



APPLICATION & PROCESS: REQUESTING SPECIFIC EXEMPTION

SECTION 1 GENERAL

1.1 PURPOSE

This Advisory Circular (AC) provides guidance for submitting a request for exemption from a specific requirement of the Vietnam Civil Aviation Regulations (VARs).

1.2 STATUS OF THIS ADVISORY CIRCULAR

This revision is [B]2022 that replaces [A]2016

1.3 BACKGROUND

Vietnam Aviation Regulation, Part 12, Appendix 1 to 12.153: Operations Manual: Part A (30)—

- A. The VAR 1 Subpart F outlines for the process to be followed for the request and issuance of exemptions for both the regulated entities and the CAAV inspectors.
- B. The application was made on CAAV Form 575 to ensure that—
 - 1) The regulated entity making the request had addressed all of the regulatory requirements in their submission request; and
 - 2) All regulatory and processing requirements would be met if the inspectors completed the form while making their evaluation
- C. After an assessment of the exemption process, an improvement of the current process was deemed necessary to ensure better processing of an application for exemption—
 - 1) The CAA Form 575 has been revised,
 - 2) CAAV issues this AC to provide instructions to the aviation community on the proper method for requesting an exemption.

1.4 APPLICABILITY

This AC is applicable to regulated entities (individuals, aircraft, organizations, service providers, etc.) certificated or licensed that apply for exemption from a requirement of the VARs applicable to the certificate or license held by that entity

- Advisory Circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the Regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.
- Where an AC is referred to in a 'Note' below the regulation, the AC remains as guidance material,
- ACs should always be read in conjunction with the referenced regulations.

1.5 RELATED REFERENCE DOCUMENTS

The following documents are referenced in this AC—

- VAR Part 1: General Policies Procedures and Definitions
- ICAO Document 7300: The Chicago Convention
- ICAO Document 10055: Manual on Notification and Publication of Differences

1.6 DEFINITION & ACRONYMS

1.6.1 DEFINITIONS

The following words or terms are used in this AC and should be understood to ensure proper processing—

- 1) **Annex(es)**. Where used in this AC will refer to the ICAO Annex(es) in which the international Standards and Recommended Practices are published.
- 2) **Convention**. Where used in this AC will refer to the ICAO Convention of 1944 (as amended) that in Article.
- 3) **Exemption**. A relief from compliance with the requirement(s) of airworthiness or environmental standards, or operating rules, based on the determination by a civil aviation authority that granting such relief will not adversely affect safety and that an equivalent level of safety can be maintained.
- 4) **Recommended Practice (as published in ICAO Annexes)**. Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity, or efficiency of international air navigation, and to which Contracting States will endeavor to conform in accordance with the Convention.
- 5) **Regulated entity**. An individual or organization that is certificated, licensed, or authorized by the Authority to conduct activities in aviation.
- 6) **Standard (as published in ICAO Annexes)**. Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38.

1.6.2 ACRONYMS & ABBREVIATIONS

The following acronyms and abbreviations are used in this AC and should be understood to ensure proper processing—

- 1) **AIP** = Aeronautical Information Publication
 - 2) **CAAV** = Civil Aviation Authority of Vietnam
 - 3) **EPC** = Exemption Process Coordinator
 - 4) **ICAO** = International Civil Aviation Organization
 - 5) **EFOD** = Electronic Filing of Differences
 - 6) **RCC** = Regulation Compliance Checklist
 - 7) **SRR** = Specific Regulatory Requirement
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SECTION 2 INTERNATIONAL OBLIGATIONS OF A CONTRACTING STATE

2.1 VIETNAM IS AN ICAO CONTRACTING STATE

- A. The ICAO Convention is the foundation which facilitates international air operations by having the signatory States (called “contracting” States) agree to implement the international safety standards published by ICAO.
- B. As a Contracting State, Vietnam has agreed to comply with, implement and enforce the Articles of the Convention and the Annexes to that Convention for our registered aircraft, licensed aviation personnel and certified organizations so that these regulated entities may be accepted by all other States where they might be operated.

The paragraphs that follow in this Section provide background regarding why it is necessary to treat each request for an exemption or deviation through a transparent official process before granting.

2.2 ARTICLE 37: ADOPTION OF INTERNATIONAL STANDARDS AND PROCEDURES

Reference: ICAO Document 7300

Each contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulations, standards procedures and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation.

To this end the ICAO shall adopt and amend from time to time, as may be necessary, international standards and recommended practices dealing with... (a listing of aviation areas subsequently consolidated into “Annexes” to the Convention.)

2.3 ARTICLE 38: DEPARTURES FROM INTERNATIONAL STANDARDS & PROCEDURES

Reference: ICAO Document 7300

Any State which finds it impracticable to comply in all respects with any such international standard or procedure, or to bring its own regulations or practices into full accord with any international standard or procedure after amendment of the latter, or which deems it necessary to adopt regulations or practices differing in any particular respect from those

established by an international standard, shall give immediate notification to the ICAO of the differences between its own practice and that established by the international standard.

In the case of amendments to international standards, any State which does not make the appropriate amendments to its own regulations or practices shall give notice to the Council within sixty days of the adoption of the amendment to the international standard or indicate the action which it proposes to take.

In any such case, the Council shall make immediate notification to all other states of the difference which exists between one or more features of an international standard and the corresponding national practice of that State

Article 38 expressly requires that the States immediately notify ICAO differences, without exception. Therefore, whatever other actions States may take in regard to temporary or short-term differences, they would not serve to relieve States of their obligations under Article 38. (ICAO Doc 10055, paragraph 1.2.5)

2.4 VARs ARE “ICAO-BASED”

- A. The Vietnam Aviation Regulations is said to be “ICAO-based” because the foundation of these regulations is the ICAO Annexes. (AC 01-001, Paragraph 2.1(A))

- B. The CAAV takes steps to ensure that the VARs are continuously up-to-dated to comply with the ICAO SARPs.
- C. However, this methodology could present a dilemma to CAAV regulated entities and aircraft in that they may be unable to comply with the new or revised requirements in a short-term.
- D. For that reason, Subpart F of VAR Part 1 provides procedures to allows the regulated entity to apply for, and with good justification, be granted an exemption from a specific VAR requirement.
- E. A grant of exemption and its specific conditions and limitations is a regulatory requirement

When developing the Parts of the VAR, the specific words of the ICAO Annexes were inserted has the foundation for the requirements.

- It is more efficient and far less confusing to incorporate all SARPs than to try to edit the regulations for specific nuances.
- The process for Exemptions allows the CAAV to control the status of any special relief issued to organization and individuals.

2.5 REPORTING THE EXEMPTION TO ICAO

- A. If an exemption granted by the CAAV would result in a “difference” to the requirements of an ICAO SARP, the CAAV must report this exemption to ICAO.
- B. ICAO maintains a reporting system titled “EFOD” (Electronic Filing of Differences). Each Contracting State must provide references from their regulations for each SARP in each ICAO Annex.
- C. The EFOD is similar to our RCC system.
- D. These documents are related to each other in this manner—
- 1) ICAO publishes the SARPs;
 - 2) CAAV publishes the VARs to implement the SARPs;
 - 3) Then CAAV provide references to show compliance with the SARPs using the EFOD system;
 - 4) Regulated entities provide references to show compliance with VARs using the RCC checklists;
 - 5) Together, these documents demonstrate that
 - 6) Vietnam and the regulated entities have implemented the VARs and the SARPs.
- E. In **situations** where the CAAV evaluates a request for an exemption, one of the first determinations that the evaluation team must make is whether the granting of an exemption will result in a difference to an ICAO SARP.
- If “yes,” this request will be subject to more detailed evaluation, especially for operations outside of Vietnam airspace.

ICAO Document 10055 provides guidance for a Contracting State to notify ICAO of that difference.

This system allows other CAAs to determine if a CAA is fulfilling their conformance to Article 37 and 38.

Refer to CAAV AC 01-005 for details.




If granted, the difference must be reported through the ICAO EFOD system before the exemption is signed by the CAAV

2.6 PUBLICATION OF EXEMPTION GRANTED

In addition to the exemption, once granted, being sent by nominated email to those affected, information regarding permanent or general exemptions is published through the Advisory

Circular AC 01-002 “summary of exemptions issued by the CAAV”, and accessible on the CAAV website (<https://caa.gov.vn>) under the “Exemptions” tab to ensure all persons, operators, organizations or Foreign States, whether affected or not, are informed of the publication of the exemption. This is to ensure that exemptions, and any conditions imposed, are exercised equally and without favoritism. For deviation is not required for public.

SECTION 3 COMPLETING THE CAAV FORM 575

	<h3>APPLICATION FOR EXEMPTION</h3>	<p>INSTRUCTIONS Print or type. Do not write in shaded areas, these are for CAAV use only. Submit exemption application in duplicate to the Flight Safety Standards Department. If additional space is required, attach the supporting documents.</p>
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Applicant should give serious consideration of the VAR Part 1 Subpart F before the exemption is written to preclude frivolous or ill-prepared petitions, which will be rejected. Exemption may be rejected because the applicant failed to identify and explain the reasons why a grant of exemption would be in the public interest.

The applicant’s interest is not necessarily considered to be in the public interest. For example, if an applicant’s statement that a grant of exemption would be in the public interest because it would reduce the applicant’s operating costs is not an acceptable reason and will result in CAAV rejection of the request.

Each application for exemption should be well-conceived and in writing.

3.1 APPLICATION FORM: SECTION A

A. APPLICATION IS HEREBY MADE FOR GRANT OF EXEMPTION:	
1. SPECIFIC REGULATION REQUIREMENT TO BE AFFECTED <i>(VAR reference, including all subparts and subparagraphs)</i>	2. PROPOSED DURATION OF THIS RELIEF <i>(Attach schedule of events if gradual phasing of compliance planned)</i>

- 1) Ensure that the specific regulation is cited to include all applicable sub-sections.
 - ⇒ Take the time to make a preliminary determination if the specific regulation is cited correctly.
- 2) Review the proposed duration of the relief to determine if the request is projected to be short- or long-term.
 - ⇒ If it is necessary to provide a schedule of events to properly describe the duration, that schedule should be provided in Section E.

3.2 APPLICATION FORM: SECTION B

A. APPLICATION IS HEREBY MADE FOR GRANT OF EXEMPTION:		
1. <input type="checkbox"/> INDIVIDUAL	2. <input type="checkbox"/> AIRCRAFT	3. <input type="checkbox"/> ORGANIZATION
4. CAAV ISSUED NUMBER <i>(license, registration, or certificate)</i>	5. ISSUED TO <i>(name/owner/organization/date)</i>	

- 1) Section B-4 will be the license (for license holders), registration (for aircraft) or certificate number (for organization)
 - ⇒ If more than one (such as aircraft), all numbers will be placed in this field or reference is made in this field to a listing attachment.

- 2) Section B-5 should specify the exact legal name of the regulated entity that may be granted the exemption.

3.3 APPLICATION FORM: SECTION C

C. THE TYPE OF OPERATION THAT WILL BE AFFECTED:		
1. <input type="checkbox"/> COMMERCIAL AIR TRANSPORT	2. <input type="checkbox"/> GENERAL AVIATION	3. <input type="checkbox"/> AERIAL WORK
4. AIRCRAFT MAKE/MODEL/SERIES/PASSENGER CAPACITY TO BE OPERATED UNDER THIS RELIEF:		

The specification of the type of operation that are to be conducted should the exemption request is granted.

3.4 APPLICATION FORM: SECTION D

D. THE AREAS OF OPERATIONS THAT WILL BE AFFECTED:		
1. <input type="checkbox"/> INTERNATIONAL OPERATIONS	2. <input type="checkbox"/> DOMESTIC OPERATIONS ONLY	3. <input type="checkbox"/> VIETNAM AREA LIMITATION
4. SPECIFIC AREA LIMITATION PROPOSED UNDER THIS RELIEF:		

The area of operations under the proposed exemption

3.5 APPLICATION FORM: SECTION E

E. DETAILED DESCRIPTION OF PROPOSED ALTERNATE REQUIREMENT TO MEET EQUIVALENT LEVEL OF SAFETY IN PUBLIC INTEREST:

- A. Section E requires a detailed description of the proposed alternate requirement to meet an equivalent level of safety in the public interest.
- B. The appropriate way to present such a description is to—
- 1) The first entry in Section E should be the proposed alternate requirement written in a “regulation” format.

Where practical, simply use the text of the existing regulation and overwrite it as necessary to change it to the proposed alternative.

⇒ The technical valuation team will need to be able to compare the proposed requirement (as presented in Section E) to the current requirement (in the VAR);
 - 2) Additional discussion may be necessary to outline more specifically the difference or the background on how company procedures will implement the alternate requirement.
 - 3) If the intent is to also provide a schedule of events or roadmap related to future compliance, the applicant may provide that information in this Section or attach these elements to the application.

3.6 APPLICATION FORM: SECTION F

F. STATEMENT OUTLINING THE BASIS FOR REQUESTING MITIGATION OR RELIEF FOR THE REGULATORY REQUIREMENT:

- A. In this section, the applicant must show that the alternative proposal—
- 1) Achieves a level of safety at least equal to that of the requirement of the cited VAR, or
 - 2) If a required safety level does not exist, that it is consistent with public interest.

- B. At a minimum the justification must provide the following—
- 1) A statement outlining the applicant's basis for seeking relief from compliance with the specified requirements,
 - 2) If the relief is requested for a fixed period, a description of how compliance will be achieved at the end of this period,
 - 3) A statement identifying any increased risk to safety that may result if the alternative proposal is granted,
 - 4) A description of the measures to be taken to address that risk,
 - 5) Substantiation that the argument for public safety and equivalent level of safety is valid,
 - 6) A discussion describing relevant incidents or accident experience of which the applicant is aware that relates to the requested exemption

3.7 APPLICATION FORM: SECTION G

G. DETAILED LIST OF ALL SUPPORTING & ATTACHMENTS SUBMITTED WITH THIS APPLICATION:

Section G provides space for listing of supporting documents and attachments submitted with the application. These may be—

- 1) Schedule of events necessary to achieve full compliance;
- 2) Documents of accident and incident data related to this alternate proposal;
- 3) Examples of alternate compliance used by other civil aviation authorities such as EASA or FAA;
- 4) For organizations, the excerpt from the RCC demonstrating the specific regulatory reference for which the exemption is being requested and the supporting company document references.

3.8 APPLICATION FORM: SECTION H

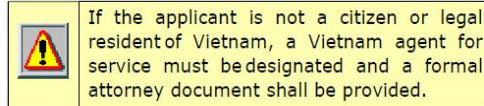
H. THE TYPE OF PROCESSING REQUESTED:	
1. <input type="checkbox"/> NORMAL	2. <input type="checkbox"/> EMERGENCY IN THE PUBLIC INTEREST
3. BASIS FOR REQUESTING EMERGENCY PROCESSING	

- 1) If normal (60-days) processing is requested, just H-1 should be checked,
- 2) If Emergency in the Public Interest, H-2 should be checked; and the basis for requesting emergency processing H-3 shall be provided as statement of the supporting facts and reasons.

The rationale for emergency in the public interest must be compelling.

3.9 APPLICATION FORM: SECTION I

I. APPLICANT & AGENT INFORMATION:	
1. ORGANIZATION OR INDIVIDUAL NAME	5. PERMANENT ADDRESS (Street or PO Box Number)
2. TELEPHONE NUMBER	CITY STATE MAIL CODE COUNTRY
3. FAX NUMBER	7. VIETNAM AGENT NAME & PHONE NUMBER (if required)
4. E-MAIL ADDRESS	



3.10 APPLICATION FORM: SECTION J

J. Certification of Correctness: I certify that the statements above and all supporting documentation are true and correct.		
1. SIGNATURE	2. DATE	3. NAME & TITLE

- A. The preferred certifying person is the—
- 1) For an organization, the Chief Executive Officer or the Accountable Manager (of record).
 - 2) For an aircraft, the aircraft owner or lessee.
 - 3) For an aviation license, the license holder.
 - 4) A Vietnam agent may be acceptable if supported by a documented power of attorney.

SECTION 4 CAAV PROCESSING OF THE APPLICATION

This section is for CAAV use only

4.1 APPOINTMENT OF CAAV TECHNICAL EVALUATION TEAM

- A. When the request for exemption is submitted, the FSSD Director will assign it to a technical evaluation team consisting of:

- 1) A person designated to be the “Exemption Process Coordinator” (EPC);
 - ⇒ EPC will set up and maintain the working file contents outlined in Section
- 2) Inspector(s) with qualification in the implementation of the existing SRR

The EPC will be responsible to ensure that the request is processed in accordance with VAR Part 1 Subpart F and this AC, The EPC may also be a “qualified” inspector.

The number of inspectors to be assigned will depend on the complexity of the request.

4.2 STARTING THE EVALUATION

K. ASSIGNMENT OF TECHNICAL EVALUATION TEAM		
1. CONTROL NUMBER:	2. DATE:	3. ASSIGNED INSPECTOR TEAM:
		Name
		Initials

- 1) The EPC Insert the Control number for this project into the submitted CAAV Form 575 field K-1;
 - 2) Insert the Date of Assignment in field K-2;
 - 3) Insert the CAAV names initials of the team in the K-3;
- A. The team will start first with a general review of the submitted form and attachments to (if any)—

- 1) Ensure that the request has been submitted in duplicate,
- 2) Ensure that each field is properly and legibility completed.

If the request includes the rationale for emergency processing, the team must determine if it is valid. If YES, the team should proceed with the review and recommendations as soon as practical

4.3 CRITICAL EVALUATIONS ELEMENTS

As mentioned in all ICAO Annexes, “the following practice has been adhered to in order to indicate at a glance the status of each statement: **Standards** have been printed in light face roman; **Recommended Practices** have been printed in light face italics, the status being indicated by the prefix “Recommendation”; Notes have been printed in light face italics, the status being indicated by the prefix “Note”.



Example from ICAO Annex 8:

Protection of the flight crew compartment from smoke and fumes.

- Standard → 1) For aeroplanes of a maximum certificated take-off mass in excess of 45 500 kg or with a passenger seating capacity greater than 60 and for which the application for certification was submitted on or after 12 March 2000, means shall be provided to minimize entry into the flight crew compartment of smoke, fumes and noxious vapours generated by an explosion or fire on the aeroplane.
- Recommended Practice → 2) *Recommendation.— For aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg but not exceeding 45 500 kg and for which the application for certification was submitted on or after 12 March 2000, means should be provided to minimize entry into the flight crew compartment of smoke, fumes and noxious vapours generated by an explosion or fire on the aeroplane.*

4.3.1 DOES IT AFFECT AN ICAO STANDARD?

L. CAAV ANALYSIS & CONSIDERATIONS	YES	NO	N/A	INSPECTOR INITIALS	NOTE	
					YES	NUMBER #
1. Would the grant of this relief result in non-compliance with an ICAO Standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	

The most important evaluation would be the determination of whether a grant of exemption to a VAR requirement would result in a significant difference with a current ICAO Standard.

- ⇒ The key words in the definition of an ICAO Standard are “...the Contracting State will conform...”
- ⇒ It is very important to the credibility of the CAAV that we are very transparent to the international aviation community regarding compliance with ICAO Standards.

- ⇒ If a decision is made to allow an exemption from an ICAO Standard, this difference - especially one that is less restrictive - must be officially reported.
- ⇒ Understand that other CAAs may choose not to recognize this difference for Vietnam flights into their airspace.
- ⇒ The interim alternate methodology approved should provide a rational alternative to the ICAO Standard and the duration of the exemption must be short-term.

4.3.2 DOES IT AFFECT AN ICAO RECOMMENDED PRACTICE?

1. Would the grant of this relief result in non-compliance with an ICAO Recommended Practice?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	
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An exemption to a VAR requirement which corresponds to an ICAO Recommended Practice provides an element of discretion to the evaluation team.

- ⇒ The key words in the definition of an ICAO Recommended Practice are “...the Contracting State will endeavor to conform...”
- ⇒ ICAO Recommended Practices are adopted by the CAAV as they are adopted by ICAO. This adoption is reported to ICAO via the ICAO EFOD system.
- ⇒ Some ICAO Recommended Practices are “tentative” in that they are not yet in full use in international aviation, may have later implementation dates, etc.
- ⇒ A Vietnam organization may determine that it is not yet feasible to fully comply and provide a rationale for an exemption to the VAR which, if granted, must be reported to ICAO the ICAO EFOD system and Vietnam AIC.

4.3.3 PUBLISHED & RELEVANT INTERNATIONAL SAFETY PRACTICE

1. Would the grant of this relief result in operations that would not conform to a recognized international safety practice?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	
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- A. A published and relevant international safety practice should also be considered when evaluating a request for an exemption.
- B. Such safety practices can be published by intergovernmental or non-governmental organizations and are recognized by ICAO being able to be invited to ICAO Meetings.
- ⇒ Always take the time to assess such publications to determine their relevancy in the context of decision allowing an exemption.

4.3.4 EQUIVALENT LEVEL OF SAFETY?

1. Would the grant of this relief result in an equivalent level of safety to the existing regulation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	
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The technical evaluation team must make a subjective decision of whether the proposed exemption would result in a level of safety equivalent to the existing regulation.

- ⇒ For this decision, a comparison of the level of safety provided by the existing regulation to proposed exemption should be made.
- ⇒ A NO answer may necessitate additional operational limitations to achieve an adequate level of public safety.

4.3.5 IN THE PUBLIC INTEREST?

1. If the equivalent level of safety cannot be met, would the grant of this relief still be in the public interest?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	
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A. If the answer to Element L-4 is NO, the evaluation team must make a subjective decision of whether the proposed exemption would be in the public interest.

B. If the answer to Element L-4 is YES, select N/A.

4.3.6 ACCIDENTS & INCIDENTS

1. Have there been any international accidents or serious incidents specifically related to the requirement for which relief is requested?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	
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A. The regulated entity requesting an exemption is required to provide examples of an accidents or incidents that could possibly be related to their exemption request.

B. But the evaluation team should also do a search for accidents and serious incidents that may have been a contributing factor related to the specific regulations or SARP for which exemption relief is requested.

⇒ The identification of such an accident or serious incident may be considered as evidence to deny an exemption.

4.3.7 IS RISK MITIGATION POSSIBLE?

1. If relief as requested by the applicant would result in a higher risk assessment level, could this risk be mitigated to the risk level associated with the original requirement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	
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If the proposed exemption would result in a higher safety risk assessment, does the regulated entity have a proposed mitigation to make lower the risk?

⇒ There could be a combination of limitations and routing that could mitigate risk sufficiently

4.3.8 EXEMPTION TO A GROUP?

1. Does this request identify the need for the CAAV to issue an exemption to include a group of regulated entities or a class of aircraft not previously considered in the promulgation of the identified regulatory requirement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	
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Does this request draw attention to the need for the CAAV to issue an exemption to a group or class of aircraft from the regulation instead of issuing individual exemption to multiple regulated entities on the same topic?

⇒ For example, if on publishing an exemption, two more operators file for party status with that exemption, the CAAV may issue an exemption to all three operators. However, if any additional conditions that may pertain to the applicant that are not addressed in the underlying exemption, an individual exemption addressed to that applicant will be published.

4.3.9 IS REGULATION REVISION WARRANTED?

1. Does this request identify the need for the CAAV to consider amendment of the current regulatory requirement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	
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Could it be that a SRR needs revision to be better stated or to provide a more logical solution?

4.3.10 IS EMERGENCY PROCESSING WARRANTED?

1. Is the rationale for emergency processing request in the public Interest valid?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	
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The technical evaluation team must make this determination at the initial meeting. If the rationale for such processing is valid, the team should proceed with their review, analysis, and recommendation as soon as practical.

4.4 EXEMPTION TECHNICAL EVALUATION TEAM RECOMMENDATION

M. RECOMMENDATION OF TECHNICAL EVALUATOR			
1. DENIAL:	2. GRANT	3. DATE:	4. SIGNATURE OF TECHNICAL EVALUATOR
<input type="checkbox"/>	<input type="checkbox"/>		

After completing the evaluation, the exemption evaluation team will make a recommendation for grant or denial.

N. PRIMARY BASIS FOR DENIAL OR GRANT:

This section will be fill out by the technical evaluation team by giving details that lead them to recommend the grant or the denial of the exemption.

4.5 ADMINISTRATIVE PROCESS

4.5.1 LETTER OF DECISION

O. CAAV ADMINISTRATIVE PROCESS	Y S	N O	N/ A	INSPECTOR INITIALS	CONTROL NUMBER
1. Grant or Denial Letter of Decision prepared for issuance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

The technical evaluation team will prepare the draft letter of decision in support of the grant or the denial of the exemption.

4.5.2 PUBLISH GRANT OF EXEMPTION IN ADVISORY CIRCULAR

1. Revision to Advisory Circular 01-002 prepared for issuance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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The CAAV will ensure that AC 01-002 is updated and re-issued showing this exemption has been granted and make a copy of the appropriate page for the exemption file.

While the grant of an exemption will be published, denial will not be published.

Checking this box YES indicates that this AC excerpt is in the file

4.5.3 PUBLICATION ON CAAV WEBSITE

1. Revised AC 01-002 published on CAAV website?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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The CAAV will ensure that, if applicable, the particulars of the exemption are published on the CAAV website (under the “Exemptions” tab) and make an excerpt of the page with that information for insertion in the completed exemption file

- Checking this box YES indicates that this AIP excerpt has been inserted in the file

4.5.4 VIETNAM EFOD AMENDED TO INCLUDE EXEMPTION

The CAAV will ensure that, if applicable, the required notification of a difference to the ICAO SARPs has been made through the digital revision of icao EFOD and make an excerpt of the EFOD page containing that information for insertion in the completed exemption file.

- Checking this box YES indicates that this EFOD excerpt has been inserted in the file

4.6 GRANT OF EXEMPTION

P. GRANTING OF EXEMPTION:		
4. DATE	5. TITLE	6. SIGNATURE

End of Advisory Circular

