X	X
(11) Communications procedures and phraseology	X	X		X	X	X	
(12) Soaring techniques and performance speeds					X		
(13) Cross-Country flight of more than 250 nautical miles, with takeoff and landings at three separate points.	X	X	X	X			
(14) Cross-Country flight of more than one hour or 100 nautical miles, with takeoff and landings at three separate points.		X	X	X			
(15) Night flying, including take-offs, landings and navigation.	X	X	X	X		X	
(16) Night flying, including take-offs, landings and navigation, if the privileges of the licence are to be exercised at night						X	X
(17) Post-flight procedures	X	X		X	X	X	X

**APPENDIX 1 TO 7.160: PRIVATE PILOT EXPERIENCE REQUIREMENTS**

(a) The requirements specified in this table are in addition to the requirements of 7.160.

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:*

*A=Aeroplane; H=Helicopter; PL=Powered Lift; G=Glider; LA=Airship; FB=Free Balloon.*

<b>TABLE: APPENDIX 1 TO 7.160 SPECIFIC EXPERIENCE</b>							
	<b>A</b>	<b>H</b>	<b>RG</b>	<b>PL</b>	<b>G</b>	<b>LA</b>	<b>FB</b>
<b>MINIMUM NUMBER OF FLIGHT HOURS IN AIRCRAFT CATEGORY/CLASS</b>							
(1) Minimum Total Pilot time	40	40	40	40	6	40	
(2) Minimum Total Pilot Time – Approved Course	35	35		40		40	
(3) Minimum Flight Instruction	20	20	20	20	4	20	16
(4) Flight Instruction - Cross-Country	3	3	3	3		3	
(5) Flight Instruction – Instruments <i>Operational experience in flight by reference solely to instruments, including the completion of a level 180° turn, in a suitably instrumented aircraft.</i>	3	2	2	3		3	
(6) Flight Instruction - Preparation for skill test (in previous 60 days)	3	3	3	3		3	
(7) Solo Flight Time under the supervision of an instructor	10	10	10	10	2	10	
(8) Solo Flight Time - Cross-Country	5	5	5	5		5	
<b>NUMBER OF SPECIAL FLIGHTS</b>							
(9) Solo takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome with an operating control tower	5	5	5	5		5	
(10) Solo cross-country flight (of minimum specified kilometres), in the course of which landings at two different points shall be made	1 270 km	1 180 km	1 180 km	1 270 km		1 45 km	
(11) Free Balloon Ascent, if gas used, to 2000 ft AGL							1
(12) Free Balloon Ascent, if airborne heater used, to 3000 feet AGL							2
<b>NUMBER OF FLIGHTS</b>							
(13) Training Flights (Launches & Landings)					20		8
(14) Solo Flights (Gliders and Balloons)					10		3
(15) Training Flights – Skill Test Preparation (within previous 60 days)					3		1

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**APPENDIX 1 TO 7.163: LICENCE LIMITATIONS FOR PRIVATE PILOT WITH BALLOON RATINGS**

(a) The requirements of this Appendix are in addition to the requirements of 7.163.

(a) If an applicant for a private pilot licence with a balloon rating takes a skill test in a balloon with an airborne heater:

- (1) The CAAV shall place upon the pilot licence a limitation restricting the exercise of the privileges of that licence to a balloon with an airborne heater; and
- (2) The pilot may remove the limitation by obtaining the required aeronautical experience in a gas balloon and receiving a logbook endorsement from an authorised instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a gas balloon.

(b) If an applicant for a private pilot licence with a balloon rating takes a skill test in a gas balloon:

- (1) The CAAV shall place upon the pilot licence a limitation restricting the exercise of the privilege of that licence to a gas balloon; and
- (2) The pilot may remove the limitation by obtaining the required aeronautical experience in a balloon with an airborne heater and receiving a logbook endorsement from an authorised instructor who attests to the pilot's accomplishment of the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater.

**APPENDIX 1 TO 7.175: COMMERCIAL PILOT AERONAUTICAL KNOWLEDGE REQUIREMENTS**

(a) In addition to the requirements of 7.175, an applicant for a commercial pilot licence shall receive and log ground training from an authorised instructor on the aeronautical knowledge areas of paragraph (b) of this Appendix that apply to the aircraft category and class rating sought.

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:  
A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;  
LA=Airship; FB=Free Balloon*

<b>TABLE: APPENDIX 1 TO 7.175 SPECIFIC KNOWLEDGE SUBJECTS</b>	<b>A</b>	<b>RH</b>	<b>RG</b>	<b>PL</b>	<b>G</b>	<b>LA</b>	<b>FB</b>
(1) Applicable laws and regulations relevant to the holder of a commercial pilot licence; rules of the air, appropriate air traffic services practices and procedures	X	X	X	X	X	X	X
(2) Principles of operation and functioning of engines, systems and instruments including limitations, relevant to the aircraft rating sought.	X	X	X	X	X	X	X
(3) Operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual or other appropriate document;	X	X	X	X	X	X	X
(4) Use and serviceability checks of equipment and systems of appropriate aircraft;	X	X	X	X	X	X	X
(5) Maintenance procedures for airframes, systems and engines of appropriate aircraft;	X	X	X	X	X	X	X
(6) Transmissions (power train);		X		X			
(7) Physical properties and practical application of gases;						X	X
(8) Effects of load and mass distribution on flight characteristics and performance; mass and balance calculations	X	X	X	X	X	X	X
(9) Use and practical application of take-off, landing and other performance data,	X	X	X	X	X	X	X

<b>TABLE: APPENDIX 1 TO 7.175 [CONTINUED] SPECIFIC KNOWLEDGE SUBJECTS</b>	<b>A</b>	<b>RH</b>	<b>RG</b>	<b>PL</b>	<b>G</b>	<b>LA</b>	<b>FB</b>
(10) Pre-flight and en-route flight planning appropriate to commercial operations under VFR; including:	X	X	X	X	X	X	X
(a) Pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans;	X	X	X	X		X	
(b) appropriate air traffic services procedures;	X	X	X	X	X	X	X
(c) position reporting procedures;	X	X	X	X		X	
(d) Altimeter setting procedures;	X	X	X	X	X	X	X
(e) Operations in areas of high-density traffic; collision avoidance;	X	X	X	X	X	X	X
(f) Obtaining information on runway lengths at aerodromes of intended use, data on takeoff and landing distances;	X	X	X	X	X		
(g) Determining minimum fuel requirements;	X	X	X	X		X	X
(h) Planning for alternatives if the planned flight cannot be completed or delays are encountered;	X	X	X	X	X	X	X
(11) Effects of external loading on handling;		X		X			
(12) Human performance including principles of threat and error management;	X	X	X	X	X	X	X
(13) Interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information preflight and in-flight; altimetry;	X	X	X	X	X	X	X
(14) Aeronautical meteorology; climatology of relevant areas in respect to the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts; and the origin and characteristics of significant weather phenomena which affect takeoff, enroute and landing conditions;	X	X	X	X	X	X	X
(15) Causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;	X	X	X	X	X	X	X
(16) Air navigation, including the use of aeronautical charts, instruments and navigation aids, an understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment;	X	X	X	X	X	X	X
(17)(a) Use, limitation and serviceability of avionics and instruments necessary for control and navigation;	X	X	X	X	X	X	
(17)(b) Use, accuracy and reliability of navigation systems used in departure, enroute, approach and landing phases of flight, identification of radio navigation aids;	X	X	X	X	X	X	
(17)(c) Principles and characteristics of self-contained and external referenced navigation systems, operation of airborne equipment;	X	X	X	X	X	X	
(18) Application of threat and error management to operational performance;	X	X	X	X	X	X	X
(19) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations	X	X	X	X	X	X	X
(20) altimeter setting procedures	X	X	X	X	X	X	X
(21) Appropriate precautionary and emergency procedures,	X	X	X	X	X	X	X

<b>TABLE: APPENDIX 1 TO 7.175 [CONTINUED] SPECIFIC KNOWLEDGE SUBJECTS</b>	<b>A</b>	<b>RH</b>	<b>RG</b>	<b>PL</b>	<b>G</b>	<b>LA</b>	<b>FB</b>
(23) Operational procedures for carriage of freight (including external loads); potential hazards associated with dangerous goods;	X	X	X	X	X	X	X
(24) Requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from the aircraft	X	X	X	X	X	X	X
(25) Appropriate precautionary and emergency actions to be taken to avoid operating hazards, such as settling with power, ground resonance, retreating blade stall; dynamic roll-over and other operating hazards; safety procedures associated with flight in VMC;		X	X	X			
(26) Principles of flight	X	X	X	X	X	X	X
(27) Radiotelephony communications procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure	X	X	X	X	X	X	X

#### **APPENDIX 1 TO 7.177: COMMERCIAL PILOT FLIGHT INSTRUCTION & SKILL REQUIREMENTS**

- (a) **General.** In addition to the requirements of 7.177, an applicant for a commercial pilot licence shall receive and log ground and flight training from an authorised instructor on the areas of operation of this Appendix that apply to the aircraft category and class rating sought, as shown in the table below.

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:  
A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;  
LA=Airship; FB=Free Balloon.*

<b>TABLE: APPENDIX 1 TO 7.177 SPECIFIC TRAINING EVENTS</b>	<b>A</b>	<b>RH</b>	<b>RG</b>	<b>PL</b>	<b>G</b>	<b>LA</b>	<b>FB</b>
(1) Recognize and manage threats and errors;	X	X	X	X	X	X	X
(2) Pre-flight operations, mass and balance determination, aircraft inspection and servicing	X	X	X	X	X	X	X
(3) Aerodrome and traffic pattern operations, including:	X	X	X	X	X	X	X
(a) Collision avoidance precautions and procedures.	X	X	X	X	X	X	
(b) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures;	X	X	X	X	X	X	
(c) Traffic pattern operations,	X	X	X	X	X	X	
(d) Operations to and from aerodromes	X	X	X	X	X	X	
(4) Control of the aircraft by external visual reference	X	X	X	X	X	X	X
(5) Control of aircraft in critical regimes of flight, including:							
(a) Flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;	X			X	X		
(b) Flight with asymmetrical power for multi-engine class or type ratings;	X			X	X		
(c) Flight at critically high airspeeds, recognition of, and recovery from, spiral dives	X			X	X		

(d) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;		X	X	X			
(e) Hovering out of ground effect; operations with external load, if applicable; flight at high altitude;		X	X	X			
(6) Takeoff and landings, including:							
(a) Normal takeoffs and landings	X				X	X	
(b) Cross-wind takeoffs and landings	X				X	X	
(c) Maximum performance (short field and obstacle clearance) takeoffs;	X					X	
(d) Short-field landings	X				X		
(e) Go-arounds	X					X	
(f) Ground manoeuvring and run-ups, hovering takeoffs and landings, normal, out of wind and sloping ground; steep approaches		X	X	X			
(g) Rolling takeoffs and climbout; rolling approach and landings;		X	X	X			
(h) Takeoffs and landings with minimum necessary power; maximum performance takeoff and landing techniques; restricted site operations; quick stops;		X	X	X			
(i) Techniques and procedures for the takeoff (launching and ascent method used, including appropriate airspeed limitations, emergency procedures and signals used;					X	X	X
(j) Approaches and landings, including ground handling						X	X
(7) Flight under IFR	X	X	X	X		X	
(8) Basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments	X	X	X	X		X	
(9) Cross-country flying using visual reference, pilotage, dead reckoning and radio navigation aids; diversion procedures;	X	X	X	X	X	X	X
10) Abnormal and emergency procedures and manoeuvres, including simulated aircraft equipment malfunctions	X	X	X	X		X	
(a) Auto rotative landing;		X	X	X			
(b) Power of reconversion to auto rotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable;		X	X	X			
(c) Recognition of leaks;						X	X
(d) Upset prevention and recovery training, in actual flight, approved by the Licensing Authority;	X			X		X	
(11) Communication procedures and phraseology						X	X
(12) Inflation and mooring						X	X
(13) Ground manoeuvring and run-ups; hovering		X	X				
(14) Operations from aerodrome	X	X	X	X	X	X	
(a) Operations to and from seaplane	X						
(b) Operations to and from heliport		X	X				
(c) Traffic pattern operations,	X	X	X	X	X	X	

<b>TABLE: APPENDIX 1 TO 7.177 [CONTINUED] SPECIFIC TRAINING EVENTS</b>	<b>A</b>	<b>RH</b>	<b>RG</b>	<b>PL</b>	<b>G</b>	<b>LA</b>	<b>FB</b>
(d) Operations to, from and transitioning through controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology	X	X	X	X		X	
(15) Pre-flight planning, including mass and balance determination	X	X	X	X	X	X	X
(16) Techniques and procedures for the launching and ascent method used, including appropriate airspeed limitations, emergency procedures and signals used;					X		X
(17) Normal and cross-wind take-offs (or launches)	X	X	X	X	X	X	
(18) Maximum performance (short field and obstacle clearance) take-offs	X	X	X	X			
(19) Take-offs with minimum necessary power; out of wind; sloping ground		X	X				
(20) High altitude takeoffs	X	X	X	X			
(21) Normal and cross-wind landings	X	X	X	X	X	X	
(22) Maximum performance (short field and obstacle clearance) landings	X	X	X	X			
(23) Landings with minimum necessary power; out of wind; sloping ground		X	X				
(24) High altitude landings	X	X	X	X			
(25) Go-arounds from landing approach	X	X	X	X		X	
(26) Aircraft assembly, rigging, and inspection					X		X
(27) Restricted site operations, quick stops		X	X				
(28) Steep Approaches		X	X				
(29) Auto rotative approaches and landings		X	X	X			
(30) Approaches and landings, including ground handling						X	X
(31) Flight at critically slow airspeeds	X	X	X	X	X		
(32) Flight at high altitudes	X	X	X	X			
(33) Hovering out of ground effect		X	X				
(34) Spin avoidance; recognition of, and recovery from, incipient and full stalls	X				X		
(35) Flight throughout the flight envelope, including critically high airspeeds	X	X	X	X	X		
(36) Ground reference manoeuvres	X	X	X	X			
(37) External load operations, if appropriate		X	X			X	
(38) Performance manoeuvres, including lazy eight, chandelle and steep turns	X						
(39) Soaring techniques and performance speeds					X		
(40) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm		X	X				
(41) Cross-Country flight of more than 250 nautical miles, with takeoff and landings at three separate points.	X	X	X	X			

(42) Cross-Country flight of more than one hour or 100 nautical miles, with takeoff and landings at three separate points.		X	X	X			
<b>TABLE: APPENDIX 1 TO 7.177 [CONTINUED] SPECIFIC TRAINING EVENTS</b>	<b>A</b>	<b>RH</b>	<b>RG</b>	<b>PL</b>	<b>G</b>	<b>LA</b>	<b>FB</b>
(43) Night flying, including take-offs, landings and navigation.	X	X	X	X			
(44) Night flying, including take-offs, landings and navigation, if the privileges of the licence are to be exercised at night					X	X	X
(45) Post-flight procedures	X	X	X	X	X	X	X

**APPENDIX 1 TO 7.180: COMMERCIAL PILOT AERONAUTICAL EXPERIENCE REQUIREMENTS**

(a) In addition to the requirements of 7.180 and, unless prescribed by the CAAV otherwise for a specific category or class, an applicant for a commercial pilot licence shall log at least the following hours of flight time as a pilot in each category and class applied for, including at least the following:

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:  
A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;  
LA=Airship; FB=Free Balloon*

<b>TABLE: APPENDIX 1 TO 7.180 SPECIFIC EXPERIENCE</b>	<b>A</b>	<b>RH</b>	<b>RG</b>	<b>PL</b>	<b>G</b>	<b>LA</b>	<b>FB</b>
<b>MINIMUM NUMBER OF FLIGHT HOURS</b>							
(1A) Minimum Pilot Flight Time in Aircraft Category (Not ATO graduate)	200	150	150	200		50	20
(1B) Minimum Pilot Flight Time in Aircraft Category (ATO graduate)	150	100	150	150		50	
(2) Maximum Flight Simulation Credit in Aircraft Category	10	10		10		3	
(3A) Minimum PIC Flight Time in Aircraft Category (not ATO graduate)	100	35	35	50		30	
(3B) Minimum PIC Flight Time in Aircraft Category (ATO graduate)	70	35	35	50		30	
(4) Minimum PIC Cross-Country in Aircraft Category	20	10	10	10		10	
(5) Minimum Instrument Instruction in Aircraft Category Credit for instrument ground time =	10 5	10 5	10 5	10 5			
(6) Minimum Pilot Night Time in Aircraft Category	5	5	5	5		5	
(7) Minimum Instrument Time in Aircraft Category Minimum Instrument Time in-Flight Minimum Instrument Time in Airships						40 20 10	
(8) Minimum Flight Training in Airship Category						20	
(9) Flight Instruction – Complex (or Turbine-powered if applicable) Aircraft	10	10					
(10) Instrument Time (for Airship applicants) Instrument Time in flight = Instrument Time in Airships						40 20 10	
(11) Flight Instruction - Preparation for skill test (in previous 60 days)	3	3	3	3		3	
<b>NUMBER OF SPECIAL EVENTS</b>							

(14) Night takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome)	5	5	5	5		5	
(15) Solo takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome with an operating control tower	5	3	3	3		3	
(16) Solo cross-country flight (of minimum specified distance, in the course of which landings at two different points shall be made	1 540 km	1 NA	1 (100)	1 (100)		1 (50)	
(17) Free Balloon Ascent (if gas used) to 5000 ft AGL							1
(18) Free Balloon Ascent (if airborne heater used) to 3000 feet AGL							2
<b>NUMBER OF FLIGHTS</b>							
(19) Cross Country Flights					10		5
(20) Training Flights (Launches & Landings)					10		10
(21) Solo Flights – Preparation for Rating					10		2
(22) Training Flights – Skill Test Preparation (within previous 60 days)					3		2

## APPENDIX 1 TO 7.200: MULTI-CREW PILOT REQUIREMENTS

### 1. Training

- (a) In order to meet the requirements of the multi-crew pilot licence in the aeroplane category, the applicant shall have completed an approved training course.
- (b) The training shall be competency-based and conducted in a multi-crew operational environment.
- (c) During the training, the applicant shall have acquired the knowledge, skills and attitudes required as the underpinning attributes for performing as a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots.
- (d)

### 2. Assessment level

- (a) The applicant for the multi-crew pilot licence in the aeroplane category shall have satisfactorily demonstrated performance in all the nine competency units specified in 3, at the advanced level of competency as defined in Attachment B.
- (b) The training scheme for the multi-crew pilot licence in the aeroplane category, including the various levels of competency will be prescribed by the CAAV.

### 3. Competency units

- (a) The nine competency units that an applicant has to demonstrate are as follows:
  - (1) Apply threat and error management (TEM) principles;
  - (2) Perform aeroplane ground operations;
  - (3) Perform take-off;
  - (4) Perform climb;
  - (5) Perform cruise;
  - (6) Perform descent;
  - (7) Perform approach;
  - (8) Perform landing; and

- (9) Perform after-landing and aeroplane post-flight operations.
- (10) Upset prevention and recovery training, in actual flight, approved by the Licensing Authority;
- (b) Competency units are broken down into their constituent elements, for which specific performance criteria have been defined. Competency elements and performance criteria will be prescribed by the CAAV.
- (c) The application of threat and error management principles is a specific competency unit that is to be integrated with each of the other competency units for training and testing purposes.

#### 4. Simulated flight

- (a) The flight simulation training devices used to gain the experience for the multi-crew licence shall have been approved by the CAAV.
- (b) Flight simulation training devices shall be categorized as follows:
  - (1) **Type I.** E-training and part tasking devices approved by the CAAV that have the following characteristics:
    - (i) Involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a sidestick controller, or an FMS keypad; and
    - (ii) Involve psychomotor activity with appropriate application of force and timing of responses.
  - (2) **Type II.** A flight simulation training device that represents a generic turbine-powered aeroplane.
    - (i) This requirement can be met by a flight simulation training device equipped with a daylight visual system
    - (ii) It should meet, at a minimum, the specifications equivalent to FAA FTD Level 5, or JAA FNPTII, MCC.
  - (3) **Type III.** A flight simulation training device that represents a multi-engined turbine-powered aeroplane certificated for a crew of two pilots with enhanced daylight visual system and equipped with an autopilot.
    - (i) This requirement can be met by a flight simulation training device equipped with a daylight visual system.
    - (ii) It should meet, at a minimum, the specifications equivalent to a Level B simulator as defined in JAR STD 1A, as amended; and in FAA AC 120-40B, as amended, including Alternate Means of Compliance (AMOC), as permitted in AC 120-40B.
    - (iii) (Some previously evaluated Level A full flight simulators that have been approved for training and checking required manoeuvres may be used.)
  - (4) **Type IV.** Fully equivalent to a Level D flight simulator or to a Level C flight simulator with an enhanced daylight visual system.
    - (i) Note.: This requirement can be met by a flight simulation training device meeting, at a minimum, the specifications equivalent to a Level C and Level D simulator as defined in JAR STD 1A, as amended; and in FAA AC 120-40B, as amended, including Alternate Means of Compliance (AMOC), as permitted in AC120-40B.

#### APPENDIX 1 TO 7.215: AIRLINE TRANSPORT PILOT AERONAUTICAL KNOWLEDGE REQUIREMENTS

- (a) In addition to the requirements of 7.215, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an airline transport pilot licence (aeroplane, helicopter or powered lift), in at least the following subjects:
  - (1) Air law, rules and regulations relevant to the holder of an airline transport pilot licence; rules of the air; appropriate air traffic services practices and procedures;



- (2) General characteristics and limitations of electrical,hydraulic, pressurization and other aircraft systems;
- (3) Flight control systems, including autopilot and stability augmentation;
- (4) Principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;
- (5) Operating procedures and limitations of the relevant category of aircraft; effects of atmospheric conditions on aircraft performance in accordance with the relevant operational information from the flight manual;
- (6) Use and serviceability checks of equipment and systems of appropriate aircraft;
- (7) Flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments and electronic display units;
- (8) Maintenance procedures for airframes, systems and engines of appropriate aircraft;
- (9) For helicopters and powered-lifts, transmission (powertrains) where applicable;
- (10) Effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
- (11) Use and practical application of take-off, landing and other performance data, including procedures for cruise control;
- (12) Pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;
- (13) In the case of helicopters and powered-lifts, effects of external loading on handling;
- (14) Human performance including principles of threat and error management;
- (15) Interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining meteorological information, pre-flight and in-flight; altimetry;
- (16) Aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect takeoff, enroute and landing conditions;
- (17) Causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
- (18) In the case of aeroplanes and powered-lifts, practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jet streams;
- (19) Air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;
- (20) Use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;
- (21) Use, accuracy and reliability of navigation systems used in departure, enroute, approach and landing phases of flight; identification of radio navigation aids
- (22) Principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;
- (23) Application of threat and error management to operational performance;
- (24) Interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (25) Precautionary and emergency procedures; safety practices;
- (26) Operational procedures for carriage of freight and dangerous goods;
- (27) Requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;

- (28) In the case of helicopters, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;
- (29) Principles of flight;
- (30) Radiotelephony communication procedures and phraseology; action to be taken in case of communication failure.
- (31) In addition to the above subjects, the applicant for an airline transport pilot licence applicable to the aeroplane or powered-lift category shall have met the knowledge requirements for the instrument rating.

**APPENDIX 1 TO 7.217: AIRLINE TRANSPORT PILOT FLIGHT PROFICIENCY REQUIREMENTS**

- (a) In addition to the requirements of 7.217, the applicant shall have demonstrated the ability to perform, as pilot-in-command of a multi-engined aeroplane required to be operated with a co-pilot, the procedures and manoeuvres prescribed by the CAAV, including at a minimum--
  - (1) Pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
  - (2) Normal flight procedures and manoeuvres during all phases of flight;
  - (3) Procedures and manoeuvres for IFR operations under normal, abnormal and emergency conditions, including simulated engine failure, and covering at least the following:
    - (i) Transition to instrument flight on take-off;
    - (ii) Standard instrument departures and arrivals;
    - (iii) En-route IFR procedures and navigation;
    - (iv) Holding procedures;
    - (v) Instrument approaches to specified minima;
    - (vi) Missed approach procedures;
    - (vii) Landings from instrument approaches;
  - (4) Abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframe; and
  - (5) Procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists.
- (b) For all other eligible category and class of aircraft, the applicant shall have demonstrated the ability to perform, as pilot-in-command, the procedures and manoeuvres of (a), except for (a)(5) as prescribed by the CAAV in the Skill Test Standards.

**APPENDIX 1 TO 7.220: AIRLINE TRANSPORT PILOT AERONAUTICAL EXPERIENCE**

- (a) In addition to the requirements of 7.220 and, an applicant for an airline transport pilot licence shall have at least the experience listed for that category of aircraft in the following table:

*In the table below the abbreviations indicated the category and/or class of aircraft as follows:  
 A=Aeroplane; RH=Rotorcraft-Helicopter; RG=Rotorcraft-Gyroplane; PL=Powered Lift; G=Glider;  
 LA=Airship; FB=Free Balloon.*

<b>TABLE: APPENDIX 1 TO 7.220 SPECIFIC EXPERIENCE</b>		<b>A</b>	<b>RH</b>	<b>RG</b>	<b>PL</b>	<b>G</b>	<b>LA</b>	<b>FB</b>
<b>MINIMUM NUMBER OF FLIGHT HOURS IN AIRCRAFT CATEGORY</b>								
(1a) Minimum Total pilot hours		1500	1000		1500			
(1b) Maximum Flight Simulation Credit (by CAAV)		100	100		100			

(1c) Maximum portion of flight simulation credit that can be acquired in a flight procedures or basic instrument trainer.	25	25		25			
(2a) Minimum total pilot in command hours during flight under supervision ..or...	500						
(2b) Minimum total minimum pilot in command hours ..or...	250	250		250			
(2c) Pilot in Command + remainder of 2b during flight under supervision	70+	70+		70+			
(3a) Pilot – Cross Country...including...	200	200		100			
(3b) Pilot in Command – Cross Country (which may include flight under supervision	100	100		50			
(4) Pilot – Night (PIC or co-pilot)	100	50		25			
(5a) Pilot – Instrument time	75	30		75			
(5b) Credit for instruments ground time	30	10		30			
(6) Flight In Preparation for skill test (in previous 60 days)	3	3		3			

(b) A pilot may not include in the minimum instrument time in Aircraft Category more than the hours specified in the following table--

MAXIMUM NUMBER OF INSTRUMENT GROUND TIME							
Pilot – Maximum Instrument Ground Time	30	10		30			

(c) A pilot who has performed at least 20 night takeoffs and landings to a full stop may substitute each additional night takeoff and landing to a full stop for 1 hour of night flight time to satisfy the requirements of night flight time of this table, not to exceed 25 hours of night flight time.

(d) A commercial pilot applicant may credit the following co-pilot flight time or flight-engineer flight time toward the 1,500 hours of total time as a pilot required by paragraph (a) of this appendix for aeroplane category:

- (1) co-pilot time acquired in an aeroplane:
  - (i) Required to have more than one pilot by the aeroplane's flight manual or type certificate; or
  - (ii) Engaged in operations under Part 12 for which a co-pilot is required.
- (2) Flight-engineer time acquired:
  - (i) In an aeroplane required to have a flight engineer by the aeroplane's flight manual or type certificate;
  - (ii) While engaged in operations under Part 12 for which a flight engineer is required;
  - (iii) While the pilot is participating in a pilot training programme approved under Part 12; and
  - (iv) That does not exceed 1 hour for each 3 hours of flight engineer flight time for a total credited time of no more than 500 hours.

**APPENDIX 1 TO 7.235: FLIGHT INSTRUCTOR KNOWLEDGE REQUIREMENTS**

(a) In addition to the requirements of 7.235, an applicant for a flight instructor licence shall receive and log ground training from an authorised instructor on:

- (1) Except as provided in paragraph (b) of this Appendix, the fundamentals of instructing, including:
  - (i) Techniques of applied instruction;

- (ii) Assessment of student performance in those subjects in which ground instruction is given;
  - (iii) The learning process;
  - (iv) Elements of effective teaching;
  - (v) Student evaluation and testing, training philosophies;
  - (vi) training programme development;
  - (vii) Lesson planning;
  - (viii) Classroom instructional techniques;
  - (ix) Use of training aids, including flight simulation training devices as appropriate;
  - (x) Analysis and correction of student errors;
  - (xi) Human performance relevant to flight instruction including principles of threat and error management;
  - (xii) Hazards involved in simulating system failures and malfunctions in the aircraft.
- (2) The aeronautical knowledge areas for a private and commercial pilot licence applicable to the aircraft category for which flight instructor privileges are sought; and
- (3) The aeronautical knowledge areas for the instrument rating applicable to the category for which instrument flight instructor privileges are sought.
- (b) The following applicants do not need to comply with paragraph (a)(1) of this Appendix:
- (1) The holder of a ground instructor licence issued under this Part;
  - (2) The holder of a current teacher’s certificate issued by a national or local authority that authorises the person to teach at an educational level of the 7th grade or higher; or
  - (3) A person employed as a teacher at an accredited college or university.

**APPENDIX 1 TO 7.237: FLIGHT INSTRUCTOR FLIGHT INSTRUCTION REQUIREMENTS**

- (a) This appendix contains requirements in addition to the requirements of 7.237.
- (b) The applicant for a flight instructor shall have practised flight instructional techniques including demonstration, student practices, recognition and correction of common student errors;
- (c) The applicant shall have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction;
- (d) The applicant for a flight instructor licence shall receive and log flight and ground training from an authorised instructor, and obtain an endorsement that the applicant is proficient to pass a skill test on the following areas of operation that apply to the flight instructor rating sought.

*Note: In the table below the abbreviations indicated the category and/or class of aircraft as follows:  
 A=Aeroplane; RH=Rotorcraft-Helicopter; PL=Powered Lift; RG=Rotorcraft-Gyroplane; G=Glider;  
 LA=Airship; FB=Free Balloon.*

<b>TABLE: APPENDIX 1 TO 7.237 SPECIFIC TRAINING EVENTS</b>	<b>A</b>	<b>RH</b>	<b>RG</b>	<b>PL</b>	<b>G</b>	<b>LA</b>	<b>FB</b>
(1) Fundamentals of instructing	X	X	X	X	X		
(2) Technical subject areas	X	X	X	X	X		
(3) Preflight preparation	X	X	X	X	X		
(4) Preflight lesson on a manoeuvre to be performed in flight	X	X	X	X	X		
(5) Aerodrome and seaplane base operations	X	X	X	X	X		
(6) Heliport operations		X					

(7) Glider port operations					X		
(8) Hovering manoeuvres		X		X			
(9) Takeoffs, landings, and go-arounds	X	X	X	X	X		
(10) Launches and landings					X		
<b>TABLE: APPENDIX 1 TO 7.237 [CONTINUED] SPECIFIC TRAINING EVENTS</b>	<b>A</b>	<b>RH</b>	<b>RG</b>	<b>PL</b>	<b>G</b>	<b>LA</b>	<b>FB</b>
(11) Performance speeds					X		
(12) Fundamentals of flight	X	X	X	X	X		
(13) Flight at slow airspeeds	X	X	X	X	X		
(14) Stalls and spins	X				X		
(15) Performance manoeuvres	X	X	X	X	X		
(16) Soaring techniques					X		
(17) Multi engine operations	X	X	X	X			
(18) Special operations		X	X	X			
(19) Ground reference manoeuvres	X	X	X	X	X		
(20) Basic instrument manoeuvres	X	X	X	X	X		
(21) Flight by reference to instruments	X	X	X	X			
(22) Air traffic control clearances and procedures	X	X	X	X			
(23) Flight by reference to instruments	X	X	X	X			
(24) Use of Navigation aids	X	X	X	X			
(25) Emergency operations	X	X	X	X	X		
(26) Postflight procedures	X	X	X	X	X		
(27) Instrument departures	X	X		X			
(28) Instrument basic flight fundamentals	X	X		X			
(29) Instrument enroute and arrival procedures	X	X		X			
(30) Instrument approach procedures	X	X		X			

#### **APPENDIX 1 TO 7.255: FLIGHT ENGINEER AERONAUTICAL KNOWLEDGE REQUIREMENTS**

- (a) In addition to the requirements of 7.255, an applicant for a flight engineer licence shall have demonstrated a basic level of knowledge appropriate to the privileges granted to the holder of a flight engineer licence, in at least the following subjects:
- (1) Rules and regulations relevant to the holder of a flight engineer licence; rules and regulations governing the operation of civil aircraft pertinent to the duties of a flight engineer;
  - (2) Fundamentals of aerodynamics;
  - (3) Operational aspects of meteorology.
  - (4) Effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
- (b) To complete the aeronautical knowledge portion of the flight engineer licence or to be issued a flight engineer class rating, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight engineer licence, in at least the following subjects:

- (1) Basic principles of engines, gas turbines and/or piston engines; characteristics of fuels, fuel systems including fuel control; lubricants and lubrication systems; afterburners and injection systems, function and operation of engine ignition and starter systems;
- (2) Principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance;
- (3) Airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life; identification of structural damage and defects;
- (4) Ice and rain protection systems;
- (5) Pressurization and air-conditioning systems, oxygen systems;
- (6) Hydraulic and pneumatic systems;
- (7) Basic electrical theory, electric systems (AC and DC), aircraft wiring systems, bonding and screening;
- (8) Principles of operation of instruments, compasses, auto pilots, radio communication equipment, radio and radar navigation aids, flight management systems, displays and avionics;
- (9) Limitations of appropriate aircraft;
- (10) Fire protection, detection, suppression and extinguishing systems;
- (11) Use and serviceability checks of equipment and systems of appropriate aircraft;
- (12) Use and practical application of performance data including procedures for cruise control;
- (13) Human performance relevant to the flight engineer;
- (14) Principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fuelling and use of external power; installed equipment and cabin systems;
- (15) Normal, abnormal and emergency procedures;
- (16) Operational procedures for carriage of freight and dangerous goods;
- (17) Radiotelephony communications procedures and phraseology; and
- (18) Fundamentals of navigation; principles and operation of self-contained systems.

#### **APPENDIX 1 TO 7.257: FLIGHT ENGINEER AERONAUTICAL EXPERIENCE REQUIREMENTS**

- (a) In addition to the requirements of 7.257, an applicant for a flight engineer licence with a class rating shall present, for the rating sought, satisfactory evidence of one of the following:
  - (1) At least 100 hours of flight time performing the duties of a flight engineer under the supervision of a person acceptable to the CAAV, which may include a maximum of 50 hours in an approved flight simulator.
  - (2) Within the 90-day period before application, successful completion of an approved flight engineer ground and flight course of instruction.
  - (3) At least 200 hours of flight time in a transport category aeroplane as PIC or co-pilot performing the functions of a PIC under the supervision of a PIC.
  - (4) At least a commercial pilot licence with an instrument rating and at least 5 hours of flight training in the duties of a flight engineer.
  - (5) At least 3 years of practical experience in aircraft and aircraft engine maintenance and at least 5 hours of flight training in the duties of a flight engineer.
  - (6) Graduation from at least a 2-year specialised aeronautical training course in maintaining aircraft and aircraft engines and at least 5 hours of flight training in the duties of a flight engineer.
  - (7) A degree in aeronautical, electrical, or mechanical engineering from a recognised college, university, or engineering school; at least 6 calendar months of practical experience in maintaining aircraft and at least 5 hours of flight training in the duties of a flight engineer.

**APPENDIX 1 TO 7.260: FLIGHT ENGINEER OPERATIONAL EXPERIENCE REQUIREMENTS**

- (a) In addition to the requirements of 7.260 an applicant for a flight engineer licence with a class rating shall present, for the aircraft to be used for the rating sought, satisfactory evidence of operational experience in the performance of the duties of a flight engineer, under the supervision of a flight engineer accepted by the CAAV for that purpose, in at least the following areas:
- (1) Normal procedures
    - (i) Pre-flight inspections
    - (ii) Fuelling procedures, fuel management
    - (iii) Inspection of maintenance documents
    - (iv) Normal flight deck procedures during all phases of flight
    - (v) Crew co-ordination and procedures in case of crew incapacitation
    - (vi) Defect reporting
  - (2) Abnormal and alternate (stand-by) procedures
    - (i) Recognition of abnormal functioning of aircraft systems
    - (ii) Use of abnormal and alternate (stand-by) procedures
  - (3) Emergency procedures
    - (i) Recognition of emergency conditions
    - (ii) Use of appropriate emergency procedures.

**APPENDIX 1 TO 7.335: FLIGHT DISPATCHER KNOWLEDGE REQUIREMENTS**

- (a) In addition to the requirements of 7.335, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight dispatcher licence, in at least the following subjects:
- (1) Rules and regulations relevant to the holder of a flight dispatcher licence; appropriate air traffic services practices and procedures;
  - (2) Principles of operation of aeroplane engines, systems and instruments;
  - (3) Operating limitations of aeroplanes and engines;
  - (4) Application of minimum equipment lists;
  - (5) Flight performance calculation and planning procedures
  - (6) Effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
  - (7) Operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en-route cruise control; extended range operation;
  - (8) Preparation and filing of air traffic services flight plans;
  - (9) Basic principles of computer-assisted planning systems;
  - (10) Human performance relevant to dispatch duties, including principles of threat and error management;
  - (11) Aeronautical meteorology; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
  - (12) Interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information;
  - (13) Principles of air navigation with particular reference to instrument flight;
  - (14) Use of aeronautical documentation;
  - (15) Operational procedures for the carriage of freight and dangerous goods;
  - (16) Procedures relating to aircraft accidents and incidents; emergency flight procedures;
  - (17) Procedures relating to unlawful interference and sabotage of aircraft;

- (18) Principles of flight relating to the appropriate category of aircraft; and
- (19) Radio communication
- (20) Procedures for communicating with aircraft and relevant ground stations.

**APPENDIX 1 TO 7.337: FLIGHT DISPATCHER AERONAUTICAL EXPERIENCE REQUIREMENTS**

- (a) The applicant shall have satisfactorily completed a course of training approved by the CAAV; or
- (b) In addition to the requirements of 7.337, must be able to show a total experience of at least:
  - (1) One year as an assistant in the dispatching of commercial air transport; or
  - (2) At least two years' service in any one or in any combination of the capacities specified in (i) to (iv) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:
    - (i) A flight crew member in commercial air transportation; or
    - (ii) A meteorologist in an organization dispatching aircraft in air transportation; or
    - (iii) An air traffic controller; or a technical supervisor of Flight Dispatchers or air transportation flight operations systems; or
    - (iv) Other duty that the CAAV determines to provide equivalent experience; and
- (c) In addition to the experience of (a) or (b), the applicant shall have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the application

**APPENDIX 1 TO 7.340: FLIGHT DISPATCHER SKILL REQUIREMENTS**

- (a) In addition to the requirements of 7.340, the applicant shall have demonstrated the ability to:
  - (1) Make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports; provide an operationally valid briefing on weather conditions prevailing in the general neighbourhood of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;
  - (2) Determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans; and
  - (3) Provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight dispatcher licence.
  - (4) Recognize and manage threats and errors.

**APPENDIX 1 TO 7.355: AVIATION MAINTENANCE TECHNICIAN KNOWLEDGE AREAS**

- (a) In addition to the requirements of 7.355, the applicant shall have demonstrated a level of knowledge relevant to the privileges to be granted and appropriate to the responsibilities of an aircraft maintenance licence holder, in at least the following subjects:
  - (1) Rules and regulations relevant to an aircraft maintenance licence holder including applicable airworthiness requirements governing certification and continuing airworthiness of aircraft and approved aircraft maintenance organization and procedures;
  - (2) Basic mathematics; units of measurement; fundamental principles and theory of physics and chemistry applicable to aircraft maintenance;
  - (3) Characteristics and applications of the materials of aircraft construction including principles of construction and functioning of aircraft structures, fastening techniques; engines and their associated systems; mechanical, fluid, electrical and electronic power sources; aircraft instrument and display systems; aircraft control systems; and airborne navigation and communication systems;
  - (4) Tasks required to ensure the continuing airworthiness of an aircraft including methods and procedures for the overhaul, repair, inspection, replacement, modification or defect rectification of aircraft structures, components and systems in accordance with the methods prescribed in the relevant Maintenance Manuals and the applicable Standards of airworthiness; and



- (5) Human performance, including the principles of threat and error management, relevant to the duties of an aircraft maintenance licence holder.

**APPENDIX 1 TO 7.357: AVIATION MAINTENANCE TECHNICIAN EXPERIENCE REQUIREMENTS**

- (a) In addition to the requirements of 7.357, the applicant shall have had the following experience in the inspection, servicing and maintenance of aircraft or its components:
  - (1) For the issue of a licence with privileges for the aircraft in its entirety, at least:
    - (i) Two years if the applicant has satisfactorily completed an approved training course; or
    - (ii) Four years.
  - (2) For the issue of a licence with restricted privileges, a period of time that will enable a level of competency equivalent to that required in (a) to be attained, provided that this is not less than:
    - (i) Two years;
    - (ii) At least 18 months of practical experience with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes, or engines appropriate to the rating sought;
    - (iii) At least 30 months of practical experience concurrently performing the duties appropriate to both the airframe and engine ratings; or
    - (iv) Such a period as the State considers necessary to provide an equivalent level of practical experience to applicants who have satisfactorily completed an approved training course.

**APPENDIX 1 TO 7.425: AERONAUTICAL STATION OPERATOR KNOWLEDGE REQUIREMENTS**

- (a) In addition to the requirements of 7.425, the applicant shall have demonstrated a level of knowledge appropriate to the holder of an aeronautical station operator, in at least the following subjects:
  - (1) Air traffic services provided within the State;
  - (2) The language or languages nationally designated for use in air-ground communications
  - (3) Ability to speak such language or languages at a Proficiency Level 4 without accent or impediment which would adversely affect radio communication;
  - (4) Radiotelephony procedures; phraseology; telecommunication network;
  - (5) Rules and regulations applicable to the aeronautical station operator; and
  - (6) Principles, use and limitations of telecommunication equipment in an aeronautical station.

**APPENDIX 1 TO 7.427: AERONAUTICAL STATION OPERATOR EXPERIENCE REQUIREMENTS**

- (a) In addition to the requirements of 7.427, the applicant shall have:
  - (1) Satisfactorily completed an approved training course within the 12-month period immediately preceding application, and have served satisfactorily under a qualified aeronautical station operator for not less than two months; or
  - (2) Satisfactorily served under a qualified aeronautical station operator for not less than six months during the 12-month period immediately preceding application.

**APPENDIX 1 TO 7.430: AERONAUTICAL STATION OPERATOR SKILL REQUIREMENTS**

- (a) In addition to the requirements of 7.430, the applicant shall demonstrate, or have demonstrated, competency in:
  - (1) Operating the telecommunication equipment in use; and
  - (2) Transmitting and receiving radiotelephony messages with efficiency and accuracy.

**APPENDIX 1 TO 7.445: AIR TRAFFIC CONTROLLER KNOWLEDGE REQUIREMENTS**

- (a) In addition to the requirements of 7.445, the applicant shall have demonstrated a level of knowledge appropriate to the holder of an air traffic controller licence, in at least the following subjects in so far as they affect the area of responsibility.
- (b) General:
- (1) Air law – rules and regulations relevant to the air traffic controller;
  - (2) Air traffic control equipment – principles, use and limitations of equipment used in air traffic control;
  - (3) General knowledge – principles of flight; principles of operation and functioning of aircraft, engines and systems; aircraft performances relevant to air traffic control operations;
  - (4) Human performance – relevant to air traffic control;
  - (5) Meteorology – aeronautical meteorology; use and appreciation of meteorological documentation and information; origin and characteristics of weather phenomena affecting flight operations and safety; altimetry;
  - (6) Navigation – principles of air navigation; principle, limitation and accuracy of navigation systems and visual aids; and
  - (7) Operational procedures – air traffic control, communication, radiotelephony and phraseology procedures (routine, non-routine and emergency); use of the relevant aeronautical documentation; safety practices associated with flight.
- (c) For an Aerodrome Control rating:
- (1) Aerodrome layout; physical characteristics and visual aids;
  - (2) Airspace structure;
  - (3) Applicable rules, procedures and source of information;
  - (4) Air navigation facilities;
  - (5) Air traffic control equipment and its use;
  - (6) Terrain and prominent landmarks;
  - (7) Characteristics of air traffic;
  - (8) Weather phenomena; and
  - (9) Emergency and search and rescue plans
- (d) For an Approach Control Procedural and/or Area Control Procedural ratings:
- (1) Airspace structure;
  - (2) Applicable rules, procedures and source of information;
  - (3) Air navigation facilities;
  - (4) Air traffic control equipment and its use;
  - (5) Terrain and prominent landmarks;
  - (6) Characteristics of air traffic and traffic flow;
  - (7) Weather phenomena; and
  - (8) Emergency and search and rescue plans; and
- (e) *For an Approach Control Surveillance, Approach Precision Radar Control and/or Area Control Surveillance ratings*, the applicant shall meet the requirements specified in (d) in so far as they affect the area of responsibility and in at least the following additional subjects:
- (1) Principles, use and limitations of applicable ATS surveillance systems and associated equipment; and
  - (2) Procedures for the provision of ATS surveillance services, as appropriate, including procedures to ensure appropriate terrain clearance.

**APPENDIX 1 TO 7.447: AIR TRAFFIC CONTROLLER EXPERIENCE REQUIREMENTS**

- (a) In addition to the requirements of Section 7.447, the air traffic controller shall have complete the following experience satisfactorily under the supervision of an appropriately rated air traffic controller:
- (1) *For Aerodrome Control rating*, an aerodrome control service for a period of not less than 90 hours or one month, whichever is greater, at the ATS unit for which the rating is sought;
  - (2) *For Approach Control Procedural, Approach Control Surveillance, Area Control Procedural or Area Control Surveillance rating*, the control service for which the rating is sought, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought; and
  - (3) *For Approach Precision Radar Control rating*, not less than 200 precision approaches of which not more than 100 shall have been carried out on a radar simulator approved for that purpose by the CAAV. Not less than 50 of those precision approaches shall have been carried out at the ATS unit and on the equipment for which the rating is sought; and
  - (4) If the privileges of the approach radar control rating include surveillance radar approach duties, the experience shall include not less than 25 plan position indicator (PPI) approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an appropriately rated approach radar controller.

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## ATTACHMENTS

### ATTACHMENT 1 TO PART 7: SUMMARY OF AMENDMENTS

This attachment contains a summary of all amendments that have been made to the original version of this Part:

Location	Revision	Description of Amendment
7.003	[1]2014	Deleted definitions and revised to indicate to reader that the definitions applicable to VARs are now consolidated in Part 1, Appendix 1 to 1.007.
7.001	[1]2014	Revised to provide more specificity to the applicability of this Part.
7.003	[1]2014	Revised to consolidate all definitions applicable to VARs in Part 1, Appendix 1 to 1.007.
7.005	[1]2014	Revised to consolidate all acronyms applicable to the VARS in Part 1, Appendix 1 to 1.008.
7.010(a)	[1]2014	Revised the word "section" to "Subpart."
7.017	[1]2014	Relocated original text regarding license privileges to the related Subdivisions later in Part 7.
7.017	[1]2014	Inserted new Section 7.017 to address ICAO SARPS regarding Specification of Licenses.
7.020 Title	[1]2014	Inserted the word "pilot" in the title.
7.020(a)	[1]2014	Revised the original text to use the ICAO words "may endorse" (global update) on a pilot's "license."
7.020(b)	[1]2014	Inserted new paragraph addressing additional aircraft categories on the license.
7.020(c)	[1]2014	Inserted new paragraph provide for the possibility that the pilot would like to have a separate license for each category..
7.020(d)	[1]2014	Inserted new paragraph to address additional category vs privileges considerations..
7.020(e)	[1]2014	Inserted new paragraph to address validation or conversion considerations regarding categories.
7.023(a)	[1]2014	Replace original text for "issues" with the global update "may endorse" and included new text clarifying the endorsement for single-pilot operations.
7.023(a)(1)(3)	[1]2014	Added the word "land" to clarify that the class rating being issued.
7.023(b)	[1]2014	Replaced "issues" with "endorse."
7.023(c)	[1]2014	Replaced "issues" with "endorse."
7.025(a)	[1]2014	Revised the original text to change "issues" with "endorse" and clarify that these ratings are for pilot-in-command privileges.
7.025(a)(3-5)	[1]2014	Replaced original paragraphs (3) and (4) with more specific guidance regarding aircraft type ratings.
7.025(b)	[1]2014	Replaced the term "first officer" with the ICAO term "co-pilot"
7.025(c)	[1]2014	Inserted new requirement for limitations to be included on the license as appropriate to the type rating.
7.025(c)	[1]2014	Inserted new requirement for endorsements to be included on the license as appropriate to the type rating.
7.027(a)	[1]2014	Revised original text to align with ICAO text.

7.027(a)(3)	[1]2014	Inserted additional instrument rating for powered lift.
7.030(a)	[1]2014	Revised original text to align with ICAO text.
7.030(b)	[1]2014	Inserted new paragraph to provide the CAAV with option to endorse a flight instructor license for a specific type rating.
7.033(a)	[1]2014	Revised original text to align with ICAO text.
7.033(a)(1)	[1]2014	Replaced word “reciprocating” with “piston” to align with ICAO terminology.
7.033(b)	[1]2014	Inserted new paragraph to provide the CAAV with option to endorse a flight engineer license for a specific type rating.
7.035(a)	[1]2014	Revised original text to align with previous Sections regarding “endorse” and “license.”
7.035(a)(4)(5)	[1]2014	Inserted additional ratings for ground instructor licenses.
7.037(a)	[1]2014	Revised original text to align with previous Sections regarding “endorse” and “license.”
7.040(a)	[1]2014	Revised original text to align with previous Sections regarding “endorse” and “license.”
7.040(a)(3)	[1]2014	Inserted new sub-paragraph to provide the CAAV with option to endorse a aviation maintenance technician license for other specialized ratings.
7.043(a)	[1]2014	Revised original text to align with previous Sections regarding “endorse” and “license.”
7.045(a)	[1]2014	Revised original text to align with previous Sections regarding “endorse” and “license.”
7.047	[1]2014	Inserted new Section to include the ratings that may be endorsed on an Air Traffic Controller license.
7.050(a)(b)(c)(d) (e)	[1]2014	Replaced original text to expand the flexibility of special endorsements.
7.060(a)	[1]2014	Corrected the incorrect Subpart reference.
7.063(b)	[1]2014	Corrected word “assurance” to “issuance.”
7.063(a)(3)	[1]2014	Revised the text to include the “re-examination” for fitness.
7.063(a)(3)	[1]2014	Revised the text to include the “re-examination” for fitness.
7.063(b)	[1]2014	Corrected “subsection” to “Section”
7.067(d)	[1]2014	Corrected “subsection” to “Section”
7.080 Note	[1]2014	Revised this note to include additional references for logging of time.
7.082	[1]2014	Inserted new Section to require instructor authorization.
7.087(b)	[1]2014	Inserted new paragraph to emphasize the credit cannot be given unless in accordance with the approval.
7.095 Title	[1]2014	Global update of word “practical” to use “skill” to align with ICAO.
7.095(a)	[1]2014	Global update of word “practical” to use “skill” to align with ICAO.
7.095(a) Note	[1]2014	Global update of word “practical” to use “skill” to align with ICAO.
7.095(c)	[1]2014	Global update of word “practical” to use “skill” to align with ICAO.
7.097 Title	[1]2014	Global update of word “practical” to use “skill” to align with ICAO.
7.097(a)	[1]2014	Corrected “subsection” to “Section”
7.097(b)(4)	[1]2014	Global update of word “practical” to use “skill” to align with ICAO.

7.097(e)	[1]2014	Replaced words "SIC" with "Co-pilot" and "practical" with "skill."
7.097(f)	[1]2014	Global update of word "practical" to use "skill" to align with ICAO.
7.097(i)	[1]2014	Global update of word "practical" to use "skill" to align with ICAO.
7.097(i)(1)	[1]2014	Global update of word "practical" to use "skill" to align with ICAO.
7.100 Title	[1]2014	Replaced the word "practical" to use "skill" to align with ICAO.
7.100(a)	[1]2014	Replaced the word "practical" to use "skill" to align with ICAO.
7.100(a) Note	[1]2014	Replaced the word "practical" to use "skill" to align with ICAO.
7.103 Title	[1]2014	Corrected missing regulation number.
7.103(a)	[1]2014	Inserted new paragraph (a) to limit the use of any simulator to one approved by CAAV.
7.103(b)	[1]2014	Reformatted original (a) to (b) and revised original text to emphasis the "no person may... "
7.103(b)(3)	[1]2014	Reformatted original (a)(3) to (b)(3) and more specifically included "type" and "set" of aircraft.
7.105(a)	[1]2014	Replaced the word "practical" to use "skill" to align with ICAO.
7.105(b)	[1]2014	Replaced the e word "practical" to use "skill" to align with ICAO.
7.107(a)	[1]2014	Revised original text to align with ICAO wording.
7.107(a)(3-5)	[1]2014	Inserted additional technical licenses requiring language proficiency evaluations.
7.107(b)	[1]2014	Revised original text to require demonstration by applicant.
7.107(b)(1-3)	[1]2014	Inserted more specific requirements regarding language to be evaluated.
7.107(b) Note	[1]2014	Inserted note to specifically include the ICAO language proficiency table as an appendix.
Subpart F Subdivision I	[1]2014	Reformatted original use of "Section" to "Subdivision."
7.110(b-e) + Notes	[1]2014	Relocated original text to advisory circular.
7.110(b)	[1]2014	Inserted new general requirement that, after demonstration, the ratings will be issued on license.
7.111	[1]2014	Inserted new Section to relocate the original text from 7.017 regarding instrument rating privileges to align with ICAO groupings of requirements.
7.113(a)	[1]2014	Inserted new Text Break preceding (a) to separate the general requirements for the instrument rating from the specific requirements.
7.113(a)(2)	[1]2014	Relocated original (a)(2) and inserted new instrument rating language proficiency requirement (to align with ICAO).
7.113(a)(3-6)	[1]2014	Reformatted original (a)(2-5) to (a)(3-6).
7.113(a)(3)	[1]2014	Revised reformatted (a)(3) to specify that the holder of an instrument rating must have a Class 1 medical (to align with ICAO-SARP).
7.113(a)(3)	[1]2014	Revised reformatted (a)(3) to specify that the holder of an instrument rating must have a Class 1 medical (to align with ICAO-SARP).
7.113(a)(4)	[1]2014	Revised reformatted (a)(4) to globally update word "practical" to "skill".
7.113(a)(6)	[1]2014	Revised reformatted (a)(6) to globally update word "practical" to "skill".

7.113(b)	[1]2014	Inserted new Text Break preceding (b) to visually identify the requirements that are unique to aeronautical knowledge for the instrument rating.
7.113(c)	[1]2014	Inserted new paragraph (c) which replaces the note and aligns the text with ICAO SARP.”
7.113(b) Text Break	[1]2014	Inserted new Text Break preceding (d) to visually identify the requirements that are unique to aeronautical experience for instrument rating
7.113(d-e))	[1]2014	Deleted original text of (d-e). These requirements have been relocated to Appendix 2 to 7.113.
7.113(d)	[1]2014	Reformatted paragraph (c) to (d) and replaces the reference to “subsection” with a reference to an appendix.
7.113(e)	[1]2014	Insert new paragraph (e) to require the applicant to take the instrument in the category of aircraft. This aligns with ICAO SARP.
7.113(f) Text Break	[1]2014	Inserted new Text Break preceding (f) to visually identify the requirements that are unique to specific instrument dual training requirements.
7.113(f)(g)	[1]2014	Inserted new requirements for instrument dual instruction to align with ICAO.
7.113(h) Text Break	[1]2014	Inserted new Text Break preceding (g) to visually identify the requirements that are unique to specific instrument dual training requirements.
7.113(h)(i)	[1]2014	Inserted new requirements for instrument skill test content and standards to align with ICAO.
7.115(a)(1)	[1]2014	Added specificity to this requirement after the word Part.
7.115(a)(3)	[1]2014	Revised the word “practical” to use “skill” to align with ICAO.
7.117(a)(2)	[1]2014	Revised the of word “practical” to use “skill” to align with ICAO.
7.120(a)(2)(ii)	[1]2014	Revised the word “powerplant” to “engine” to align with ICAO.
7.120(a)(3)	[1]2014	Replaced original (a)(3) text with more specific requirements.
7.120(b)	[1]2014	Revised the word “practical” to use “skill” to align with ICAO.
7.120(d)	[1]2014	Consolidated original (d) and (e) requirements into (d).
7.120(e)	[1]2014	Inserted new requirement providing for type rating limitations for co-pilot and cruise relief pilot.
7.120(f)	[1]2014	Inserted new requirement providing for the possibility of allowing examiner to waive some skill test requirement.
7.123(a)(3)	[1]2014	Revised the of word “practical” to use “skill” to align with ICAO.
7.123(c-d-e)	[1]2014	Revised the word “practical” to use “skill” to align with ICAO.
7.123(e) Note 2	[1]2014	Deleted the reference to Category III from this note.
7.123(e) Note 3	[1]2014	Deleted the reference to Category II from this note.
7.125 Title	[1]2014	Deleted the word “Telephone” from the title.
7.125(c)	[1]2014	Inserted new requirement specifying the text of the radio operator endorsement.
7.125(d)	[1]2014	Inserted new requirement specifying the privileges of the flight crew radio endorsement.
Subpart F Subdivision II	[1]2014	Reformatted original use of “Section” to “Subdivision.”

7.130(a)	[1]2014	Replaced the word "Subpart" with "Subdivision" and amended the original text to include add additional wording at the end of the requirement to align with ICAO SARP.
7.131	[1]2014	Inserted new Section to relocate the original text from 7.017 regarding student pilot privileges to group the student pilot requirements in one Subdivision.
7.133(a)(3)	[1]2014	Revised the original text to clarify the language requirement.
7.135(a)	[1]2014	Revised the original text to correct the wording.
7.135(a) Note	[1]2014	Revised the original text of the note to correct the wording.
7.137(a)	[1]2014	Inserted a new requirement to align with ICAO SARP
7.137(b-d)	[1]2014	Reformatted original paragraphs (a-c) to (b-d) to accommodate the insertion of the new (a) paragraph.
7.137(c)(1)(2)	[1]2014	Revised the 2 references to "subsection" to change to "Section."
7.137(e)	[1]2014	Inserted new requirements for student pilot endorsements to align with ICAO.
7.140(a)	[1]2014	Revised the 7 references to "subsection" to change to "Section."
7.140(c)(1)	[1]2014	Revise original text to require a solo endorsement letter.
7.140(c)(1)(i)	[1]2014	Revise the original text to reference the solo endorsement letter.
7.140(c) Note	[1]2014	Insert a new note referencing Appendix 1 to 7.140.
Subpart F Subdivision III	[1]2014	Reformatted original use of "Section" to "Subdivision."
7.150(a)	[1]2014	Replace the word "subsection" with "Subdivision."
7.151	[1]2014	Inserted new Section to relocate the original text from 7.017 regarding private pilot privileges to group the private pilot requirements in one Subdivision.
7.153(a)(5)(i)(ii)	[1]2014	Replaced original text with more specific requirements for instructor endorsement
7.153(a)(7)(ii)	[1]2014	Replaced the word "practical" with "skill."
7.153(a)(8)	[1]2014	Replaced the word "Subpart" with "Subdivision."
7.153(a)(9)	[1]2014	Replaced the word "practical" with "skill."
7.153(a)(10)	[1]2014	Replaced the word "Subpart" with "Subdivision."
7.157(a)(b)	[1]2014	Replaced the original text of this Section for better alignment with ICAO-SARP.
7.160(a)(b)(c)	[1]2014	Replaced the original text of this Section and relocated some requirements to appendix for better alignment with ICAO-SARP.
Subpart F Subdivision IV	[1]2014	Reformatted original use of "Section" to "Subdivision."
7.170(a)	[1]2014	Replaced the word "Subsection" with "Subdivision."
7.171	[1]2014	Inserted new Section to relocate the original text from 7.017 regarding commercial pilot privileges to group the commercial requirements in one Subdivision.
7.173(a)(3)	[1]2014	Replaced the original text with requirement for a Class 1 certificate in concert with Section 8.007.



7.173(a)(4)	[1]2014	Added the word “who” at the end of sentence to transition to the subparagraphs.
7.173(a)(4)(i)(ii)	[1]2014	Replaced the original text of these sub-paragraphs to clarify the specific requirements.
7.173(a)(6)	[1]2014	Added the word “who” at the end of sentence to transition to the subparagraphs.
7.173(a)(6)(ii)	[1]2014	Replaced the original text to require the instructor certify the applicant has been prepared.
7.173(a)(7)	[1]2014	Replaced the word “practical” with the word “skill.”
7.173(a)(8)	[1]2014	Replaced the text “Section 7.097” with the corrected “Section 7.178” and replaced the word “practical” with the word “skill.”
7.173(a)(10)	[1]2014	Replaced the word “Subpart” with the word “Subdivision.”
7.175(b)	[1]2014	Inserted a requirement regarding level of knowledge to the privileges to align with ICAO-SARP.
7.177(a)	[1]2014	Replaced the original text to align with ICAO SARP.
7.178	[1]2014	Inserted a new Section to relocate the commercial pilot skill requirements to into this Subdivision.
7.180(b)(1)	[1]2014	Replaced the original text to align with ICAO SARP.
7.180(c)(1)(2)(3)	[1]2014	Replaced the original text to align with ICAO SARP.
7.180(d)	[1]2014	Inserted a new requirement to provide for the reduction of experience requirements where the applicant is seeking an added rating.
7.183(a)	[1]2014	Replaced the original text of (a) to align with ICAO-SARP and inserted three additional potential limitations..
Subpart F Subdivision V	[1]2014	Reformatted original use of “Section” to “Subdivision” and revised the title of the Subdivision.
7.190(a)	[1]2014	Replaced the word “Subsection” with “Subdivision.”
7.191	[1]2014	Inserted new Section to relocate the original text from 7.017 regarding multi-crew pilot privileges to group the MCLP requirements in one Subdivision.
7.193(a)(3)	[1]2014	Inserted the requirement for a Class 1 medical certificate.
7.193(c)	[1]2014	Revised the Section from 7.097 to 7.198 based on current revision..
7.193(d)	[1]2014	Inserted new requirement which allows pilots who have completed training to take knowledge and skill tests before they have the required experience.
7.198	[1]2014	Inserted a new Section to relocate the multi-crew pilot skill requirements to into this Subdivision.
7.203(c)	[1]2014	Revised the cited Section 7.097 to 7.113(h).
7.203(e)	[1]2014	Added an age 65 limitation for commercial air transport.
Subpart F Subdivision VI	[1]2014	Reformatted original use of “Section” to “Subdivision”
7.210(a)	[1]2014	Replaced the word “Subpart” with “Subdivision.”
7.211	[1]2014	Inserted new Section to relocate the original text from 7.017 regarding airline transport pilot privileges to group the ATPL requirements in one Subdivision.
7.213(a)(5)	[1]2014	Replaced the word “Subpart” with “Subdivision.”

7.213(a)(7)	[1]2014	Revised the 7.097 reference to 7.218 and replace the word “practical” with the word “skill.”
7.213(b)	[1]2014	Inserted new paragraph to provide for pilots to complete the knowledge and skill tests for ATPL prior to meeting the age and experience requirements.
7.213(b) Note	[1]2014	Inserted note to clarify the concept of “frozen ATP”
7.215(a)	[1]2014	Replaced the original paragraph text and note to align with ICAO SARP.
7.215(b)	[1]2014	Inserted new paragraph (b) to include requirement that the aeroplane and powered-lift rated pilot must have completed instrument rating knowledge test.
7.215(c)	[1]2014	Reformatted the original paragraph (b) to be paragraph (c).
7.217 Title	[1]2014	Replaced the word “proficiency” with the word “Instruction” to align with ICAO.
7.217(a)	[1]2014	Replaced the original text with more specific requirements to align with ICAO.
7.217(a) Note	[1]2014	Deleted this note.
7.217(b)	[1]2014	Replaced the original text with specific requirements regarding instrument rating skills to align with ICAO.
7.218	[1]2014	Inserted a new Section to relocate the airline transport pilot skill requirements into this Subdivision.
7.220	[1]2014	Replaced the original text of this Section and also relocated some of the original repeated requirements to Appendix 1 to 7.220. This new text also provides for reductions of added rating requirements.
7.223(a)(4)	[1]2014	Replaced the word “practical” with the word “skill.”
7.225	[1]2014	Inserted new Section for limitations to airline transport pilot licenses.
Subpart F Subdivision VII	[1]2014	Reformatted original use of “Section” to “Subdivision”
7.230(a)	[1]2014	Replaced the word “Subpart” with “Subdivision.”
7.231	[1]2014	Inserted new Section to relocate the original text from 7.017 regarding flight instructor privileges to group the FIL requirements in one Subdivision.
7.233(a)(8)	[1]2014	Replace the word “practical” with the word “skill.”
7.233(a)(10)	[1]2014	Replace the word “subsection” with the word “Section” and replace the 2 instances of the word “practical” with the word “skill.”
7.237(a)	[1]2014	Inserted new paragraph and note to emphasize the instructional techniques requirement.
7.237(b-c)	[1]2014	Reformatted paragraphs (a-c) as (b-d)
7.237(b)(2)	[1]2014	Replaced the word “practical” with the word “skill.”
7.237(c)	[1]2014	Deleted original 7.237(c) to replace with 7.238.
7.238	[1]2014	Inserted new Section to align with ICAO-SARP.
7.243(a)(1)	[1]2014	Replaced the word “practical” with the word “skill.”
7.243(a)(2)(i)	[1]2014	Replaced the word “practical” with the word “skill.”
7.243(c)	[1]2014	Replaced the word “practical” with the word “skill” and replaced the word “subsection” with the word “Section.”
7.245(a)	[1]2014	Replaced the word “practical” with the word “skill.”

Subpart F Subdivision VIII	[1]2014	Reformatted original use of "Section" to "Subdivision"
7.250(a)	[1]2014	Replaced the word "Subpart" with "Subdivision."
7.251	[1]2014	Inserted new Section to relocate the original text from 7.017 regarding flight engineer privileges to group the FEL requirements in one Subdivision.
7.253(a)(5)	[1]2014	Replaced the word "Subpart" with the word "Subdivision" and the word "practical" with the word "skill."
7.253(a)(6)	[1]2014	Replaced the word "practical" with the word "skill."
7.253(a)(7)	[1]2014	Replaced the word "Subpart" with the word "Subdivision."
7.255(b)	[1]2014	Replaced the word "subsection" with the word "Section."
7.255(d)	[1]2014	Replaced the two instances of "subsection" with the word "Section" and replaced the word "practical" with the word "skill."
7.255(e)	[1]2014	Replaced the word "subsection" with the word "Section."
7.255(e)(1)	[1]2014	Replaced the word "practical" with the word "skill."
7.255(f)	[1]2014	Replaced the word "subsection" with the word "Section."
7.257(a)	[1]2014	Replaced the word "practical" with the word "skill."
7.255(b)	[1]2014	Replaced the word "subsection" with the word "Section."
7.263(a)	[1]2014	Inserted new paragraph (a) to align skill requirements with ICAO SARP.
7.263(b)	[1]2014	Reformatted original (a) to (b) and replaced the word "practical" with the word "skill."
7.263(c)	[1]2014	Inserted new paragraph (c) to provide for flight simulation.
7.265(a)(1)	[1]2014	Replaced the word "practical" with the word "skill."
Subpart F Subdivision IX	[1]2014	Reformatted original use of "Section" to "Subdivision"
7.270(a)	[1]2014	Replaced the word "Subpart" with "Subdivision."
7.271	[1]2014	Inserted new Section to relocate the original text from 7.017 regarding flight engineer privileges to group the FEL requirements in one Subdivision.
7.273(a)(5)	[1]2014	Replaced the word "Subpart" with the word "Subdivision."
7.275(b)	[1]2014	Replaced the word "Subsection" with the word "Section."
7.275(d)	[1]2014	Replaced the 2 instances of the word "Subsection" with the word "Section" and replaced the word "practical" with the word "skill."
7.275(e)	[1]2014	Replaced the word "Subsection" with the word "Section"
7.277(b)	[1]2014	Replaced the word "Subsection" with the word "Section"
7.280(a)	[1]2014	Replaced the word "practical" with the word "skill."
7.290(a)	[1]2014	Added one new licenses to the requirements in this Subpart to align with ICAO-SARP.
7.290(b)	[1]2014	Deleted this text relocated this advisory information in the advisory circular.
Subpart G Subdivision I	[1]2014	Reformatted original use of "Section" to "Subdivision"
7.300	[1]2014	Reformatted original use of "Section" to "Subdivision".

7.301	[1]2014	Inserted new Section to relocate the original text from 7.017 regarding Cabin Crew Member privileges to group the CCM requirements in one Subdivision.
7.303(a)(5)	[1]2014	Replaced the word "Subpart" with the word "Subdivision"
Subpart G Subdivision II	[1]2014	Reformatted original use of "Section" to "Subdivision."
7.320(a)	[1]2014	Reformatted original use of "Section" to "Subdivision".
7.321	[1]2014	Inserted new Section to relocate the original text from 7.017 regarding Ground Instructor privileges to group the GIL requirements in one Subdivision.
7.323(c)	[1]2014	Replaced the word "Subsection" with the word "Section"
Subpart G Subdivision III	[1]2014	Inserted new Subdivision to include Flight Dispatcher licenses to align with ICAO-SARP.
7.330	[1]2014	Inserted new section for applicability to Flight Dispatcher licenses."
7.331	[1]2014	Inserted new Section specifying Flight Dispatcher privileges to align with ICAO-SARP.
7.333	[1]2014	Inserted new Section specifying eligibility requirements for flight dispatcher license to align with ICAO SARP.
7.335	[1]2014	Inserted new Section specifying flight dispatcher knowledge requirements.
7.337	[1]2014	Inserted new Section specifying flight dispatcher experience and training requirements.
7.340	[1]2014	Inserted new Section specifying flight dispatcher skill requirements.
7.343	[1]2014	Inserted new Section specifying flight dispatcher license limitations.
Subpart G Subdivision IV	[1]2014	Reformatted original use of "Section" to "Subdivision"
7.350(a)	[1]2014	Replaced the original text of (a) and relocated much of it to Section 7.040.
7.350(b)	[1]2014	Deleted this paragraph, relocated this text to Section 7.040.
7.351	[1]2014	Inserted new Section to relocate the original text from 7.017 regarding aviation maintenance technician privileges to reference the privileges actual location in Subpart G of Part 4.
7.353(c)	[1]2014	Deleted this paragraph, relocated this text to Section 4.124.
7.355(a)	[1]2014	Replaced the original text of (a) and the note with text that is more aligned with ICAO.
7.355(a)	[1]2014	Replaced the word "practical" with the word "skill."
7.357(a)	[1]2014	Replaced the original text of (a) to align with ICAO competency-based training.
7.360(a)	[1]2014	Replaced the words "oral and practical" with the word "skill."
7.360(a)	[1]2014	Replaced the words "oral and practical" with the word "skill."
7.363	[1]2014	Inserted new Section to provide for AMT students to take the knowledge and skill tests before completing the experience requirements.
Subpart G Subdivision V	[1]2014	Reformatted and renumbered original use of "Section IV" to "Subdivision V"
7.370(a)	[1]2014	Replaced the word "Section" with the word "Subdivision."

7.371	[1]2014	Inserted new Section to relocate the original text from 7.017 regarding AMT-IA privileges to reference the privileges actual location in Subpart G of Part 4.
Subpart G Subdivision VI	[1]2014	Reformatted original use of "Section V" to "Subdivision VI"
7.380(a)	[1]2014	Replaced the word "Subpart" with "Subdivision."
7.381	[1]2014	Inserted new Section to relocate the original text from 7.017 regarding aviation repair specialist privileges to group the ARS requirements in one Subdivision.
7.383(a)(4)	[1]2014	Replace the term "repair station" with the term "AMO."
Subpart G Subdivision VII	[1]2014	Inserted new Subdivision VII to provide for licensing of Aeronautical Radio Operators to conform to ICAO SARPs.
7.420	[1]2014	Inserted new Section for ASO applicability
7.421	[1]2014	Inserted new Section for ASO privileges.
7.423	[1]2014	Inserted new Section for ASO eligibility requirements.
7.425	[1]2014	Inserted new Section for ASO knowledge requirements.
7.427	[1]2014	Inserted new Section for ASO experience requirements.
7.430	[1]2014	Inserted new Section for ASO skill requirements.
Subpart H	[1]2014	Inserted new Subpart H to provide for licensing of Air Traffic Controllers to conform to ICAO SARPs.
7.440	[1]2014	Inserted new Section for ATC applicability.
7.441	[1]2014	Inserted new Section for ATC Privileges.
7.443	[1]2014	Inserted new Section for ATC eligibility requirements.
7.445	[1]2014	Inserted new Section for ATC knowledge requirements.
7.447	[1]2014	Inserted new Section for ATC experience requirements.
7.450	[1]2014	Inserted new Section for ATC skill requirements
7.453	[1]2014	Inserted new Section for ATC concurrent issuance.
7.455	[1]2014	Inserted new Section for prohibition to unauthorized ATC instructors
7.457	[1]2014	Inserted new Section for validity of ATC ratings.
Appendix 1 to 7.016	[1]2014	Inserted new appendix for PEL licenses specifications.
Appendix 1 to 7.095 (TITLE)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.095(a)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.095(a)(1)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.095(a)(2)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.095(a)(5)(i)	[1]2014	Replaced the word "practical" with the word "skill."

Appendix 1 to 7.095(a)(5)(ii)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.095(b)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.095(b)(1)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.095(b)(2)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.100 [TITLE]	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.100(a)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.100(a)(2)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.100(b)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.100(b)(1)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.100(b)(2)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.100(c)	[1]2014	Replaced the 2 instances of the word "practical" with the word "skill."
Appendix 1 to 7.100(d)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.100(e)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.103(a)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.103(c)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.107	[1]2014	Insert the language proficiency table and notes to conform to ICAO SARP.
Appendix 1 to 7.103(c)(1)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 2 to 7.113(b)(1)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 3 to 7.113	[1]2014	Replaced the text of this appendix to conform to ICAO SARP.
Appendix 1 to 7.123(a)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.123(b)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.123(b)(2)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.123(c)(2)	[1]2014	Replaced the word "practical" with the word "skill."

Appendix 1 to 7.123(c)(4)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 2 to 7.123 Title	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 2 to 7.123(a)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 2 to 7.123(b)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 3 to 7.123 Title	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 3 to 7.123(a)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 3 to 7.123(c)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 3 to 7.123(d)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 3 to 7.123(e)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 3 to 7.123(e)(1)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 3 to 7.123(e)(2)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 3 to 7.123(e)(2) Note	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 4 to 7.123(c)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.135	[1]2014	Relocated the text and form to an advisory circular.
Appendix 1 to 7.160 [Table]	[1]2014	Replaced the table to conform to current ICAO-SARP.
Appendix 1 to 7.163(b)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.163(c)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.175(a)	[1]2014	Replaced the word "subsection" with the word "appendix"
Appendix 1 to 7.177(a)	[1]2014	Replaced the word "subsection" with the word "appendix"
Appendix 1 to 7.180 [Table]	[1]2014	Replaced the table to conform to current ICAO-SARP.
Appendix 1 to 7.217(b)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.220 [Table]	[1]2014	Replaced the table to conform to current ICAO-SARP.
Appendix 1 to 7.235(a)(1)	[1]2014	Replaced the word "subsection" with the word "appendix."

Appendix 1 to 7.235(a)(1)(i-xii)	[1]2014	Replaced the original text with the current listing in ICAO-SARP
Appendix 1 to 7.235(b)	[1]2014	Replaced the word "subsection" with the word "appendix."
Appendix 1 to 7.237(d)	[1]2014	Replaced the word "practical" with the word "skill."
Appendix 1 to 7.335	[1]2014	Inserted this appendix to expand the flight dispatcher knowledge requirements.
Appendix 1 to 7.335	[1]2014	Inserted this appendix to expand the flight dispatcher knowledge requirements.
Appendix 1 to 7.337	[1]2014	Inserted this appendix to expand the flight dispatcher aeronautical experience requirements.
Appendix 1 to 7.340	[1]2014	Inserted this appendix to expand the flight dispatcher skill requirements.
Appendix 1 to 7.355	[1]2014	Inserted new appendix to include the ICAO knowledge wording.
Appendix 2 to 7.355 [Title]	[1]2014	Revise title to Appendix 2.
Appendix 1 to 7.357	[1]2014	Inserted new appendix to include the ICAO knowledge wording.
Appendix 2 to 7.357 [Title]	[1]2014	Revise title to Appendix 2.
Appendix 1 to 7.425	[1]2014	Insert new appendix to expand the ASO knowledge requirements
Appendix 1 to 7.427	[1]2014	Insert new appendix to expand the ASO experience requirements
Appendix 1 to 7.430	[1]2014	Insert new appendix to expand the ASO skill requirements
Appendix 1 to 7.445	[1]2014	Insert new appendix to expand the ATC knowledge requirements
Appendix 1 to 7.447	[1]2014	Insert new appendix to expand the ATC experience requirements
Attachment 1 to Part 7	[1]2014	Insert new attachment to summarize the revisions to the regulations.

*End of Part 7*