

Part 7
AVIATION PERSONNEL LICENSE

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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.
- (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) This Part, the following definitions shall apply:

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

 - (1) **Aircraft** — category. Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, lighter-than-air, powered-lift;
 - (2) **Aircraft certificated for single-pilot operation:** A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot;
 - (3) **Aircraft required to be operated with a co-pilot:** A type of aircraft that is required to be operated with a co-pilot, as specified in the flight manual or by the air operator certificate;
 - (4) **Aircraft type of:** All aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.
 - (5) **Airmanship:** The consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives;
 - (6) **Approved training:** Training carried out under special curricula and supervision approved by a Contracting State;
 - (7) **Co-pilot:** A licenced pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction;

- (8) **Complex aeroplane:** An aeroplane having retractable landing gear (except in seaplanes), flaps, and a controllable propeller;
- (9) **Competency:** A combination of skills, knowledge and attitudes required to perform a task to the prescribed standard;
- (10) **Competency element:** An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome;
- (11) **Competency unit:** A discrete function consisting of a number of competency elements;
- (12) **Credit:** Recognition of alternative means or prior qualifications;
- (13) **Cross-country:** A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures;
- (14) **Error:** An action or inaction by the flight crew that leads to deviations from organizational or flight crew intentions or expectations;
- (15) **Error management:** The process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or undesired aircraft states;
- (16) **Flight review:** A review of the knowledge and flight skills appropriate to the pilot licence and ratings conducted by a licenced instructor in a instructional atmosphere;
- (17) **Flight simulation training device:** Any one of the following three types of apparatus in which flight conditions are simulated on the ground:
 - (i) A flight simulator: which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;
 - (ii) A flight procedures trainer: which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;
 - (iii) A basic instrument flight trainer: which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.

- (18) **Flight simulator:** which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;
- (19) **High-performance aeroplane:** An aeroplane with an engine of more than 200 horsepower(hp);
- (20) **Performance criteria:** Simple, evaluative statements on the required outcome of the competency element and a description of the criteria used to judge whether the required level of performance has been achieved;
- (21) **Pilot (to):** To manipulate the flight controls of an aircraft during flight time;
- (22) **Pilot-in-command under supervision:** Co-pilot performing, under the supervision of the pilot-in- command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to the Licensing Authority;
- (23) **Rating:** An authorisation entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence;
- (24) **Validation:** The action taken by a ICAO member, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence;
- (25) **Threat:** Events or errors that occur beyond the influence of the flight crew, increase operational complexity and must be managed to maintain the margin of safety;
- (26) **Threat management:** The process of detecting and responding to threats with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired aircraft states.

7.005 ACRONYMS

- (1) AMO – Approved Maintenance Organization
- (2) AMT - Aviation Maintenance Technician
- (3) ARS - Aviation Repair Specialist
- (4) ATO - Aviation Training Organization
- (5) IA – Inspection authorisation

- (6) IFR - Instrument Flight Rules
- (7) ICAO - International Civil Aviation Organization
- (8) PIC - Pilot In Command
- (9) SIC - Second In Command
- (10) VFR - Visual Flight Rules

SUBPART B: LICENCES, RATINGS AND AUTHORISATIONS

7.010 APPLICABILITY

- (a) This section describes the licences, ratings and pilot authorisations issued by the CAAV and prescribe 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 the Civil Aviation Safety Regulation 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.

Note: The privileges associated with these licences are contained in 7.021

7.017 PRIVILEGES OF THESE LICENCES

- (a) Personnel licences issued by the CAAV shall conform to the specifications of Appendix 1 to 7.017 of this Part.
- (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 issue the following aircraft category ratings for pilots:
 - (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 issues class ratings in the following aeroplanes:
 - (1) Single-engine;
 - (2) Single-engine, sea;
 - (3) Multi-engine;
 - (4) Multi-engine, sea.
- (b) The CAAV issues class ratings in the following rotorcraft:
 - (1) Helicopter;
 - (2) Gyroplane.
- (c) The CAAV issues 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.
- (b) The type ratings of paragraph (a), sub-paragraphs (1),(2) and (4) 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 issues instrument ratings in the following aircraft:
 - (1) Instrument – Aeroplane;
 - (2) Instrument – Helicopter;
 - (3) Instrument – Powered Lift.

7.030 ISSUANCE OF FLIGHT INSTRUCTOR CATEGORY AND CLASS RATINGS

- (a) The CAAV may issue the following ratings for flight instructor:
 - (1) Aeroplane Single Engine;
 - (2) Aeroplane Multi-Engine;
 - (3) Rotorcraft-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 issue the following ratings for flight engineers:
 - (1) Reciprocating engine powered;
 - (2) Turbopropeller powered; and;

- (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 (THEORY)

- (a) The CAAV may issue the following ratings for ground instructor (theory):
 - (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 issue the following ratings for aircraft maintenance technicians:
 - (1) Airframe.
 - (2) Powerplant.

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 SPECIALIST CATEGORY RATINGS

- (a) The CAAV may issue the following ratings for aviation repair specialists:
- (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.

7.050 AUTHORISATIONS ISSUED BY SPECIAL ENDORSEMENT

- (a) The CAAV may issue the following authorisations under this Part:
- (1) Category II pilot authorisation;
 - (2) Category III pilot authorisation;
 - (3) AMT – IA;
 - (4) Flight crew radiotelephone operator authorisation;
 - (5) Other specialized authorisations as may be determined by the CAAV.
- (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 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, AND AUTHORISATIONS.

- (a) With the exception of the provisions referred to in (b), (c), (d) and (e) of this subsection, 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 aircraft 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, AND 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 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 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.
- (b) The CAAV may remove the limitations to the licence if the applicant show the check airman or inspector that applicant has the ability to perform the operations in limitation conditions or to show the compliant to limitation conditions to get the removal, if applicable.

SUBPART C: VALIDATION OF FOREIGN LICENCES AND 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 to the CAAV to 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 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 AND 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 fitness as provided in this set of aviation regulations

- (b) License privileges and limitations: A citizen of Vietnam who receives a licence or added ratings under the provisions of this subsection 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 ICAO member is eligible to apply to CAAV 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.
- (c) Minimum requirements for validation or conversion of pilot license issued by other State member:
- (1) Complete the examination as required by these Regulations during the reissuance of aircraft type rating or class rating;
 - (2) Meet the required level of understanding of these Regulations;
 - (3) Have English competency as required in Part 7 of these Regulations;
 - (4) Have medical certificate as required in Part 8 of these Regulations;
 - (5) Meet other additional requirements of CAAV if necessary;
 - (6) Have experience as shown in column 2 in the following table:

Current Licence	Total flying time	Requirements for conversion or validation
1.	2.	3.
Air Commercial Transport Pilot Licence (A)	> 1.500 hours as PIC on muticrew airplane.	PIC on multicrew airplane in commercial air transport.
Air Transport Pilot License or IFR Commercial Pilot License.	> 1.500 hours as PIC or FO on muticrew airplane.	FO on multicrew airplane in commercial air transport.

IFR Commercial Pilot Licence.	> 1.000 hours as PIC in commercial air transport from the first IFR type rating granted.	PIC on single pilot airplane in commercial air transport.
IFR Commercial Pilot Licence.	> 1.000 hours as PIC or FO on single pilot airplane.	FO on single pilot airplane in commercial air transport.
Commercial Pilot Licence.	> 700 hours on airplane other than glider with 200 hours on the airplane type to be considered for conversion/validation and 50 hours within previous 12 months.	Flying activities other than commercial transport.
IFR Commercial Pilot Licence.	Have been trained by an ATO (level 1 or 2) approved by CAAV and completed the theory training and practical training as required by Part 7 of these Regulations.	FO on multicrew airplane in commercial air transport.

- (7) The person who has commercial pilot licence with IFR rating shall have knowledge at the level of ATPL (A) as required in airplane operations before the licence to be validated or converted.

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 ICAO member is eligible to apply to CAAV 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 only 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 a foreign licence provided:
 - (1) Within 24 months preceding the month in which the person applies to the CAAV for the instrument rating, the applicant passes the appropriate theory test; and
 - (2) The applicant is able to read, speak, write, and understand English at Level 4.
- (d) Operating privileges and limitations: A person who receives a pilot licence under the provisions of this subsection 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: SPECIAL RULES

- (a) Except for a rated military pilot who has been removed from flying status for lack of proficiency, or because of disciplinary action, an Vietnam citizen who is a rated military pilot within 1 year after discharge from the military may apply to the CAAV, 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 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: See Part 10.070, 10.073, 10.075 for flight time to be recorded

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 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 Military in a programme for Vietnam training military pilots.
 - (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 the endorsements to show training given.

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

- (a) The person who presents a graduation certificate from a certificate holder under Part 9 within 90 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 AND 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 course required for the licence or rating sought and is prepared for the knowledge test; and
 - (2) Proper identification at the time of application:
 - (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).
 - (iv) Residential address.
- (b) Achieve a specific level for each test testing theory of aviation personnel: at least 75% of the test.

7.095 PRACTICAL TEST: PREREQUISITES

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

Note: See Appendix 1 to 7.095 for the eligibility requirements of a practical test.

- (b) The applicant shall complete all increments of the test not more than 60 calendar days.
- (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 PRACTICAL TESTS: DEMONSTRATION OF SKILL

- (a) Except as provided in paragraph (b) of this subsection, 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 described in this Part with a degree of competency to:
 - (1) Recognize and manage threats and errors;
 - (2) Manually control the aircraft within its limitations at all times;
 - (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.

- (b) In addition to the requirements of paragraph (a), the applicant for ATPL 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 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 powerplant, systems and airframes;
 - (4) For aeroplanes and aviation repair specialist: procedures and manoeuvres for instrument flight, including simulated engine failure;

- (c) ATPL applicant of an aeroplane certified for operation with a minimum crew of at least 2 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 to perform procedures for crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures and use of checklists, crew incapacitation;
- (d) The MPL applicant on an aeroplane certified for operation with a minimum of 2 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 SIC pilot, the CAAV will place the limitation, "SIC" on the applicant's airman licence. The applicant may remove the limitation by passing the appropriate practical test and by demonstrating single-pilot competency in that aircraft.
- (f) If an applicant fails any area of operation, that applicant fails the practical 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 practical 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 practical 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 practical test within the 60-day period after the date the practical 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 PRACTICAL TESTS: REQUIRED AIRCRAFT AND EQUIPMENT

- (a) Except when permitted to accomplish the entire flight increment of the practical 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.

Note: See Appendix 1 to 7.100 for required equipment and controls for practical 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 practical test who fails that test may reapply for the test after:
- (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.
- (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 practical 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) 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;
- (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) The CAAV assess English language proficiency in speaking and understanding used in radio communications for people with permits for:
 - (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 to meet ICAO language proficiency requirements:
 - (1) For international flight operations and air traffic control of international flights, the language evaluated shall be English.
 - (2) 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. Refer to Appendix 1 to 7.107 for the ICAO Language Proficiency Requirements.
- (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.

SUBPART F: LICENSING – FLIGHT CREW MEMBERS**Section I: Aircraft Ratings and 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 Section for the aircraft rating or authorisation sought.
- (b) The applicant for license, pilot rating must submit 01 dossier in person or by mail to the CAAV. Application contents including documents specified in each license of this Chapter.
- (c) Within 5 working days after receiving the dossier, the CAAV is responsible for evaluating the validity and completeness of the record and notify the applicant. If the dossier is invalid or incomplete as regulation, the time for licensing procedures will be calculated after additional records were complete and meet the requirements.
- (d) Within 20 days after notice of the validity and completeness of records, the CAAV will conduct testing organization in accordance to the type of license and the corresponding function. If the applicant does not complete all the test content within 20 days, the satisfactory test results will be reserved for 60 days under the provisions of Subpart E of this Part.
- (e) The CAAV issues license, rating as requested by applicant within 5 working days after the applicant achieved test results in accordance with regulations.

Note: See Appendix 1 of 7.110 provides procedures for pilot licensing and rating.

Note: See Appendix 2 to 7.110 provides procedures for renewal of pilot license and rating.

Note: See Appendix 3 to 7.110 provides the contents and form of application for issuance / renew pilot licenses and rating.

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

- (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:
- (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.

- (b) Aeronautical knowledge. An applicant for an instrument rating shall have received and logged ground training, as prescribed by the Authority, from an authorised instructor on the areas of aeronautical knowledge that apply to the instrument rating.

Note: See Appendix 1 to 7.113 for the aeronautical knowledge requirements.

- (c) Flight proficiency. An applicant for an instrument rating shall receive and log, as prescribed by the Authority, training from an authorised instructor in an aircraft, or in an approved flight simulator or approved flight training device, in accordance with paragraph (e) of this subsection.

Note: See Appendix 2 to 7.113 for the flight proficiency requirements.

- (d) Aeronautical experience. An applicant for an instrument rating shall have logged a minimum of 40 hours of instrument flight time and other required aeronautical experience prescribed.

Note: See Appendix 3 to 7.113 for the aeronautical experience requirements.

- (e) Use of approved flight training devices. If the instrument training was provided by an authorised instructor in an approved flight simulator or an approved flight training device, an applicant may perform a maximum of:

- (1) 20 hours, or
- (2) 30 hours, if the training was accomplished in accordance with a training programme approved under Part 9.

- (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;
 - (viii) 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.
- (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 AIRCRAFT 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;
 - (2) Shall have an endorsement in his or her logbook from an authorised instructor that the applicant has been found competent as appropriate to the pilot licence for the aircraft category and, if applicable, class and type rating sought:
 - (i) Aeronautical knowledge;
 - (ii) Areas of operation.
 - (3) Shall pass the practical 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 as appropriate to the pilot licence and for the aircraft class rating sought:
 - (i) Aeronautical knowledge;
 - (ii) Areas of operation;
 - (2) Shall pass the practical 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:
 - (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 powerplant, 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. Refer to Appendix 1 to 7.120 for MCC training.
- (3) Shall pass the practical test applicable to the pilot licence for the aircraft category, class, and type rating sought; demonstrating the necessary skills and knowledge required for the safe operation of aircraft associated with the task pilot and co-pilot for the applicable aircraft;
- (4) Except as provided for in paragraphs (e), shall perform the practical 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/her flight training record from the certificate holder that the applicant has completed the certificate 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 practical test may:
 - (1) Obtain a type rating limited to "Visual Flight Rules only"; and;
 - (2) Remove the "VFR only", demonstrates compliance with the appropriate instrument requirements of this Part.
- (c) The CAAV may issue 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, single-pilot station aeroplane may meet the requirements of paragraph (b) in a multi-seat version of that multi engine aeroplane.
- (e) An applicant for a type rating in a single-engine, single-pilot station aeroplane may meet the requirements of paragraph (b) in a multi-seat version of that single-engine aeroplane.
- (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 AND 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 ATPL;
 - (2) Hold a category and class rating, and type rating, if applicable to the authorisation is sought; and;
 - (3) Complete the practical 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;
 - (ii) 40 hours of simulated instrument flight time in an approved course conducted by an appropriately rated ATO.
 - (3) 250 hours of cross-country flight time as PIC.
- (c) Renewal of a Category II or Category III pilot authorisation for a specific type aircraft the when applicant satisfactorily passed a practical test less than 12 calendar months.
- (d) If the holder of a Category II or Category III pilot authorisation passes the practical test for a renewal in the month before the authorisation expires, it will be considered to be passed 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 practical test requirements for Category II and III pilot authorisations.

Note: See Appendix 3 to 7.123 for the practical test requirements for Category II and 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 radiotelephone 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 Authority 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

Section II: Student Pilots

7.130 APPLICABILITY

- (a) This Subpart prescribes the requirements for the issuance of student pilot licences, the conditions under which those licences are necessary.

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.
 - (4) Complete a pre-training course for student pilot with 3 months as a minimum period. The pre-training course shall be carried out by a training organization approved by CAAV or by the Vietnam AOC holder. Details of the training program is described in the appendix 1 to 7.133.
 - (5) When required by Part 10, hold at least a Class 1 or 2 medical certificates.

7.135 STUDENT PILOT APPLICATION

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

Note 3: See Appendix 1 of 7.135 form 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 subsection, a student pilot shall meet the requirements at (2) of this subsection 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 subsection, 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 subsection 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 subsection to an authorised instructor;
 - (iii) Have satisfactorily accomplished the required solo flight manoeuvres and procedures in the make and model of aircraft 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 subsection;
 - (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 subsection that are appropriate to the aircraft to be flown.
- (b) Authorisation to perform certain solo flights and cross-country flights:

- (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 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 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).
- (c) Endorsements for solo cross-country flights: a student pilot shall have the endorsements prescribed in this paragraph for each make and model aircraft the student will fly on each cross-country flight:
 - (1) Student pilot licence endorsement:
 - (i) A student pilot shall have a solo cross-country endorsement placed on the student pilot licence 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. See Appendix 1 to 7.140 for list of required manoeuvres and procedures.

Section III: Private Pilots**7.150 APPLICABILITY**

- (a) This subsection prescribes the requirements for the issuance of private pilot licences and the conditions 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, applicant shall:
 - (1) Be at least 17 years of age for a rating in other than a glider or balloon; or;
 - (2) Be at least 16 years of age for a rating in a glider or balloon; 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) Had attended the test;
 - (ii) Had prepared for the practical test.
 - (6) Pass the required knowledge test as regulation prescribed;
 - (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) That the person is prepared for the required practical test.

- (8) Meet the aeronautical experience requirements of this Subpart that apply to the aircraft rating sought before applying for the practical test;
- (9) Demonstrate the skill level specified in 7.097 for a private pilot to pass the required practical 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 Subpart 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 that apply to the aircraft category and class rating sought.

Note: See Appendix 1 to 7.155 for the prescribed private pilot aeronautical knowledge requirements.

7.157 PRIVATE PILOT FLIGHT INSTRUCTION REQUIREMENTS

- (a) An applicant for a private pilot licence shall receive and log ground and flight training from an authorised instructor on the areas of operation.
- (b) The instructor shall ensure that the applicant has operational experience in at least 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 7.158 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.

Note: See Appendix 1 to 7.160 for the minimum requirements for private pilot flight.

- (b) For a private pilot licence with an aeroplane, rotorcraft, or powered-lift category rating:
 - (1) The minimum total hours not be less than:
 - (i) At least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor, and;
 - (ii) 10 hours of solo flight training in the areas of operation prescribed.
 - (2) An applicant who has satisfactorily completed a private pilot course conducted by an ATO need have only a total of 35 hours of aeronautical experience.
 - (3) An applicant for a private pilot licence 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:
 - (i) A maximum of 2.5 hours of training, if received from an authorised instructor other than an ATO;or;
 - (ii) A maximum of 5 hours of training if the training is accomplished in a course conducted by an ATO.

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.

Section IV: Commercial Pilots

7.170 APPLICABILITY

- (a) This subsection prescribes the requirements for the issuance of commercial pilot licences the conditions 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) If required by Sub-Section 10.053 for the category, class and type rating sought, hold a Class 1 medical certificate;
 - (4) Receive a logbook endorsement from an authorised instructor:
 - (i) Attended the required ground training;
 - (ii) the person is prepared for the required knowledge test.
 - (5) Pass the required knowledge test prescribed;
 - (6) Receive logbook endorsement from an authorised instructor:
 - (i) Conducted the training prescribed that apply to the aircraft category and class rating sought; and
 - (ii) Prepared for the required practical test.
 - (7) Meet the aeronautical experience requirements of this Subpart that apply to the aircraft category and class rating sought before applying for the practical test;
 - (8) Demonstrate the skill level specified in Sub-Section 7.097 for a commercial pilot to pass the required practical 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 Subpart 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.
- (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) An applicant for a commercial pilot licence shall receive and log ground and flight training from an authorised instructor as prescribed by the Authority to the aircraft category and class rating sought.

Note: See Appendix 1 to 7.177 for detailed requirements concerning training for aircraft category and class ratings sought.

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.

Note: See Appendix 1 to 7.180 for specific required aeronautical experience for commercial pilot licence.

- (b) ATO exception: an applicant who has satisfactorily completed a commercial pilot course conducted by an ATO need have only the following total aeronautical experience:
- (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 Simulator exception. 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 licence in at least one category may apply for reduction of total flight time requirements in another 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 category or powered-lift category rating who “does not hold an instrument rating”.
- (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. 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. 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.

Section V: Pilot - Multi-Crew Pilots

7.190 APPLICABILITY

- (a) This subsection prescribes the requirements for the issuance of a multi-crew 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, applicant shall:
 - (1) Be at least 18 years of age.
 - (2) Have a minimum demonstrated language proficiency of Level 4:
 - (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 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, 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;
 - (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 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 2 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 CAAV set out privileges of the holder of a multi-crew pilot licence 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."

Section VI: Airline Transport Pilots

7.210 APPLICABILITY

- (a) This Subpart prescribes the requirements for the issuance of airline transport pilot licences 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:
 - (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 Military of Vietnam; or;
 - (iii) Hold either a foreign airline transport pilot or foreign commercial pilot licence and an instrument rating issued ICAO;
 - (5) Meet the aeronautical applicable experience requirements of this Subpart;
 - (6) Pass a knowledge test on the applicable aeronautical knowledge areas prescribed;
 - (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. 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).

7.215 AIRLINE TRANSPORT PILOT AERONAUTICAL KNOWLEDGE

- (a) General. The CAAV will administer a knowledge test for an airline transport pilot licence based on the aeronautical knowledge areas prescribed by the Authority appropriate to the aircraft category and class rating sought.

Note: See Appendix 1 to 7.215 for the aeronautical knowledge requirements for airline transport pilot.

- (b) An applicant for an air transport licence shall receive and log ground training from an authorised instructor required aeronautical knowledge. Aeronautical knowledge training shall be at least 750 hours with minimum following subjects:

- | | | |
|-----|--------------------------------------|------------|
| (1) | Vietnam Air Law | 40 hours; |
| (2) | General knowledge of the aircraft | 80 hours; |
| (3) | Flight plan and aircraft performance | 90 hours; |
| (4) | Human performance | 50 hours; |
| (5) | Meteorology | 60 hours; |
| (6) | Air Navigation | 150 hours; |
| (7) | Operations Procedures | 20 hours; |
| (8) | Principles of flight | 30 hours; |
| (9) | Communication | 30 hours. |
- (c) An applicant for an air transport licence shall receive and log ground training from an authorised instructor or self study required aeronautical knowledge areas prescribed.

7.217 AIRLINE TRANSPORT PILOT FLIGHT PROFICIENCY REQUIREMENTS

- (a) An applicant for an airline transport pilot licence in an aeroplane or powered-lift shall have received the dual flight instruction prescribed required for the commercial pilot licence and for the issue of the instrument rating for the category of aircraft

Note: See Appendix 1 to 7.217 for the flight proficiency requirements for airline transport pilot.

- (b) An applicant for an airline transport pilot licence in a helicopter shall have received the dual flight instruction prescribed by the Authority required for the commercial pilot licence.

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: AEROPLANE CATEGORY RATING

- (a) An applicant for an airline transport pilot licence with:
- (1) An aeroplane category rating shall obtain the minimum aeronautical experience of 1,500 hours, including the additional minimum experience prescribed.
 - (2) A rotorcraft-helicopter category rating shall obtain the minimum aeronautical experience of 1,000 hours, including the minimum experience prescribed.

Note: See Appendix 1 to 7.220 for the break out of the aeronautical experience prescribed for an airline transport rating.

7.223 ADDITIONAL AIRCRAFT CATEGORY, CLASS, AND TYPE RATINGS

- (a) 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 of this Part;
 - (2) Pass a knowledge test on the applicable aeronautical knowledge;
 - (3) Meet the applicable aeronautical experience requirements;
 - (4) Pass the practical 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."

Section VII: Flight Instructors**7.230 APPLICABILITY**

- (a) This Section prescribes the requirements for the issuance of flight instructor licences and ratings and the conditions necessary.

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 21 years of age;
 - (2) hold a Class 1 medical certificate or its equivalent;
 - (3) Have a minimum demonstrated language proficiency of Level 4:

- (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 as 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 appropriate to the flight instructor rating sought;
- (8) Pass the required practical 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 flight instructor 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:
- (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 subsection as satisfactory evidence of instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures for the practical test, provided that the practical 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 appropriate to the privileges requested to be granted.

Note: See Appendix 1 to 7.235 for prescribed aeronautical flight instructor.

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.
- (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 Authority 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.

7.243 RENEWAL OF FLIGHT INSTRUCTOR LICENCES

- (a) A flight instructor licence may be renewed for an additional 36 calendar months if:
 - (1) Passes a practical test for:
 - (i) Renewal of the flight instructor licence; or
 - (ii) An additional flight instructor rating.
 - (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 5 students for a practical 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, or flight instructor in a Part 12 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;
 - (2) The CAAV shall renew the current flight instructor licence for an additional 36 calendar months from its expiration date.
- (c) A flight instructor may accomplish the practical test required by paragraph (a)(1) of this subsection 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 practical test.

Section VIII: Flight Engineers**7.250 APPLICABILITY**

- (a) This Section 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 – GENERAL REQUIREMENTS

- (a) To be eligible for a private pilot 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 as requirement from ICAO;
 - (4) Pass the required knowledge test on the prescribed;
 - (5) Meet the aeronautical experience requirements of this Subpart that apply to the aircraft rating sought before applying for the practical test;
 - (6) Pass a practical test on the areas of operation that apply to the aircraft rating sought;
 - (7) Comply with the appropriate sections of this Subpart 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 prescribed.

Note: See 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 subsection, 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.
- (d) Except as provided in paragraph (f) of this subsection, an applicant for a flight engineer licence or rating shall have passed the knowledge tests required by paragraphs (a) and (b) of this subsection since the beginning of the 24th calendar month before the month in which the practical 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 subsection if the applicant:
 - (1) Is employed by AOC holder registered in Vietnam at the time of the practical test; and;
 - (2) If employed as a flight crew member, has completed initial training, and, if appropriate, transition, upgrade, recurrent training; or;
 - (3) Being employed as an AMT.
- (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 subsection.

7.257 FLIGHT ENGINEER AERONAUTICAL EXPERIENCE REQUIREMENTS

- (a) The applicant for a flight engineer licence shall present satisfactory evidence showing completion of the practical experience prescribed.
Note: See Appendix 1 to 7.257 for the aeronautical experience requirements prescribed for flight engineers.
- (b) Except as otherwise prescribed, 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 subsection 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.

Note: See 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) 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 practical test that is appropriate to 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.

Section IX: Flight Navigators**7.270 APPLICABILITY**

- (a) This Section 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 private pilot 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 practical 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 subsection, 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 subsection, an applicant for a flight navigator licence or rating shall have passed the knowledge tests required by paragraphs (a) and (b) of this subsection since the beginning of the 24th calendar month before the month in which the practical 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 subsection.

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 subsection.
- (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 practical 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.
- (b) Applicant for license, aviation personnel rating other than crew members referred to in (a) of this subsection:
 - (1) The application must send 01 dossiers in person or by mail to the CAAV; application includes documents specified in each license, rating area and the specified in this Subpart and endorsed by the operation users.
 - (2) Within 5 working days after receiving the dossier, the CAAV are responsible for evaluating the validity and completeness of the record and notify the applicant. If the dossier is invalid or incomplete in accordance with regulation, the time for licensing procedures will be calculated after additional records were complete and meet the requirements.
 - (3) Within 10 days after notice of the validity and completeness of records, the CAAV organizes examinations prescribed for the type of license and rating.
 - (4) CAAV issues license, rating at the request within 5 working days after the applicant achieve test results as prescribed.

Section I: Cabin Crew Members**7.300 APPLICABILITY**

- (a) This Section prescribes the requirements for the issuance of a cabin crew member licence.

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.

Section II: Ground Instructors**7.320 APPLICABILITY**

- (a) This Section prescribes the requirements for the issuance of ground instructor licences, the conditions 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 English language proficiency of Level 4;
 - (3) Experience in 5 working years and 3 months probation as teachers the ground in the previous 12 months in the respective areas of the field of teaching.
 - (4) Passed the knowledge test of appropriate professional knowledge to the field of teaching in accordance with the CAAV.
- (b) Meet one of the following requirements:
 - (1) Holds a current teacher's certificate;
 - (2) Holds a ground instructor licence or flight instructor licence issued under this Part;
 - (3) Pass a knowledge test on the aeronautical knowledge areas prescribed by the CAAV for the appropriate rating sought;
- (c) The knowledge test prescribed in subsection (a),(3) of this Section shall not apply to the flight instructor or hold certificate of graduation from ground instructor training or flight instructor relevant to the field of teaching at the ATO recognized by the CAAV.

Section III: Aviation Maintenance Technicians**7.350 APPLICABILITY**

- (a) This Subpart prescribes the requirements for issuance of 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.
- (b) 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.

Appendix 1 to 7.350 on procedures for the issuance/reissuance license and rating for aircraft maintenance technician personnel.

.351 PRIVILEGES OF THE AVIATION MAINTENANCE TECHNICIAN LICENSE

- (a) (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 AND PRIVILEGES

- (a) An applicant for an AMT licence and 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.

- (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.
- (c) The following privileges will be applied to aircraft maintenance technician staff to ensure compliance with the conditions at (d) of this Section :
 - (1) Certificate of AMT level A allows aircraft maintenance technician signing the completion of maintenance for outdoor maintenance in small as planned or repair simple failures within duty specified in the license. Privilege to sign completion of maintenance is limited in the scope of the work that the certificate was directly carried out at an approved maintenance organization in accordance with Part 5.
 - (2) Certificate of AMT level B1 allows aircraft maintenance technician sign completion of maintenance after performing maintenance work on the aircraft structure, systems and propulsion systems engine and electric. Rating of B1 also include the replacement of the electronic mass required to perform simple checks to confirm the good working status of the block machine. B1 will automatically include sub-level A;
 - (3) Certificate of AMT level B2 allows aircraft maintenance technician to sign completion of maintenance after performing maintenance work on the electrical and electronic systems of the aircraft ;
 - (4) AMT certificate level C allows aircraft maintenance technician to sign certifying completion of maintenance after implementation maintenance work planned on aircraft. This applies to all aircraft in the approved maintenance organization in accordance with Part 5.
- (d) The AMT license holder will not allowed to carry out the rating specified in the license unless:
 - (1) Compliance with the requirements prescribed for an approved maintenance organization in accordance with Part 5.
 - (2) During the previous two years must have a minimum of 6 months of maintenance experience directly under the rating granted AMT license or evidence met the conditions for licensing related.

Note: See Appendix 1 to 7353 of the privilege of the type training / specified task and rating.

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) An appropriate graduation certificate or a certificate of completion from an ATO approved by CAAV,
 - (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.

Note: See Appendix 1 to 7.357 for the prescribed AMT experience requirements.

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 an oral and a practical 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) Applicant for a powerplant rating must show his ability to make satisfactory minor repairs to, and minor alterations of, propeller.
- (d) The oral and practical 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 by the Authority under Part 9 certifies 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.

Section IV: Aircraft maintenance technician authorised by the CAAV to inspect and review maintenance (AMT-IA)**7.370 APPLICABILITY**

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

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 CAAV INSPECTION AUTHORISATION ELIGIBILITY REQUIREMENTS

- (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 aircrafts; 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) and (6) of this section may not apply for retesting until at least 60 days after the date he/she failed the test.

7.375 DURATION OF IA – AMT AUTHORISATION

- (a) To be eligible for renewal of an Inspection authorisation for a 1-year period.
- (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 canceled 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 canceled.

7.377 RENEWAL OF IA – AMT AUTHORISATION

- (a) To be eligible for renewal of an Inspection authorisation for a 2-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 authorization 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.

Section V: Aviation Repair Specialists (ARS)**7.380 APPLICABILITY**

- (a) This Section prescribes the requirements for issuance of 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 AOC 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 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) 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 VI: Flight Dispatchers**7.393 APPLICABILITY**

- (a) This Subdivision prescribes the requirements for issuance of a Flight Dispatcher licence. Procedures to issue, reissue and rating for Flight Dispatcher is described in Appendix 1 to 7.393.

7.395 PRIVILEGES OF A FLIGHT DISPATCHER LICENCE

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

7.397 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.

7.399 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 7.399.
- (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.

7.401 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 7.401.
- (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.

7.403 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 7.403 for the prescribed skill requirements for Flight Dispatcher applicants.

7.405 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 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.

APPENDICES

APPENDIX 1 TO 7.016: SPECIFICATIONS FOR PEL LICENSES

- (a) Details of license. The following details shall appear on the PEL license:
- (1) Name of State (in bold type)
 - (2) Title of License (in very bold type)
 - (3) Serial Number of license (in Arabic numbers) given by the CAAV
 - (4) Name of the holder in full (in Roman alphabet)
 - (5) Date of birth
 - (6) Domicile (City & Country) of holder (current address details will appear on medical)
 - (7) Nationality of holder
 - (8) Signature of holder
 - (9) Title of CAAV (Licensing Authority)
 - (10) Certification concerning validity and authorization for holder to exercise privileges appropriate to the license
 - (11) Signature of officer issuing the license and the date of such issue
 - (12) Seal (or stamp) of the CAAV
 - (13) Ratings (e.g. category, class, type of aircraft, airframe, aerodrome control, etc.)
 - (14) Remarks (i.e. special endorsements relating to limitations and endorsements for privileges including an endorsement of language proficiency.)
 - (15) 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 (1), (2), (7), (10), (13), (14), and (15). 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 PRACTICAL TESTS

- (a) Except as provided in paragraph (b), to be eligible for a practical test for a licence or rating issued under this Part, an applicant shall:
 - (1) Pass the required knowledge test within the 12-calendar-month period preceding the month the applicant completes the practical test, if a knowledge test is required;
 - (2) Present the knowledge test report at the time of application for the practical 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 practical test;
 - (ii) Is prepared for the required practical 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 ATPL airline transport pilot licence or an additional rating to an ATPL airline transport licence may take the practical 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 practical test:
 - (i) PIC aircraft qualification training programme that is appropriate to the licence and rating sought;
 - (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 practical test, and has accomplished the PIC aircraft qualification training programme that is appropriate to the licence and rating sought.

APPENDIX 1 TO 7.100: PRACTICAL TESTS: REQUIRED AIRCRAFT, SIMULATION, AND EQUIPMENT

- (a) General: Except as provided in paragraph (a)(2), or when permitted to accomplish the entire flight increment of the practical 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 practical 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 practical test shall use an aircraft that has:
 - (1) The equipment for each area of operation required for the practical test
 - (2) No prescribed operating limitations that prohibit its use in any of the areas of operation required for the practical 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 practical 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 practical test can be conducted safely in the aircraft without the controls being easily reached.
- (d) Simulated instrument flight equipment: An applicant for a practical 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.

- (e) Aircraft with single controls: An applicant may complete a practical 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) 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 practical 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.
- (c) Practical test.
 - (1) The applicant may be issued a rating after successful completion of the required practical 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:
 - (i) Normal takeoff;
 - (ii) Normal ILS approach;
 - (iii) Missed approach; and
 - (iv) Normal landing.

APPENDIX 1 TO 7.110: ON PROCEDURES FOR ISSUANCE, RECOGNITION, REISSUANCE PILOT LICENSE AND RATING

- (a) The applicant for issuance, recognition of license and rating must submit 01 dossier in person or by mail to the CAAV. Licensing records includes the following documents
 - (1) An application for pilot license in accordance with the form prescribed in Appendix 3 of 7.110 of this Regulation.
 - (2) Curriculum vitae with photo and certified by the head of the unit of local government;
 - (3) Health certificate in accordance with the provisions of Section 8 of the Ministry of Health and Ministry of aviation safety regulations.
 - (4) Logbook of flight training and certification of instructor certified ready for practice test.
 - (5) The results of testing on the test type, class, type of aircraft in accordance with the application.
 - (6) A copy of the certificate of minimum English language proficiency level 4 as defined in Appendix 1 of the Convention on International Civil Aviation of the basis of assessment of English for aviation personnel issued or recognized by CAAV.
- (b) Within 30 days from the time of receiving the dossier, the CAAV is responsible for appraising records, inspect and perform the pilot license for the proposed aircraft meet the requirements of this aviation safety regulations.
- (c) License and rating shall be reissued in the case of a validity expired, lost or damaged. Applicants must complete 01 dossiers submitted in person or by mail to the CAAV and must be responsible for the information in this profile.
- (d) The applicant applying for a pilot license must apply at least 30 days before the expiration date of the license. Records include:
 - (1) State reasons for application;
 - (2) Medical certificate in accordance with the provisions of the Ministry of Health and Section 8 of aviation safety regulations.
 - (3) The experience, skill test in the category, class, type of aircraft in accordance with the proposal;
 - (4) A copy of the certificate of minimum English language proficiency level 4 as defined in Appendix 1 of the Convention on International Civil Aviation of the basis of assessment of English for aviation personnel valid or recognized by CAAV.
- (e) In case the license is lost, damaged, the applicant must submit to the CAAV at least 7 days. Application includes:
 - (1) State reasons for application;
 - (2) The original or a copy of the license and rating (if any);

APPENDIX 2 TO 7.110: PROCEDURES FOR EXTENSION TYPES OF RATING – FLIGHT CREW MEMBER

- (a) Application for extension - crew members must submit 01 dossier in person or by mail to the CAAV and is responsible for the information in this profile. Profile of
 - (1) An application for renewal of the crew members (Appendix 3 to 7.110)
 - (2) A valid medical certificate enclosed with the original for comparison.
 - (3) A copy of a valid pilot license and enclosed original for comparison.
 - (4) The results of theory test and other contents in accordance regulation.
 - (5) The results of practice test with the content extraction applied to the aircraft category and class of aircraft suitability of the proposed.
- (b) Within 30 days from the time of receiving the dossier, the CAAV is responsible for appraising records, inspect and perform extend rating in accordance.

APPENDIX 3 TO 7.110: APPLICATION FORM FOR ISSUANCE, RECOGNITION AND RENEWAL / AND RECOVERY OF PILOT LICENSE, RATING.

BỘ GIAO THÔNG VẬN TẢI/ MINISTRY OF TRANSPORT CỤC HÀNG KHÔNG VIỆT NAM/ CIVIL AVIATION ADMINISTRATION OF VIETNAM			
ĐƠN ĐỀ NGHỊ CẤP/GIA HẠN/ PHỤC HỒI GIẤY PHÉP, NĂNG ĐỊNH NGƯỜI LÁI TÀU BAY ISSUE/REVALIDATION/RENEWAL FUNCTION AND RATING APPLICATION FORM Yêu cầu viết chữ in hoa bằng mực màu đen hoặc xanh/complete the form in block capitals using black or dark blue ink.			
1. THÔNG TIN CÁ NHÂN PERSONAL DETAILS			
Mã phi công (nếu biết)/Personal reference number (if known) <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>			
Họ và tên/Full name:			
Chức danh/Title:.....	Ngày sinh/Date of birth (dd/mm/yyyy): Nơi sinh/Place of birth:		
Quốc tịch/Nationality:.....	Tỉnh/Town quốc gia/Country.....		
Địa chỉ/Permanent address:.....			
Điện thoại/Telephone Number:		Số ĐT khác/Alternative Tel:.....	
E mail:		Fax:	
Địa chỉ liên hệ khác (nếu có)/Address for correspondence (if different from above)Tel:.....			
2. PHẦN ĐƠN ĐỀ NGHỊ APPLICATION			
Tôi làm đơn này đề nghị / I am applying for	Cấp lần đầu/ Initial issue	Gia hạn/ Revalidation	Hồi phục/ Renewal

Năng định loại/ Type Rating <input type="checkbox"/>	Khả năng bay thiết bị/ Instrument Rating			
Năng định hạng/ Class Rating <input type="checkbox"/>	ME <input type="checkbox"/> / SE <input type="checkbox"/>
		Tổng giờ bay PIC/Hour	Kiểm tra / kinh nghiệm by check / experience	Nêu lý do/ Please specify
<p>Ghi chú/ Note:</p> <ul style="list-style-type: none"> gạch những phần không cần thiết * / delete as appropriate; đánh dấu vào các ô phù hợp/ tick appropriate box ghi đầy đủ chức năng vào các ô phù hợp / please specify: (VD/ Eg: B777 Lái chính/ PIC ; ATR72 Lái phụ / Copilot) nếu năng định quá hạn 5 năm, phải làm hồ sơ cấp lại năng định/ Expired rating over 5 years, submit to CAAV for issue 				

3. CỤC HKVN SỬ DỤNG CAAV USE ONLY			
Ngày/Date:	Hoá đơn/Receipt No.:	Ngày cấp/Date of Issue:	
Type Rating/ Instrument Rating		Date.....	Valid until
Chuyên viên cấp phép/Issued by	Hồ sơ gồm/Enclosures	Điều kiện hạn chế/ Limitations	Ký duyệt/Signed by

4. NỘP PHÍ VÀ LỆ PHÍ PAYMENT METHODS	
<p>Phí và lệ phí phải được nộp cùng hồ sơ cấp phép, trừ khi có sự thoả thuận khác, hồ sơ cấp phép sẽ không được Cục HKVN xem xét giải quyết nếu phí và lệ phí không được nộp đầy đủ theo mức do Nhà nước quy định. Tham khảo tại địa chỉ internet – www.caa.gov.vn <i>Otherwise agreed by the CAAV, all fees must be paid when application is submitted. The application shall not be assessed if the fees for licences, associated ratings and assessments prescribed are not adequately paid . This is available on our website - www.caa.gov.vn - under Personnel Licensing – Flight Safety Standard Department.</i></p>	
Người làm đơn trả /Applicant pay <input type="checkbox"/> Hình thức thanh toán/ am paying by	Công ty người làm đơn trả/Company pay <input type="checkbox"/>
MASTERCARD <input type="checkbox"/> SWITCH <input type="checkbox"/>	VISA <input type="checkbox"/> CHEQUE <input type="checkbox"/> OTHER <input type="checkbox"/> (Please tick appropriate box).

5. LỜI CAM ĐOAN DECLARATION OF APPLICANT

Tôi xin cam đoan các thông tin khai theo mẫu trên là đúng sự thật
I declare that the information provided on this form is correct.

Chữ ký/Signature

Ngày/Date.....

Hành vi cố ý làm đơn, cung cấp thông tin sai sự thật nhằm mục đích được cấp giấy phép, năng định hoặc các phê chuẩn khác là vi phạm pháp luật. Tùy từng trường hợp cụ thể mà người thực hiện hành vi này có thể bị xử phạt hành chính hoặc bị truy cứu trách nhiệm hình sự.
It is an offence to make, with intent to deceive, any false representations for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. Persons doing so render themselves liable, on summary conviction, to a fine or imprisonment.

6. HƯỚNG DẪN NỘP ĐƠN VÀ HỒ SƠ SUBMISSION INSTRUCTIONS

Gửi đơn tới/Send your completed application form to:

**CỤC HÀNG KHÔNG VIỆT NAM – PHÒNG TIÊU CHUẨN AN TOÀN BAY
 119 NGUYỄN SƠN - QUẬN LONG BIÊN – TP. HÀ NỘI
 Civil Aviation Administration of Vietnam, Personnel Licensing Division – Flight Safety
 Standard Department, 6th Floor Aviation House, Gialam Airport, 119 Nguyen Son Str., Long
 Bien Dist. Hanoi.**

Hồ sơ cấp giấy phép yêu cầu có các giấy tờ sau, việc nộp không đủ hồ sơ dẫn đến việc thời gian đánh giá hồ sơ cấp phép sẽ bị kéo dài.

The following documentation should be enclosed. Please note that failure to submit all of the required documentation may lead to a delay in the processing of your application.

Hồ sơ đi kèm/Together with:

(a) Mẫu kiểm tra sát hạch kỹ năng máy bay loại bay khai thác / TR MPA Skill Test (Form CAAV/FSSD/PEL-FCL 1611)

(b) Giấy phép lái tàu bay /the current Vietnamese professional licence

(c) Sổ ghi giờ bay/actual flying log book(s). Hồ sơ về giờ bay tính trên máy tính được chấp thuận với điều kiện trên từng trang in phải có đầy đủ các thông tin theo QCHK-CB1.085 và người làm đơn phải ký xác nhận trên từng trang./

Computerised logbooks are acceptable, provided that these are submitted in hard copy paper format and contain the relevant information (as specified in the VAR-FCL1.085) with each page certified as true and signed by the applicant.

(d) Chứng chỉ y tế loại I do Cục HKVN cấp / Valid CAAV Class One Medical Certificate.

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 CAAV 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 aeroplanes or helicopters (as appropriate) 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 aeroplanes or helicopters (as appropriate);
 - (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, of which at least 10 hours shall be in the aircraft category for the instrument rating sought; and;
 - (2) A total of 40 hours of actual or simulated instrument time on the areas of operation of subsection I, Subpart F, to include:
 - (i) At least 10 hours of instrument flight training from aCAAV authorised instructor in the aircraft category for which the instrument rating is sought;
 - (ii) At least 3 hours of instrument training that is appropriate to the instrument rating sought from a CAAV authorised instructor in preparation for the practical test within the 60 days preceding the date of the test;
- (b) The instrument training on cross-country flight procedures specific to the category of aircraft shall include at least one cross-country flight under IFR, and consists of:
 - (1) A distance, along airways or ATC-directed routing, of at least:
 - (i) For an instrument – aeroplane rating, 250 nautical miles, or
 - (ii) For an instrument - helicopter rating, 100 nautical miles; and
 - (2) An instrument approach at each aerodrome; and
 - (3) Three different kinds of approaches with the use of navigation systems.

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 practical 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 practical test for an authorisation under this subsection, an applicant shall:
 - (1) Meet the prescribed requirements; and
 - (2) If the applicant has not passed a practical test for this authorization during the 12 calendar months preceeding the month of the test:
 - (i) Meet the prescribed requirements and
 - (ii) Have performed at least 6 ILS approaches during the 6 calendar months proceeding the month of the test, of which at least 3 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 practical 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 Cat 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 practical 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: CAT II OR III AUTHORISATION PRACTICAL ORAL TEST

- (a) During the practical 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 practical test.

TABLE 1 - 7.123 DEMONSTRATED AERONAUTICAL KNOWLEDGE	CAT II	CAT III
1. Required landing distance	X	X
2. Use and limitations of RVR, including determination of controlling RVR and required transmissometers.	X	X
3. Characteristics and limitations of the ILS and runway lighting system	X	X
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 CATII, CATIII equipment	X	X
5. Instrument and equipment failure warning systems	X	X
6. Use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced RVR readings	X	X
7. The expected sequence of visual cues during an approach in which visibility is at or above landing minima.	X	X
8. 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 F/O during Category II or III operations, unless the aircraft for which authorisation is sought does not require a F/O	X	X
17. C Effects of vertical and horizontal windshear	X	X

APPENDIX 3 TO 7.123: CAT II OR III AUTHORISATION PRACTICAL FLIGHT TEST

- (a) The practical flight test shall be conducted in an aircraft of the same category, class, 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 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 section.
- (c) For an authorisation for an aircraft that requires a type rating, the applicant shall pass a practical test in co-ordination with a F/O 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 practical test.
- (e) The practical tests shall include the prescribed manoeuvres and procedures:
- (1) Under actual or simulated instrument flight conditions that replicate, throughout the practical test, the minimum weather conditions for the category of approach, landing and rollou;
 - (2) To the minimum height for the category or ILS approach in the type aircraft in which the practical test is to be conducted;

Note: If the practical 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 SKILL REQUIREMENTS	CAT II	CAT III
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	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 CAT III PILOT AUTHORISATIONS

- (a) The Authority 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. the authorisation CAT II and III 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.
- (b) To remove the limitations on a Cat II and III:
 - (1) A CAAV authorized Cat II limitation holder may remove the limitation by showing that, since the beginning of the sixth preceding month, the holder has made 3 Cat II ILS approaches with a 150-foot decision height to a landing under actual or simulated instrument conditions; or
 - (2) A CAAV authorized Cat III limitation holder may remove the limitation by showing experience as specified in the authorisation.
- (c) 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 practical test required by this Part for a Cat II or a Cat III pilot authorisation, as applicable.

APPENDIX 1 TO 7.133 DETAIL REQUIREMENT OF TRAINING SUBJECTS

- (a) Aviation history;
- (b) Specific discipline in aviation industry;
- (c) Human factor in aviation activity.

APPENDIX 1 TO 7135 APPLICATION FOR STUDENT PILOT LICENSE

**BỘ GIAO THÔNG VẬN TẢI
MINISTRY OF TRANSPORTATION
CỤC HÀNG KHÔNG VIỆT NAM
CIVIL AVIATION ADMINISTRATION OF VIET NAM**

**CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM
SOCIALIST REPUBLIC OF VIET NAM**



ĐƠN ĐỀ NGHỊ CẤP GIẤY PHÉP HỌC VIÊN BAY

APPLICATION FORM FOR STUDENT PILOT LICENSE

Please write in CAPITAL letters using black or blue ink and see instruction on page 2

1. PERSONAL INFORMATION		
Full name:.....		
Title:.....Date of birth:		
Quốc tịch:.....Nơi sinh:.....		
Address :		
Medical certified date: Expire date:.....		
Mobile contact:.....		
Email:.....		
Other contacts (if any):.....		
2. ACCUMULATED EXPERIENCE PART		
Training organization	Practical test	Completed date
ACCUMULATED EXPERIENCE (FLIGHT HOUR)		
Captain	Equipment	Total flight hours

3. APPLICANT'S COMMITMENT			
I hereby certify that the information I have given above is true. If wrong I bear full responsibility before the law.			
Signature:		Date:	
4. FLIGHT INSTRUCTOR'S COMMITMENT			
Training organization: I would make sure that students fully meet the provisions contained in training materials about flying under visual flight rules during the day (I would attach profile of students), successfully passed the theory exams outlined in part B, and meet the provisions specified in VAR 7/135. Kindly request the Vietnam Civil Aviation Administration issue license for the above student.			
Signature of flight instructor	Date	Name	License number
Tested flight number		Date	Flight route
Comment: I certify that I have conducted test flights for the above mentioned student as prescribed in VAR.7/135 and in the inspection process, student have meet the requirements prescribed in flight training materials on visual flight rules daytime.			
Director of training organization	Date	Name	License number
5. PART ONLY USED BY THE CAAV			
<i>License officer</i>	<i>Application include</i>	<i>Limitation</i>	<i>Approval</i>
6. FEE AND CHARGE			
Charges and fees must be submitted with the license file, unless otherwise agreed, the license file will not be considered by the Civil Aviation Administration of Vietnam if charges and fees are not paid in full as prescribed by State regulations.			
Application paid		Application's organization paid	

7. Guidance on submission and application

Send to:

**CỤC HÀNG KHÔNG VIỆT NAM – PHÒNG TIÊU CHUẨN AN TOÀN BAY
119 NGUYỄN SƠN - QUẬN LONG BIÊN –TP. HÀ NỘI**

Attached:

- (a) Logbook
- (b) Pilot license certified by a foreign country if any
- (c) Valid medical certificate class I
- (d) 02 photo 3x4 and personal identification (ID, passport)

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 7.137 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)

BẢNG 1 – 7.137 SPECIFIC MANOEUVRES AND PROCEDURES	A	RH	RG	G	LA	FB
(1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems	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
(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				
(8) Takeoffs and landings, including normal and crosswind	X	X	X	X	X	X
(9) Launches, including normal and crosswind				X		
(10) Aerodrome traffic patterns, including destination and departure procedures	X	X	X	X	X	
(11) Collision avoidance, windshear avoidance, and wake turbulence avoidance	X	X	X	X	X	X
(12) Ascents and descents						X
(13) Climbs and climbing turns	X	X	X	X	X	X
(14) Straight and level flight, and turns in both directions	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
(19) Flight at various airspeeds from cruise to slow flight	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		
(21) Emergency procedures and equipment malfunctions	X	X	X	X	X	X
(22) Ground reference manoeuvres	X	X	X			
(23) Approaches to the landing area	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				
(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	
(33) Simulated emergency procedures, including autorotational descents with a power recovery and power recovery to a hover		X				
(34) Simulated emergency procedures, including simulated power-off landings and simulated power failure during departures			X			
(35) High rates of descent with power on and with simulated power off, and recovery from those flight configurations			X			
(36) Emergency operations, including towline break procedures				X		

(37) Use of deflation valves or rip panels for simulating an emergency						X
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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 1 – 7.140.

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 1 – 7.140 SPECIFIC MANOEUVRES AND PROCEDURES	A	RH	PL	G	LA	FB
(1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic	X	X	X	X	X	
(2) Use of aircraft performance charts pertaining to cross- country flight	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	
(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	
(7) Use of radios for VFR navigation and two-way communications	X	X	X		X	
(8) Climbs at best angle and best rate	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	
(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) In addition to the requirements of 7.155, required aeronautical knowledge areas for private pilots, as appropriate to the category and class of aircraft rating sought, are provided 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 1 – 7.153 SPECIFIC SUBJECTS	A	RH	RG	PL	G	LA	FB
(a) 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
(b) Principles of operation (and functioning of powerplants, if applicable), systems and instruments including limitations, relevant to the aircraft category rating sought.	X	X	X	X	X	X	X
(c) Operating limitations of the relevant category of aircraft (and powerplants, if applicable); relevant operational information from the flight manual or other appropriate document;	X	X	X	X	X	X	X
(d) Transmissions (power train);		X		X			
(e) Physical properties and practical application of						X	X
(f) Effects of load and mass distribution on flight characteristics; mass and balance calculations	X	X	X	X	X	X	X
(g) 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
(h) Pre-flight and en-route flight planning appropriate to private operations under VFR; including	X	X	X	X		X	
(1) 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	
(2) appropriate air traffic services procedures;	X	X	X	X	X	X	X
(3) position reporting procedures;	X	X	X	X		X	
(4) Altimeter setting procedures;	X	X	X	X	X	X	X
(5) Operations in areas of high-density traffic; collision avoidance;	X	X	X	X	X	X	X

(6) Obtaining information on runway lengths at aerodromes of intended use, data on takeoff and landing distances;	X	X	X	X	X		
(7) Determining minimum fuel requirements;	X	X	X	X		X	X
(8) Planning for alternatives if the planned flight cannot be completed or delays are encountered;	X	X	X	X	X	X	X
(9) Operations in areas of high density;	X	X	X	X	X	X	X
(i) Human performance relevant to the aircraft category, including principles of threat and error management	X	X	X	X	X	X	X
(j) Applications of elementary aeronautical meteorology	X	X	X	X	X	X	X
(1) Procedures and legends for obtaining, meteorological information; altimetry	X	X	X	X	X	X	X
(2) Procurement and use of aeronautical weather forecasts	X	X	X	X	X	X	X
(k) Practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts for VFR navigation;	X	X	X	X	X	X	X
(l) Application of threat and error management to operational performance;	X	X	X	X		X	X
(m) altimeter setting procedures	X	X	X	X	X	X	X
(n) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations	X	X	X	X	X	X	X
(o) Appropriate precautionary and emergency procedures and actions specifically relevant to the aircraft category including:						X	X
(1) Action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;						X	X
(p) 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			
(q) Principles of flight specifically relevant to the aircraft category	X	X	X	X	X	X	X
(r) 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
(u) Different launch methods and associated procedures					X	X	X
(v) 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 CAAV 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 – 7.157 SPECIFIC TRAINING	AS	RH	PL	G	LA	FB
(a) Recognition and management of threats and errors;	X	X	X		X	
(b) Pre-flight operations, including	X	X	X	X	X	X
(1) Mass and balance determination	X	X	X	X	X	X
(2) Aircraft inspection and servicing	X	X	X	X	X	X
(3) Aircraft assembly, rigging, and inspection				X		X
(4) Inflation and mooring					X	X
(c) Aerodrome and traffic pattern operations, including:	X	X	X	X	X	X
(1) Collision avoidance precautions and procedures.	X	X	X	X	X	
(2) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures;	X	X	X	X	X	
(3) Traffic pattern operations,	X	X	X	X	X	
(4) Operations to and from aerodrome;	X	X	X	X	X	
(5) Operations to and from seaplane base;	X					
(6) Operations to and from heliport		X				
(7) Operations to and from glider port				X		
(d) Control of aircraft by visual reference;	X	X	X	X	X	X
(e) Ground manoeuvres	X	X	X			
(f) Control of aircraft throughout the flight envelope and in critical regimes of flight, including:						
(1) Flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls.	X		X	X		
(2) Flight at critically accepted high airspeeds	X		X	X		
(3) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine;		X	X			
(4) Recognition of, and recovery from, rapid descents.						X
(g) Takeoff and landings, including:						

(1) Normal takeoffs (launches) and landings	X			X	X	
(2) Cross-wind takeoffs and landings	X			X	X	
(3) Maximum performance (short and obstacle clearance)	X				X	
(4) Short-field landings	X			X		
(5) Go-arounds	X				X	
(6) Ground manoeuvring and run-ups, hovering takeoffs and landings, normal out of wind and sloping ground.		X	X			
(7) Takeoffs and landings with minimum necessary power; maximum performance takeoff and landing techniques; restricted site operations; quick stops;		X	X			
(8) Techniques and procedures for the takeoff (launching and ascent) method used, including appropriate airspeed limitations, emergency procedures and signals used;				X	X	X
(9) Approaches and landings, including ground handling:					X	X
(h) Cross-country flying, using	X	X	X	X	X	X
(1) Visual reference;	X	X	X	X	X	X
(2) Dead reckoning;	X	X	X	X	X	
(3) Radio navigation aids, where available,	X	X	X	X	X	
(4) Including a flight of at least one hour.		X	X	X	X	
(i) Flight by reference solely to instruments, including the completion of a level 180° turn	X	X	X		X	
(j) Emergency operations, including:						
(1) Simulated equipment malfunctions pertinent to the specific aircraft category	X	X	X	X	X	
(2) Automative approach		X	X			
(3) Power of reconversion to auto rotation and auto rotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable			X			
(5) Recognition of leaks	X	X	X	X	X	X
(k) Communications procedures and phraseology	X	X	X	X	X	
(l) Soaring techniques and performance speeds				X		
(1) Cross-Country flight of more than 250 nautical miles, with takeoff and landings at three separate points	X	X	X			
(2) Cross-Country flight of more than 1 hour or 100 nautical miles, with takeoff and landings at three separate points.		X	X			
(3) Night flying, including take-offs, landings and navigation	X	X	X		X	

(4) Night flying, including take-offs, landings and navigation, if the privileges of the licence are to be exercised at night				X		X
(5) 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; RH=Rotorcraft-Helicopter; PL=Powered Lift; G=Glider; LA=Airship; FB=Free Balloon.

Note2: TR= Transfer from A to Rotocraft; TG= Transfer from A to G; TA= Transfer from A or R to Airship; TP= Transfer from A to PL.

TABLE 1 – 7.160	AS	T R	TG	RH	RG	G	TA	LA	FB
SPECIFIC EXPERIENCE									
MINIMUM NUMBER OF FLIGHT HOURS									
(1) Total Pilot time	40			40	40			40	
(2) Total Pilot Time – Approved Course	35			35	40			40	
(3) Flight Instruction – Aircraft made	20	20	2	20	20	10	20	20	16
(4) Flight Instruction - Cross-Country	3			3	3			3	
(5) Flight Instruction – Instruments	3	1		2	3		1	3	
(6) Flight Instruction - Preparation for practical test (in previous 60 days)	3	3		3	3		3	3	
(7) Solo Flight Time under the supervision of an instructor	10	5	2	10	10	2	5	10	
(8) Solo Flight Time - Cross-Country	5			5	5			5	
SPECIFIC RULES									
(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	
(10) Solo cross-country flight (of minimum specified nautical miles), in the course of which landings at two different points shall be made									

(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
NUMBER OF FLIGHTS									
(13) Training Flights (Launches & Landings)			10			20			8
(14) Solo Flights			5			10			3
(15) Training Flights – Practical Test Preparation (within previous 60 days)			3			3			1

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.
- (b) If an applicant for a private pilot licence with a balloon rating takes a practical 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 a CAAV authorised instructor who attests to the person’s accomplishment of the required aeronautical experience and ability to satisfactorily operate a gas balloon..

- (c) If an applicant for a private pilot licence with a balloon rating takes a practical test in a gas balloon:
- (1) The CAAV shall place upon the pilot licence a limitation of 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 CAAV 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 a CAAV authorised instructor on the aeronautical knowledge areas of paragraph (b) of this subsection 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

TABLE 1 – 7.175						
SPECIFIC SUBJECTS	A	RH	PL	G	LA	FB
(a) Applicable laws and regulations relevant to the holder of a CPL; rules of the air, appropriate air traffic services practices and procedures	X	X	X	X	X	X
(b) Principles of operation and functioning of powerplants, systems and instruments including limitations, relevant to the aircraft rating sought	X	X	X	X	X	X
(c) Operating limitations of the relevant category of aircraft and powerplants; relevant operational information from the flight manual or other appropriate document;	X	X	X	X	X	X
(d) Use and serviceability checks of equipment and systems of appropriate aircraft;	X	X	X	X	X	X
(e) Maintenance procedures for airframes, systems and powerplants of appropriate aircraft;	X	X	X	X	X	X

(f) Transmissions;		X	X			
(g) Physical and practical application of gases;					X	X
(h) Effects of load and mass distribution on flight characteristics and performance; mass and balance calculations	X	X	X	X	X	X
(i) Use and practical application of take-off, landing and other performance data,	X	X	X	X	X	X
(j) Pre-flight and en-route flight planning appropriate to commercial operations under VFR; including:	X	X	X	X	X	X
(1) 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	
(2) Appropriate air traffic services procedures;	X	X	X	X	X	X
(3) position reporting procedures;	X	X	X		X	
(4) Altimeter setting procedures;	X	X	X	X	X	X
(5) Operations in areas of high-density traffic; collision avoidance	X	X	X	X	X	X
(6) Obtaining information on runway lengths at aerodromes of intended use, data on takeoff and landing distances;	X	X	X	X		
(7) Determining minimum fuel requirements;	X	X	X		X	X
(8) Planning for alternatives if the planned flight cannot be completed or delays are encountered	X	X	X	X	X	X
(k) Effects of external loading on handling;		X	X			
(l) Human performance including principles of threat and error management;	X	X	X	X	X	X
(m) 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

(n) 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
(o) Causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;	X	X	X	X	X	X
(p) Air navigation, including the use of aeronautical charts, instruments and navigation aids	X	X	X	X	X	X
(q)(i) Use, limitation and serviceability of avionics and instruments necessary for control and navigation					X	
(q)(ii) Use, accuracy and reliability of navigation systems used in departure, enroute, approach and landing phases of flight.					X	
(q)(iii) Principles and characteristics of self-contained and external referenced navigation systems, operation of airborne equipment.					X	
(r) Application of threat and error management to operational performance;	X	X	X	X	X	X
(s) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations	X	X	X	X	X	X
(t) altimeter setting procedures	X	X	X	X	X	X
(u) Appropriate precautionary and emergency procedures	X	X	X	X	X	X
(v) Operational procedures for carriage of freight (including external loads); potential hazards associated with dangerous goods;	X	X	X	X	X	X
(w) 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) Appropriate precautionary and emergency actions to be take to avoid operating hazards, such as settling with power;		X	X			
(y) Principles of flight;	X	X	X	X	X	X

(z) 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
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APPENDIX 1 TO 7.177: COMMERCIAL PILOT FLIGHT INSTRUCTION REQUIREMENTS CPL

- (a) General. In addition to the requirements of 7.177, an applicant for CPL a commercial pilot licence shall receive and log ground and flight training from a CAAV authorised instructor on the areas of operation of this subsection 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

TABLE 1 – 7.177 SPECIFIC TRAINING EVENTS	A	RH	PL	G	LA	FB
(1) Recognize and manage threats and errors;	X	X	X	X	X	X
(2) Pre-flight operations, mass and balance determination, aircraft inspection and servicing.	X	X	X	X	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	
(b) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures	X	X	X	X	X	
(c) Traffic pattern operations,	X	X	X	X	X	
(d) Operations to and from aerodromes	X	X	X	X	X	
(4) Control of the aircraft by external visual reference	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 accepted	X		X	X		
(d) Recovery at the incipient stage from settling with power; recovery techniques		X	X			

(e) Hovering out of ground effect; operations with external load, if applicable; flight at high altitude.		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	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			
(g) Rolling takeoffs and climbout; rolling approach and landings		X	X			
(h) Takeoffs and landings with minimum necessary power; maximum performance takeoff and landing techniques; restricted site operations; quick stops;		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) Instrument flight rules under IFR	X	X	X		X	
(8) Basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments.	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
(10) Abnormal and emergency procedures and manoeuvres, including simulated aircraft equipment malfunctions	X	X	X		X	
(a) Auto rotative landing;		X	X			
(b) Power of reversion to auto rotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable.	X	X	X		X	
(c) Recognition of leaks;	X	X	X		X	
(11) Communication procedures and phraseology					X	X

(12) Inflation and mooring					X	X
(13) Ground manoeuvring and run-ups; hovering		X				
(14) Operations from aerodrome	X	X	X	X	X	
(a) Operations to and from seaplane	X					
(b) Operations to and from heliport		X				
(c) Traffic pattern operations,	X	X	X	X	X	
(d) Operations to, from and transitioning through controlled aerodromes, compliance with air traffic services procedures, radiotelephony.	X	X	X		X	
(15) Pre-flight planning, including mass and balance determination	X	X	X	X	X	X
(16) Techniques and procedures for the launching and ascent method used, including appropriate airspeed limitations, emergency signals				X		X
(17) Normal and cross-wind take-offs	X	X	X	X	X	
(18) Maximum performance (short field and obstacle clearance)	X	X	X			
(19) Take-offs with minimum necessary power; out of wind; sloping ground		X				
(20) High altitude takeoffs	X	X	X			
(21) Normal and cross-wind landings	X	X	X	X	X	
(22) Maximum performance landings	X	X	X			
(23) Landings with minimum necessary power; out of wind; sloping ground		X				
(24) High altitude landings	X	X	X			
(25) Go-arounds from landing approach	X	X	X		X	
(26) Aircraft assembly, rigging, and inspection				X		X
(27) Restricted site operations, quick stops		X				
(28) Steep Approaches		X				
(29) Auto rotative approaches and landings		X	X			
(30) Approaches and landings, including ground handling					X	X
(31) Flight at critically slow airspeeds	X	X	X	X		
(32) Flight at high altitudes	X	X	X			
(33) Hovering		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		
(36) Ground reference manoeuvres	X	X	X			
(37) External load operations, if appropriate		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				
(41) Cross-Country flight of more than 250 nautical miles, with takeoff and landings at three separate points.	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			
(43) Night flying, including take-offs, landings and navigation	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						

APPENDIX 1 TO 7.180: COMMERCIAL PILOT AERONAUTICAL EXPERIENCE REQUIREMENTS CPL

In addition to the requirements of 7.180 and, 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:

**TABLE 1 – 7. 180
SPECIFIC EXPERIENCE**

(1) Pilot – All Aircraft	200			150	150			150	
(2) Pilot	100			100	100			100	
(3) Pilot – Aircraft Category	50					25			
(4) Pilot – Aircraft Class	50	25	20	50	25		25	25	

(5) Pilot - Night	10			10	10		5	5	
(6) Pilot-In-Command – All Aircraft	100			100	100			100	
(7) Pilot-In-Command – Aircraft Class	35	5		35	35	30	5	30	2
(8) Pilot-In-Command – Cross Country Aircraft Category	50			20	20			20	
(9) Pilot-In-Command – Cross Country Aircraft	10			10	10	10		10	
(10) Flight Instruction – Aircraft Class	20	20	2	20	20	10	20	20	16
(11) Flight Instruction – Aircraft Class	3			3	3			3	
(12) Flight Instruction	10			10					
(13) Night takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome)	10		5	5			5	5	
(14) Solo cross-country flight (of minimum specified nautical miles), in the course of which landings at two different points shall be made	5		3	3			3	3	
(15) Flight Instruction - Preparation for practical test (in previous 60 days)	3	3		3	3		3	3	
(16) Free Balloon Ascent (if gas used) to 5000 ft									
(17) Free Balloon Ascent (if airborne heater used) to 3000 feet AGL									
SỐ CHUYẾN BAY									
(18) Cross Country Flights						10			05
(19) Training Flights (Launches & Landings)			10			10			10
(20) Solo Flights – Preparation for Rating			5			10			2
(21) Training Flights – Practical Test Preparation (within previous 60 days)			3			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.

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.
- (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) 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.
- (b) 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;

- (ii) Involve psychomotor activity with appropriate application of force and timing of responses.
- (2) **Type 2:** A flight simulation training device that represents a generic turbine-powered aeroplane approved for flight crew of two members and has daytime flight enhanced visual system and equipped with autopilot.
- (i) This requirement can be met by a flight simulation training device equipped with a daytime 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.

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 FOR ATPL

- (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) Rules and regulations relevant to the holder of an ATPL, rules of the air appropriate air traffic services practices and procedures;
 - (2) The flight equipment: the failure of the compass, and the acceleration button; gyro equipment, the limitation in operation and slow motion effects of an object rotating around an axis; practice and methods when the flight equipment operated at wrong function.
 - (3) 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.
 - (4) Human performance relate to air transport.
 - (5) 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;
 - (6) 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;
 - (7) Causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
 - (8) Không lưu, bao gồm sử dụng các biểu đồ hàng không, hỗ trợ dẫn đường bằng đài dẫn đường và hệ thống dẫn đường khu vực, các yêu cầu về dẫn đường đặc thù đối với các chuyến bay tầm xa.

- (9) Air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;
 - (10) The rules and characteristics of the system navigation installed in the aircraft and takeoff equipment operation; codes and abbreviations, and the diagram method of equipment operation used in departure, in flight, descent and approach.
 - (11) Emergency and emergency precautions procedures; safety practices associated with instrument flight rules IFR
 - (12) Operational procedures for carriage of freight and dangerous goods.
 - (13) Requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
 - (14) Radiotelephony communication procedures and phraseology; action to be taken in case of communication failure;
 - (15) Interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, diagram of instrument flight procedure to depart, in-flight, descent and approach.
- (b) In addition to the above subjects, the applicant for ATPL licence applicable to the aeroplane or powered-lift category shall have met the knowledge requirements for the instrument rating:
- (1) General characteristics and limitations of electrical, hydraulic, pressurization and other aircraft systems, flight control systems, including autopilot and stability augmentation.
 - (2) Principles of operation, handling procedures and operating limitations of aircraft powerplants; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;
 - (3) Operating procedures and limitations of the relevant category of aircraft; effects of atmospheric conditions on aircraft performance;
 - (4) Use and serviceability checks of equipment and systems of appropriate aircraft;
 - (5) Maintenance procedures for airframes, systems and powerplants of appropriate aircraft;
 - (6) Effect of loading and mass distribution on aircraft handling, flight characteristics and performance, mass and balance calculations;
 - (7) Use and practical application of take-off, landing and other performance data, including procedures for cruise control;
 - (8) Practical meteorology, including interpreting and use of weather reports, charts and forecasts; jet air flow.
 - (9) Use, limitations and performance of electronic power systems and equipment necessary to control and navigate aircraft.
 - (10) The rules relating to aircraft; subsonic aerodynamics; acceptable mobility limitations; design characteristics of propeller; effect of device's supplementary lift and drag power; the link between lift, drag and thrust at the speed and configuration of the different aircraft.
- (c) Additional areas of knowledge about helicopter: The applicant shall demonstrate the level of knowledge in accordance with the granted rating in the ATPL, at least the following subjects:

- (1) General characteristics and limitations of electrical systems, hydraulics, pressure, and other systems of the aircraft; control systems, including autopilot and increase the stability of the helicopter.
- (2) Principles of operation, handling procedures and operating limitations of aircraft powerplants; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;
- (3) Principles of operations, limitations of helicopter, effects of atmospheric conditions on engine.
- (4) Use and serviceability checks of equipment and systems of appropriate aircraft;
- (5) Maintenance procedures for airframes, systems and engine of appropriate helicopter;
- (6) The effects of loading and weight distribution on helicopters, flight characteristics and features; weight and balance calculation.
- (7) Use and practical take-off, landing and other data features, including cross country control procedure.
- (8) Causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance
- (9) Use, limitations and performance of avionics and equipment necessary for the control and navigation of helicopters.
- (10) Emergency and preventive procedures;
- (11) Operational procedures for carriage of freight and including externals and dangerous goods.
- (12) The requirements and practices for faculty safety review for passengers, including precautions when boarding and disembarking the helicopter.
- (13) Other principles relevant to helicopter;
- (14) The communications radio and sorting of terms apply for VFR operation; action in the event of contact system failure.

APPENDIX 1 TO 7.217: AIRLINE TRANSPORT PILOT FLIGHT PROFICIENCY REQUIREMENTS FOR ATPL

- (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 powerplant, 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 in the Practical Test Standards.

APPENDIX 1 TO 7.220: AERONAUTICAL EXPERIENCE FOR ATPL APPLICANT

- (a) In addition to the requirements of 7.220 and, an applicant for an ATPL 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

Note 2: TR= Transfer from A to Rotocraft; TG= transfer from A to G; TA= Transfer from A or R to Airship; TP= Transfer from A to PL.

TABLE 1 – 7.200	A	TR	TG	RH	PL	G	TL A	LA	FB
SPECIFIC EXPERIENCE									
MINIMUM NUMBER OF HOUR									
(1) Pilot– aircraft type	1500			1000					
(2) Pilot – cross country flight	200			200					
(3) Pilot – night	100			100					
(4) Pilot – Night on the aircraft				15					
(5) Pilot – Instrument (on aircraft or SIM)	75			75					
(6) Pilot – Instrument (on aircraft or SIM)				25					
(7) Pilot– Instrument (maximum flight hour on SIM)	25			25					
(8) Pilot– Instrument (maximum flight hour on SIM) on aircraft class during the training.	50			50					
(9) Pilot in command – Aircraft type (or pilot in command) under supervision of aircraft class instructor TRE	250			35					
(10) Flight In Preparation for practical test (in previous 60 days)	3			3					

- (b) 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.
- (c) An applicant for CPL may credit the following F/O flight time or flight engineer flight time toward the 1.500 hours total time as a pilot required by paragraph (a) of appendix:
 - (1) F/O time required 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 F/O 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 subsection, the fundamentals of instructing, including:
 - (i) The learning process;
 - (ii) Elements of effective teaching;
 - (iii) Course development;
 - (iv) Lesson planning;
 - (v) Use of training aids;
 - (vi) Classroom instructional techniques;
 - (vii) Techniques of applied instruction;
 - (viii) Training programme development;

- (ix) Human performance relevant to flight instruction; and
- (x) Analysis and correction of student errors
- (xi) Assessment of student performance in those ground subjects;
- (xii) Student evaluation and testing, training philosophies;
- (2) The aeronautical knowledge areas for a CPL and PPL 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 subsection:
 - (1) The holder of a ground instructor licence issued under this Part
 - (2) Teacher's certificate issued by college or university or equivalent.

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 practical 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

TABLE 1 – 7.217	A	RH	PL	G	LA	FB
SPECIFIC TRAINING EVENTS						
(1) Fundamentals of instructing	X	X	X	X		
(2) Technical subject areas	X	X	X	X		

(3) Preflight preparation	X	X	X	X		
(4) Preflight lesson on a manoeuvre to be performed in flight	X	X	X	X		
(5) Aerodrome and seaplane base operations	X	X	X	X		
(6) Heliport operations		X				
(7) Glider port operations				X		
(8) Hovering manoeuvres		X				
(9) Takeoffs, landings, and go-arounds	X	X	X	X		
(10) Launches and landings				X		
(11) Performance speeds				X		
(12) Fundamentals of flight	X	X	X	X		
(13) Flight at slow airspeeds	X	X	X	X		
(14) Stalls and spins	X			X		
(15) Performance manoeuvres	X	X	X	X X		
(16) Soaring techniques						
(17) Multi engine operations	X	X				
(18) Special operations		X				
(19) Ground reference manoeuvres	X	X	X	X		
(20) Basic instrument manoeuvres	X	X	X	X		
(21) Flight by reference to instruments	X	X	X			
(22) Air traffic control clearances and procedures	X	X	X			
(23) Flight by reference to instruments	X	X	X			
(24) Use of Navigation aids	X	X	X			
(25) Emergency operations	X	X	X	X		
(26) Post flight procedures	X	X	X	X		
(27) Instrument departures	X	X				
(28) Instrument basic flight fundamentals	X	X				
(29) Instrument enroute and arrival procedures	X	X				
(30) Instrument approach procedures	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 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 and regulations relevant to the holder of a flight engineer license; rules and regulations governing the operation of civil aircraft pertinent to the duties of flight engineer;
- (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 powerplants, 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 powerplants; 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,
 - (8) Principles of operation of instruments, compasses, autopilots, radio, radio and radar navigation aids, flight management systems, displays and avionics.
 - (9) Limitations of aircraft;
 - (10) Fire protection 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 procedures and phraseology;
- (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 one of the following:
 - (1) At least 100 hours of flight time as a flight engineer, 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 F/O performing the functions of a PIC under the supervision of a PIC;
 - (4) At least a CPL with an instrument rating and at least 5 hours of flight training in the duties of a flight engineer;
 - (5) 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;
 - (6) 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 for that purpose, in at least the following areas:
- (1) Normal procedures:
 - (i) Pre-flight inspections;
 - (ii) Fueling 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 7.263: FLIGHT ENGINEER AERONAUTICAL SKILL REQUIREMENTS

- (a) In addition to the requirements of 7.263, an applicant shall:
- (1) Show satisfactorily performance in preflight inspection, servicing, starting, pre-takeoff, and post-landing procedures;
 - (2) In flight, show satisfactorily performance of the normal duties and procedures relating to the aeroplane, aeroplane engines, propellers (if appropriate), systems, and appliances;
 - (3) In flight, in an aeroplane simulator, or in an approved training device, show satisfactorily performance on emergency duties and procedures and recognise and take appropriate action for malfunctions of the aeroplane, engines, propellers (if appropriate), systems and appliance;
 - (4) Use aircraft systems within the aircraft's capabilities and limitations;

- (5) Exercise good judgement and airmanship;
- (6) Apply aeronautical knowledge;
- (7) Perform all the duties as part of an integrated crew
- (8) Communicate effectively with the other flight crew members.

APPENDIX 1 TO 7.275: FLIGHT NAVIGATOR KNOWLEDGE REQUIREMENTS

- (a) In addition to the requirements of 7.275, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight navigator licence, in at least the following subjects:
 - (1) Rules and regulations relevant to the holder of a flight navigator licence; appropriate air traffic services practices and procedures;
 - (2) Effects of loading and mass distribution on aircraft performance;
 - (3) Use of take-off, landing and other performance data, including procedures for cruise control;
 - (4) Pre-flight and en-route operational flight planning; preparation and filing of air traffic services, flight plans and appropriate air traffic services procedures; altimeter setting procedures;
 - (5) Human performance relevant to the flight navigator including principles of threat and error management;
 - (6) Interpretation and practical 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;
 - (7) 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 take-off, en-route and landing conditions;
 - (8) Dead-reckoning, pressure-pattern and celestial navigation procedures; the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;
 - (9) Use, limitation and serviceability of avionics and instruments necessary for the navigation of the aircraft;
 - (10) Use, accuracy and reliability of navigation systems used in departure, en-route and approach phases of flight; identification of radio navigation aids;
 - (11) Principles, characteristics and use of self contained and external referred navigation system; operation of airborne equipment.
 - (12) Definitions, units and formulae used in air navigation;

- (13) Interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes, abbreviations, and instrument procedure charts for departure, en-route, descent and approach, principles of flight, communication procedures and phraseology.

APPENDIX 1 TO 7.280 FLIGHT NAVIGATOR AERONAUTICAL SKILL REQUIREMENTS

- (a) Flight navigation shall:
 - (1) Show satisfactorily performance in preflight inspection, servicing, starting, pre-takeoff, and post- landing procedures;
 - (2) In flight, show satisfactorily performance of the normal duties and procedures relating to the aeroplane, aeroplane engines, propellers (if appropriate), systems, and appliances;
 - (3) In flight, in an aeroplane simulator, or in an approved training device, show satisfactorily performance on emergency duties and procedures and recognise and take appropriate action for malfunctions of the aeroplane, engines, propellers (if appropriate), systems and appliances;
 - (4) Use aircraft systems within the aircraft's capabilities and limitations;
 - (5) Exercise good judgement and airmanship;
 - (6) Apply aeronautical knowledge;
 - (7) Perform all the duties as part of an integrated crew and
 - (8) Communicate effectively with the other flight crew members.

APPENDIX 1 TO 7.323: GROUND INSTRUCTOR KNOWLEDGE REQUIREMENTS

- (a) The applicant for ground instructor shall have the following trainings for the period of at least 5 days (8 hours a day):
 - (1) Air Laws system, these Regulations and guidance materials;
 - (2) Summary of basic and specific knowledge of the training subject;
 - (3) Training techniques to deliver knowledge of the training subject;
 - (4) Techniques to develop training materials, exercises, questionnaires.

APPENDIX 1 TO 7.353: TRAINING AND APPROVE AIRCRAFT RATING AND SPECIFIC TASKS.

- (b) The person who has the license AMT rating A is only allowed to perform the work under the authority approved on a specific type of aircraft after completion of specific training in accordance with rating A by a maintenance organization in accordance with Section 5 or Section 8. The training will include both theory and practice in accordance with the work will be approved. Completion of the course must be demonstrated by test results / or direct assessment practices implemented by approved organizations in accordance with Part 5 or Part 8.
- (c) Unless otherwise stated in paragraph (g), licensed technical staff AMT with rating B1, B2 and C only to perform his particular aircraft type rating on the type aircraft that is approved.
- (d) Unless otherwise stated in paragraph (h), rating may only be granted after the applicant has completed training course approved by CAAV or conducted by maintenance training organization is CAAV approved in accordance with Part 8.
- (e) The training to upgrade aircraft type for technical staff with rating of B1 or B2 must include the theory and practice and includes courses related to the functions specified in paragraph (c) of 7.353. Theory and practice training must comply with the specific requirements prescribed by the CAAV.

- (f) Training program for AMT licensed staff with rating C type must comply with the specific requirements prescribed by the CAAV. In the case of AMT with rating C has a degree in aerospace engineering, training of the first aircraft to be equivalent to level B1 or B2, practical training is not required.
- (g) The completion of the training specified in paragraph (b) to (e) must be demonstrated by test results. The test results must meet the training requirements prescribed by the CAAV. Testing for AMT licensed staff with rating B1, B2 and C must be performed by an approved training organization in accordance with Part 8 or approved by training organizations conducted the approved aircraft type upgrade training.
- (h) Contrary to the provisions of paragraph (b), for the type of aircraft is not large aircraft (takeoff weight greater than 5700 kg), the licensed with rating B1 and B2 can perform discretion if the license has the record for the group of aircraft suitable or group of manufacturers unless the CAAV determines the complexity of the aircraft involved must be approved separately.
 - (1) Rating of the aircraft by manufacturer may be granted upon compliance with the rating type of aircraft class 2 representing a group of manufacturers.
 - (2) Full group rating will be issued upon full compliance with the requirements of the rating type of 3 aircraft types' representative of a group of manufacturers. However, the full group rating is not granted for B1 personnel on the aircraft with 2 jet turbine engine and more.
 - (3) Groups will include:
 - (i) For a license for rating type B1 or C: Engine piston helicopter or turbine engine helicopters; single-engine piston aircraft with a metal structure; aircraft many engine piston-metal structure; single-engine piston aircraft with a wooden structure; aircraft many piston engines - wooden structure; single-engine piston aircraft – have body structure made of composite materials; aircraft many piston engines - composite structure; aircraft turbine engine; aircraft and turbine engine
 - (ii) For the rating type B2 and C licenses: aircraft; helicopter
- (h) In contrast to the provisions of paragraph (c), rating for the aircraft is not large aircraft may also be granted on the basis of the complete test on the rating type of aircraft involved B1, B2 and C, and has sufficient evidence of actual experience on the aircraft type, unless CAAV determines that the aircraft is too complex and request to participate the training as in following point 3. For the rating C aircraft is not a large aircraft of a person who who holds an aircraft engineer degree, the first aircraft in test must be equivalent to level B1 or B2.
 - (1) For the rating type B1, B2 and C, the test for aircraft type to include mechanical tests on aircraft for rating B1 and specific subjects test for B2 and also tests B1 and B2 for the rating type C.
 - (2) The test will have to comply with the special requirements of the CAAV. Tests must be conducted by approved training organizations in accordance with Part 8 or directly carried out by the CAAV.
 - (3) Practice test will have to include representative maintenance work groups related to the requested rating.

APPENDIX 1 TO 7355: KNOWLEDGE REQUIREMENTS FOR TECHNICAL MAINTENANCE STAFF

- (a) The knowledge required for the type of license A, B1, B2 and C:
- (1) Basic knowledge necessary for the type A, B1 and B2 are indicated by the index level gauge (1, 2 and 3) for each subject. The type C license must meet the requirements of the basic knowledge equivalent to level B1 or B2.
 - (2) Knowledge of the requirements for the first level index is defined as follows:
 - (i) The general knowledge of the main part of the course.
 - (ii) Purpose: Applicant must be familiar with the main part of the course.
 - (iii) The applicant must give a general description of the subject, using common words and examples
 - (iv) The applicant must know how to use the particular concept.
 - (3) Knowledge of the requirements for the second level index is defined as follows:
 - (i) Has general knowledge of the theory and practice of the course.
 - (ii) Ability to apply the knowledge learned.
 - (iii) Purpose: Applicant must be able to understand the theoretical background of the subject.
 - (iv) The applicant must give a general description of the subject, using the appropriate specific examples.
 - (v) The applicant must know how to use mathematical formulas in conjunction with physical laws to explain the subject
 - (vi) The applicant must be able to read graphics and understand schematic drawings to describe the subject.

- (vii) The applicant must apply the knowledge learned in a reality through the use of specific processes.
- (4) Knowledge of the requirements for level 3 index is defined as follows:
- (i) Detailed knowledge of the theory and practice of the course.
 - (ii) The ability to synthesize and apply the separate sections of the course a logical and comprehensive way.
 - (iii) Purpose: the applicant must have a theoretical knowledge of the subject and the interactive relationship between the subjects with other subjects.
 - (iv) The applicant must be able to describe in detail the subject with the use of background knowledge of the subject and the specific examples.
 - (v) The applicant must know how to use mathematical formulas related to the subject;
 - (vi) The applicant must be able to read and understand simple graphics and drawings and circuit diagrams to describe the subject.
 - (vii) The applicant must apply the knowledge learned in a reality through the use of the manufacturer's instructions.
 - (viii) The applicant must be able to read the results from the resources and tools, different measurements and apply corrective measures when necessary.
- (b) Knowledge needed for each basic subject for AMT license must be based on the reference table below. Subjects applied to each feature will be highlighted “x”.

Subject	A or B1 aircraft		A or B1 helicopter		B2
	Động cơ tuốc-bin	Động cơ pit-tông	Động cơ tuốc-bin	Động cơ pit-tông	Bộ môn
1. Math	x	x	x	x	x
2. Physis	x	x	x	x	x
3. Basic electronic	x	x	x	x	x
4. Basic digital	x	x	x	x	x
5. Digital electronic devices Systems.	x	x	x	x	x
6. Aviation materials	x	x	x	x	x
7. Maintenance practice	x	x	x	x	x
8. Basic aerodynamic	x	x	x	x	x
9. Human factor	x	x	x	x	x
10. Civil aviation law of Vietnam.	x	x	x	x	x
11. Aerodynamics, structures and systems of aircraft piston engines.	x	x			
12. Aerodynamics, structures and			x	x	

systems of the helicopter.					
13. Aerodynamics, structures and systems of the aircraft					x
14. Lift power system					x
15. Gas turbine engines.	x		x		
16. Engine piston		x		x	
17. Propeller	x	x			

- (c) CAAV regulates the level of specific knowledge for each type of rating and the standard of inspection.
- (d) In addition to the requirements of 7.355, the applicant must also demonstrate knowledge related to the rating granted and in accordance with the aircraft maintenance responsibility of the license holder in the following areas:
- (1) Regulations and guidelines for licensed aircraft maintenance, including the requirements of the standard airworthiness approvals and regulations to maintain the airworthiness of the aircraft and the approved maintenance organization and related maintenance procedures.
 - (2) Basic math and units of measure, the basic principles and theory of physics and chemistry applied in the field of aircraft maintenance.
 - (3) Characteristics and applications of materials in aircraft structures including the principles and functions of aircraft structures, rivets techniques, lift power systems and related systems, engine, liquid and electrical and electronic sources, aircraft equipment, display systems, control systems, air navigation system and communication system.
 - (4) The work required to ensure the airworthiness of aircraft including methods and procedures for the overhaul, repair, inspection, replacement or repair of aircraft structural failures; equipment and systems according to the methods specified in the relevant documentation and airworthiness standards applicable.
 - (5) Human ability for technical staff licensed AMT.

APPENDIX 1 TO 7.357: AVIATION MAINTENANCE TECHNICIAN EXPERIENCE REQUIREMENTS

- (a) The applicant for a AMT license must meet the following experience requirements:
- (1) For rating A or sub rating B1.2 and B1.4:
 - (i) 3 years of practical maintenance experience on related aircraft type if the applicant is not technically trained on related aircraft.
 - (ii) 2 years of practical maintenance experience on the type of aircraft involved and completed training in accordance with skilled technical staff in other technical fields.
 - (iii) 1 years of practical maintenance experience on the type of aircraft involved and completed training at an approved training organization in accordance with Part 8.
 - (2) For the B2 rating or sub rating B1.3 or B1.3:
 - (i) 5 years of practical maintenance experience on related aircraft type if the applicant is not technically trained on related aircraft.
 - (ii) 3 years of practical maintenance experience on the type of aircraft involved and completed the training appropriate to the CAAV and is consistent with skilled technical staff in other technical fields.
 - (iii) 2 years of practical maintenance experience on the type of aircraft involved and completed training at the approved training center in accordance to Part 8.
 - (3) For rating C of large aircraft:
 - (i) 3 years of practical maintenance experience with rating type B1.1, B1.3 or B2 on large aircraft or as support staff to B1.1, B1.3 or B2 of the approved maintenance organization standards in accordance with Section 5 or a combination of both conditions.
 - (ii) 5 years of practical maintenance experience with the rating types B1.2 and B1.4 on large aircraft or as support staff to the B1.2 and B1.4 of the approved maintenance organization in accordance with part 5 or a combination of both conditions.
 - (4) For rating C of not a large aircraft

- (i) 3 years of practical maintenance experience with the rating types B1.1, B1.3 or B2 aircraft type is not large aircraft or as support staff to B1.1, B1.3 or B2 of the maintenance organization approved in accordance with Part 5 or a combination of both conditions.
- (5) For the rating C of an aircraft engineering graduate:
 - (i) Applicant with technical engineers degree, from universities or other higher education recognized by the CAAV, 3 years experience in civil aircraft maintenance environment with the representation related to aircraft maintenance including 6 months of follow-up maintenance work inhouse.
- (b) Applicant for additional AMT license must have minimum maintenance experience in accordance with the rating or proposed supplement rating in the following table:

From	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2
To									
A1		6 mt.	6 mt.	6 mt.	2 year	6 mt.	2 year	1 year	2 year
A2	6 mt.		6 mt.	6 mt.	2 year	6 mt.	2 year	1 year	2 year
A3	6 mt.	6 mt.		6 mt.	2 year	1 mt	2 year	6 mt.	2 year
A4	6 mt.	6 mt.	6 mt.		2 year	1 year	2 year	6 mt.	2 year
B1.1	No	6 mt.	6 mt.	6 mt.		6 mt	6 mt.	6 mt.	1 year
B1.2	6 mt.	No	6 mt.	6 mt.	2 year		2 year	6 mt.	2 year
B1.3	6 mt.	6 mt.	No	6 mt.	6 mt	6 mt.		6 mt.	1 year
B1.4	6 mt.	6 mt.	6 mt.	Không	2 year	6 mt.	2 year		2 year
B2	6 mt.	6 mt.	6 mt.	6 mt.	1 year	1 year	1 year	1 year	

- (c) For rating type A, B1, B2 the experience must be practical work in areas related to maintenance work on aircraft.
- (d) For all licensed technician, practical experience is necessary to have at least one year working experience on aircraft prior to applying for the first time. For the next supplement rating depend on practical experience and need not to have one year but no less than 3 months. Practical experience requirements will depend on the difference between current and additional proposed rating. Practical experience must suitable with the proposed additional rating.

APPENDIX 1 TO 7350: PROCEDURES FOR ISSUANCE, RE-ISSUANCE OF LICENSES AND RATING FOR AIRCRAFT MAINTENANCE TECHNICIAN STAFF (AMT) AND AVIATION REPAIR SPECIALIZED STAFF (ARS)

- (a) Applicant for license and rating of AMT / ARS to send 01 set of records in person or by mail to the CAAV. Application includes the following documents:
 - (1) Application form request issuance license of AMT/ARS;
 - (2) Curriculum vitae with photo and certified by the head of the unit of local government;
 - (3) The documented practical experience approved by the CAAV and the type of work in accordance with the requested rating.
 - (4) A certified copy of training courses certificate in accordance with the proposal in ATO recognized by the CAAV.
 - (5) The results of knowledge and experience tests in accordance with the requested rating.
- (b) Within 20 days from the time of receiving the dossier, the CAAV is responsible for appraising records, inspect and perform licensing for AMT / ARS for the applicants meet the requirements of this aviation safety regulations.
- (c) License and rating AMT / ARS are granted in the case of a expired license validity, lost or damaged. Applicants must complete 01 dossiers submitted in person or by mail to the CAAV and must be responsible for the information in the record.
- (d) The applicant for license renewal AMT / ARS must be filed at least 20 days before the expiration date of the granted license. Application includes:
 - (1) Application for reissuance stated clearly reason;
 - (2) Medical certificate in accordance with the provisions of Ministry of Health and Ministry and Section 8 of the of valid aviation safety regulations.
 - (3) The test results of skills, experience in the category, class, type of aircraft in accordance with the rating requested.
- (e) Application for reissuane license AMT / ARS in case license is lost, damaged, the applicant must submit to the CAAV Office at least 7 working days. Application includes:
 - (1) Application for reissuance stated clearly reason;
 - (2) The original or a copy of the license and rating have been issued (if any).

- (f) The applicant for extension of AMT / ARS rating to send 01 set of records in person or by mail to the CAAV and is responsible for the information in this profile. Application includes:
 - (1) An application for renewal AMT/ARS;
 - (2) A valid medical certificate enclosed with the original for comparison;
 - (3) A copy of a valid AMT / ARS license together with the original for comparison.
 - (4) The results of theory test for the contents as prescribed in regulations.
 - (5) The results of practice test with the content extraction applied to the aircraft category rating and aircraft class rating appropriate as proposed.
- (g) Within 20 days from the time of receiving the dossier, the CAAV is responsible for appraising records, inspect and perform renewal rating in accordance.

APPENDIX 1 TO 7.393 PROCEDURES FOR ISSUANCE, REISSUANCE AND RATINGING FOR FLIGHT DISPATCHER

- (a) The applicant for Flight Dispatcher licence shall submit the application directly or by courier to CAAV head office. The application shall have the following:
 - (1) Flight Dispatcher Licence Application form;
 - (2) Curriculum vitae with photo and notarized by the company or local authority;
 - (3) Notarized copies or copies to be attached by the original version of suitable certificates for cross reference purpose;
 - (4) Copies of suitable training results;
 - (5) A valid original version of the medical certificate as required by Ministry of Health and Part 8 of these Regulations;
 - (6) Two 3x4 photos taken within 6 months old.

- (b) In case of the licence is expired, the applicant for reissuing of Flight Dispatcher licence shall submit following documents:
 - (1) Licence Reissuing Application form;
 - (2) Copies of suitable training results;
 - (3) A valid original version of the medical certificate as required by Ministry of Health and Part 8 of these Regulations;
 - (4) Two 3x4 photos taken within 6 months old.

- (c) In case of the licence is lost or damaged, the applicant for reissuing of Flight Dispatcher licence shall submit following documents:
 - (1) Licence Reissuing Application form with detail reasons for reissuing;
 - (2) Original or copy version of the licence (if any);
 - (3) Two 3x4 photos taken within 6 months old.

- (d) Documents for renewal of rating:
 - (1) Licence Renewal Application form;
 - (2) Copies of latest training results;
 - (3) A valid original version of the medical certificate as required by Ministry of Health and Part 8 of these Regulations.

- (e) Within 20 days from the date of receiving, CAAV is responsible for verifying, check and carry out the renewal of suitable rating.

APPENDIX 1 TO 7.399: FLIGHT DISPATCHER KNOWLEDGE REQUIREMENTS

- (b) In addition to the requirements of 7.399, 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 7.401 FLIGHT DISPATCHER AERONAUTICAL EXPERIENCE REQUIREMENTS

- (a) The applicant shall have satisfactorily completed a course of training approved by the CAAV.
- (b) In addition to the requirements of 7.401, the applicant 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 7.403 FLIGHT DISPATCHER SKILL REQUIREMENTS

- (a) In addition to the requirements of 7.403, 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.