

Part 14
QUALIFICATIONS REQUIREMENTS FOR AVIATION PERSONNEL
OF OPERATOR WITH AIRCRAFT OPERATION CERTIFICATE (AOC)

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SUBPART A: GENERAL

14.001 APPLICABILITY

- (a) This Part prescribes the minimum requirements of Vietnam for qualification and currency of operations personnel to be able to serve in commercial air transport or to be used by the holder of an Air Operator Certificate issued by the CAAV.
- (b) This Part is applicable to the persons and entities engaged in commercial air transport operations and general aviation for the commercial purpose.

14.003 DEFINITIONS

- (a) The following definitions shall apply in this part:

Note: Additional aviation-related terms are defined in Part 1.

- (1) Check airman (aircraft): A person who is designated by the CAAV, to conduct an evaluation in an aircraft, in a flight simulator, or in a flight training device for a particular type aircraft.
- (2) Check airman (simulator): A person who is designated by the CAAV to conduct an evaluation, but only in a flight simulator or in a flight training device for a particular type aircraft.

14.005 ACRONYMS

- (a) The following acronyms are used in this part:

- (1) AOC - Air Operator Certificate;
- (2) CRM - Crew Resource Management;
- (3) FE - Flight Engineer;
- (4) IMC - Instrument Meteorological Conditions;
- (5) LVTO - Low Visibility Take Off;
- (6) RVR- Runway Visibility Range;
- (7) PIC - Pilot In Command;
- (8) F/O – First officer;
- (9) VMC - Visual Meteorological Conditionst;
- (10) CPL – Commercial pilot license;
- (11) ATPL – Air transportation pilot license;

SUBPART B: AVIATION PERSONNEL QUALIFICATIONS

14.010 AGE 65 RESTRICTIONS

- (a) . No person may serve or may any AOC holder use a person over 60 year old as a PIC or an F/O on an aircraft engaged with maximum take off weight of more than 5700kg in commercial
- (b) Check airman who have reached their 60h birthday or who do not hold an appropriate medical certificate may continue their check airman functions, but may not serve as or occupy the position of a required pilot flight crew member or on commercial air transport operations.

14.013 PIC LICENCE REQUIREMENTS: TURBO-JET OR LARGE AIRCRAFT

- (a) No pilot may act as PIC of a turbo-jet or large aircraft in commercial air transportation operations unless he or she holds an ATPL licence and a type rating for that aircraft.

14.015 PIC LICENCE REQUIREMENTS: SMALL AIRCRAFT

- (a) No pilot may act as PIC of a small helicopter or small propeller-driven aeroplane in commercial air transport during:

- (1) IFR operations unless he or she holds a commercial pilot licence with appropriate category and class ratings for the aircraft operated, and an instrument rating, or
- (2) Day VFR operations unless he or she holds a commercial pilot licence with appropriate category and class ratings for the aircraft operated and an instrument rating.

14.017 PIC AERONAUTICAL EXPERIENCE: SMALL AIRCRAFT

- (a) No pilot may act as PIC of a small aircraft in commercial air transport during:
 - (1) IFR-IMC operations across international borders unless he or she meets the minimum aeronautical experience requirements necessary to qualify for the ATP licence;
 - (2) IFR-IMC operations domestic within Vietnam unless he or she has logged a minimum of 500 hours as a pilot, including at least 100 hours in IFR operations.
 - (3) VMC operations across international borders unless he or she has logged a minimum of 500 hours of time as a pilot, including at least 100 hours of cross-country flight time including 25 hours of which were at night.
 - (4) VMC day-only operations within Vietnam unless he or she has logged a minimum of 250 hours as a pilot, including at least 100 hours of cross-country flight time.

14.020 PIC AERONAUTICAL EXPERIENCE: SINGLE-ENGINE SMALL AIRCRAFT

- (a) No pilot may act as PIC of a single-engine small helicopters and propeller-driven aeroplanes in commercial air transport unless he has accumulated 50 hours on the class of aircraft, and for:
 - (1) 15 hours of flight time at night in the aircraft class for VMC night operations;
 - (2) 25 hours of IFR flight time in the aircraft class for IFR operations.

14.023 LICENCE REQUIREMENTS F/O

- (a) No pilot may act as F/O of an aircraft in commercial air transport operations unless he or she holds at least:
 - (1) CPL commercial pilot licence with appropriate category and class ratings for the aircraft operated; and;
 - (2) An instrument rating.

14.025 OTHER FLIGHT CREW LICENCE REQUIREMENTS

- (a) No person may act as the flight engineer of an aircraft unless he or she holds a flight engineer licence with the appropriate class rating.
- (b) No person may act as the flight navigator of an aircraft unless he or she holds a flight navigator licence.

14.027 ONE PILOT QUALIFIED TO PERFORM FLIGHT ENGINEER FUNCTIONS

- (a) On all flights, the AOC holder shall ensure there is assigned at least one other flight crew member qualified to perform the FE duties in the event the FE becomes incapacitated.

14.030 PERSONS QUALIFIED TO FLIGHT RELEASE

- (a) No person may issue a flight release for a scheduled passenger-carrying commercial air transport operation in aircraft of more than 20 passengers unless that person:
 - (1) Holds an flight dispatcher licence or an ATPL;
 - (2) Is currently qualified with the AOC holder in accordance with this Part for the operation and type of aircraft used.
- (b) No person, other than the PIC, may issue a flight release for any other commercial air transport operation unless that person:
 - (1) Holds an ATPL rating;
 - (2) Is currently qualified with the AOC holder in accordance with this Part for the operation and type of aircraft used.

14.033 OPERATION PAIRING OF LOW EXPERIENCE CREW MEMBERS

- (a) If the F/O has fewer than 50 hours of flight time in an aircraft with passenger configuration for more than 19 passengers and on a large aircraft of more than 5700kg and the PIC is not an appropriately qualified check airman then all takeoffs and landings and in situations designated as critical must be conducted by PIC.
- (b) The CAAV may, upon application by the AOC holder, authorize deviations from the requirements of this paragraph (a) by an amendment to the operations specifications of AOC holder.

Note: See Appendix 1 of 14.033 for information about the period of the CAAV identified as critical and the case of CAAV may waive the requirements of paragraph (a) of this.

14.035 LANGUAGE PROFICIENCY

- (a) The AOC holder shall be evaluate all pilots and flight navigators the ability to speak and understand the language used for radiotelephony communications required to use the radio telephone aboard an aircraft in flight operations.
 - (1) This evaluation will be accomplished before initial assignment to duty and at intervals specified in paragraph (b);
 - (2) The language proficiency requirements of Part 7 will be used to accomplish this evaluation;
 - (3) The language evaluated for international flight operations shall be English;
 - (4) The results of this evaluation will be recorded.
- (b) Those persons demonstrating proficiency below the Expert Level (Level 6) shall be formally evaluated at least once every:
 - (1) 3 calendar years for Level 4 (OL);
 - (2) 6 calendar years for Level 5 (EL).
- (c) Pilots assigned to flight crews will be evaluated to ensure that they can communicate together at the Extended Level 4 in a common language for operation of the aircraft.

SUBPART C: GROUND TRAINING REQUIREMENTS

14.040 SPECIFIC TRAINING PROCEDURES OF OPERATOR

- (a) No person may serve nor may any person use a person as a crew member or flight dispatcher unless that person has completed the operator-specific procedures indoctrination curriculum approved by the CAAV, which shall include a complete review of operations manual procedures pertinent to the crew member or flight dispatcher's duties.

14.043 INITIAL TRAINING - DANGEROUS GOODS

- (a) No person may serve nor may any person use a person as a crew member unless he or she has completed the appropriate initial dangerous goods curriculum approved by the CAAV.

14.045 INITIAL TRAINING - SECURITY

- (a) No person may serve nor may any person use a person as a crew member unless he or she has completed the initial security curriculum approved by the CAAV.
- (b) This curriculum will instruct the crew members on the most appropriate manner to behave to minimize the consequences of acts of unlawful interference.
- (c) This curriculum shall familiarize these employees with preventive measures and techniques which will assist them in the prevention of acts of sabotage or other unlawful forms of interference.

14.047 INITIAL TRAINING - CREW RESOURCE MANAGEMENT

- (a) No person may serve nor may any person use a person as a crew member unless that person has completed the initial CRM curriculum, including human performance and threat and error management, approved by the CAAV.

14.050 INITIAL TRAINING - EMERGENCY EQUIPMENT DRILLS

- (a) No person may serve nor may any AOC holder use a person as a crew member unless that person has completed the appropriate initial emergency equipment curriculum and drills for the crew member position approved by the CAAV for the emergency equipment available on the aircraft to be operated.

14.053 INITIAL TRAINING - AIRCRAFT GROUND

- (a) No person may serve nor may any person use a person as a crew member or flight dispatcher unless he or she has completed the initial ground training approved by the CAAV for the aircraft type.
- (b) Initial aircraft ground training for flight crew members shall include the pertinent portions of the operations manuals relating to aircraft-specific performance, mass and balance, operational policies, systems, limitations, normal, abnormal and emergency procedures on the aircraft type to be used.

Note: The AOC holder may have separate initial aircraft ground training curricula of varying lengths and subject emphasis which recognise the experience levels of flight crew members approved by the CAAV.

- (c) For cabin crew members, initial aircraft ground training shall include the pertinent portions of the operations manuals relating to aircraft-specific configuration, equipment, normal and emergency procedures for the aircraft types within the fleet.
- (d) For flight dispatchers, aircraft initial ground training shall include the pertinent portions of the operations manuals relating to aircraft-specific flight preparation procedures, performance, mass and balance, systems, and limitations for the aircraft types within the fleet.

SUBPART D: FLIGHT TRAINING REQUIREMENTS

14.060 INITIAL AIRCRAFT FLIGHT TRAINING

- (a) No person may serve nor may any person use a person as a flight crew member unless he or she has completed the initial flight training approved by the CAAV for the aircraft type.
- (b) Initial flight training shall focus on the manoeuvring and safe operation of the aircraft in accordance with AOC holder's normal, abnormal and emergency procedures including use of the installed equipment such as autopilot and data management devices.
- (c) An AOC holder may have separate initial flight training curriculum which recognise the experience levels of flight crew members approved by the CAAV.

14.063 INITIAL TRAINING SPECIALIZED OPERATIONS

- (a) No person may serve nor may any person use a person as a flight crew member unless he or she has completed the appropriate initial specialized operations training curriculum approved by the CAAV.
- (b) Specialized operations for which initial training curricula shall be developed include:
 - (1) Low minimums operations, including low visibility takeoffs and CAT II and CAT III;
 - (2) Extended range operations (ETOPS);
 - (3) Specialized navigation; and;
 - (4) PIC right seat qualification;
 - (5) F/O left seat qualification. .

14.065 AIRCRAFT DIFFERENCES

- (a) No person may serve nor may any person use a person as a flight dispatcher or crew member on an aircraft of a type for which a differences curriculum is included in the AOC holder's approved training programme, unless that person has satisfactorily completed that curriculum, with respect to both the crew member position and the particular variant of that aircraft.
- (b) For the purpose of aircraft differences training requirements, no person may combine variants of the same type of aircraft with similar characteristics in terms of operating procedures, systems and handling except under the conditions approved by the CAAV.

14.067 USE OF FLIGHT SIMULATION TRAINING DEVICES

- (a) Each aircraft simulator and other training device that is used for flight crew member qualification shall:
 - (1) Be specifically approved by the CAAV for:
 - (i) The AOC holder;
 - (ii) The type aircraft, including type variations, for which the training or check is being conducted.
 - (iii) The particular manoeuvre, procedure, or crew member function involved.
 - (2) Maintain the performance, functional, and other characteristics that are required for the qualification and use approvals;
 - (3) Be modified to conform with any modification to the aircraft being simulated that results in changes to performance, functional, or other characteristics required for approval
 - (4) Be given a daily functional preflight check before use; and;
 - (5) Have a daily discrepancy log kept by the appropriate instructor or check airman at the end of each training or check flight.

14.070 INTRODUCTION OF NEW EQUIPMENT OR PROCEDURES

- (a) No person may serve nor may any person use a person as a flight crew member when that service would require expertise in the use of new equipment or procedures for which a curriculum is included in the AOC holder's approved training programme, unless that person has satisfactorily completed that curriculum, with respect to both the crew member position and the particular variant of that aircraft.

SUBPART E: PROFICIENCY AND COMPETENCY CHECKS

14.080 PILOT AIRCRAFT AND INSTRUMENT PROFICIENCY CHECKS

- (a) No pilot may serve nor may any person use a pilot flight crew member unless, since the beginning of the 12th calendar month before that service, that person has demonstrated competency prescribed by the CAAC for the type aircraft are required.
- (b) No pilot may serve nor may any person use a pilot in IFR operations unless, since the beginning of the 6th calendar month before that service, that pilot has demonstrated competency in instrument flight operations in a proficiency check prescribed by the CAAV.
- (c) A pilot may complete the requirements of paragraphs (a) and (b) simultaneously in a specific aircraft type.
- (d) Any 2 such checks which are similar and which occur in a period of 4 calendar months shall not satisfy the requirement of paragraph (b).

14.083 OTHER FLIGHT CREW PROFICIENCY CHECKS

- (a) No person may serve nor may any person use a flight engineer on an aeroplane unless within the preceding 6 calendar months he has completed a proficiency check in accordance with the requirements prescribed by the CAAV.
- (b) The proficiency check of paragraph (a) is not required for a flight engineer that has 50 hours flight time in the preceding 6 calendar months with an AOC holder as flight engineer in the type aeroplane.

- (c) No person may serve as, nor may any person use, a flight navigator on an aircraft unless within the preceding 6 calendar months he or she had a proficiency check in accordance with the requirements prescribed by the CAAV.

14.085 COMPETENCE CHECKS CABIN CREW MEMBERS

- (a) No person may serve nor may any person use a person as a cabin crew member unless, since the beginning of the 12th calendar month before that service, that person has passed the competency check prescribed by the CAAV performing the emergency duties appropriate to that person's assignment.

14.087 COMPETENCE CHECKS FLIGHT DISPATCHERS

No person may serve nor may any person use a person as a flight dispatcher unless, since the beginning of the 12th calendar month before that service, that person has passed the competency check, prescribed by the CAAV, performing the flight preparation and subsequent duties appropriate to that person's assignment.

SUBPART F: SUPERVISED LINE FLYING

14.090 SUPERVISED LINE FLYING: PILOTS

- (a) Each pilot initially qualifying as PIC for turbo-jet or an aeroplane weighing more than 5,700 kg shall complete a minimum of 10 flights performing the duties of a PIC under the supervision of a check airman.
- (b) Each PIC transitioning to a new aircraft type shall complete a minimum of 5 flights performing the duties of a PIC under the supervision of a check airman.
- (c) Each pilot qualifying for duties other than PIC shall complete a minimum of 5 flights performing those duties under the supervision of a check airman.
- (d) During the time that a qualifying PIC is acquiring operating experience, a check airman who is also serving as the PIC shall occupy a pilot station.
- (e) In the case of a transitioning PIC, the check airman serving as PIC may occupy the observer's seat if the transitioning pilot has made at least two takeoffs and landings in the type aircraft used, and has satisfactorily demonstrated to the check airman that he is qualified to perform the duties of a PIC for that type of aircraft.
- (f) For aircraft with 9 or less passengers, the pilots are not required to complete line flying under supervision if the original route check qualification in the type of aircraft was under the supervision of an authorized person of the CAAV prior to the carriage of passengers in commercial air transport.

14.093 SUPERVISED LINE FLYING OTHER FLIGHT CREW MEMBERS

- (a) Each person qualifying as a flight engineer for an aircraft type shall perform those functions for a minimum of 5 flights engineer for an aircraft type under the supervision of a check airman or a qualified flight engineer.
- (b) Each person qualifying as a flight navigator for an aircraft type shall perform those functions for a minimum of 5 flights engineer for an aircraft type under the supervision of a qualified flight navigator.

14.095 SUPERVISED LINE SERVING: CABIN CREW MEMBERS

- (a) Each person qualifying as a cabin crew member shall perform those functions for a minimum of 2 flights under the supervision of a purser or approved appropriate competence personnel.

Note: While qualifying, this person may not be a required crew member.

14.097 LINE OBSERVATIONS: FLIGHT DISPATCHERS

- (a) No person may serve nor may any person use a person as a flight dispatcher unless, since the beginning of the 12th calendar month before that service, that person has observed, on the flight deck, the conduct a minimum of two complete flights over routes representative of those for which that person is assigned duties.

SUBPART G: CONTINUING QUALIFICATION AND STANDARDS

14.100 ROUTE AND AERODROME QUALIFICATION

- (a) No person may serve nor may any person use a pilot as the PIC of an aircraft on a route or route segment for which that pilot is not currently qualified by operator.
- (b) Each such pilot (a) shall demonstrate to the AOC holder an adequate knowledge of :
 - (1) The route to be flown and the aerodromes which are to be used. This shall include knowledge of:
 - (i) The terrain and minimum safe altitudes;
 - (ii) The seasonal meteorological conditions
 - (iii) The meteorological, communication and air traffic facilities, services and procedures;
 - (iv) The search and rescue procedures; and;
 - (v) The navigational facilities and procedures, including any long-range navigation procedures, associated with the route along which the flight is to take place; and.
 - (2) Procedures applicable to flight paths over heavily populated areas and areas of high air traffic density, obstructions, physical layout, lighting, approach aids and arrival, departure, holding and instruction approach procedures, and applicable operating minima.

14.103 PIC ROUTE AND AREA QUALIFICATION

- (a) No person may serve nor may any person use a person as a pilot unless, within the preceding 12 calendar months, that person has passed a route check in which he or she satisfactorily performed their assigned duties in one of the types of aircraft they are to fly on that route (in pilot license).
- (b) No person may perform PIC duties over a route or within an area where the procedures associated with that route or within any aerodromes intended to be used for takeoff or landing require the application of special skills and knowledge unless, within the preceding 12 calendar months that pilot has made at least one trip as:
 - (1) A pilot member of the flight;
 - (2) A check pilot;
 - (3) An observer in the flight crew compartment.
- (c) For the purpose of subsequent requalification in the event that more than 12 calendar months elapse in which the pilot has not made such a trip, the pilot shall:
 - (1) Complete the requirement of paragraph (b); or
 - (2) In lieu of that course of action, pilot must complete procedures training in a training device approved by the CAAV for this purpose.

14.105 PIC LOW MINIMUMS AUTHORISATION

- (a) After initial qualification for Cat II approach minimums, a PIC may not plan for or initiate an instrument approach when the ceiling is less than 300 feet and the visibility less than 1 mile until he or she has 15 flights performing PIC duties in the aircraft type which included 5 approaches to landing using Cat II procedures.
- (b) After initial qualification for Cat III approach minimums, a PIC may not plan for or initiate an approach when the ceiling is less than 100 feet or the visibility is less than 1200 RVR until he or she has 20 flights performing PIC duties in the aircraft type which included 5 approach and landing using Category III procedures.

14.107 PIC QUALIFICATION DESIGNATED SPECIAL AERODROMES AND HELIPORTS

- (a) No person may serve nor may any person use a person as PIC for operations at designated special aerodromes and heliports unless within the preceding 12 calendar months:

- (1) The PIC has been qualified by the AOC holder through a pictorial means acceptable to the CAAV for that aerodrome; or;
- (2) The PIC or the assigned F/O has made a takeoff and landing at that aerodrome while serving as a flight crew member for the AOC holder.

Note: If acceptable to the CAAV, that portion of the demonstration including the arrival, holding, instrument approach and departure may be conducted in a simulator or training device adequate for those purposes.

- (b) Designated special aerodrome and heliport limitations are not applicable if the operation will occur:
 - (1) During daylight hours;
 - (2) When the visibility is at least 3 miles; and;
 - (3) When the ceiling at that aerodrome is at least 1000 feet above the lowest initial approach altitude prescribed for an instrument approach procedure.

14.110 REGENCY OF EXPERIENCE

- (a) No person may assign and no person may serve as a PIC or F/O to operate at the flight controls of a type or variant of a type of aircraft during take-off and landing unless that pilot has operated the flight controls during at least 3 take-offs and landings within the preceding 90 calendar days on the same type of aircraft or a simulator approved by the CAAV for that purpose.
- (b) . No person may assign and no person may serve to act in the capacity of cruise relief pilot in a type or variant of a type aircraft unless, within the preceding 90 calendar days that pilot has operated as a PIC, F/O or cruise relief pilot on the same type of aircraft.
- (c) For the purpose of recency of experience described in paragraphs (a) and (b), no person may combine variants of the same type of aircraft or different types of aircraft with similar characteristics in terms of operating procedures, systems and handling except under the conditions approved by the CAAV.
- (d) No person may assign and no person may serve as a PIC of a single-engine aircraft unless, within the preceding 90 calendar days:
 - (1) For night operations, the pilot has made 3 takeoffs and landings at night in the same class of aircraft; and/or;
 - (2) For IFR operations, the pilot has:
 - (i) Made 3 instruments approaches in the class of aircraft in the single pilot role; or
 - (ii) Completed an instrument approach check on such an aircraft.

14.113 RE-ESTABLISHING REGENCY OF EXPERIENCE PILOTS

- (a) In addition to meeting all applicable training and checking requirements, a required pilot flight crew member who, in the preceding 90 calendar days has not made at least three takeoffs and landings in the type aircraft, or variant of the type, in which that person is to serve, shall, under the supervision of a check airman, re-establish recency of experience as follows:
 - (1) Make at least 3 takeoffs and landings in the type aircraft as the pilot handling the controls in which that person is to serve or in a qualified simulator, and;
 - (2) For an aeroplane, make at least one takeoff with a simulated failure of the most critical powerplant, one landing from the lowest decision height authorized for the AOC holder, and one landing to a full stop.
- (b) A cruise relief pilot may re-establish currency by flying skill refresher training, including:
 - (1) Normal, abnormal and emergency procedures specific to cruise flight in the aeroplane type, and;
 - (2) Takeoff and landing practice as the pilot not flying.
- (c) When using a simulator to accomplish any of the takeoff and landing training requirements necessary to re- establish recency of experience, each required flight crew member position shall be occupied by an appropriately qualified person and the simulator shall be operated as if in a normal in-flight environment without use of the repositioning features of the simulator.

- (d) A check airman who observes the takeoffs and landings of a pilot flight crew member shall certify that the person being observed is proficient and qualified to perform flight duty in operations and may require any additional manoeuvres that are determined necessary to make this certifying statement.

SUBPART H: RECURRENT TRAINING

14.120 RECURRENT TRAINING: FLIGHT CREW MEMBERS

- (a) No person may serve nor may any person use a person as a flight crew member unless within the preceding 12 calendar months that person has completed the recurrent ground and flight training curricula approved by the CAAV.
- (b) The recurrent ground training shall include training on:
 - (1) Aircraft systems and limitations and normal, abnormal and emergency procedures;
 - (2) Emergency equipment and drills;
 - (3) Crew resource management (CRM), including human performance and threat and error management;
 - (4) Recognition or transportation of dangerous goods; and;
 - (5) Security training.
- (c) The recurrent flight training curriculum shall include:
 - (1) Manoeuvring and safe operation of the aircraft in accordance with AOC holder's normal, abnormal and emergency procedures;
 - (2) Manoeuvres and procedures necessary for avoidance of in-flight hazards; and;
 - (3) For authorized pilots, at least one low visibility takeoff to the lowest applicable minimum LVTO and two approaches to the lowest approved minimums for the AOC holder, one of which is to be a missed approach.

Note: Satisfactory completion of a proficiency check with the AOC holder for the type aircraft and operation to be conducted may be used in lieu of recurrent flight training.

14.123 RECURRENT TRAINING: CABIN CREW MEMBERS

- (a) No person may serve nor may any person use a person as a cabin crew member unless within the preceding 12 calendar months that person has completed the recurrent ground curricula approved by the CAAV.
- (b) The recurrent ground training shall include training on:
 - (1) Aircraft-specific configuration, equipment and procedures;
 - (2) Emergency and first aid equipment and drills;
 - (3) Crew resource management (CMR) and human performance;
 - (4) Recognition or transportation of dangerous goods; and;
 - (5) Security training.

14.125 RECURRENT TRAINING: FLIGHT DISPATCHER

- (a) No person may serve nor may any person use a person as a flight dispatcher unless within the preceding 36 calendar months that person has completed the recurrent ground curricula approved by the CAAV.
- (b) The recurrent ground training shall include training on:
 - (1) Aircraft-specific flight preparation, including flight planning, loading, mass and balance, and performance;
 - (2) Weather, including seasonal effects on flight and radio reception;
 - (3) Crew resource management (CRM);
 - (4) Recognition or transportation of dangerous goods (24 months).

SUBPART I: INSTRUCTOR & CHECK AIRMAN QUALIFICATION

14.130 CHECK AIRMAN TRAINING

- (a) No person may use a person and no person may serve as a check airman for an AOC holder unless he or she has completed the curricula approved by the CAAV for those functions for which they are to serve.

14.133 FLIGHT INSTRUCTOR TRAINING

- (a) No person may use a person and no person may serve as an instructor for an AOC holder unless he or she has completed the curricula approved by the CAAV for those functions for which they are to serve.

14.135 SIMULATOR INSTRUCTOR QUALIFICATIONS

- (a) No person may use a person nor may any person serve as an instructor pilot unless, with respect to the type aircraft involved, that person:
 - (1) Holds the airman licences and rating required to serve as a PIC or a FE for that aircraft type, as applicable;
 - (2) Has satisfactorily completed the appropriate training for the aircraft, including recurrent training, that are required to serve as a PIC or a FE, as applicable;
 - (3) Has satisfactorily completed the appropriate proficiency and recency of experience checks that are required to serve as a PIC or a FE, as applicable; and;
 - (4) Has satisfactorily completed the applicable instructor training requirements.

14.137 AIRCRAFT INSTRUCTOR PILOT QUALIFICATIONS

- (a) No person may use a person nor may any person serve as an instructor pilot unless, with respect to the type aircraft involved, that person:
 - (1) Holds the airman licences and rating required to serve as a PIC or a FE for that aircraft type, as applicable;
 - (2) Has satisfactorily completed the appropriate training for the aircraft, including recurrent training, that are required to serve as a PIC or a FE, as applicable;
 - (3) Has satisfactorily completed the appropriate proficiency, competency and recency of experience checks that are required to serve as a PIC or a FE, as applicable;
 - (4) Has satisfactorily completed the applicable initial or transitional training requirements; and;
 - (5) Holds at least a Class II medical certificate unless serving as a required crew member, in which case holds a Class I.

14.140 CHECK AIRMAN QUALIFICATIONS

- (a) No person may use a person, nor may any person serve as a check airman unless, with respect to the type aircraft involved, that person:
 - (1) Holds the airman licences and ratings required to serve as a PIC or a FE for that aircraft type, as applicable;
 - (2) Has satisfactorily completed the appropriate training phases for the aircraft, including recurrent training, that are required to serve as a PIC and FE, as applicable;
 - (3) Has satisfactorily completed the appropriate proficiency, competency and recency of experience checks that are required to serve as a PIC or FE, as applicable;
 - (4) Holds at least a Class II medical certificate unless serving as a required crew member, in which case holds a Class I.
 - (5) Has been designated by the CAAV for that purpose.

14.143 CHECK AIRMAN DESIGNATION

- (a) No person may serve nor may any AOC holder use a person as a check airman for any flight check unless that person has been designated by name and approved function by the CAAV within the preceding 12 calendar months.

14.145 CHECK AIRMAN LIMITATIONS

- (a) No person may serve as check airman nor may any AOC holder use a person as a check airman for any check:
 - (1) In an aircraft as a required pilot flight crew member unless that person holds the required airman licences and ratings and has completed all applicable training, qualification and currency requirements of this Part applicable to the crew position and the flight operations being checked;
 - (2) In an aircraft as an observer check airman unless that person holds the airman licences and ratings and has completed all applicable training, qualification and line observation requirements of this Part applicable to the position and the flight operations being checked; or;
 - (3) In a simulator unless that person has completed or observed all approved training, qualification and line observation requirements of this part applicable to the position of crew member and flight operations being checked.

SUBPART J: ADMINISTRATIVE REQUIREMENTS

14.150 TRAINING FACILITIES

- (a) The AOC holder shall include the specifics of the ground and flight training facilities in the Training programme.
- (b) No AOC holder may use ground training facilities that are not acceptable to the CAAV.

14.153 CONTRACT TRAINING

- (a) The AOC holder shall include the specifics in the Training programme.
- (b) No AOC holder may use ground training facilities that are not acceptable to the CAAV.

14.155 CONTRACT SIMULATOR TRAINING EQUIPMENT

- (a) No AOC holder may use a flight simulation training device for training or checking unless that simulator has been specifically approved for the AOC holder in writing by the CAAV.
- (b) No AOC holder may use a flight simulation training device for any purpose other than that specified in the CAAV's approval.

14.157 TERMINATION OF LINE CHECK

- (a) If it is necessary to terminate a check for any reason, the AOC holder may not use the crew member or flight dispatcher in commercial air transport operations until the completion of a satisfactory recheck.

14.160 RECORDING OF CREW MEMBER QUALIFICATIONS

- (a) The AOC holder shall record in its records maintained for each crew member and flight dispatcher, the completion of each of the qualifications required by this Part.
- (b) The crew member may complete any curricula required by this Part concurrently or intermixed with other required curricula, but completion of each of these curricula shall be recorded separately.

14.163 MONITORING OF TRAINING AND CHECKING ACTIVITIES

- (a) To enable adequate supervision of its training and checking activities, the AOC holder shall forward to the CAAV at least 24 hours prior to the scheduled activity the dates, report times and report location of all:

- (1) Reffer to the training for which a curriculum is approved in the AOC holder's training programme; and;
 - (2) All proficiency, competence and route checks.
- (b) Failure to provide the information required by paragraph (a) the CAAV may invalidate the training or check and the CAAV may require that it be repeated for observation purposes.

14.165 ELIGIBILITY PERIOD

- (a) Crew members who are required to take a test or a proficiency, competency or route check or recurrent training to maintain qualification for commercial air transport operations may complete those requirements at any time during the eligibility period.
- (b) The eligibility period is defined as the 3 calendar month prior to expiration.
- (c) Completion of the requirement at any time during the period shall be considered as completed in the month-due for calculation of the next due date.

14.167 REDUCTIONS IN REQUIREMENTS

- (a) The CAAV may authorise reductions in, or waive, certain portions of the training requirements of this subpart, taking into account the previous experience of the crew members.
- (b) An AOC holder's request for reduction or waiver shall be made to the CAAV in writing and outline the basis under which the request is made.
- (c) If the request was for a specific crew member, the correspondence from the CAAV authorising the reduction and the basis for it shall be filed in the record the AOC holder maintains for that crew member.
- (d) With the approval of the CAAV, correspondence courses or written examinations may be used to reduce the amount of classroom time for ground training subjects.
- (e) A person who progresses successfully through flight training, is recommended by their instructor or a check airman, and successfully completes the appropriate flight check, or is permitted by the CAAV, to complete a course in less than programmed time, need not complete the programmed hours of flight training for the particular type aircraft.

APPENDICES

APPENDIX 1 TO 14.033: PAIRING OF LOW EXPERIENCE CREW MEMBERS: COMMERCIAL AIR TRANSPORT

- (a) Situations designated as critical by the CAAV at special aerodromes designated by the Authority or at special aerodromes designated by the AOC holder include:
 - (1) The prevailing visibility value in the latest weather report for the aerodrome is at or below 3/4 mile;
 - (2) The runway visual range for the runway to be used is at or below 4,000 feet;
 - (3) The runway to be used has water, snow, slush or similar conditions that may adversely affect aeroplane performance;
 - (4) The braking action on the runway to be used is reported to be less than "good";
 - (5) The crosswind component for the runway to be used is in excess of 15 knots;
 - (6) Windshear is reported in the vicinity of the aerodrome; or;
 - (7) Any other condition in which the PIC determines it to be prudent to exercise the PIC's prerogative.
- (b) Circumstances which would be routinely be considered for deviation from the required minimum line operating flight time include:
 - (1) A newly certified AOC holder does not employ any pilots who meet the minimum flight time requirements;
 - (2) An AOC holder adds to its fleet a type aeroplane in its operations; or;

- (3) An AOC holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the aeroplanes operated from that domicile.