

PART 7

AVIATION PERSONNEL LICENSE

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SUBPART A: GENERAL

7.001 APPLICABILITY¹

- (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:** categorisation 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:** 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;

¹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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 an 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 an 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 ABBREVIATIONS

- (1) AMO - Approved Maintenance Organization;
- (2) AMT – Aircraft Maintenance Technician;
- (3) ARS – Aviation Repair Specialist;
- (4) ATO - Approved Training Organization;
- (5) IA – Inspection Authorisation;
- (6) IFR – Instrument Flight Rules;
- (7) ICAO - International Civil Aviation Organization;
- (8) PIC - Pilot In Command;
- (9) F/O – First Officer;
- (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 PROVISIONS

- (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) ² 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.
- (đ) ³ No person who is the holder of a licence issued by the CAAV may exercise privileges other than those granted by that license.
- (e) ⁴From July 1, 2024, pilots, flight dispatchers and cabin crew members shall receive initial and recurrent training for the issue and maintenance the validity of their licences and ratings under Competency-Based Training and Assessment (CBTA) as prescribed in ICAO's Doc 9868, Doc 9941, Doc 9995, Doc 10002, Doc 10097, Doc 10106, Doc 10147.

7.015 LICENSES 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) Aircraft Maintenance Technician;
 - (11) Aviation Repair Specialist;
 - (12) Flight Dispatcher.

Note: The privileges associated with these licences are specified in 7.017.

7.017 PRIVILEGES OF THESE LICENSES⁵

- (a) Personnel licences issued by the CAAV shall conform to the specifications of Appendix 1 to 7.017 of this Part.

²This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

³This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁴This content is revised according to Item 1 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

⁵This title is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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 AIRCRAFT CATEGORY RATINGS⁶

- (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) ⁷When 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) ⁸If requested by the holder of a pilot license and acceptable to the CAAV, a separate license may be issued for each category.

(d) ⁹Any 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) ¹⁰For 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;

⁶This title is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁷This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁸This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

¹⁰This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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 RATINGS¹¹

- (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.
- (e) ¹²The applicant shall pass the CAAV's skill test within a period of 6 months after commencement of the type rating training course for the issue of the type rating.
- (g) ¹³Requirements of refresher training for type rating are specified as follows:
 - (1) For holders of type rating with no aircraft operating experience, refresher training shall be completed in accordance with a training program at a valid ATO certificate holder or AOC holder for the following cases:
 - (i) During type rating course that includes aircraft base training, refresher training shall be required according to the interruption length between skill test and aircraft base training as follows:

¹¹This title is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

¹²This content is added according to Item 13 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

¹³This content is added according to Item 13 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

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Interruption length	TRAINING REQUIRED	Duration	Content Ref (MND)
Up to 30 days	None	N/A	N/A
30 to 45 days	<ul style="list-style-type: none"> - Pre-flight preparation under normal condition - Crosswind takeoff and landing - Takeoff and landing with one engine inoperative (OEI) - Precision approach (ILS), non-precision approach (NPA) 	4 hours	MND1
45 days to 2 months	<ul style="list-style-type: none"> - Practice non precision approaches (NPA) in automatic flight and in accordance with SOPs - Use automation during non precision approaches (NPA) - Practice high altitude handling - Review dual hydraulic system malfunction and associated procedure - Review one engine out operation 	8 hours	MND2
2 to 3 months	<ul style="list-style-type: none"> - Pre-flight preparation under normal condition - Crosswind takeoff and landing - Takeoff and landing with one engine inoperative (OEI) - Precision approach (ILS), non-precision approach (NPA) - Practice non precision approaches (NPA) in automatic flight and in accordance with SOPs - Use automation during non precision approaches (NPA) - Practice high altitude handling - Review dual hydraulic system malfunction and associated procedure - Review one engine out operation 	12 hours	MND3
3 to 6 months	<ul style="list-style-type: none"> - Pre-flight preparation under normal condition - Crosswind takeoff and landing - Takeoff and landing with one engine inoperative (OEI) - Precision approach (ILS), non-precision approach (NPA) - Practice non precision approaches (NPA) in automatic flight and in accordance with SOPs - Use automation during non precision 	16 hours	MND4

Interruption length	TRAINING REQUIRED	Duration	Content Ref (MND)
	approaches (NPA) - Review PRO-SUP Adverse Weather - Be able to execute normal and abnormal procedures and handling - Be able to execute abnormal and emergency procedures - Attain sufficient proficiency for the Recurrent Evaluation		
6 to 9 months	- Practice non precision approaches (NPA) in automatic flight and in accordance with SOPs - Use automation during non precision approaches (NPA) - Practice high altitude handling - Review dual hydraulic system malfunction and associated procedure - Review one engine out operation - Review PRO-SUP Adverse Weather - Be able to execute normal and abnormal procedures and handling - Be able to execute abnormal and emergency procedures - Attain sufficient proficiency for the Recurrent Evaluation	20 hours	MND5
9 to 12 months	- Pre-flight preparation under normal condition - Crosswind takeoff and landing - Takeoff and landing with one engine inoperative (OEI) - Precision approach (ILS), non-precision approach (NPA) - Practice non precision approaches (NPA) in automatic flight and in accordance with SOPs - Use automation during non precision approaches (NPA) - Practice high altitude handling - Review dual hydraulic system malfunction and associated procedure - Review one engine out operation - Review PRO-SUP Adverse Weather - Be able to execute normal and abnormal	24 hours	MND6

Interruption length	TRAINING REQUIRED	Duration	Content Ref (MND)
	procedures and handling - Be able to execute abnormal and emergency procedures - Attain sufficient proficiency for the Recurrent Evaluation		
Above		Initial type rating as described in Appendix 5 to 7.120	

(ii) During CCQ and not current on base aircraft at the time of base training, refresher training shall be required according to the interruption length between skill test and aircraft base training as follows:

Interruption length	TRAINING REQUIRED
Up to 2 months	None
2 to 3 months	MND1 as specified at item (1)(i) of this paragraph
3 to 6 months	MND2 as specified at item (1)(i) of this paragraph
6 to 9 months	MND3 as specified at item (1)(i) of this paragraph
9 to 12 months	MND4 as specified at item (1)(i) of this paragraph
12 to 18 months	MND5 as specified at item (1)(i) of this paragraph
18 to 24 months	MND6 as specified at item (1)(i) of this paragraph
Above	Initial type rating as described in Appendix 5 to 7.120

(iii) During CCQ and current on base aircraft at the time of base training, refresher training shall be required according to the interruption length between skill test and aircraft base training as follows:

Interruption length	TRAINING REQUIRED
Up to 6 months	None
6 to 9 months	MND1 as specified at item (1)(i) of this paragraph
9 to 12 months	MND2 as specified at item (1)(i) of this paragraph
12 to 18 months	MND3 as specified at item (1)(i) of this paragraph
18 to 24 months	MND4 as specified at item (1)(i) of this paragraph

Above	Initial type rating as described in Appendix 5 to 7.120
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- (iv) Upon completion of skill test, refresher training shall be required according to the interruption length between aircraft base training and Initial Operating Experience (IOE) as follows:

Interruption length	TRAINING REQUIRED
Up to 1 months	None
1 to 2 months	MND1 as specified at item (1)(i) of this paragraph
2 to 3 months	MND2 as specified at item (1)(i) of this paragraph
3 to 6 months	MND3 as specified at item (1)(i) of this paragraph
6 to 9 months	MND4 as specified at item (1)(i) of this paragraph
9 to 12 months	MND5 as specified at item (1)(i) of this paragraph
12 to 18 months	MND6 as specified at item (1)(i) of this paragraph
Above	Initial type rating as described in Appendix 5 to 7.120

- (v) During type rating course approved for ZFTT, refresher training shall be required according to the interruption length between skill test and Initial Operating Experience (IOE) as follows:

Interruption length	TRAINING REQUIRED
Up to 21 days	None
21 to 42 days	MND1 + ZFTT as specified at item (1)(i) of this paragraph
42 days to 2 months	MND2 + ZFTT as specified at item (1)(i) of this paragraph
2 to 3 months	MND3 + ZFTT as specified at item (1)(i) of this paragraph
3 to 6 months	MND4 + ZFTT as specified at item (1)(i) of this paragraph
6 to 9 months	MND5 + ZFTT as specified at item (1)(i) of this paragraph
9 to 12 months	MND6 + ZFTT as specified at item (1)(i) of this paragraph
Above	Initial type rating as described in Appendix 5 to 7.120

- (2) For holders of type rating with aircraft operating experience, refresher training shall be required according to the flight interruption length as follows:

Interruption length	TRAINING REQUIRED
Up to 6 months	None Pilots must always comply with the applicable takeoff and landing recency, in a simulator or in the aircraft
6 to 9 months	Recurrent training

9 to 12 months	MND4 as specified at item (1)(i) of this paragraph
12 to 18 months	MND5 as specified at item (1)(i) of this paragraph
18 to 24 months	MND6 as specified at item (1)(i) of this paragraph
Above	Initial type rating as described in Appendix 5 to 7.120

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 Lift¹⁴.

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) ¹⁵In 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) ¹⁶In 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;

¹⁴This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

¹⁵This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

¹⁶This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (4) Flight simulation training¹⁷;
- (5) Any other specialized ratings as may be determined necessary by the CAAV¹⁸.

7.037 ISSUANCE OF AIRCRAFT MAINTENANCE TECHNICIAN CATEGORY RATINGS

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

7.040 ISSUANCE OF AIRCRAFT MAINTENANCE TECHNICIAN TYPE RATINGS ¹⁹

- (a) The CAAV may endorse the following type ratings on an aircraft maintenance technician license:
 - (1) ²⁰Aircraft type for aircrafts with a maximum take-off mass of 5700 kg and above, or helicopters with a maximum take-off mass of 3175 kg and above;
 - (2) ²¹Powerplant type for powerplants installed in aircrafts with a maximum take-off mass of 5700 kg and above, or in helicopters with a maximum take-off mass of 3175 kg and above;
 - (3) Specific avionics equipment or groupings of equipment;
 - (4) Other specialized ratings as provided in paragraphs (b) and (c).
- (b) ²²The CAAV may issue the aircraft maintenance license and associated ratings, and establish the requirements for continuation of its validity for the following categories:
 - (1) Category A;
 - (2) Category B1;
 - (3) Category B2;
 - (4) Category C.
- (c) ²³Categories A and B1 are subdivided into subcategories relative to combinations of aircrafts, helicopters, turbine and piston engines as follows:
 - (1) Sub-categories A1 and B1.1: Aircrafts Turbine;
 - (2) Sub-categories A2 and B1.2: Aircrafts Piston;
 - (3) Sub-categories A3 and B1.3: Helicopters Turbine;
 - (4) Sub-categories A4 and B1.4: Helicopters Piston.

¹⁷This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

¹⁸This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

¹⁹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

²⁰This content is revised according to Item 22 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

²¹This content is revised according to Item 22 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

²²This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

²³This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

7.043 ISSUANCE OF AVIATION REPAIR SPECIALIST CATEGORY RATINGS

- (a) ²⁴The CAAV may endorse the following ratings for aviation repair specialist:
- (1) Propellers;
 - (2) Avionics;
 - (3) Instrument;
 - (4) Computer;
 - (5) Accessorites;
 - (6) Experimental Aircraft Builder.

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) ²⁵The 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) ²⁶The 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) Aircraft maintenance technician
 - (6) Air traffic controller
- (d) ²⁷The CAAV may endorse the following special authorisations on an aircraft maintenance technician license:
- (1) AMT Inspection authorisation;
 - (2) Other authorisations for specialized inspection functions as determined necessary.

²⁴This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

²⁵This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

²⁶This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

²⁷This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

(e) ²⁸The CAAV may endorse a license with other specialized authorisations as determined to be necessary to ensure a safe and efficient aviation environment.

7.053 VALIDITY PERIOD 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’ ratings 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) ²⁹Licenses and associated ratings shall be valid until the last day of the expiry month specified on the license unless being suspended or revoked before its expiry date.

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.³⁰

²⁸This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

²⁹This content is revised according to Item 23 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

³⁰This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (b) ³¹The CAAV may remove the limitations to the licence if the applicant shows 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: ³² LICENSING – HOLDERS OF PILOT LICENSES ISSUED BY ANOTHER ICAO CONTRACTING STATE

7.060 VALIDATION/ CONVERSION – GENERAL

- (a) ³³A 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.

³⁴7.063 LICENSING REQUIREMENTS FOR HOLDERS OF PILOT LICENSES ISSUED BY ANOTHER ICAO CONTRACTING STATE

- (a) For the issue of Vietnam pilot licence with validity periods as prescribed in Subsection 7.053

³¹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

³²This content is revised according to Item5 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

³³This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

³⁴This content is revised according to Item2 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

- (1) A holder of a valid pilot licence issued by another ICAO Contracting State in accordance with ICAO's Annex 1 may apply for Vietnam pilot licence with validity periods as prescribed in Subsection 7.053, provided that the following requirements are met:
 - (i) ICAO English Level 4 as a minimum;
 - (ii) Appropriate medical certificate as required in VAR Part 8;
 - (iii) Verification of authenticity for licences and ratings from the issuing Authority by email, postal mail or automated verification system of the issuing Authority;
 - (iv) Upon issuance of Vietnam pilot license by CAAV, foreign license shall not be valid for use on aircrafts registered with Vietnamese nationality.
- (2) In addition to the requirements of subparagraph (1) of this paragraph, the following specific requirements shall be met for commercial air transport in Vietnam:
 - (i) Foreign pilot holding an ATPL issued by another ICAO Contracting State may apply for Vietnam ATPL, provided that the following requirements are met:
 - A. Credited 1500 flight hours as a minimum;
 - B. At least 500 flight hours on type and 200 flight hours as PIC for the type of aircraft with more than 19 seats;
 - C. At least 200 flight hours as PIC for the type of aircraft with less than 19 seats.
 - D. Passing grades for tests (including theoretical knowledge and practical skill) relevant to the licences and associated ratings sought as prescribed in Part 7.
 - (ii) Foreign pilot holding a CPL, CPL/IR with credited flight time of more than 1000 hours may apply for Vietnam CPL, CPL/IR, provided that the following requirements are met:
 - A. At least 500 flight hours or 500 takeoffs and landings on type for the type of aircraft with more than 19 seats;
 - B. At least 200 flight hours or 200 takeoffs and landings on type for the type of aircraft with less than 19 seats;
 - C. Passing grades for tests including ATP theory, theoretical knowledge and practical skill tests relevant to the type ratings sought as prescribed in Part 7.
 - (iii) Foreign pilot holding a CPL, CPL/IR with credited flight time of less than 1000 hours may apply for Vietnam CPL, CPL/IR, provided that the following requirements are met:
 - A. Receive training at a training organization with valid ATO certificate and complete theoretical and practical tests as prescribed in Part 7;

- B. Passing grades for tests including ATP theory, theoretical knowledge and practical skill tests relevant to the type ratings sought as prescribed in Part 7;
 - C. Fly under supervision of an authorized flight instructor to get 1000 flight hours in accordance with training program at an organization with valid certificate issued by the CAAV.
- (iv) Vietnamese pilot holding a pilot license issued by another ICAO Contracting State can apply for Vietnam pilot license, provided that the following requirements are met:
- A. Receive training at a training organization with valid ATO certificated issued by the CAAV;
 - B. In case of not receiving basic flight training at a training organization with valid ATO certificated issued by the CAAV and having total flight time of less than 1000 hours, type rating training at a CAAV declared or accredited organization and flying under supervision of an authorized instructor to have 1000 flight hours shall be required.
 - C. Passing grades for tests, including theoretical knowledge and practical skill relevant to the licences and ratings sought as prescribed in Part 7.
- (3) The CAAV converted licence in accordance with requirements of this paragraph shall be valid to operate aircrafts registered under Vietnamese nationality, regardless of the validity of the original licence issued by another ICAO Contracting State.
- (4) Privileges and limitations of the converted licence:
- (i) Holder of converted licence under this subsection shall have minimum privileges and limitations appropriate to the licence and ratings issued by another ICAO Contracting State.
 - (ii) Pilots being requested to fly under supervision of an instructor to have 1000 flight hours as specified in paragraph (d)(3) of this subsection can be granted Vietnam pilot licence on the condition that flying with instructors stated on the licence.
- (b) For the issue of a Vietnamese pilot license based on the validity of the license issued by another ICAO Contracting State
- (1) A holder of a current and valid pilot licence issued by another ICAO Contracting State in accordance with ICAO's Annex 1 may apply for Vietnam pilot licence with validity period not exceeding the validity period of basic licence, provided that the following requirements are met:
 - (i) Compliance with the requirements of flight hours as specified in paragraph (a) of subsection 7.063 for commercial air transport operations;
 - (ii) Current Medical Certificate appropriate to the licence sought;
 - (iii) ICAO English level 4 as a minimum;

- (iv) Verification of authenticity for licences and ratings from the issuing Authority by email, postal mail or automated verification system of the issuing Authority.
- (2) Validation certificate with PPL privileges: In addition to the requirements of subparagraph (1) of this paragraph, the applicant for the validation certificate with PPL privileges shall have a valid licence issued by another ICAO Contracting State with at least PPL privileges.
- (3) Validation certificate with PPL/IR, CPL, CPL/IR, MPL, ATPL or FE privileges: in addition to the requirements of subparagraph (1) of this paragraph, the applicant for a validation certificate for either a PPL/IR, CPL, CPL/IR, MPL, ATPL or FE privileges shall have the relevant and valid licence issued by another ICAO Contracting State and meet the following requirements:
 - (i) Passing grades for knowledge test on following subjects:
 - A. Vietnam Civil Aviation Law;
 - B. Meteorology;
 - C. Operational procedures;
 - D. Radiotelephony
 - (ii) Passing grades for practical skill tests for the relevant licence and ratings that the applicant wants to be validated relevant to the privileges of the licence held.
- (4) The CAAV validated licence in accordance with requirements of this paragraph shall be valid only when the validity of supporting licence and ratings issued by another ICAO Contracting State be maintained.

7.065 ³⁵

7.067 ³⁶

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, a 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.

³⁵This content is removed according to Item3 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

³⁶This content is removed according to Item4 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

SUBPART D: GENERAL REQUIREMENTS ON TRAINING

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.

³⁷Note: See subsections 10.070, 10.073, 10.075 for flight time to be recorded.

7.082 FLIGHT INSTRUCTION AUTHORIZATION³⁸

- (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) The Civil Aviation Authority of Vietnam grants specific authorization.
- (c) A specific authorization granted by 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

³⁷This note is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

³⁸This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

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) ³⁹No 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 REQUIREMENTS ON TESTING

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 AERONAUTICAL 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 SKILL 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) ⁴⁰If 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.

³⁹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁴⁰This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

7.097 PILOT PRACTICAL SKILL TESTS: DEMONSTRATION OF SKILLS

- (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 ⁴¹

- (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:

⁴¹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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 certificated 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) ⁴²The 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) ⁴³This 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.

⁴²This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁴³This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

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) ⁴⁴Within 15 days after notifying the validity and completeness of the dossier, the CAAV will administer the tests as prescribed for the relevant licences and ratings. If the applicant fails to complete all the increments within 15 days, those increments satisfactorily completed shall be credited for 60 days in accordance with 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 to 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 ⁴⁵

The privileges of the holder of an aircraft instrument rating are specified in Subpart C of Part 10.

7.113 INSTRUMENT RATING REQUIREMENTS

- (a) ⁴⁶An 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 demonstrated a minimum English language proficiency at level 4;
 - (3) Hold a current Class 1 medical certificate;

⁴⁴This content is revised according to Appendix V to Circular No. 56/2018/TT-BGTVT dated 11 December 2018.

⁴⁵This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁴⁶This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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) ⁴⁷The 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;

⁴⁷This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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) ⁴⁸If 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) ⁴⁹The 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) ⁵⁰The applicant must demonstrate the ability to operate a multi-engine aircraft with the ability to fly with appropriate equipment when an engine is not operating or assumed to be inactive if the capacity to operate on such aircraft is provided.

7.115 CATEGORY RATINGS

- (a) A pilot seeking a category rating:
 - (1) Shall have received the required training and possess the aeronautical experience prescribed by this Part;

⁴⁸This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁴⁹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁵⁰This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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) ⁵¹Procedures 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) ⁵²Unless 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.

⁵¹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁵²This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

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 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 ENDORSEMENT⁵³

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

⁵³The name of this subsection is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (3) Complete ground instruction from a licence 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 record 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) ⁵⁴Endorsement text. If issued, the endorsement shall be worded “Flight crew radio operator privileges authorized.
- (d) ⁵⁵Privileges. 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.

Section II: Student Pilot

7.130 APPLICABILITY

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

7.131 PRIVILEGES OF A STUDENT PILOT LICENSE HOLDER⁵⁶

The privileges of the holder of a student pilot license are specified in Subpart C of Part 10.

7.133 STUDENT PILOT - GENERAL REQUIREMENTS

⁵⁷To be eligible for student pilot license, the applicant shall:

- (a) Be able to demonstrate English language proficiency as prescribed in Subsection 7.107 of VAR Part 7;
- (b) Have appropriate medical certificate for the type of training as prescribed in VAR Part 7.

⁵⁴This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁵⁵This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁵⁶This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁵⁷This content is revised according to Item 7 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

7.135 STUDENT PILOT - APPLICATION

- (a) An applicant for a student pilot licence shall submit the Application Form as prescribed before starting flight training.

Note 3: See Appendix 1 to 7.135 for Application Form for student pilot licence.

7.137 STUDENT PILOT - SOLO REQUIREMENTS⁵⁸

- (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.

⁵⁸This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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) ⁵⁹Manoeuvres 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 issue of private pilot licences and the conditions necessary.

7.151 PRIVILEGES OF A PRIVATE PILOT LICENSE HOLDER⁶⁰

The privileges of the holder of a private pilot licence are specified in Subpart C of Part 10.

7.153 PRIVATE PILOT – GENERAL REQUIREMENTS

- (a) To be eligible for a private pilot licence, applicant shall:
 - (1) Be at least 17 years old for a rating in other than a glider or balloon; or;
 - (2) Be at least 16 years old for a rating in a glider or balloon; and;

⁵⁹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁶⁰This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (3) Have demonstrated language proficiency of Level 4 as a minimum in:
 - (i) The language used by aeronautical stations and air traffic in the region, and;
 - (ii) English for international operations.
- (4) Hold at least a Class 2 medical certificate;
- (5) Receive a logbook endorsement for the knowledge test from an authorised instructor who:
 - (i) Conducted the training in the areas of operation that apply to the aircraft rating sought; and
 - (ii) That the person is prepared for the required 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) Has conducted training on the operation contents applicable to the aircraft designation proposed for issue; and
 - (ii) Prepared to take the practice 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.

Note: See Appendix 1 to 7.157 for flight instruction requirements for private pilot licences.

- (b) ⁶¹The 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.

⁶¹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

7.158 PRIVATE PILOT – SKILL TEST ⁶²

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:

- (a) Recognize and manage threats and errors;
- (b) Operate the aircraft within its limitations;
- (c) Complete all manoeuvres with smoothness and accuracy;
- (d) Exercise good judgement and airmanship;
- (e) Apply aeronautical knowledge; and
- (f) 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 experience requirements for private pilot.

- (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 - LIMITATIONS

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

⁶²This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

Note: See Appendix 1 to 7.163 for licence limitations for private pilot with balloon ratings.

Section IV: Commercial Pilots

7.170 APPLICABILITY

- (a) This subsection prescribes the requirements for the issue of commercial pilot licences the conditions necessary.

7.171 PRIVILEGES OF A COMMERCIAL PILOT LICENSE HOLDER⁶³

The privileges of the holder of a commercial pilot license are specified in Subpart C of Part 10.

7.173 COMMERCIAL PILOT - GENERAL REQUIREMENTS

- (a) To be eligible for a commercial pilot licence, a person shall:
- (1) Be at least 18 years old;
 - (2) Have demonstrated language proficiency of Level 4 as a minimum in:
 - (i) The language used by aeronautical stations and air traffic in the region, and;
 - (ii) English for international operations.
 - (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.

⁶³This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

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.

Note: See Appendix 1 to 7.175 for aeronautical knowledge requirements for commercial pilot licence.

- (b) ⁶⁴The 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 TEST ⁶⁵

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:

- (a) Recognize and manage threats and errors;
- (b) Operate the aircraft within its limitations;
- (c) Complete all manoeuvres with smoothness and accuracy;
- (d) Exercise good judgement and airmanship;
- (e) Apply aeronautical knowledge; and
- (f) 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.

⁶⁴This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁶⁵This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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 PIC⁶⁶;
 - (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 ⁶⁷;
 - (2) 10 hours for a helicopter rating ⁶⁸;
 - (3) 10 hours for a helicopter rating in a course conducted by an ATO ⁶⁹.
- (d) ⁷⁰An applicant who holds a commercial pilot license 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”.

Note: The limitation may be removed when the pilot has met the requirements for instrument rating on the same category or class of aircraft to which the limitation is endorsed.

- (b) ⁷¹If 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) ⁷²If 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

⁶⁶This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁶⁷This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁶⁸This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁶⁹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁷⁰This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁷¹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁷²This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

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: Multi-Crew Pilots

7.190 APPLICABILITY

- (a) This subsection prescribes the requirements for the issue 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 HOLDER⁷³

The privileges of the holder of a multi-crew pilot licence are specified in Subpart C of Part 10.

7.193 MULTI-CREW PILOT (AEROPLANE) – GENERAL REQUIREMENTS

- (a) ⁷⁴To be eligible for a multi-crew pilot license, the applicant shall:
 - (1) Be at least 18 years old;
 - (2) Have demonstrated language proficiency of Level 4 as a minimum in:
 - (i) The language used by aeronautical stations and air traffic in the region, and;
 - (ii) English, for international operations.
 - (3) Hold a Class 1 medical certificate⁷⁵.
- (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) ⁷⁶The skill levels of Section 7.198 shall be demonstrated by the applicant. Progress in acquiring these skills shall be continuously assessed.
- (d) ⁷⁷Whenever a 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 Section, that student may take those tests before meeting the applicable experience requirements.
- (e) ⁷⁸Approval for an MPL training course shall only be given to an ATO that is part of an AOC holder in accordance with Part 9 or having a specific arrangement with such an operator.

7.195 MULTI-CREW PILOT (AEROPLANE) - AERONAUTICAL KNOWLEDGE

⁷³This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁷⁴This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

⁷⁵This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁷⁶This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁷⁷This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁷⁸This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

REQUIREMENTS

- (a) ⁷⁹An applicant for a multi-crew pilot license shall meet the following requirements:
 - (1) A level of theoretical knowledge appropriate to the holder of an ATPL as specified in subsection 7.215;
 - (2) Visual and instrument flying training;
 - (3) Training in multi-crew cooperation for the operation of multi-engine aircraft operations;
 - (4) Type rating training.
- (b) ⁸⁰An applicant failing or unable to complete the entire MPL course may apply for theoretical knowledge and skill tests for a licence with lower privileges such as CPL, PPL and IR, if the applicable requirements as specified in Subpart F of this Part are met.

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 TEST ⁸¹

- (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;

⁷⁹This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

⁸⁰This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

⁸¹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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) - 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) ⁸²Instrument 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;

⁸²This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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) ⁸³When 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 Pilot

7.210 APPLICABILITY

- (a) This section specifies the requirements for the issue of an airline transport pilot license and the requirements required by the license and capacity.

7.211 PRIVILEGES OF AN AIRLINE TRANSPORT PILOT LICENSE HOLDER ⁸⁴

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

7.213 AIRLINE TRANSPORT PILOT – GENERAL REQUIREMENTS

- (a) To be eligible for an airline transport pilot licence, a person shall:
 - (1) Be at least 21 years old;
 - (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 a 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;

⁸³This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁸⁴This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

(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 sought⁸⁵.

(b) ⁸⁶ Whenever a 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 Section, 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 REQUIREMENTS

(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) ⁸⁷ Airline Transport Pilot shall be trained on aeronautical knowledge and have training record endorsement from an authorized instructor. The theoretical knowledge training course are specified as follows:

(1) The aeronautical knowledge training course for ATP(A) or ATP(H), IR(H) shall comprise at least 750 hours of instruction, which should be divided in such a way that in each subject the minimum hours are:

- (i) Aviation law and regulations: 35 hours;
- (ii) Aircraft general knowledge: 100 hours;
- (iii) Flight performance and planning: 120 hours;
- (iv) Human performance: 35 hours;
- (v) Meteorology: 60 hours;
- (vi) Navigation: 90 hours;
- (vii) Operational procedures: 25 hours;
- (viii) Principles of flight: 55 hours;
- (ix) Communications: 20 hours

(2) ATP modular course – Aeroplanes: Applicants for an ATPL(A) who complete their theoretical knowledge instruction at a modular course shall hold at least a PPL(A) issued in accordance with Annex 1 to the Chicago Convention; and complete at least the following hours of theoretical knowledge instruction:

- (i) 650 hours, for applicants holding a PPL(A);
- (ii) 400 hours, for applicants holding a CPL (A);

⁸⁵This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁸⁶This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁸⁷This content is revised according to Item 12 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

- (iii) 500 hours, for applicants holding an IR(A)
 - (iv) 250 hours, for applicants holding a CPL(A) and an IR(A).
- (3) ATP/IR modular course – Helicopters: Applicants for an ATPL(H) who complete their theoretical knowledge instruction at a modular course shall hold at least a PPL(H) issued in accordance with Annex 1 to the Chicago Convention; and complete at least the following hours of theoretical knowledge instruction:
- (i) 650 hours, for applicants holding a PPL(H);
 - (ii) 400 hours, for applicants holding a CPL(H).
 - (iii) 500 hours, for applicants holding an IR(H);
 - (iv) 250 hours, for applicants holding a CPL(H) and an IR(H).
- (c) ⁸⁸An 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 - 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 TEST⁸⁹

- (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;

⁸⁸This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁸⁹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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) (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 LIMITATIONS ON AIRLINE TRANSPORT PILOT LICENSE⁹⁰

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 issue of flight instructor licences and ratings and the conditions necessary.

7.231 PRIVILEGES OF A FLIGHT INSTRUCTOR LICENSE HOLDER⁹¹

The privileges of the holder of a flight instructor licence are specified in Subpart C of Part 10.

7.233 FLIGHT INSTRUCTOR - GENERAL REQUIREMENTS

- (a) To be eligible for a flight instructor licence or rating a person shall:
 - (1) Be at least 21 years old;
 - (2) Hold a Class 1 medical certificate or its equivalent;
 - (3) Have demonstrated language proficiency of Level 4 as a minimum in:
 - (i) The language used by aeronautical stations and air traffic in the region, and;
 - (ii) English, for international operations.
 - (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;

⁹⁰This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁹¹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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 REQUIREMENTS

- (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.

7.237 FLIGHT INSTRUCTOR - FLIGHT INSTRUCTION REQUIREMENTS ⁹²

- (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

⁹²This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (2) Have practised instructional techniques in those flight manoeuvres and procedures in which it 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 ⁹³FLIGHT INSTRUCTOR - SKILLS REQUIREMENTS⁹⁴

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.

- (a) **The Flight Instructor training course shall include:**
 - (1) **25 hours of teaching and learning;**
 - (2) **At least 100 hours of theoretical knowledge instruction, including progress tests;**
 - (3) **In the case of an FI(A) and (H), at least 30 hours of flight instruction (of which 25 hours shall be dual flight instruction, of which 5 hours may be conducted in an FFS, an FNPT I or II);**
 - (4) **In the case of an FI(As), at least 20 hours of flight instruction, of which 15 hours shall be dual flight instruction.;**
 - (5) **Applicants for an FI certificate in another category of aircraft who are holding or have held an FI(A), (H) or (As) shall be credited with 55 hours towards the requirement in point (a)(2);**
 - (6) **Applicants for the FI certificate who hold or have held any other instructor certificate issued in accordance with this Subpart shall be deemed to meet the requirements in point (a)(1).**

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.

⁹³This content is revised according to Item20 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

⁹⁴This title is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

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 licence.

7.251 PRIVILEGES OF A FLIGHT ENGINEER LICENSE HOLDER ⁹⁵

The privileges of the holder of a flight engineer licence are specified in Subpart C of Part 10.

7.253 FLIGHT ENGINEER – GENERAL REQUIREMENTS ⁹⁶

- (a) To be eligible for a private pilot licence, a person shall:

⁹⁵This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

⁹⁶This content is revised according to Appendix VI to Circular No. 21/2017/TT-BGTVT dated 30 June 2017.

- (1) Be at least 18 years old;
- (2) Hold a Class 1 medical certificate or its equivalent;
- (3) Pass the required knowledge test on the prescribed;
- (4) Meet the aeronautical experience requirements of this Subpart that apply to the aircraft rating sought before applying for the practical test;
- (5) Pass a practical test on the areas of operation that apply to the aircraft rating sought;
- (6) 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 a 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 REQUIREMENTS⁹⁷

- (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 enginee:
 - (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.

⁹⁷This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

Section IX: Flight Navigators

7.270 APPLICABILITY

- (a) This Section prescribes the requirements for issuing flight navigator licences.

7.271 FLIGHT NAVIGATOR PRIVILEGES ⁹⁸

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

7.273 FLIGHT NAVIGATOR - GENERAL REQUIREMENTS

- (a) To be eligible for a private pilot licence, a person shall:
- (1) Be at least 18 years old;
 - (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 a 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 requirement can be reduced as in (a) this subsection.

⁹⁸This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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) ⁹⁹This 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) Aircraft 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

⁹⁹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

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 issue of a cabin crew member licence.

7.301 PRIVILEGES OF A CABIN CREW MEMBER LICENSE HOLDER¹⁰⁰

The privileges of the holder of a cabin crew member license are specified in Subpart B of Part 13.

7.303 CABIN CREW MEMBER - GENERAL REQUIREMENTS

- (a) To be eligible for a cabin crew member, a person shall:
 - (1) At least 18 years old;
 - (2) Have a certificate of graduation from the flight attendant training course at the ATO approved or accredited by the CAAV;
 - (3) Have a valid health certificate issued by a competent medical center;
 - (4) Employed by the airline as a flight attendant.
 - (5) Meet the corresponding 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.

¹⁰⁰This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

Section II: Ground Instructors

7.320 APPLICABILITY

- (a) This Section prescribes the requirements for the issue of ground instructor licences, the conditions necessary, and the limitations of those licences and ratings

7.321 PRIVILEGES OF A GROUND INSTRUCTOR LICENSE HOLDER¹⁰¹

- (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 issue 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 issue 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 issue of any licence or rating;
 - (2) Ground training required for any flight review; and
 - (3) A recommendation for a knowledge test required for the issue 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 issue of an instrument rating;
 - (2) Ground training required for an instrument proficiency check; and
 - (3) A recommendation for a knowledge test required for the issue 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 - REQUIREMENTS

- (a) To be eligible for a ground instructor licence or rating a person shall:
 - (1) Be at least 18 years old;
 - (2) ¹⁰²Have foreign language proficiency Level 4 as specified in Circular No. 01/2014/TT-BGDDT dated January 24, 2014 of the Minister of

¹⁰¹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

¹⁰²This content is revised according to Item 14 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

Education and Training; or aviation English proficiency level 4 or equivalent as a minimum;

- (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 conditions:
- (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 accredited by the CAAV.

Section III: Aircraft Maintenance Technicians

7.350 APPLICABILITY

- (a) ¹⁰³This section specifies the requirements for issuance and continuation of validity of an aircraft maintenance technicians (AMT) licence and associated ratings.
- (b) ¹⁰⁴The procedures for issuance and reissuance of an aircraft maintenance licence and associated ratings are specified in Appendix 1 to 7.350.

7.351 AIRCRAFT MAINTENANCE TECHNICIAN LICENSES¹⁰⁵

Privileges of Aircraft Maintenance Technician licence are specified in Subpart G to Part 4.

7.353 ELIGIBILITY REQUIREMENTS AND PRIVILEGES OF AIRCRAFT MAINTENANCE TECHNICIAN

- (a) An applicant for an AMT licence shall:
 - (1) Be at least 18 years old;
 - (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;

¹⁰³This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

¹⁰⁴This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

¹⁰⁵This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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) ¹⁰⁶A 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) ¹⁰⁷Aircraft maintenance technicians who meet the requirements specified in paragraph (d) of this subsection shall be granted the following privileges:
- (1) A Category A aircraft maintenance licence permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation. The certification privileges shall be restricted to work that the licence holder has personally performed in a maintenance organisation under Part 5.
 - (2) A Category B1 aircraft maintenance licence shall permit the holder to issue certificates of release to service following maintenance performed on aircraft structure, powerplant and mechanical and electrical systems. The privileges of AMT Category B1 also includes work on avionic systems requiring only simple tests to prove their serviceability. Category B1 includes the appropriate A subcategory.
 - (3) A Category B2 aircraft maintenance licence shall permit the holder to issue certificates of release to service following maintenance performed on avionic and electrical systems, and electrical and avionics tasks within powerplant and mechanical systems, requiring only simple tests to prove their serviceability.
 - (4) A Category C aircraft maintenance licence shall permit the holder to issue certificates of release to service following scheduled base maintenance on aircraft. The privileges apply to the aircraft in its entirety in a maintenance organization under Part 5.
- (d) The AMT license holder will not be 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.

¹⁰⁶This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

¹⁰⁷This content is revised according to Item24 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

7.355 AIRCRAFT MAINTENANCE TECHNICIAN - KNOWLEDGE REQUIREMENTS¹⁰⁸

- (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) ¹⁰⁹Specific requirements on the duration and knowledge levels of the basic aircraft maintenance training course are as follows:
 - (1) Requirements for the minimum total duration and theoretical training ratio are as follows:

Course	Total course duration (hours)	Theoretical Training Ratio (min - max) (%)
A1	800	30-35
A2	650	30-35
A3	800	30-35
A4	800	30-35
B1.1	2.400	50-60
B1.2	2.400	50-60
B1.3	2.400	50-60
B1.4	2.400	50-60
B2	2.400	50-60

- (2) Requirements on content, minimum duration and level of knowledge for Human Factors are as follows:

CONTENTS	Duration (hours)	Knowledge Level		
		A	B1	B2
1. General - The need to take human factors into account - Incidents attributable to human factors/human error - Regulations on human factors ('Murphy's' law)	3	2	2	2
2. Human Performance and Limitations - Vision - Hearing - Information processing - Attention and perception - Memory - Claustrophobia and physical access	4	2	2	2

¹⁰⁸This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

¹⁰⁹This content is revised according to Item25 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

CONTENTS	Duration (hours)	Knowledge Level		
		A	B1	B2
3. Social Psychology - Responsibility: individual and group - Motivation and de-motivation - Peer pressure - ‘Culture’ issues - Team working - Management, supervision and leadership	3	1	1	1
4. Factors Affecting Performance - Fitness/health - Stress: domestic and work related - Time pressure and deadlines - Workload: overload and underload - Sleep and fatigue, shiftwork - Alcohol, medication, drug abuse	3	2	2	2
5. Physical environment - Noise and Fume - Illumination - Climate and temperature - Motion and vibration - Working environment	4	1	1	1
6. Task - Physical work - Repetitive tasks - Visual Inspection - Complex systems	3	1	1	1
7. Communication - Within and between teams - Work logging and recording - Keeping up to date, currency - Dissemination of information	3	2	2	2
8. Human error - Error models and theories - Types of error in maintenance tasks - Implication of errors - Avoiding and managing errors	4	2	2	2
9. Hazards in the Workplace - Recognizing and avoiding hazards	3	2	2	2

CONTENTS	Duration (hours)	Knowledge Level		
		A	B1	B2
- Dealing with emergencies				

(3) Requirements on content, minimum duration and level of knowledge for Aviation Legislation are as follows:

CONTENTS	Duration (hours)	Knowledge Level		
		A	B1	B2
<p>1. International and national law on civil aviation</p> <ul style="list-style-type: none"> - International Civil Aviation Organization (ICAO): formation, structure, functions, obligations and responsibilities. - Review of ICAO Annexes, particularly Annex 1 - Personnel Licensing, Annex 6 - Operation of Aircraft and Annex 8 — Airworthiness of Aircraft. - ICAO specifications applicable to the particular course of study - Overview of national civil aviation regulations: Vietnam Law Civil Aviation, Decrees on aviation, Circulars on aviation (Civil Aviation Safety Regulations on aircrafts and aircraft operations...) - Government, ministerial and departmental responsibilities for civil aviation. - National competency and licensinh regulations for aircraft maintenance engineer (AME) - National formalities: Certificate of Airworthiness (CoA), technical logbook, Certificates of Maintenance, maintenance schedules, and Certificate of Approval. - Document format, signature requirements, conditions for distribution or compliance, and validity period. 	10	1	1	1
<p>2. Airworthiness requirements</p> <ul style="list-style-type: none"> - Design requirements: performance, structural strength, handling, aerodynamics, reliability, system or component performance and reliability, engine types and tests. - Construction requirements: material quality, construction methods, approved manufacturing organizations (AMOs), systems of traceability to source of origin, and quality control/assurance. - Test requirements: structural test programmes, including “safe life”, “fail safe” and “damage tolerant” testing. - Component testing and systems testing - Flight test schedules and engine test schedules - Test programmes for special cases (aircraft, systems 	15	2	2	2

<p>and components)</p> <ul style="list-style-type: none"> - Procedures for the maintenance of continuing airworthiness. - Airworthiness directives (AD): indigenous, foreign, issue dissemination, and action. - Operational requirements: performance scheduling, flight and operations manuals. - Maintenance requirements: use of aircraft maintenance manuals, maintenance schedules, overhaul periods/ lives, “on-condition” maintenance programmes and “condition monitoring” programmes - Responsibilities of licensed aircraft maintenance personnel working in an operator or an AMO. 				
<p>3. Civil aviation operating regulations</p> <ul style="list-style-type: none"> - Regulations concerning aircraft, aircraft operations, safety, and airworthiness requirements. - Personnel licensing, maintenance of competency, approved organizations, and training requirements. - Aircraft and aircraft maintenance documentation 	10	1	1	1
<p>4. Air transport operations</p> <ul style="list-style-type: none"> - Brief historical review of commercial aviation - Outline of major factors in airline organization and economics - Description of route network of State concerned 	3	1	1	1
<p>5. Organization and management of the operator</p> <ul style="list-style-type: none"> - Understanding of the air operator’s responsibilities for maintenance and the relationship between the operator’s Maintenance Control Manual and the maintenance organization’s Procedures Manual - General structure of an airline; functions and organization of various departments; organization of the maintenance department and AMOs; and detailed functions of departments such as Technical, Engineering, Production Engineering, Quality Control/Assurance and Inspection. - Documentation of maintenance: use of aircraft manuals, manufacturer’s bulletins and ADs, preparation and approval of maintenance schedules, job/task cards, worksheets, aircraft/engine logbooks and operator’s technical logbooks. - Operation of inspection and/or quality departments - Stores organization and procedures. - Planned maintenance work: inspection periods and component lifing, check cycles, rotation of components, and overhaul requirements. - Hangar layout and equipment, and maintenance docks 	7	1	1	1

<ul style="list-style-type: none"> - Workshop safety, fire prevention and first aid. - Responsibilities of departmental managers. - Management methods: methods study, time and motion study, statistical methods, budgeting and analysis. 				
<p>6. Operator economics related to maintenance</p> <ul style="list-style-type: none"> - Maintenance costs: percentage of operating costs, capital equipment costs, labour, consumable stores, stores inventory, effect of elapsed time on airline costs, man-hours required to complete typical work, and maintenance time overrun penalties - Relative costs of overhaul by manufacturer or airline - Component/powerplant leasing - Planning: analysis of different cyclic systems (progressive and equalized checks, etc.), long-term planning for mixed fleet, balancing work loading, effects of seasonal peaks on work loading, etc. - Preparation of worksheets and job cards, task time analysis, and task sequencing for optimum down time - Development engineering: liaison with manufacturers; study of new aircraft types; performance analysis; modifications policy; defect analysis; engineering contributions to improved utilization; reliability programmes; engine trend monitoring and reliability centred maintenance studies - Labour policy: skills required, training and recruitment, grading and qualifications; salary structures; agreements with trade unions etc. - State regulations, incentives and discipline, and welfare - Quality control/assurance: inspection procedures, documents, records, and sampling techniques; psychological aspects of inspection, and duplicate inspections according to international, national and airline standards - Safety: national requirements for industrial safety, insurance requirements, hazards from hazardous fluids and gases (such as fuel, hydraulic fluid, vapours), mechanical dangers, and protective measures in work areas 	5	1	1	1
<p>7. Approved Maintenance Organizations (AMOs)</p> <ul style="list-style-type: none"> - Concept of a corporate body, its legal responsibilities and organizational structure - Group of persons nominated as being responsible for ensuring compliance with approval requirements - Establishment of the competence of personnel and 	25	2	2	2

<p>training of persons signing maintenance release</p> <ul style="list-style-type: none"> - Issue of terms of approval by the State - AMO procedures and procedure manual - AMO quality assurance or inspection system - AMO facilities, tools, equipment and working environment - AMO storage facilities and procedures - Access to necessary technical data - Record-keeping and records procedures, and issue of a maintenance release 				
<p>8. Aircraft maintenance license requirements</p> <ul style="list-style-type: none"> - Eligibility, age, limits of location, language and fees - Categories of licence as defined in national requirements - Knowledge and experience requirements - Training requirements - Examination requirements and content and issue of licence document - Privileges of the licence - Revocation and suspension procedures by the State. 	10	2	2	2
<p>9. The role of the State aviation regulatory body</p> <ul style="list-style-type: none"> - Protection of public interests by establishing the need for and feasibility of air service and ensuring the safety of flight operations conducted within the State - Regulation of the degree of competition between operators and exercise of control over commercial air operators - Definition of the requirements for State-owned or State-operated facilities and services - State authority is normally exercised through the incorporation of civil aviation acts, laws and statutes into the State's legal system. It is also asserted through the establishment of a State Civil Aviation Authority (CAA) which has the power to apply principles set forth in aviation law, develop civil aviation regulations and orders, and establish requirements for the issue of licences, certificates and other instruments of authority deemed necessary for commercial air transport. The State must also inspect all aspects of commercial air transport operations to ensure continuing compliance with State requirements, recommend corrective action to air operators and revoke air operators' licences. 	5	1	1	1
<p>10. Aircraft certification, documents and maintenance</p>	10	2	2	2

<p>10.1 Aircraft, propeller and engine Type Certification</p> <ul style="list-style-type: none"> - Certification rules (e.g. FAR/JAR 23, 25, 27 and 29) - Type Certification (TC), TC issue, and associated TC Data Sheet - Supplemental Type Certification or major modification <p>10.2 Individual aircraft certification</p> <ul style="list-style-type: none"> - Approval of design or production organizations - Issue of Certificate of Airworthiness and Certificate of Registration - Documents to be carried on-board the aircraft: Certificate of Airworthiness, Certificate of Registration, Noise Certificate, Weight and Balance Reports, and Radio Station Licence and Approval <p>10.3 Requirements for continuing airworthiness</p> <ul style="list-style-type: none"> - Understanding of the concept that continuing airworthiness is the process of ensuring that at any time in its operating life, the aircraft should comply with airworthiness requirements and should be in a condition for safe operation - Renew or continue validity of the Certificate of Airworthiness (CoA) - Maintenance programmes, minimum equipment lists, ADs, manufacturer’s service information (SBs, SLs, etc.), aircraft maintenance manual, operator maintenance control manual, and AMO Maintenance Procedures Manual - Understanding of the importance of defect reporting to the State of Registry and to the organization responsible for the type design. - Analysis of defect accident or other maintenance or operational information by the organization responsible for the type design. - Importance of structural integrity with particular reference to supplemental structural inspection programmes and any other requirements related to ageing aircraft. - Special operations as defined in Subsection 12.033 of VARs (e.g. extended diversion time operations (EDTO), all weather operations (AWO), Reduced vertical separation minimum (RVSM), performance-based navigation (PBN)) 				
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7.357 AIRCRAFT MAINTENANCE TECHNICIAN - EXPERIENCE AND TRAINING REQUIREMENTS

- (a) ¹¹⁰An applicant for AMT licenses or ratings shall have:
- (1) Documentary evidence on training completion appropriate to the ratings sought at an ATO approved by CAAV;
 - (2) Documentary evidence on practical experience, acceptable to CAAV, of specific period and maintenance tasks appropriate to the ratings sought.
 - (3) Experience requirements for aircraft maintenance technicians as specified in Appendix 1 to 7.357.

7.360 AIRCRAFT MAINTENANCE TECHNICIAN - SKILL REQUIREMENTS

- (a) ¹¹¹Applicant for an AMT licence or rating shall demonstrate the ability to perform the work of the privileges granted upon satisfactory completion on oral and practical tests appropriate to the license or rating sought.
- (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 issue must be held by the CAAV or CAAV approved training organizations.

7.363 GRADUATES FROM APPROVED TRAINING ORGANIZATIONS ¹¹²

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 ¹¹³

The privileges of the AMT Inspection Authorization licence are specified in Subpart G to Part 4.

7.373 AMT CAAV INSPECTION AUTHORIZATION 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

¹¹⁰This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

¹¹¹This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

¹¹²This content is removed according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

¹¹³This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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 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 AN AVIATION REPAIR SPECIALIST LICENSE HOLDER¹¹⁴

- (a) The privileges of the Aviation Repair Specialist licence are specified 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 old;
 - (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;

¹¹⁴This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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 accredited 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) An aviation repair specialist licence (experimental aircraft builder), an individual shall:
 - (1) Be at least 18 years old;
 - (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.

Section VI: Flight Dispatchers¹¹⁵

7.393 APPLICABILITY

This Section 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 LICENSE HOLDER

The privileges accorded to the holder of a flight dispatcher licence are specified in Subpart B to Part 16.

7.397 FLIGHT DISPATCHER – GENERAL REQUIREMENTS¹¹⁶

- (a) An applicant for a Flight Dispatcher licence shall:
 - (1) Be at least 21 years old;
 - (2) Have the documented prerequisite experience or training required;
 - (3) Pass the required knowledge test on the prescribed aeronautical knowledge areas;
 - (4) 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 a Flight Dispatcher shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a 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 a 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.

¹¹⁵This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

¹¹⁶This content is revised according to Appendix VI to Circular No. 21/2017/TT-BGTVT dated 30 June 2017.

- (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

An applicant for a 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

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.

7.407 COMPETENCY-BASED TRAINING¹¹⁷

- (a) Competency-Based Training for Dispatchers shall be conducted by an approved Training Organization.

Section VII: Aeronautical Station Operator¹¹⁸

7.420 APPLICABILITY

This Section 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 HOLDER

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 - GENERAL REQUIREMENTS

- (a) To be eligible for an aeronautical station operator licence, a person shall:
 - (1) Be at least 18 years old;
 - (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) 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

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.

¹¹⁷This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

¹¹⁸This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

7.427 AERONAUTICAL STATION OPERATOR EXPERIENCE REQUIREMENTS

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

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.

APPENDIXES:

APPENDIX 1 TO 7.016: SPECIFICATIONS FOR PEL LICENSES ¹¹⁹

- (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

¹¹⁹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

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 7.023 ¹²⁰SPECIFIC REQUIREMENTS FOR THE ISSUE OF CLASS AND TYPE RATINGS

- (a) The pilot shall complete a training course at a training organization with valid ATO certificate for the aircraft class or type.
- (b) The pilot shall pass a theoretical knowledge test organised by the ATO as follows:
 - (1) For multi-pilot aircraft, the theoretical knowledge test shall be written and comprise at least 100 multiple-choice questions distributed appropriately across the main subjects of the syllabus.
 - (2) For single-pilot multi-engine aircraft, the theoretical knowledge test shall be written and the number of multiple-choice questions shall depend on the complexity of the aircraft.
 - (3) For single-engine aircraft, the theoretical knowledge test shall be conducted verbally by the examiner during the skill test to determine whether or not a satisfactory level of knowledge has been achieved.
 - (4) For single-pilot aeroplanes that are classified as high-performance aeroplanes, the test shall be written and comprise at least 100 multiple-choice questions distributed appropriately across the subjects of the syllabus.
 - (5) For single-pilot single-engine and single-pilot multi-engine aeroplanes (sea), the test shall be in a written form and shall comprise at least 30 multiple-choice questions.
- (c) The pilot shall pass the skill test within a period of 6 months after commencement of the class or type rating training course and within a period of 6 months preceding the application for the issue of the class or type rating.

APPENDIX 1 TO 7.030: ¹²¹SPECIFIC REQUIREMENTS FOR TYPE RATING INSTRUCTOR

A type rating instructor shall hold a CPL, MPL or ATPL pilot licence on the applicable aircraft category and meet the following requirements:

- (a) For aeroplane:

¹²⁰This appendix is added according to Item16 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

¹²¹This appendix is added according to Item17 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

- (1) have completed 1500 hours flight time as a pilot on multi-pilot aeroplanes;
 - (2) have completed, within the 12 months preceding the date of application 30 route sectors, including take-offs and landings, as PIC or co-pilot on the applicable aeroplane type, of which 15 sectors may be completed in an FFS representing that type;
- (b) For helicopter:
- (1) for single-pilot single-engine helicopters, have completed 250 hours as a pilot on helicopters;
 - (2) for single-pilot multi-engine helicopters, have completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters;
 - (3) for a TRI(H) certificate for multi-pilot helicopters, have completed 1000 hours of flight time as a pilot on helicopters, and either 350 hours as a pilot of any type in multi-pilot operations, or 100 hours as pilot of that type in multi-pilot operations.
 - (4) Holders of an FI(H) certificate shall be fully credited towards the requirements of (1) and (2) in the relevant single-pilot helicopter.
- (c) Have completed ground training and flight training as specified in approved training program for instructors, or have completed instructor training course conducted by the aircraft manufacturer.
- (d) Have completed the proficiency check carried out by the CAAV.

APPENDIX 1 TO 7.035: ¹²²SPECIFIC REQUIREMENTS FOR THE SYNTHETIC FLIGHT INSTRUCTOR AND MULTI-CREW COOPERATION INSTRUCTOR

- (a) A Synthetic Flight Instructor (SFI) shall:
- (1) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;
 - (2) have completed the proficiency check for the issue of the specific aircraft type rating in an FSTD or in an aircraft, helicopter representing the applicable type, within the 12 months preceding the application;
 - (3) for an SFI(A) for multi-pilot aeroplanes, have:
 - (i) at least 1500 hours flight time as a pilot on multi-pilot aeroplanes;
 - (ii) completed, as a pilot or as an observer, within the 12 months preceding the application, at least 3 route sectors on the flight deck of the applicable aircraft type; or 2 line-orientated flight training-based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions shall include 2 flights, with 1 flight of at least 2 hours between 2

¹²²This appendix is added according to Item18 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

- different aerodromes, and the associated pre-flight planning and debriefing
- (4) for an SFI(A) for single-pilot high performance complex aeroplanes:
 - (i) have completed at least 500 hours of flight time as PIC on single-pilot aeroplanes;
 - (ii) hold or have held a multi-engine IR(A) rating;
 - (iii) have met the requirements in paragraph (a)(3)(ii) of this appendix.
 - (5) for an SFI(H), have:
 - (i) completed, as a pilot or as an observer, at least 1 hour of flight time on the flight deck of the applicable type, within the 12 months preceding the application;
 - (ii) in the case of multi-pilot helicopters, at least 1000 hours of flying experience as a pilot on helicopters, including at least 350 hours as a pilot on multi-pilot helicopters;
 - (iii) in the case of single-pilot multi-engine helicopters, completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters;
 - (iv) in the case of single-pilot single-engine helicopters, completed 250 hours as a pilot on helicopters;
- (b) Training course for the SFI shall include:
- (1) the FSTD content of the applicable type rating course;
 - (2) the relevant parts of the technical training and the FSTD content of the flight instruction syllabus of the applicable TRI training course.
- (c) Revalidation and Renewal for Synthetic Flight Instructor (SFI)
- (1) The SFI shall have:
 - (i) completed at least 50 hours as instructors or examiners in FSTDs, of which at least 15 hours within 12 consecutive months from the time being endorsed as SFI.
 - (ii) in case the SFI rating has lapsed, completed instructor refresher training as an SFI at an ATO;
 - (iii) passed theoretical knowledge tests of the CAAV.
 - (iv) have completed, on an FSTD, the skill test for the issue of the specific aircraft type ratings representing the types for which privileges are to be revalidated.
 - (2) If an SFI holds a certificate in more than one type of aircraft within the same category, the assessment of competence taken on one of those types shall revalidate the SFI certificate for the other types held within the same category of aircraft, unless otherwise is determined in the OSD or equivalent document of aircraft manufacturer.
- (d) A multi-crew operation instructor (MCCI) shall:

- (1) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;
 - (2) have at least, in the case of aeroplanes, 1500 hours of flying experience as a pilot in multi-pilot operations; and in the case of helicopters, 1000 hours of flying experience as a pilot in multi-crew operations, of which at least 350 hours in multi-pilot helicopters.
- (đ) Training for the MCCI:
- (1) The training course for the MCCI shall include, at least:
 - (i) 25 hours of teaching and learning instruction;
 - (ii) technical training related to the type of FSTD where the applicant wishes to instruct;
 - (iii) 3 hours of practical instruction, which may be flight instruction or MCC instruction on the relevant FNPT II, III MCC or FSTD, under the supervision of a TRI, SFI or MCCI nominated by the ATO for that purpose. These hours of flight instruction under supervision shall include the assessment of the applicant's competences in preparing resources, creating a climate conducive to learning, presenting knowledge, integrating Threat and Error Management (TEM) and crew resource management, managing time to achieve training objectives, facilitating learning, assessing trainee performance, monitoring and reviewing progress, evaluating training sessions and reporting outcome.
 - (2) Instructors holding or having held an FI, TRI, CRI, IRI or SFI licenses (valid or expired) shall be fully credited towards the requirement of (đ)(1)(i).
- (e) To continue the validity of MCCI rating, MCCI shall complete the requirements specified in (đ)(1)(i) on the relevant type of FNPT II, III, FSTD within 12 consecutive months from the time being endorsed as MCCI.

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 issue 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; and
 - (ii) Qualification training requirements appropriate to the licence and rating sought.
 - (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 that:
 - (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 7.107: LANGUAGE PROFICIENCY LEVEL¹²³

¹²³This Appendix is added according to Appendix VI to Circular No. 21/2017/TT-BGTVT dated 30 June 2017.

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1.1 Expert, Extended and Operational Levels						
LEVEL	PRONUNCIATION	STRUCTURE	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
	<i>Assumes a dialect or accent intelligible to the aeronautical community</i>	<i>Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task</i>				
LEVEL 6 (Expert)	Assumes a dialect and/or accent intelligible to the aeronautical community. Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, for example to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues and responds to them appropriately.
LEVEL 5 (Extended)	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases	Able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse	Comprehension is accurate on common, concrete, and workrelated topics and mostly accurate when the speaker is confronted with a linguistic or	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.

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	understanding.	sometimes interfere with meaning.	consistently and successfully. Vocabulary is sometimes idiomatic.	markers or connectors.	situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	
LEVEL 4 (Operational)	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.
1.2 Pre-operational, Elementary and Pre-elementary levels						
LEVEL 3 (Pre-operational)	Pronunciation, stress, rhythm, and intonation are	Basic grammatical structures and sentence patterns	Vocabulary range and accuracy are often sufficient to	Produces stretches of language, but phrasing and pausing	Comprehension is often accurate on common, concrete,	Responses are sometimes immediate,

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	influenced by the first language or regional variation and frequently interfere with ease of understanding	associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	communicate on common, concrete, or work-related topics, but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.	are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	and workrelated topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.	appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.
LEVEL 2 (Elementary)	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Shows only limited control of a few simple memorized grammatical structures and sentence patterns	Limited vocabulary range consisting only of isolated words and memorized phrases.	Can produce very short, isolated, memorized utterances with frequent pausing and a distracting use of fillers to search for expressions and to articulate less familiar words.	Comprehension is limited to isolated, memorized phrases when they are carefully and slowly articulated.	Response time is slow and often inappropriate. Interaction is limited to simple routine exchanges.
LEVEL 1 (Pre-elementary)	Performs at a level below the Elementary level	Performs at a level below the Elementary level	Performs at a level below the Elementary level	Performs at a level below the Elementary level	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.

Note: Operational Level (Level 4) is the minimum required proficiency level for R/T communication. Levels 1 through 3 describe pre-elementary, elementary and pre-operational levels of language proficiency respectively, all of which describe a level below the language proficiency requirement. Levels 5 and 6 describe extended and expert levels at levels of proficiency more advanced than the minimum required standard.

APPENDIX 1 TO 7.110: PROCEDURES FOR ISSUANCE, REVALIDATION/RENEWAL, REISSUANCE OF 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, verified by head of working unit or local competent authority;
 - (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 practical skill tests on aircraft category, class and type appropriate to the ratings sought.
 - (6) A copy of English language proficiency certificate at level 4 as a minimum as defined in Annex 1 to the Convention on International Civil Aviation of an English proficiency assessment unit for aviation personnel approved or accredited by CAAV.
- (b) ¹²⁴Within 25 days from receiving the dossier, the CAAV is responsible for reviewing the application, administering the tests and issuing the relevant licences to those who fulfil the requirements of VARs.
- (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) ¹²⁵The applicant applying for a pilot license must apply at least 20 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 results of practical skill test and experience on aircraft category, class and type appropriate to the ratings sought;

¹²⁴This content is revised according to Appendix V to Circular No. 56/2018/TT-BGTVT dated 11 December 2018.

¹²⁵This content is revised according to Appendix V to Circular No. 56/2018/TT-BGTVT dated 11 December 2018.


- (4) A copy of English language proficiency certificate at level 4 as a minimum as defined in Annex 1 to the Convention on International Civil Aviation of an English proficiency assessment unit for aviation personnel approved or accredited 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 REVALIDATION OF RATINGS – FLIGHT CREW MEMBER

- (a) An applicant for revalidation of ratings – flight crew members shall submit 01 dossier to CAAV in person or by mail and be responsible for the information provided. The application includes the following documents:
 - (1) An application for revalidation/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 theoretical knowledge tests on specific areas required.
 - (5) The results of practice skill tests on applicable areas for appropriate class and type ratings sought.
- (b) ¹²⁶Within 20 days from receiving the dossier, the CAAV is responsible for reviewing the application, administering the tests and revalidate the relevant ratings.

¹²⁶This content is revised according to Appendix V to Circular No. 56/2018/TT-BGTVT dated 11 December 2018.

APPENDIX 3 TO 7.110: APPLICATION FORM FOR THE ISSUANCE, VALIDATION AND REVALIDATION/RENEWAL OF PILOT LICENSES AND RATINGS ¹²⁷

	<p>ĐƠN ĐỀ NGHỊ CẤP (APPLICATION FOR) GIẤY PHÉP NHÂN VIÊN HÀNG KHÔNG (ORIGINAL AIRMAN LICENSE) THÀNH VIÊN TỒ BAY [FLIGHT CREW MEMBER]</p>	<p>HƯỚNG DẪN (INSTRUCTIONS) In hoặc đánh máy. Không viết vào phần bôi đen, phần này chỉ dành cho Cục HKVN. Chỉ nộp đơn bản gốc cho phòng Tiêu chuẩn An toàn bay hoặc người được Cục Hàng không ủy quyền, nếu thiếu chỗ thì dùng tờ dính kèm (Print or type. Do not write in shaded areas, these are for CAAV use only. Submit original only to the Flight Safety Standards Department or a CAAV Authorized Person. If additional space is required, use an attachment)</p>													
<p>A. TÔI LÀM ĐƠN NÀY ĐỀ NGHỊ (APPLICATION IS HEREBY MADE FOR) <input type="checkbox"/> CẤP MỚI (ISSUANCE) <input type="checkbox"/> CẤP LẠI CÁC GIẤY PHÉP NHÂN VIÊN HÀNG KHÔNG VIỆT NAM SAU (REISSUANCE OF THE FOLLOWING VIETNAM AIRMAN LICENSE):</p>															
<p>1. <input type="checkbox"/> HỌC VIÊN BAY (STUDENT PILOT) 3. <input type="checkbox"/> NGƯỜI LÁI TÀU BAY THƯƠNG MAI (COMMERCIAL PILOT) 5. <input type="checkbox"/> CƠ GIỚI TRÊN KHÔNG (FLIGHT ENGINEER) 7. <input type="checkbox"/> NHÂN VIÊN ĐIỀU ĐỘ KHAI THÁC BAY (FLIGHT DISPATCHER)</p> <p>2. <input type="checkbox"/> NGƯỜI LÁI TÀU BAY TƯ NHÂN (PRIVATE PILOT) 4. <input type="checkbox"/> NGƯỜI LÁI TÀU BAY VẬN TẢI HÀNG KHÔNG (AIRLINE TRANSPORT PILOT) 6. <input type="checkbox"/> GIÁO VIÊN BAY (FLIGHT INSTRUCTOR) 8. <input type="checkbox"/> LOẠI KHÁC (OTHER):</p>															
<p>B. GIẤY PHÉP HOẶC NĂNG ĐỊNH ĐỀ NGHỊ (LICENSE OR RATING APPLIED FOR ON BASIS OF):</p>															
<p><input type="checkbox"/> 1. HOÀN THIÊN YÊU CẦU KIỂM TRA KIẾN THỨC VÀ KỸ NĂNG (COMPLETION OF REQUIRED KNOWLEDGE AND SKILL TEST)</p>	<p><input type="checkbox"/> 2. LOẠI TÀU BAY ĐƯỢC SỬ DỤNG (AIRCRAFT TO BE USED) (Nếu có yêu cầu kiểm tra bay -if flight test required)</p>	<p><input type="checkbox"/> 3. TỔNG GIỜ BAY TRÊN LOẠI TÀU BAY / SIM /FTD (TOTAL TIME IN THIS AIRCRAFT/SIM/FTD) Hours</p>	<p><input type="checkbox"/> 4. GIỜ BAY LÁI CHÍNH (PILOT-IN-COMMAND) Hours</p>												
<p>C. CHUNG LOẠI VÀI HOẶC HẠNG TÀU BAY CÓ LIÊN QUAN (THE FOLLOWING CATEGORY AND/OR CLASS IS INVOLVED):</p>															
<p>1. <input type="checkbox"/> TÀU BAY MỘT ĐỘNG CƠ (AEROPLANE - SINGLE ENGINE LAND) 5. <input type="checkbox"/> TÀU LƯƠN (GLIDER.....(SPECIFY TOW)→</p> <p>2. <input type="checkbox"/> TÀU BAY NHIỀU ĐỘNG CƠ (AEROPLANE - MULTIENGINE LAND) 6. <input type="checkbox"/> MÁY BAY LÊN THĂNG (ROTORCRAFT.....(SPECIFY CLASS)→</p> <p>3. <input type="checkbox"/> TÀU BAY MỘT ĐỘNG CƠ (AEROPLANE - SINGLE ENGINE SEA) 7. <input type="checkbox"/> NHE HƠN KHÔNG KHÍ (LIGHTER THAN AIR.....(SPECIFY CLASS)→</p> <p>4. <input type="checkbox"/> TÀU BAY NHIỀU ĐỘNG CƠ (AEROPLANE - MULTIENGINE SEA) 8. <input type="checkbox"/> POWERED LIFT</p>															
<p>D. NĂNG ĐỊNH CÓ LIÊN QUAN (THE FOLLOWING RATING IS INVOLVED):</p>															
<p>1. <input type="checkbox"/> THIẾT BỊ (INSTRUMENT) 3. <input type="checkbox"/> NĂNG ĐỊNH LOẠI BÒ SUNG (ADDED TYPE RATING.....(SPECIFY)→</p> <p>2. <input type="checkbox"/> CHUNG LOẠI II HOẶC III (CATEGORY II OR III APPROACHES) 4. <input type="checkbox"/> NĂNG ĐỊNH KHÁC (OTHER RATING.....(SPECIFY)→</p>															
<p>E. THÔNG TIN CÁ NHÂN (AIRMAN PERSONAL INFORMATION):</p>															
<p>1. TÊN (Họ, tên, tên lót) - NAME (Last, First, Middle)</p>		<p>2. ĐỊA CHỈ THƯỜNG TRÚ (Đường phố hoặc Hòm thư)-PERMANENT ADDRESS (Street or PO Box Number)</p>													
<p>3. ĐIỆN THOẠI VÀ FAX (TELEPHONE AND FAX)</p>		<p>4. CITY THÀNH PHỐ/STATE/PROVINCE TỈNH MAIL CODE COUNTRY QUỐC GIA</p>													
<p>5. NGÀY THÁNG NĂM SINH (THÁNG, NGÀY, NĂM) DATE OF BIRTH (MONTH, DAY, YEAR)</p>		<p>6. NƠI SINH (PLACE OF BIRTH)</p>													
<p>7. QUỐC TỊCH NATIONALITY (CITIZENSHIP)</p>		<p>8. TRÌNH ĐỘ NGÔN NGỮ Language Proficiency Level 4+? <input type="checkbox"/> Có (Yes) <input type="checkbox"/> Không (No)</p>													
<p>9. CHIỀU CAO (HEIGHT)</p>	<p>10. CÂN NANG (WEIGHT)</p>	<p>11. TÓC (HAIR)</p>													
<p>12. MẮT (EYES)</p>	<p>13. GIỚI TÍNH (SEX)</p>	<p>14. ĐỊA CHỈ HÒM THƯ ĐIỆN TỬ (E-MAIL ADDRESS)</p>													
<p>15. For FSI Use</p>															
<p>F. GHI CHÉP GIỜ BAY (RECORD OF PILOT TIME) (Không viết vào phần tô bóng -Do Not Write In The Shaded Areas):</p>															
Tổng (Total)	Bay dưới sự hướng dẫn (Instruction Received)	Bay Đơn (Solo)	Lái chính - Pilot in Command (PIC)	Bay đường dài dưới sự hướng dẫn (Cross Country Instruction Received)	Bay đơn đường dài (Cross Country Solo)	Bay lái chính đường dài (Cross Country PIC)	Bay bằng thiết bị (Instrument)	Bay đêm dưới sự hướng dẫn (Night Instruction Received)	Cách hạ cánh đêm (Night Take-Off/Landing)	Lái chính đêm (Night PIC)	Lái chính cất hạ cánh đêm (Night Take-Off/Landing PIC)	Số chuyến bay (Number Of Flights)	Number Of Aero-Tows	Number Of Ground Launches	Number Of Power Launches
Tàu lượn (Glider)															
Free Balloon															
Khi cầu (Airship)															
Tàu bay (Aeroplane)			Lái chính (PIC) Lái phụ (SIC)			Lái chính (PIC) Lái phụ (SIC)				Lái chính (PIC) Lái phụ (SIC)	Lái chính (PIC) Lái phụ (SIC)				

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¹²⁷This content is revised according to Appendix VI to Circular No. 21/2017/TT-BGTVT dated 30 June 2017.

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Máy bay lên thẳng (Rotorcraft)			Lái chính (PIC)			Lái chính (PIC)			Lái chính (PIC)	Lái chính (PIC)
			Lái phụ (SIC)			Lái phụ (SIC)			Lái phụ (SIC)	Lái phụ (SIC)
Năng bằng lực (Powered Lift)			Lái chính (PIC)			Lái chính (PIC)			Lái chính (PIC)	Lái chính (PIC)
			Lái phụ (SIC)			Lái phụ (SIC)			Lái phụ (SIC)	Lái phụ (SIC)
Buồng lái mô phỏng (Simulator)										
Thiết bị huấn luyện (Training Device)										
PCATD										

G. THÔNG TIN ĐÁNH GIÁ SỨC KHỎE (MEDICAL EVALUATION INFORMATION):			
1. HẠNG CHỨNG CHỈ (CLASS OF CERTIFICATE)	2. QUỐC GIA CẤP (STATE OF ISSUE)	3. NGÀY CẤP (DATE OF ISSUE)	4. GIÁM ĐỊNH VIÊN (MEDICAL EXAMINER)

H. BẠN ĐÃ BỊ KIỂM TRA KHÔNG ĐẠT CHO GIẤY PHÉP HOẶC NĂNG ĐỊNH NÀY CHƯA (HAVE YOU FAILED A TEST FOR THIS LICENSE OR RATING?)	1. <input type="checkbox"/> Có (Yes)	2. <input type="checkbox"/> Không (No)
---	--------------------------------------	--

I. CHỨNG THỰC (APPLICANT'S CERTIFICATION) — Tôi Cam <u>đảm rằng</u> tất cả những thông tin cung cấp ở trên là chính xác và đúng sự thật, và tôi đồng ý rằng đó là cơ sở để cấp giấy phép cho tôi (I certify that all statements and answers provided by me on this application form are complete and true to the best of my knowledge and I agree that they are to be considered as part of the basis for issuance of any CAAV license to me).	
<i>A person shall not with intent to deceive: (c) make any false representation for the purpose of procuring for himself or any other person the grant, issue, renewal or variation of any such license...</i>	1. NGÀY (DATE)
	2. CHỮ KÝ CỦA ỨNG VIÊN (APPLICANT SIGNATURE):

J. Ý KIẾN CỦA GIÁO VIÊN HƯỚNG DẪN (INSTRUCTOR'S RECOMMENDATION) Tôi đã hướng dẫn cho ứng viên và xem xét cho cá nhân này thực hiện bài kiểm tra (I have personally instructed the applicant and consider this person ready to take the test).			
1. Ngày (Date)	2. Chữ ký của người hướng dẫn (Instructor's Signature) (Tên và chữ ký -Print Name and Sign)	3. Số giấy phép (License Number)	4. Thời hạn giấy phép (License Expires)

K. DESIGNATED EXAMINER'S OR AIRMAN CERTIFICATION REPRESENTATIVE REPORT			
1. <input type="checkbox"/> Giấy phép học viên bay (Student Pilot License Issued) (Bản chụp -Copy Attached) 2. <input type="checkbox"/> Tôi đã kiểm tra sổ ghi giờ bay và/ hoặc hồ sơ huấn luyện, và xác nhận cá nhân phù hợp với yêu cầu của Bộ quy chế An toàn Hàng không Phần 7 cho việc cấp giấy phép hoặc năng định (I have personally reviewed this applicant's pilot logbook and/or training record, and certify that the individual meets the pertinent requirements of VAR Part 7 for the license or rating sought). 3. <input type="checkbox"/> Tôi đã kiểm tra kiến thức (I have personally tested this applicant's knowledge). 4. <input type="checkbox"/> Tôi đã kiểm tra và / hoặc I have personally tested and/or verified this applicant in accordance with pertinent procedures and standards with the results indicated below. 5. <input type="checkbox"/> Đồng ý (Approved) – Giấy phép được cấp (License Issued) (Bản gốc -Original Attached) 6. <input type="checkbox"/> Không đồng ý (Disapproved) – Báo cáo không đồng ý (Disapproval Notice Issued) (Bản gốc- Original Attached)			
7. Địa điểm kiểm tra (Location of Test) (Thiết bị, Thành phố, đảo/bang/tỉnh - Facility, City, Island/State/Province)		8. Thời gian kiểm tra (Duration of Test)	
		(a) Mặt đất (Ground)	(b) Buồng lái giả định / Thiết bị huấn luyện (Simulator/FTD)
		(c) Bay (Flight)	
9. Giấy phép hoặc năng định kiểm tra (License or Rating for Which Tested)		10. Loại tàu bay (Type of Aircraft Used)	11. Số đăng ký (Registration No)
12. Ngày (Date)	13. Chữ ký của giáo viên kiểm tra (Examiner's Signature) (Tên & chữ ký - Print Name & Sign)	14. Số giấy phép (License No).	15. Số ủy quyền (Designation No).
		16. Thời hạn ủy quyền (Designation Expires)	

L. ĐÁNH GIÁ (EVALUATOR'S RECORD) (Dùng cho giấy phép lái máy bay vận tải hàng không và / hoặc năng định loại -Use For ATP License And/Or Type Ratings):			
	GIÁO VIÊN HƯỚNG DẪN (INSPECTOR)	GIÁO VIÊN KIỂM TRA (EXAMINER)	Ký tên và số giấy phép (Signature and License Number)
1. Phỏng vấn (Oral)	<input type="checkbox"/>	<input type="checkbox"/>	Ngày (Date)
2. Buồng lái mô phỏng được phê chuẩn / Thiết bị huấn luyện (Approved Simulator/Training Device Check)	<input type="checkbox"/>	<input type="checkbox"/>	
3. Kiểm tra bay (Aircraft Flight Check)	<input type="checkbox"/>	<input type="checkbox"/>	

M. BÁO CÁO CẦU GIÁM SÁT VIÊN AN TOÀN HOẶC CHUYÊN VIÊN CẤP PHÉP NHÂN VIÊN HÀNG KHÔNG (AVIATION SAFETY INSPECTOR OR PEL LICENSING OFFICER REPORT) I have personally tested this applicant in accordance with or have otherwise verified that this applicant complies with pertinent procedures, standards, policies, and/or necessary requirements with the result indicated below
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Vietnam Aviation Regulations - Part 7

1. <input type="checkbox"/> Đồng ý (Approved) — Cấp giấy phép tạm thời (Temporary License Issued (Bản gốc - Original Attached))		2. <input type="checkbox"/> Không đồng ý - Disapproved – Báo cáo không đồng ý (Disapproved Notice Issued) (Bản gốc - Original Attached)	
3. Địa điểm kiểm tra (Location of Test) (Thiết bị, Thành phố, đảo/bang/tỉnh - Facility, City, Island/State/Province)		4. Thời gian kiểm tra (Duration of Test)	
		(a) Mặt đất (Ground)	(b) Buồng lái mô phỏng/thiết bị huấn luyện (Simulator/FTD)
			(c) Bay (Flight)
5. Giấy phép hoặc năng định kiểm tra (License or Rating for Which Tested)		6. Loại tàu bay (Type(s) of Aircraft Used)	
7. Sổ đăng ký (Registration No.(s))			
8. <input type="checkbox"/> Giấy phép học viên bay (Student Pilot License Issued)	13. <input type="checkbox"/> Giấy phép hoặc năng định cơ bản (License or Rating Based)	14. <input type="checkbox"/> Giáo viên hướng dẫn bay (Flight Instructor)	16. <input type="checkbox"/> Giáo viên mặt đất (Ground Instructor)
9. <input type="checkbox"/> Ý kiến của giáo viên kiểm tra (Examiner's Recommendation)	(a) <input type="checkbox"/> Trình độ khóa học được phê chuẩn (Approved Course Graduate)	(a) <input type="checkbox"/> Cấp lại (Renewal)	(b) <input type="checkbox"/> Hồi phục (Reinstatement)
(a) <input type="checkbox"/> Đồng ý (Accepted)	(b) <input type="checkbox"/> Không đồng ý (Rejected)	(b) <input type="checkbox"/> Tiêu chuẩn khác được Cục HKVN phê chuẩn (Other Approved CAAV Qualification Criteria)	
10. <input type="checkbox"/> Cấp lại hoặc đổi giấy phép người lái tàu bay (Reissue or Exchange of Pilot License)		15. Instructor Renewal Based On	
11. <input type="checkbox"/> Hướng dẫn kiểm tra sức khỏe đặc biệt (Special Medical test conducted)		(a) <input type="checkbox"/> Hoạt động (Activity)	(c) <input type="checkbox"/> Khóa huấn luyện (Training Course)
12. <input type="checkbox"/> Hướng dẫn kiểm tra trình độ ngoại ngữ (Language Proficiency test conducted)		(b) <input type="checkbox"/> Kiểm tra (Test)	(d) <input type="checkbox"/> Nhiệm vụ và trách nhiệm (Duties and Responsibilities)
17. Tên khóa huấn luyện (Training Course (FIRC) Name)		18. Số chứng chỉ trung tâm huấn luyện được phê chuẩn (ATO Certificate No.)	
19. Ngày kết thúc (Graduation Date)			
20. Ngày (Date)	21. Chữ ký của giáo viên kiểm tra (Inspector's Signature) (Tên & chữ ký - Print Name & Sign)	22. Số kiểm soát (Control Number)	23. CASORT-PEL Entry

N. HỒ SƠ ĐÍNH KÈM (ATTACHMENTS):		6. <input type="checkbox"/> Thông tin cá nhân được kiểm tra (Airman's Identification (ID) checked-----)	ID: _____
1. <input type="checkbox"/> Giấy phép học viên bay (Student Pilot License) (bản chụp -copy)	7. _____	Mẫu của ID (Form of ID)	Tên (Name)
2. <input type="checkbox"/> Báo cáo kiểm tra (Knowledge Test Report)	8. _____	Số (Number)	Ngày sinh (Date of Birth)
3. <input type="checkbox"/> Giấy phép tạm thời (Temporary Airman License)	9. _____	Thời hạn hiệu lực (Expiration Date)	Số giấy phép (License Number)
4. <input type="checkbox"/> Báo cáo không đồng ý (Notice of Disapproval)	10. _____	Số điện thoại (Telephone Number)	Địa chỉ hộp thư điện tử (E-Mail Address)
5. <input type="checkbox"/> Giấy phép thay thế (Superseded Airman License)			

APPENDIX 1 TO 7.113: AERONAUTICAL KNOWLEDGE REQUIREMENTS FOR INSTRUMENT RATING

- (a) ¹²⁸In addition to the requirements of subsection 7.113, the applicant for IR shall receive ground training from an authorized instructor with appropriate instrument ratings. Training course for instrument rating requires at least 150 hours for theoretical knowledge, including:
- (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

¹²⁸The content is revised according to Item 15 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

- (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 takeoff 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 a CAAV 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 7.120: ¹²⁹MULTI-CREW COOPERATION TRAINING COURSE¹³⁰

- (a) The aim of the course is to become proficient in multi-crew co-operation (MCC) in order to operate safely multi-pilot multi-engine aeroplanes under IFR and, for that purpose, to ensure that:
 - (1) The pilot-in-command fulfils his managing and decision-making functions irrespective whether he is PF or PNF.
 - (2) The tasks of PF and PNF are clearly specified and distributed in such a manner that the PF can direct his full attention to the handling and control of the aircraft.
 - (3) Co-operation is affected in an orderly manner appropriate to the normal, abnormal or emergency situations encountered.
 - (4) Mutual supervision, information and support is ensured at all times.
- (b) Instructors for MCC training shall be thoroughly familiar with human factors and crew resource management (CRM). They should be current with the latest developments in human factors training and CRM techniques.
- (c) The theoretical knowledge syllabus is set out in CAAV requirements.
- (d) ¹³¹
- (d) On completion of the course, the applicant may be issued with a certificate of satisfactory completion of the course.
- (e) A holder of a certificate of completion of MCC training on helicopters shall be exempted from the requirement to complete the theoretical knowledge syllabus as set out in AC 7- 016.
- (g) ¹³² **The MCC training course shall comprise at least:**
 - (1) **25 hours of theoretical knowledge instruction and exercises;**
 - (2) **20 hours of practical MCC training, or 15 hours in the case of student pilots attending an ATP integrated course.**

¹²⁹The name of this appendix is revised according to Item 6 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

¹³⁰This content is revised according to Appendix VI to Circular No. 21/2017/TT-BGTVT dated 30 June 2017.

¹³¹This content is removed according to Item 6 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

¹³²This content is revised according to Item 6 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

- (h) ¹³³An FNPT II or an FSTD shall be used for MCC training. When the MCC training is combined with initial type rating training, the practical MCC training may be reduced to no less than 10 hours if the same FSTD is used for both the MCC and type rating training.
- (i) ¹³⁴The MCC training course shall be completed within 6 months after commencement at an ATO under VAR Part 9.
- (k) ¹³⁵Unless the MCC course has been combined with a type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion by an ATO under VAR Part 9.

APPENDIX 2 TO 7.120: ¹³⁶EXPERIENCE REQUIREMENTS FOR TYPE RATING TRAINING COURSE

- (a) Applicants for the issue of the first type rating for a multi-pilot aeroplane shall be student pilots currently undergoing training on an MPL training course or comply with the following requirements:
 - (1) Have at least 70 hours of flight experience as PIC in aeroplanes;
 - (2) Hold or have held a multi-engine IR;
 - (3) Have passed the ATPL theoretical knowledge examinations in accordance with subsection 7.215 of this Part;
 - (4) Except when the type rating course is combined with an MCC course:
 - (i) Hold a certificate of satisfactory completion of an MCC course in aeroplanes at a training organization with valid ATO certificate;
 - (ii) Hold a certificate of satisfactory completion of MCC in helicopters and have more than 100 hours of flight experience as pilots of multi-pilot helicopters;
 - (iii) Have at least 500 hours as pilots of multi-pilot helicopters;
 - (iv) Have at least 500 hours as pilots on single-pilot or multi-pilot aeroplanes in commercial air transport;

¹³³This content is revised according to Item6 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

¹³⁴This content is revised according to Item6 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

¹³⁵This content is revised according to Item6 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

¹³⁶This appendix is added according to Item6 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

- (v) Have completed type rating training as required in this Part.
- (b) CAAV may issue a type rating for a multi-pilot aeroplane that allows holders of such a rating to act as cruise relief co-pilots above Flight Level 200, provided that two other members of the crew have a type rating in accordance with paragraph (a) of this subsection.
- (c) Flying under supervision shall be in accordance with applicable regulations (if any) as defined in type rating training documents from the aircraft manufacturer (the operational suitability data (OSD) or equivalent documents). The flight hours under supervision shall be entered in the pilots' logbook and signed by the instructor

APPENDIX 3 TO 7.120: ¹³⁷SPECIFIC REQUIREMENTS FOR ZERO FLIGHT TIME TYPE RATING (ZFTT) OR BASE TRAINING

- (a) Pilots who have completed type rating training in accordance with an approved operations manual shall have completed at least 500 hours flight time or 250 route sectors on an FFS qualified to level D usable for ZFTT for operating an aircraft with a maximum certificated take-off mass of not less than 10 tonnes or a certificated passenger seating configuration of more than 19 passengers.
- (b) If not receiving training in accordance with paragraph (a) of this Appendix, pilots shall have completed base training conducted on an aircraft, including at least 06 takeoffs and 06 landings, at an ATO or an AOC holder for operating a commercial aircraft.

APPENDIX 4 TO 7.120: ¹³⁸VALIDITY PERIOD AND REVALIDATION/RENEWAL OF CLASS AND TYPE RATINGS

- (a) The validity period shall be 1 year for class and type ratings, 2 years for single-pilot single-engine class ratings and 1 year for instrument ratings.
- (b) For the revalidation of multi-engine class ratings and type ratings, the applicant shall:
 - (1) Pass a proficiency check within the 3 months immediately preceding the expiry date of the rating;
 - (2) Complete during the period of validity of the rating, at least:

¹³⁷This appendix is added according to Item6 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

¹³⁸This appendix is added according to Item6 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

- (i) 10 route sectors as pilot of the relevant class or type of aeroplane; or
 - (ii) 1 route sector as pilot of the relevant class or type of aeroplane or FFS, flown with an examiner. This route sector may be flown during the proficiency check of CAAV.
- (3) The revalidation of instrument rating, if held, may be combined with the revalidation of multi-engine class rating or type rating.
- (4) For the renewal of multi-engine class ratings and type ratings, the applicant shall:
 - (i) For requalification training prior to renewal of type rating, checking and assessment shall be conducted at an ATO or AOC holder having an approved refresher training program.
 - (ii) Complete the proficiency check of the CAAV.
- (5) Refresher training shall be taken into account the following factors:
 - (i) the experience of the pilot;
 - (ii) the amount of time elapsed since the privileges of the rating were last used;
 - (iii) the complexity of the aircraft;
 - (iv) whether the applicant has a current rating on another aircraft type or class;
 - (v) requirements of the Aircraft Manufacturer on refresher training, if any;
 - (vi) Refresher training may be conducted at a training organization with valid ATO certificate or an AOC holder applying Evidence Base Training if the rating expired no more than 1 year. If the rating expired more than 01 year, the type rating training course shall be completed at a training organization with valid ATO certificate.

APPENDIX 5 TO 7.120: ¹³⁹CLASS AND TYPE RATINGS TRAINING PROGRAM

- (a) Type ratings training shall meet aircraft manufacturer's requirements as a minimum.

¹³⁹This appendix is added according to Item6 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

- (b) Type ratings training shall include ground training, flight training in either FSTD/aircraft or in combination provided that requirements of knowledge, skill and attitude are fulfilled. Training program and evaluation methods shall be in accordance with competency-based training and assessment (CBTA) as prescribed in ICAO's Doc 9868, Doc 9941 and Doc 9995.
- (c) The ground training shall have a minimum duration in accordance with standards and guidance of the aircraft manufacturer and include at least the following knowledge:
 - (1) Aircraft structure, propulsion systems and associated constraints, weight and balance, aircraft performance and flight planning.
 - (2) Location and performance of cockpit control devices, cockpit alerting systems and aircraft systems.
 - (3) System malfunction including immediate handling and subsequent operational considerations, as applicable.
 - (4) Normal flight procedures and manoeuvres during all phases of flight, abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe.
 - (5) System, equipment and procedures for performance-based navigation including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure.
 - (6) Upset Prevention and Recovery Training (UPRT).
 - (7) Knowledge required for the safe operation of the applicable class and type of aircraft, relevant to the duties of a pilot-in-command or a co-pilot as applicable;
 - (8) Knowledge appropriate to the privileges of the licence and rating.
 - (9) Contents relevant to the aircraft class and type, procedures for crew incapacitation and crew coordination including allocation of pilot tasks; crew cooperation and use of checklists.
- (d) The flight training shall have a minimum duration in accordance with standards and guidance of the aircraft manufacturer and include at least the following knowledge:
 - (1) Training either in FSTD/FNPT/aircraft or in combination.

- (2) The normal, abnormal and emergency procedures; operational flight procedures with one engine inoperative on multi-engine aircraft.
 - (3) Contents relevant to the aircraft class and type, upset prevention and recovery training UPRT, procedures for crew incapacitation and crew coordination including allocation of pilot tasks; crew cooperation and use of checklists;
 - (4) Skills required for the safe operation of the applicable class and type of aircraft, relevant to the duties of a pilot-in-command or a co-pilot as applicable;
 - (5) Skills appropriate to the privileges of the licence and rating.
 - (6) Training program and evaluation methods shall be competency-based training, in which Knowledge, Skill and Attitude, competency elements, integrated Threat Error Management (TEM) and Crew Resource Management (CRM) are focused.
- (d) Trainees of the class and type rating course shall complete progress check, theoretical knowledge and practical skill tests organized by the ATO before the skill test conducted by the CAAV is taken.

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

- (a) An applicant for an authorisation 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 preceding the month of the test:
 - (i) Meet the prescribed requirements and
 - (ii) Have performed at least 6 ILS approaches during the 6 calendar months preceding 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	X	X

other required CATII, CATIII equipment		
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 nonvisual 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 APPROVAL OF CATII AND CATIII OPERATORS

- (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 7.133¹⁴⁰

¹⁴⁰This appendix is removed according to Item7 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

APPENDIX 1 TO 7.135: APPLICATION FOR STUDENT PILOT LICENSE¹⁴¹

	<p>ĐƠN ĐỀ NGHỊ CẤP (APPLICATION FOR) GIẤY PHÉP NHÂN VIÊN HÀNG KHÔNG (ORIGINAL AIRMAN LICENSE) THÀNH VIÊN TỒ BAY [FLIGHT CREW MEMBER]</p>	<p>HƯỚNG DẪN (INSTRUCTIONS) In hoặc đánh máy. Không viết vào phần bôi đen, phần này chỉ dành cho Cục HKVN. Chỉ nộp đơn bản gốc cho phòng Tiêu chuẩn An toàn bay hoặc người được Cục Hàng không ủy quyền, nếu thiếu chỗ thì dùng tờ đính kèm (Print or type. Do not write in shaded areas, these are for CAAV use only. Submit original only to the Flight Safety Standards Department or a CAAV Authorized Person. If additional space is required, use an attachment)</p>														
<p>A. TÔI LÀM ĐƠN NÀY ĐỀ NGHỊ (APPLICATION IS HEREBY MADE FOR) <input type="checkbox"/> CẤP MỚI (ISSUANCE) <input type="checkbox"/> CẤP LẠI CÁC GIẤY PHÉP NHÂN VIÊN HÀNG KHÔNG VIỆT NAM SAU (REISSUANCE OF THE FOLLOWING VIETNAM AIRMAN LICENSE):</p>																
<p>1. <input type="checkbox"/> HỌC VIÊN BAY (STUDENT PILOT) 3. <input type="checkbox"/> NGƯỜI LÁI TÀU BAY THƯƠNG MẠI (COMMERCIAL PILOT) 5. <input type="checkbox"/> CƠ GIỚI TRÊN KHÔNG (FLIGHT ENGINEER) 7. <input type="checkbox"/> NHÂN VIÊN ĐIỀU ĐỘ KHAI THÁC BAY (FLIGHT DISPATCHER)</p> <p>2. <input type="checkbox"/> NGƯỜI LÁI TÀU BAY TƯ NHÂN (PRIVATE PILOT) 4. <input type="checkbox"/> NGƯỜI LÁI TÀU BAY VẬN TẢI HÀNG KHÔNG (AIRLINE TRANSPORT PILOT) 6. <input type="checkbox"/> GIÁO VIÊN BAY (FLIGHT INSTRUCTOR) 8. <input type="checkbox"/> LOẠI KHÁC (OTHER):</p>																
<p>B. GIẤY PHÉP HOẶC NĂNG ĐÌNH ĐỀ NGHỊ (LICENSE OR RATING APPLIED FOR ON BASIS OF):</p>																
<p><input type="checkbox"/> 1. HOÀN THIÊN YÊU CẦU KIỂM TRA KIẾN THỨC VÀ KỸ NĂNG (COMPLETION OF REQUIRED KNOWLEDGE AND SKILL TEST)</p>	<p><input type="checkbox"/> 2. LOẠI TÀU BAY ĐƯỢC SỬ DỤNG (AIRCRAFT TO BE USED) (Nếu có yêu cầu kiểm tra bay -if flight test required)</p>	<p><input type="checkbox"/> 3. TỔNG GIỜ BAY TRÊN LOẠI TÀU BAY / SIM /FTD (TOTAL TIME IN THIS AIRCRAFT/SIM/FTD) Hours)</p>	<p><input type="checkbox"/> 4. GIỜ BAY LÁI CHÍNH (PILOT-IN-COMMAND) Hours)</p>													
<p>C. CHUNG LOẠI VÀ/ HOẶC HẠNG TÀU BAY CÓ LIÊN QUAN (THE FOLLOWING CATEGORY AND/OR CLASS IS INVOLVED):</p>																
<p>1. <input type="checkbox"/> TÀU BAY MỘT ĐỘNG CƠ (AEROPLANE – SINGLE ENGINE LAND) 5. <input type="checkbox"/> TÀU LƯỢN (GLIDER.....(SPECIFY TOW)→</p> <p>2. <input type="checkbox"/> TÀU BAY NHIỀU ĐỘNG CƠ (AEROPLANE – MULTIENGINE LAND) 6. <input type="checkbox"/> MÁY BAY LÊN THĂNG (ROTORCRAFT.....(SPECIFY CLASS)→</p> <p>3. <input type="checkbox"/> TÀU BAY MỘT ĐỘNG CƠ (AEROPLANE – SINGLE ENGINE SEA) 7. <input type="checkbox"/> NHẸ HƠN KHÔNG KHÍ (LIGHTER THAN AIR.....(SPECIFY CLASS)→</p> <p>4. <input type="checkbox"/> TÀU BAY NHIỀU ĐỘNG CƠ (AEROPLANE – MULTIENGINE SEA) 8. <input type="checkbox"/> POWERED LIFT</p>																
<p>D. NĂNG ĐÌNH CÓ LIÊN QUAN (THE FOLLOWING RATING IS INVOLVED):</p>																
<p>1. <input type="checkbox"/> THIẾT BỊ (INSTRUMENT) 3. <input type="checkbox"/> NĂNG ĐÌNH LOẠI BỔ SUNG (ADDED TYPE RATING.....(SPECIFY)→</p> <p>2. <input type="checkbox"/> CHUNG LOẠI II HOẶC III (CATEGORY II OR III APPROACHES.) 4. <input type="checkbox"/> NĂNG ĐÌNH KHÁC (OTHER RATING.....(SPECIFY)→</p>																
<p>E. THÔNG TIN CÁ NHÂN (AIRMAN PERSONAL INFORMATION):</p>																
<p>1. TÊN (Họ, tên, tên lót) - NAME (Last, First, Middle)</p>		<p>2. ĐỊA CHỈ THƯỜNG TRÚ (Đường phố hoặc Hòm thư)-PERMANENT ADDRESS (Street or PO Box Number)</p>														
<p>3. ĐIỆN THOẠI VÀ FAX (TELEPHONE AND FAX)</p>		<p>4. CITY THÀNH PHỐ/STATE/PROVINCE TỈNH MAIL CODE COUNTRY QUỐC GIA</p>														
<p>5. NGÀY THÁNG NĂM SINH (THÁNG, NGÀY, NĂM) DATE OF BIRTH (MONTH, DAY, YEAR)</p>		<p>6. NƠI SINH (PLACE OF BIRTH)</p>	<p>7. QUỐC TỊCH NATIONALITY (CITIZENSHIP)</p>													
			<p>8. TRÌNH ĐỘ NGÔN NGỮ Language Proficiency Level 4/+? <input type="checkbox"/> Có (Yes) <input type="checkbox"/> Không (No)</p>													
<p>9. CHIỀU CAO (HEIGHT)</p>	<p>10. CÂN NẶNG (WEIGHT)</p>	<p>11. TÓC (HAIR)</p>	<p>12. MẮT (EYES)</p>													
			<p>13. GIỚI TÍNH (SEX)</p>													
<p>14. ĐỊA CHỈ HỒM THƯ ĐIỆN TỬ (E-MAIL ADDRESS)</p>			<p>15. For FSI Use</p>													
<p>F. GHI CHÉP GIỜ BAY (RECORD OF PILOT TIME) (Không viết vào phần tô bóng -Do Not Write in The Shaded Areas):</p>																
	Tổng (Total)	Bay dưới sự hướng dẫn (Instruction Received)	Bay đơn (Solo)	Lái chính Pilot in Command (PIC)	Bay đường cái dưới sự hướng dẫn (Cross Country Instruction Received)	Bay đơn đường dài (Cross Country Solo)	Bay lái chính đường dài (Cross Country PIC)	Bay bằng thiết bị (Instrument)	Bay đêm dưới sự hướng dẫn (Night Instruction Received)	Cất/ha cánh đêm (Night Take-Off/Landing)	Lái chính đêm (Night PIC)	Lái chính cất/ hạ cánh đêm (Night Take-Off/Landing PIC)	Số chuyến bay (Number Of Flights)	Number Of Aero-Tows	Number Of Ground Launches	Number Of Power Launches
Tàu lượn (Gliders)																
(Free Balloon)																
Khí cầu (Airship)																
Tàu bay (Aeroplane)				Lái chính (PIC)			Lái chính (PIC)				Lái chính (PIC)	Lái chính (PIC)				
				Lái phụ (SIC)			Lái phụ (SIC)				Lái phụ (SIC)	Lái phụ (SIC)				

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¹⁴¹This Appendix is supplemented by the provisions of Section 6 of Appendix VI amending and supplementing a number of articles of Part 7 of the Regulation on civil aviation safety in the field of aircraft and aircraft operation issued together with Circular No. 21/2017/TT-BGTVT dated June 30, 2017, effective from September 1, 2017.

Vietnam Aviation Regulations - Part 7

Máy bay lên thẳng (Rotorcraft)				Lái chính (PIC)				Lái chính (PIC)				Lái chính (PIC)	Lái chính (PIC)
				Lái phụ (SIC)				Lái phụ (SIC)				Lái phụ (SIC)	Lái phụ (SIC)
Năng bóng lực (Powered Lift)				Lái chính (PIC)				Lái chính (PIC)				Lái chính (PIC)	Lái chính (PIC)
				Lái phụ (SIC)				Lái phụ (SIC)				Lái phụ (SIC)	Lái phụ (SIC)
Buồng lái mô phỏng (Simulator)													
Thiết bị huấn luyện (Training Device)													
PCATD													

G. THÔNG TIN ĐÁNH GIÁ SỨC KHỎE (MEDICAL EVALUATION INFORMATION):

1. HẠNG CHỨNG CHỈ (CLASS OF CERTIFICATE)	2. QUỐC GIA CẤP (STATE OF ISSUE)	3. NGÀY CẤP (DATE OF ISSUE)	4. GIÁM ĐỊNH VIÊN (MEDICAL EXAMINER)
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H. BẠN ĐÃ BỊ KIỂM TRA KHÔNG ĐẠT CHO GIẤY PHÉP HOẶC NĂNG ĐỊNH NÀY CHƯA (HAVE YOU FAILED A TEST FOR THIS LICENSE OR RATING?) 1. Có (Yes) 2. Không (No)

I. CHỨNG THỰC (APPLICANT'S CERTIFICATION)— Tôi Cam đảm rằng tất cả những thông tin cung cấp ở trên là chính xác và đúng sự thật, và tôi đồng ý rằng đó là cơ sở để cấp giấy phép cho tôi (I certify that all statements and answers provided by me on this application form are complete and true to the best of my knowledge and I agree that they are to be considered as part of the basis for issuance of any CAAV license to me).

A person shall not with intent to deceive: (c) make any false representation for the purpose of procuring for himself or any other person the grant, issue, renewal or variation of any such license...

1. NGÀY (DATE)	2. CHỮ KÝ CỦA ỨNG VIÊN (APPLICANT SIGNATURE):
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J. Ý KIẾN CỦA GIÁO VIÊN HƯỚNG DẪN (INSTRUCTOR'S RECOMMENDATION)
 Tôi đã hướng dẫn cho ứng viên và xem xét cho cá nhân này thực hiện bài kiểm tra (I have personally instructed the applicant and consider this person ready to take the test).

1. Ngày (Date)	2. Chữ ký của người hướng dẫn (Instructor's Signature) (Tên và chữ ký -Print Name and Sign)	3. Số giấy phép (License Number)	4. Thời hạn giấy phép (License Expires)
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K. DESIGNATED EXAMINER'S OR AIRMAN CERTIFICATION REPRESENTATIVE REPORT

1. Giấy phép học viên bay (Student Pilot License Issued) (bản chụp -Copy Attached)

2. Tôi đã kiểm tra sổ ghi giờ bay và/ hoặc hồ sơ huấn luyện, và xác nhận cá nhân phù hợp với yêu cầu của Bộ quy chế An toàn Hàng không Phần 7 cho việc cấp giấy phép hoặc năng định (I have personally reviewed this applicant's pilot logbook and/or training record, and certify that the individual meets the pertinent requirements of VAR Part 7 for the license or rating sought).

3. Tôi đã kiểm tra kiến thức (I have personally tested this applicant's knowledge).

4. Tôi đã kiểm tra và / hoặc I have personally tested and/or verified this applicant in accordance with pertinent procedures and standards with the results indicated below.

5. Đồng ý (Approved) – Giấy phép được cấp (License Issued) (bản gốc -Original Attached)

6. Không đồng ý (Disapproved) – Báo cáo không đồng ý (Disapproval Notice Issued) (Bản gốc- Original Attached)

7. Địa điểm kiểm tra (Location of Test) (Thiết bị, Thành phố, đảo/bang/tỉnh - Facility, City, Island/State/Province)		8. Thời gian kiểm tra (Duration of Test)		
		(a) Mặt đất (Ground)	(b) Buồng lái giả định / Thiết bị huấn luyện (Simulator/FTD)	(c) Bay (Flight)
9. Giấy phép hoặc năng định kiểm tra (License or Rating for Which Tested)	10. Loại tàu bay (Type of Aircraft Used)	11. Số đăng ký (Registration No)		
12. Ngày (Date)	13. Chữ ký của giáo viên kiểm tra (Examiner's Signature) (Tên & chữ ký - Print Name & Sign)	14. Số giấy phép (License No).	15. Số ủy quyền (Designation No)..	16. Thời hạn ủy quyền (Designation Expires)

L. ĐÁNH GIÁ (EVALUATOR'S RECORD) (Dùng cho giấy phép lái máy bay vận tải hàng không và / hoặc năng định loại -Use For ATP License And/Or Type Ratings):

	GIÁO VIÊN HƯỚNG DẪN (INSPECTOR)	GIÁO VIÊN KIỂM TRA (EXAMINER)	Ký tên và số giấy phép (Signature and License Number)	Ngày (Date)
1. Phỏng vấn (Oral)	<input type="checkbox"/>	<input type="checkbox"/>		
2. Buồng lái mô phỏng được phê chuẩn / Thiết bị huấn luyện (Approved Simulator/Training Device Check)	<input type="checkbox"/>	<input type="checkbox"/>		
3. Kiểm tra bay (Aircraft Flight Check)	<input type="checkbox"/>	<input type="checkbox"/>		

M. BÁO CÁO CÁU GIÁM SÁT VIÊN AN TOÀN HOẶC CHUYÊN VIÊN CẤP PHÉP NHÂN VIÊN HÀNG KHÔNG (AVIATION SAFETY INSPECTOR OR PEL LICENSING OFFICER REPORT)
 I have personally tested this applicant in accordance with or have otherwise verified that this applicant complies with pertinent procedures, standards, policies, and/or necessary requirements with the result indicated below

Vietnam Aviation Regulations - Part 7

1. <input type="checkbox"/> Đồng ý (Approved) – Cấp giấy phép tạm thời (Temporary License Issued (Bản gốc -Original Attached))		2. <input type="checkbox"/> Không đồng ý -Disapproved – Báo cáo không đồng ý (Disapproved Notice Issued) (Bản gốc -Original Attached)	
3. Địa điểm kiểm tra (Location of Test) (Thiết bị, Thành phố, đảo/bang/tỉnh -Facility, City, Island/State/Province)		4. Thời gian kiểm tra (Duration of Test)	
		(a) Mặt đất (Ground)	(b) Buồng lái mô phỏng/thiết bị huấn luyện (Simulator/FTD)
		(c) Bay (Flight)	
5. Giấy phép hoặc năng định kiểm tra (License or Rating for Which Tested)		6. Loại tàu bay (Type(s) of Aircraft Used)	
7. Số đăng ký (Registration No.(s))			
8. <input type="checkbox"/> Giấy phép học viên bay (Student Pilot License Issued)	13. <input type="checkbox"/> Giấy phép hoặc năng định cơ bản (License or Rating Based)	14. <input type="checkbox"/> Giáo viên hướng dẫn bay (Flight Instructor)	16. <input type="checkbox"/> Giáo viên mặt đất (Ground Instructor)
9. <input type="checkbox"/> Ý kiến của giáo viên kiểm tra (Examiner's Recommendation)		(a) <input type="checkbox"/> Trình độ khóa học được phê chuẩn (Approved Course Graduate)	(a) <input type="checkbox"/> Cấp lại (Renewal)
(a) <input type="checkbox"/> Đồng ý (Accepted)	(b) <input type="checkbox"/> Không đồng ý (Rejected)	(b) <input type="checkbox"/> Tiêu chuẩn khác được Cục HKVN phê chuẩn (Other Approved CAAV Qualification Criteria)	(b) <input type="checkbox"/> Hồi phục (Reinstatement)
10. <input type="checkbox"/> Cấp lại hoặc đổi giấy phép người lái tàu bay (Reissue or Exchange of Pilot License)	15. Instructor Renewal Based On		
11. <input type="checkbox"/> Hướng dẫn kiểm tra sức khỏe đặc biệt (Special Medical test conducted)	(a) <input type="checkbox"/> Hoạt động (Activity)		
12. <input type="checkbox"/> Hướng dẫn kiểm tra trình độ ngoại ngữ (Language Proficiency test conducted)	(c) <input type="checkbox"/> Khóa huấn luyện (Training Course)		
	(b) <input type="checkbox"/> Kiểm tra (Test)		
	(d) <input type="checkbox"/> Nhiệm vụ và trách nhiệm (Duties and Responsibilities)		
17. Tên khóa huấn luyện (Training Course (FIRC) Name)		18. Số chứng chỉ trung tâm huấn luyện được phê chuẩn (ATO Certificate No.)	19. Ngày kết thúc (Graduation Date)
20. Ngày (Date)	21. Chữ ký của giáo viên kiểm tra (Inspector's Signature) (Tên & chữ ký - Print Name & Sign)	22. Số kiểm soát (Control Number)	23. CASORT-PEL Entry

N. HỒ SƠ ĐÍNH KÈM (ATTACHMENTS):		6. <input type="checkbox"/> Thông tin cá nhân được kiểm tra (Airman's Identification (ID) checked) ID: _____
1. <input type="checkbox"/> Giấy phép học viên bay (Student Pilot License) (bản chụp -copy)	7. _____	11. _____
2. <input type="checkbox"/> Báo cáo kiểm tra (Knowledge Test Report)	Mẫu của ID (Form of ID)	12. _____
3. <input type="checkbox"/> Giấy phép tạm thời (Temporary Airman License)	8. _____	13. _____
4. <input type="checkbox"/> Báo cáo không đồng ý (Notice of Disapproval)	9. _____	14. _____
5. <input type="checkbox"/> Giấy phép thay thế (Superseded Airman License)	10. _____	
	Thời hạn hiệu lực (Expiration Date)	Số giấy phép (License Number)
	Số điện thoại (Telephone Number)	Địa chỉ hộp thư điện tử (E-Mail Address)

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

BẢNG 1 – 7.137	A	RH	RG	G	LA	FB
SPECIFIC MANOEUVRES AND PROCEDURES						
(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

BẢNG 1 – 7.137	A	RH	RG	G	LA	FB
SPECIFIC MANOEUVRES AND PROCEDURES						
(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

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	A	RH	PL	G	LA	FB
SPECIFIC MANOEUVRES AND PROCEDURES						
(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: ¹⁴²THEORETICAL KNOWLEDGE AND PRACTICAL SKILL REQUIREMENTS FOR PRIVATE PILOT

- (a) An applicant for private pilot licence shall complete training course on theoretical knowledge and practical skills at a training organization with valid ATO certificate.

¹⁴² This appendix is revised according to Item 8 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

- (b) Theoretical knowledge training for private pilot shall have a minimum duration of 90 hours, of which at least 30 hours (per subject) with the instructor, and cover the following subjects:

Subject	Content	Minimum duration (hours)
Law on civil aviation	- Vietnam law and regulations on civil aviation, rules of the air altimeter setting procedures, appropriate air traffic services practices and procedures relevant to the holder of a private pilot license.	9
Aircraft general knowledge for aeroplanes and helicopters	- Principles of operation and functioning of engines, systems and instruments; - Operating limitations of the relevant type of aircraft and engines; relevant operational information from the flight manual or other appropriate documents; - For helicopters, transmission (power trains) where applicable;	15
Flight performance, planning and loading	- Effects of loading and mass distribution on flight characteristics; mass and balance calculations; - Use and practical application of take-off, landing and other performance data; - Pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic;	9
Human performance	Human performance including the principles of threat and error management (TEM).	9
Meteorology	- Application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry; hazardous weather conditions;	9
Navigation	- Practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts.	12
Operational procedures	- Application of TEM to operational performance; - Altimeter setting procedures; - Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations; - Appropriate precautionary and emergency procedures,	9

Subject	Content	Minimum duration (hours)
	including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards; - For helicopters: power-driven rotors; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures associated with flight in VMC;	
Principles of flight	- Principles of flight;	15
Radiotelephony Communications	- Communication procedures and phraseology as applied to VFR operations; actions to be taken in case of communication failure	3

(c) Training requirements for practical skills:

- (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 judgment and airmanship;
- (5) Apply aeronautical knowledge;
- (6) Maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

APPENDIX 1 TO 7.157: ¹⁴³FLIGHT INSTRUCTION REQUIREMENTS FOR PRIVATE PILOTS

- (a) Theoretical knowledge instruction and flight instruction shall be logged by an authorized instructor, appropriate to the class or type rating sought.
- (b) The PPL(A) flight instruction syllabus shall ensure the duration in accordance with subsection 7.160 and cover at least the following:
 - (1) the principles of threat and error management;
 - (2) pre-flight operations, including mass and balance determination, aircraft inspection and servicing;
 - (3) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (4) control of the aircraft by external visual reference;

¹⁴³This appendix is revised according to Item 9 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

- (5) flight at critically low air speeds, recognition of, and recovery from, incipient and full stalls;
 - (6) flight at critically high air speeds, recognition of, and recovery from, spiral dive;
 - (7) normal and crosswind take-offs and landings;
 - (8) maximum performance (short field and obstacle clearance) takeoffs, short-field landings;
 - (9) flight by reference solely to instruments, including the completion of a level 180 ° turn;
 - (10) cross-country flying using visual reference, dead reckoning and radio navigation aids;
 - (11) emergency operations, including simulated aeroplane equipment malfunctions;
 - (12) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures;
 - (13) communication procedures and phraseology.
- (c) The PPL(H) flight instruction syllabus shall ensure the duration in accordance with subsection 7.160 and cover at least the following:
- (1) the principles of threat and error management;
 - (2) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
 - (3) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (4) control of the helicopter by external visual reference;
 - (5) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
 - (6) ground manoeuvring and run-ups; hovering; take-offs and landings - normal, out of wind and sloping ground;
 - (7) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
 - (8) cross-country flying using visual reference, dead reckoning and radio navigation aids;
 - (9) emergency operations, including simulated helicopter equipment malfunctions; autorotative approach;
 - (10) operations to, from and transiting controlled aerodromes; compliance with air traffic services procedures;
 - (11) communication procedures and phraseology.

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 1: 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

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 – 7.160 SPECIFIC EXPERIENCE	AS	T R	TG	RH	RG	G	TA	LA	FB
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									

TABLE 1 – 7.160 SPECIFIC EXPERIENCE	AS	T R	TG	RH	RG	G	TA	LA	FB
(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: THEORETICAL KNOWLEDGE REQUIREMENTS FOR COMMERCIAL PILOT¹⁴⁴

- (a) Requirements on training duration for commercial aircraft pilots
 - (1) CPL/IR course – Aeroplane: A CPL(A)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.
 - (2) CPL/IR course – Helicopter: A CPL(H)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.

¹⁴⁴This appendix is revised according to Item10 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

(b) Theoretical knowledge training shall include at least the following:

Subject	Content	Minimum duration (hours)
Law on civil aviation	Rules and regulations relevant to the holder of commercial pilot license, Vietnam law on civil aviation, appropriate air traffic services practices and procedures.	75
Aircraft general knowledge for aeroplanes and helicopters	<ol style="list-style-type: none"> 1) Principles of operation and functioning of engines, systems and instruments; 2) Operating limitations of the relevant type of aircraft and engines; relevant operational information from the flight manual or other appropriate documents; 3) Use and serviceability checks of equipment and systems of appropriate aircraft; 4) maintenance procedures for airframes, systems and engines of appropriate aircraft; 5) For helicopters and powered-lifts: transmission (power trains) where applicable; 6) For balloons: physical properties and practical application of gases; 	90
Flight performance, planning and loading	<ol style="list-style-type: none"> 1) Effects of loading and mass distribution on flight characteristics; mass and balance calculations; 2) Use and practical application of take-off, landing and other performance data; 3) Pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic; 4) For balloons, helicopters and powered-lifts: effects of external load on handling. 	80
Human performance	Human performance including the principles of threat and error management (TEM).	20
Meteorology	<ol style="list-style-type: none"> 1) Interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry; 2) Aeronautical meteorology; climatology of relevant 	40

Subject	Content	Minimum duration (hours)
	<p>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;</p> <p>3) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;</p>	
Navigation	Air navigation, including the use of aeronautical charts, instruments, navigation aids; understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment	55
Operational procedures	<p>1) Application of TEM to operational performance;</p> <p>2) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;</p> <p>3) Altimeter setting procedures;</p> <p>4) Appropriate precautionary and emergency procedures;</p> <p>5) Operational procedures for carriage of freight; potential hazards associated with dangerous goods;</p> <p>6) Requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;</p> <p>7) For helicopters and powered-lifts (if any): power-driven rotors; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC.</p>	15
Principles of flight	Principles of flight.	50
Radiotelephony Communications	Communication procedures and phraseology as applied to VFR operations; actions to be taken in case of communication failure.	30
Knowledge, skills and attitudes (KSA)	<p>1) Application of Procedures; communication;</p> <p>2) Aircraft Flight Path Management, automation;</p> <p>3) Aircraft Flight Path Management, manual control;</p> <p>4) Leadership and teamwork;</p> <p>5) Problem Solving and Decision Making;</p>	45

Subject	Content	Minimum duration (hours)
	6) Situation Awareness; 7) Workload Management.	

APPENDIX 1 TO 7.177: ¹⁴⁵FLIGHT INSTRUCTION REQUIREMENTS FOR COMMERCIAL PILOTS

- (a) In addition to the requirements of Subsection 7.177, an applicant for a commercial pilot licence shall receive and log theoretical knowledge instruction and flight instruction from an authorised instructor, appropriate to the aircraft category and class rating sought.
- (b) The CPL(H) flight instruction syllabus shall ensure the duration in accordance with subsection 7.180 and cover at least the following
 - (1) the principles of threat and error management;
 - (2) pre-flight operations, including mass and balance determination, aircraft inspection and servicing;
 - (3) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (4) control of the aircraft by external visual reference;
 - (5) flight at critically low air speeds, recognition of, and recovery from, incipient and full stalls;
 - (6) flight at critically high air speeds, recognition of, and recovery from, spiral dive;
 - (7) normal and crosswind take-offs and landings;
 - (8) maximum performance (short field and obstacle clearance) takeoffs, short-field landings;
 - (9) flight by reference solely to instruments, including the completion of a level 180 ° turn;
 - (10) cross-country flying using visual reference, dead reckoning and radio navigation aids;
 - (11) emergency operations, including simulated aeroplane equipment malfunctions;
 - (12) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures;

¹⁴⁵This appendix is revised according to Item 11 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

- (13) communication procedures and phraseology.
- (c) The CPL(H) flight instruction syllabus shall ensure the duration in accordance with subsection 7.180 and cover at least the following:
 - (1) the principles of threat and error management;
 - (2) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
 - (3) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (4) control of the helicopter by external visual reference;
 - (5) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
 - (6) ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground; steep approaches;
 - (7) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
 - (8) hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
 - (9) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
 - (10) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;
 - (11) abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing;
 - (12) operations to, from and transiting controlled aerodromes; compliance with air traffic services procedures;
 - (13) communication procedures and phraseology.

APPENDIX 1 TO 7.180: TRAINING COURSE FOR COMMERCIAL PILOTS (CPL)

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- (a) CPL/IR integrated course - Aeroplanes
 - (1) An applicant wishing to undertake a CPL(A)/IR integrated course shall complete all the instructional stages in one continuous training course in accordance with an approved training program as arranged by an ATO.
 - (2) An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 50% of the hours flown prior to the course shall be credited, up to a maximum of

¹⁴⁶This appendix is revised according to Item 21 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.

- (3) The course shall comprise theoretical knowledge instruction to CPL(A) and IR knowledge level, and visual and instrument flying training.
 - (4) An applicant failing or unable to complete the entire CPL/IR(A) course may apply for the theoretical knowledge test and skill test for a licence with lower privileges and an IR if the applicable requirements specified in Subsections 7.155, 7.157 and 7.160 of this Part are met.
 - (5) CPL(A)/IR flying training, not including type rating training, shall comprise a total of at least 180 hours, to include all progress tests, of which up to 40 hours for the entire course may be instrument ground time. Within the total of 180 hours, applicants shall complete at least:
 - (i) 80 hours of dual instruction, of which up to 40 hours may be instrument ground time;
 - (ii) 70 hours as PIC, of which up to 55 hours may be supervised PIC (SPIC). The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;
 - (iii) 70 hours as PIC, including a cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
 - (iv) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings;
 - (v) 100 hours of instrument time comprising, at least: 20 hours as supervised PIC (SPIC) and 50 hours of instrument flight instruction, of which up to: 25 hours may be instrument ground time in an FNPT I or 40 hours may be instrument ground time in an FNPT II, FFS, of which up to 10 hours may be conducted in an FNPT I.
 - (vi) 5 hours to be carried out in an aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear.
 - (6) Upon completion of the related flying training the applicant shall take the CPL(A) skill test and the IR skill test on either a multi-engine aeroplane or a single-engine aeroplane.
- (b) CPL/IR integrated course - Helicopters
- (1) An applicant wishing to undertake a CPL(H)/IR integrated course shall complete all the instructional stages in one continuous training course as arranged by an ATO.

- (2) An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(H) entrant, 50% of the relevant experience shall be credited, up to a maximum of:
 - (i) 40 hours, of which up to 20 hours may be dual instruction;
 - (ii) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.
- (3) The course shall comprise:
 - (i) theoretical knowledge instruction to CPL(H) and IR knowledge level, and the initial multi-engine helicopter type rating; and
 - (ii) visual and instrument flying training.
- (4) An applicant failing or unable to complete the entire CPL(H)/IR course may apply for the theoretical knowledge test and skill test for a licence with lower privileges and an IR, if the applicable requirements specified in Subsections 7.155, 7.157 and 7.160 of this Part are met.
- (5) The flying training shall comprise a total of at least 180 hours including all progress tests. Within the 180 hours, applicants shall complete at least:
 - (i) 125 hours of dual instruction, of which 75 hours visual instruction (which may include: 330 hours in a helicopter FFS level C/D; or 25 hours in a helicopter FTD 2,3; or 20 hours in a helicopter FNPT II/III; or 20 hours in an aeroplane or touring motor glider (TMG));
 - (ii) 50 hours instrument instruction which may include up to 20 hours in a helicopter FFS or FTD 2,3, or FNPT II, III; or 10 hours in at least a helicopter FNPT I or an aeroplane.
 - (iii) If the helicopter used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III.
 - (iv) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1-hour solo night shall be made;
 - (v) 10 hours dual cross-country flying;
 - (vi) 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;
 - (vii) 5 hours of flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;

- (viii) 50 hours of dual instrument time comprising 10 hours basic instrument instruction time and 40 hours IR Training, which shall include at least 10 hours in a multi-engine IFR-certificated helicopter.
- (6) Upon completion of the related flying training, the applicant shall take the CPL(H) skill test on either a multi-engine or a single-engine helicopter and the IR skill test on an IFR-certificated multi-engine helicopter.

APPENDIX 1 TO 7.200: MULTI-CREW PILOT REQUIREMENTS

1. Training¹⁴⁷

- (a) The flying training shall comprise a total of at least 240 hours, composed of hours as PF and PM, in actual and simulated flight, and covering the following four phases of training:
 - (1) Phase 1 — Core flying skills: Specific basic single-pilot training in an aeroplane.
 - (2) Phase 2 — Basic: Introduction of multi-crew operations and instrument flight.
 - (3) Phase 3 — Intermediate: Application of multi-crew operations to a multi-engine turbine aeroplane certified as a high-performance aeroplane in accordance with current regulations.
 - (4) Phase 4 — Advanced: Type rating training within an airline-oriented environment. Flight experience in actual flight shall include all the experience requirements as prescribed, UPRT flight instruction, night flying, flight solely by reference to instruments, and the experience required to achieve the relevant airmanship.
- (b) The MCC requirements as specified in this Part shall be incorporated into the relevant phases above.
- (c) Training in asymmetric flight shall be given either in an aeroplane or an FFS.
- (d) Each phase of training in the flight instruction syllabus shall be composed of both instruction in the underpinning knowledge and in practical training segments.
- (e) The training course shall include a continuous evaluation process of the training syllabus and a continuous assessment of the students following the syllabus. Evaluation shall ensure that:
 - (1) competencies and related assessment are relevant to the task of a co-pilot of a multi-pilot aeroplane;
 - (2) the students acquire the necessary competencies in a progressive and satisfactory manner.

¹⁴⁷This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

- (e) The training course shall include at least 12 take-offs and landings to ensure competency. take-offs and landings shall be performed under the supervision of an instructor in an aeroplane for which the type rating shall be issued.

2. Assessment level¹⁴⁸

- (a) The applicant for the MPL shall have demonstrated performance in all 9 competency units specified in item 3 of this appendix, at the advanced level of competency required to operate and interact as a co-pilot in a turbine-powered multi-pilot aeroplane, under visual and instrument conditions. Assessment shall confirm that control of the aeroplane or situation is maintained at all times, to ensure the successful outcome of a procedure or manoeuvre. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of the applicable aeroplane type, in accordance with the MPL performance criteria.

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 1:** E-training and part tasking devices approved by the CAAV that have the following characteristics:

¹⁴⁸This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

- (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 3:** 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 4:** 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 relates 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) Air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights.
 - (9) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;
 - (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

- (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:

Note 1: 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 SPECIFIC EXPERIENCE	A	TR	TG	RH	PL	G	TL A	LA	FB
¹⁴⁹MINIMUM FLIGHT HOURS REQUIREMENTS									
(1) Pilot– aircraft class	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					

¹⁴⁹The name of this table is revised according to Item 27 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

(9) ¹⁵⁰ Pilot in command – Aircraft type (or pilot in command under supervision of designated PIC or authorized instructor)	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;

¹⁵⁰ This content is revised according to Item27 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023

- (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 INSTRUCTION REQUIREMENTS FOR FLIGHT INSTRUCTORS

- (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 1: 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		

TABLE 1 – 7.217						
SPECIFIC TRAINING EVENTS	A	RH	PL	G	LA	FB
(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 2 TO 7.237: ¹⁵¹REQUIREMENTS FOR INSTRUCTORS FOR THE MPL

- (a) Instructors conducting training for the MPL shall:
 - (1) have successfully completed an MPL instructor training course at an ATO;
 - (2) additionally, for the basic, intermediate and advanced phases of the MPL integrated training course:
 - (i) be experienced in multi-pilot operations;
 - (ii) have completed initial crew resource management training with a commercial air transport operator in accordance with approved operation and training manuals.
- (b) MPL instructors training course:
 - (1) The MPL instructor training course shall comprise at least 14 hours of training.
 - (2) The applicant shall have demonstrated competencies in flight instruction in the appropriate phase of the MPL training course.
- (c) In order to maintain the privileges, the instructor shall have, within the preceding 12 months, conducted within an MPL training course:
 - (1) 1 simulator session of at least 3 hours as MPL training program;
 - (2) 1 air exercise of at least 1 hour comprising at least 2 take-offs and landings.
- (d) If the instructor has not fulfilled the requirements of paragraph (c) of this appendix, before exercising the privileges to conduct flight instruction for the MPL he/she shall receive refresher training at an ATO and pass the assessment of instructor competencies to maintain the privileges of MPL instructor.

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.

¹⁵¹This appendix is added according to Item 19 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

- (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 REQUIREMENTS¹⁵²

- (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) 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;
 - (4) 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.

¹⁵²This content is revised according to Item 7, Appendix IV to Circular 21/2017/TT-BGTVT dated 30 June 2017.

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 REQUIREMENTS¹⁵³

The applicant for ground instructor shall have the following trainings for the period of at least 5 days (8 hours a day):

- (a) Air Laws system, these Regulations and guidance materials;
- (b) Summary of basic and specific knowledge of the training subject;

¹⁵³This appendix is added according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (c) Training techniques to deliver knowledge of the training subject;
- (d) Techniques to develop training materials, exercises, questionnaires.

APPENDIX 1 TO 7.350: PROCEDURES FOR ISSUANCE, RE-ISSUANCE LICENSES AND RATINGS FOR AIRCRAFT MAINTENANCE TECHNICIANS (AMT) AND AVIATION REPAIR SPECIALISTS (ARS)

- (a) Applicants for the issue of AMR/ARS license and ratings shall submit 01 dossier to CAAV in person or by mail. The application documents include the following:
 - (1) Application form for the issue of AMT/ARS licences;
 - (2) Curriculum vitae with photo, verified by head of working unit or local competent authority;
 - (3) Supporting documentation on practical experience acceptable to the CAAV and specific type of work appropriate to the ratings sought;
 - (4) A certified copy of training certificate appropriate to the ratings sought at an ATO accredited by the CAAV;
 - (5) The results of knowledge test and experience appropriate to the ratings sought;
- (b) ¹⁵⁴Within 15 days from receiving the complete dossier, the CAAV is responsible for reviewing the application, administering the tests and issuing the relevant licences to those who meet the requirements of VARs.
- (c) ¹⁵⁵AMT/ARS licences and ratings may be re-issued in case of being expired, lost or damaged. The applicant shall submit 01 dossier to the CAAV in person, by mail, or through the online public services and must be responsible for the information provided.
- (d) ¹⁵⁶Applicants for the reissue of AMT/ARS licences shall submit the dossier at least 10 days preceding the expiry date of the licence held. The application documents include the following:
 - (1) A copy or electronic form of the application for reissuance with clearly stated reasons as prescribed in paragraph h of Appendix 1 to Subsection 7.350.
 - (2) Copies or electronic copies of supporting documentation on maintaining experience applicable to the rating sought.
- (e) ¹⁵⁷Applicants for the reissue of AMT/ARS licences in case of being lost or torn shall submit the following documents:
 - (1) A copy or electronic form of the application for reissuance with clearly stated reasons as prescribed in paragraph h of Appendix 1 to Subsection 7.350;
 - (2) Hard copies or electronic copies of licenses and ratings issued (if any).


¹⁵⁴This content is revised according to Appendix V to Circular No. 56/2018/TT-BGTVT dated 11 December 2018.

¹⁵⁵This content is revised according to Appendix II to Circular No. 11/2022/TT-BGTVT dated 29 June 2022.

¹⁵⁶This content is revised according to Appendix II to Circular No. 11/2022/TT-BGTVT dated 29 June 2022.

¹⁵⁷This content is revised according to Appendix II to Circular No. 11/2022/TT-BGTVT dated 29 June 2022.

- (f) ¹⁵⁸Applicants for the renewal of AMT/ARS licences shall submit 01 dossier to the CAAV in person, by mail, or through the online public services and must be responsible for the information provided. The application documents include the following:
- (1) A copy or electronic form of the application for AMT/ARS licence renewal as prescribed in paragraph h of Appendix 1 to Subsection 7.350;
 - (2) Copies or electronic copies of theoretical knowledge examination results on subjects required;
 - (3) Experience information on exercising privileges of the applicant.
- (g) ¹⁵⁹Within 07 days from receiving the complete dossier, the CAAV is responsible for reviewing the application, administering the tests and reissuing or renewing the relevant licences and associated ratings.
- (h) ¹⁶⁰Application form for the issue, reissue and renewal of licences and associated ratings for AMT/ARS:

	ĐƠN ĐỀ NGHỊ CẤP, CẤP LẠI, GIA HẠN GIẤY PHÉP NHÂN VIÊN HÀNG KHÔNG (KHÁC THÀNH VIÊN TỒ LÁI) APPLICATION FOR ISSUANCE, RENEWAL OF PEL LICENCE (OTHER THAN FLIGHT CREW MEMBERS)	HƯỚNG DẪN Điền tay hoặc máy. Chỉ nộp bản gốc cho Phòng Tiêu chuẩn An toàn bay hoặc Người được Cục HKVN ủy quyền. Nếu cần thêm không gian, hãy sử dụng trang đính kèm. INSTRUCTIONS Write or type. Submit original hardcopy only to the Flight Safety Standards Department or a CAAV authorized person. If additional space is required, use an attachment.	
A. ĐƠN NÀY ĐỀ NGHỊ/ APPLICATION IS HEREBY MADE FOR <input type="checkbox"/> CẤP LẦN ĐẦU/ ISSUANCE <input type="checkbox"/> CẤP LẠI/ REISSUANCE <input type="checkbox"/> GIA HẠN/ RENEWAL GIẤY PHÉP NHÂN VIÊN HÀNG KHÔNG SAU/ OF THE FOLLOWING VIETNAM PEL LICENCE:			
<input type="checkbox"/> NHÂN VIÊN ĐIỀU ĐỘ KHAI THÁC BAY/ FLIGHT DISPATCHER <input type="checkbox"/> NHÂN VIÊN KỸ THUẬT BẢO DƯỠNG TÀU BAY/ AMT <input type="checkbox"/> NHÂN VIÊN SỬA CHỮA CHUYÊN NGÀNH HK/ AVIATION REPAIR SPECIALIST <input type="checkbox"/> TIẾP VIÊN HÀNG KHÔNG/ CABIN CREW <input type="checkbox"/> NHÂN VIÊN ỦY QUYỀN KIỂM TRA/ INSPECTION AUTHORIZATION <input type="checkbox"/> KIỂM SOÁT VIÊN KHÔNG LƯU/ AIR TRAFFIC CONTROLLER <input type="checkbox"/> GIÁO VIÊN MẶT ĐẤT/GROUND INSTRUCTOR <input type="checkbox"/> NHÂN VIÊN GẤP DÙ/ PARACHUTE RIGGER <input type="checkbox"/> KHÁC/ OTHER:			
B. NĂNG ĐỊNH LIÊN QUAN SAU/ THE FOLLOWING RATING IS INVOLVED:			
1. <input type="checkbox"/> TÀU BAY/ AIRFRAME 3. <input type="checkbox"/> NĂNG ĐỊNH HẠNG/CLASS RATING (SPECIFY)→ 2. <input type="checkbox"/> ĐỘNG CƠ/ POWERPLANT 4. <input type="checkbox"/> NĂNG ĐỊNH LOẠI/TYPE RATING(SPECIFY)→			
C. THÔNG TIN CÁ NHÂN/ AIRMAN PERSONAL INFORMATION:			
1. TÊN/ NAME (Last, First, Middle)		2. ĐỊA CHỈ THƯỜNG TRÚ/ PERMANENT ADDRESS (Street or PO Box Number)	
3. ĐIỆN THOẠI/ TELEPHONE		4. THÀNH PHỐ/ CITY	TỈNH/ STATE/ PROVINCE
5. NGÀY SINH/ DATE OF BIRTH (MONTH, DAY, YEAR)		6. NƠI SINH/ PLACE OF BIRTH	7. QUỐC TỊCH/ NATIONALITY
9. CHIỀU CAO/ HEIGHT		10. CÂN NẶNG/ WEIGHT	11. TÓC/ HAIR
12. MẮT/ EYES		13. GIỚI TÍNH/ SEX	14. ĐỊA CHỈ THƯ ĐIỆN TỬ/ E-MAIL ADDRESS
15. SỐ GIẤY PHÉP CAAV/ CAAV PEL NUMBER		8. TRÌNH ĐỘ NGÔN NGỮ MỨC 4/ Language Proficiency Level 4 <input type="checkbox"/> Yes <input type="checkbox"/> No	
D. THÔNG TIN GIẤY PHÉP HIỆN TẠI/CURRENT AIRMAN LICENSE INFORMATION			
1. SỐ GP/ LICENSE NUMBER		2. NƯỚC CẤP/ STATE OF ISSUE	
3. NGÀY CẤP/ DATE ISSUED		4. NĂNG ĐỊNH/ RATING(S)	

¹⁵⁸This content is revised according to Appendix II to Circular No. 11/2022/TT-BGTVT dated 29 June 2022.

¹⁵⁹ This content is revised according to Appendix II to Circular No. 11/2022/TT-BGTVT dated 29 June 2022.

¹⁶⁰ This content is revised according to Appendix II to Circular No. 11/2022/TT-BGTVT dated 29 June 2022.

Vietnam Aviation Regulations - Part 7

E. GIẤY PHÉP HOẶC NĂNG ĐÌNH ĐỀ NGHỊ CẤP DỰA TRÊN CƠ SỞ THOÀN THÀNH/ LICENSE OR RATING APPLIED FOR ON BASIS OF COMPLETION OF:			
1. <input type="checkbox"/> KINH NGHIỆM/EXPERIENCE		2. <input type="checkbox"/> KIỂM TRA VIẾT/Written TEST	
		3. <input type="checkbox"/> KIỂM TRA THỰC HÀNH/PRACTICAL TEST	
F. BẠN ĐÃ TỪNG TRƯỢT BÀI SÁT HẠCH CẤP GIẤY PHÉP HOẶC NĂNG ĐÌNH NÀY CHƯA/ HAVE YOU FAILED A TEST FOR THIS LICENSE OR RATING?			
1. <input type="checkbox"/> CÓ/Yes		2. <input type="checkbox"/> CHƯA/No	
G. CHỨNG THỰC/APPLICANT'S CERTIFICATION — Tôi cam đoan tất cả những thông tin cung cấp ở trên là chính xác và đúng sự thật, và tôi đồng ý rằng đó là cơ sở để cấp giấy phép cho tôi/ I certify that all statements and answers provided by me on this application form are complete and true to the best of my knowledge and I agree that they are to be considered as part of the basis for issuance of any PEL license to me.			
<i>Tổ chức, cá nhân không được gian lận bằng cách tạo ra các thông tin sai nhằm mục đích nhận được cho mình hoặc bất kỳ người nào khác sự cấp, công nhận, gia hạn hoặc thay đổi bất kỳ giấy phép nào. / A person shall not with intent to deceive by making any false representation for the purpose of procuring for himself or any other person the grant, issue, renewal or variation of any such license.</i>		1. NGÀY/ DATE	2. CHỮ KÝ NGƯỜI ĐỀ NGHỊ/ APPLICANT SIGNATURE:
J. ĐÍNH KÈM/ ATTACHMENTS:			
1. <input type="checkbox"/> Báo cáo thông thạo ngôn ngữ/ Language Proficiency Report		6. <input type="checkbox"/> Thẻ nhận dạng/ Airman's Identification (ID)	
2. <input type="checkbox"/> Kết quả sát hạch lý thuyết/ Knowledge Test Report			
3. <input type="checkbox"/> Kết quả sát hạch thực hành/ Practical Test Report			
4. <input type="checkbox"/> Thông báo không phê chuẩn/ Notice of Disapproval			
5. <input type="checkbox"/> Giấy phép đã thay thế/ Superseded Airman Certificate			
K. CHỨNG THỰC CỦA CAAV/ CAAV AUTHORIZED PERSON CERTIFICATION:			
1. <input type="checkbox"/> GIẤY PHÉP ĐƯỢC CẤP PHÙ HỢP VỚI PHẦN 7/ THE LICENSE(S) WAS ISSUED IAW PART 7 AND CAAV REQUIREMENTS:		2. <input type="checkbox"/> GIẤY PHÉP KHÔNG ĐƯỢC CẤP/ THE LICENSE WAS NOT ISSUED	
3. NGÀY/ DATE	4. SỐ ỦY QUYỀN HOẶC CHỨC DANH/ TITLE OR DESIGNATION No.	5. CHỮ KÝ/ SIGNATURE	6. CASORT-PEL Entry:

- (i) ¹⁶¹The supporting documentation on maintenance experience as specified in subparagraph (a)(3) of this Subsection shall include at least the following:
- (1) Section 1: Applicant's details: Full name, permanent address, date of birth, place of birth, nationality; education background.
 - (2) Section 2: Work experience: employer's details, dates, work position, type of aircraft involved in maintenance.
 - (3) Section 3: Details on instructors, maintenance supervisors.
 - (4) Section 4: Basic practical experience.
 - (5) Section 5: On-the-Job Training (OJT).
- (k) ¹⁶²The results of the application for issue, reissue or renewal of licences and ratings as specified in this Subsection may be returned directly at the CAAV or by mail upon applicant's request.

APPENDIX 1 TO 7.353: TYPE/TASK TRAINING AND RATINGS¹⁶³

- (a) The holder of a category A aircraft maintenance licence may only exercise certification privileges on a specific aircraft type following the satisfactory completion of the relevant category A aircraft task training carried out by an appropriately approved Part 5 or Part 9 organization. The training shall include

¹⁶¹This content is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

¹⁶²This content is revised according to Appendix II to Circular No. 11/2022/TT-BGTVT dated 29 June 2022.

¹⁶³This appendix is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

theoretical training and practical hands-on training as appropriate for each task authorised. Satisfactory completion of training shall be demonstrated by an examination and/or by workplace assessment carried out by an appropriately approved Part 5 or Part 9 organization.

- (b) The holder of a category B1, B2 or C aircraft maintenance licence shall only exercise certification privileges on a specific aircraft type when the aircraft maintenance licence is endorsed with the appropriate aircraft type rating.
- (c) Ratings shall be granted following satisfactory completion of the aircraft type training course approved by CAAV, or conducted by an appropriately approved Part 9 maintenance training organization.
- (d) Category B1 and B2 type training shall include theoretical and practical elements and consist of the appropriate course in relation to the privileges as specified in paragraph c of Subsection 7.353. Theoretical and practical training shall be approved by CAAV.
- (đ) For a holder of an aeronautical engineering degree seeking a category C licence, the first type training shall be equivalent to either category B1 or B2 level, practical training is not required.
- (e) Completion of approved aircraft type training, as required by paragraphs (b) to (đ), shall be demonstrated by an examination. The examinations in respect of category B1 or B2 or C aircraft type ratings shall be conducted by training organizations appropriately approved under Part 9, or the training organization accepted by the CAAV to conduct the approved type training course.
- (g) Notwithstanding paragraph (b), for aircraft other than large aircraft (above 5700 kg maximum take-off mass), the holder of a category B1, B2 or C aircraft maintenance licence may also exercise certification privileges, when the aircraft maintenance licence is endorsed with the appropriate group ratings, or manufacturer group ratings, unless the CAAV has determined that the complexity of the aircraft in question requires a type rating.
 - (1) Manufacturer group ratings may be granted after complying with the type rating requirements of 2 aircraft types representative of the group from the same manufacturer.
 - (2) Full group ratings may be granted after complying with the type rating requirements of 3 aircraft types representative of the group from different manufacturers. However, no full group rating may be granted to B1 multiple turbine engine aeroplanes.
 - (3) The groups shall consist the following:
 - (i) For category B1 or C: helicopter piston engine, helicopter turbine engine, aeroplane single piston engine - metal structure, aeroplane multiple piston engines - metal structure, aeroplane single piston engine - wooden structure, aeroplane multiple piston engines - wooden structure, aeroplane single piston engine - composite structure, aeroplane multiple

piston engines - composite structure, aeroplane turbine - single engine, aeroplane turbine - multiple engine;

- (ii) For category B2 and C: aeroplane; helicopter.
- (h) Notwithstanding paragraph (c), ratings on aircraft other than large aircraft may also be granted, subject to satisfactory completion of the relevant category B1, B2 or C aircraft type examination and demonstration of practical experience on the aircraft type. In the case of category C ratings on aircraft other than large aircraft, for a person qualified by holding an aircraft engineering degree, the first relevant aircraft type examination shall be at the category B1 or B2 level.
 - (1) Category B1, B2 and C approved type examinations must consist of a mechanical examination for category B1 and an avionics examination for category B2 and both mechanical and avionics examination for category C.
 - (2) The examination shall be conducted by the approved training organizations under Part 9, or directly by the CAAV.
 - (3) Aircraft type practical experience shall include a representative cross section of maintenance activities relevant to the category.

APPENDIX 1 TO 7.355: KNOWLEDGE REQUIREMENTS FOR TECHNICAL MAINTENANCE STAFF

- (a) The knowledge required for categories A, B1, B2 and C:
 - (1) Basic knowledge for categories A, B1 and B2 is indicated by knowledge levels (1, 2 and 3) of each applicable subject. Category C applicants shall meet either the category B1 or the category B2 basic knowledge levels.
 - (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) Objective: The applicant shall be familiar with the basic elements of the subject.
 - (iii) The applicant shall be able to give a simple description of the whole subject, using common words and examples.
 - (iv) The applicant shall be able to use typical terms.
 - (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 “×”.

Subject	A or B1 aircraft		A or B1 helicopter		B2
	Turbine engine	Piston motor	Turbine engine	Piston motor	Subject
1. Math	×	×	×	×	×
2. Physis	×	×	×	×	×
3. Basic electronic	×	×	×	×	×
4. Basic digital	×	×	×	×	×
5. Digital electronic devices Systems.	×	×	×	×	×
6. Aviation materials	×	×	×	×	×
7. Maintenance practice	×	×	×	×	×

Subject	A or B1 aircraft		A or B1 helicopter		B2
	Turbine engine	Piston motor	Turbine engine	Piston motor	Subject
8. Basic aerodynamic	×	×	×	×	×
9. Human factor	×	×	×	×	×
10. Civil aviation law of Vietnam.	×	×	×	×	×
11. Aerodynamics, structures and systems of aircraft piston engines.	×	×			
12. Aerodynamics, structures and systems of the helicopter.			×	×	
13. Aerodynamics, structures and systems of the aircraft					×
14. Lift power system					×
15. Gas turbine engines.	×		×		
16. Engine piston		×		×	
17. Propeller	×	×			

- (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 failure; equipment and systems according to the methods

specified in the relevant documentation and airworthiness standards applicable.

(5) Human ability for technical staff licensed AMT.

(đ) ¹⁶⁴The operator, training organization or maintenance organization may apply the training content and duration on aircraft type, aircraft equipment of the design organization or manufacturer of aircraft, engine and aircraft equipment; or apply the content and duration of the training course approved by the national authorities of the design organization or manufacturer of aircraft, engine and aircraft equipment.

APPENDIX 1 TO 7.357: AIRCRAFT MAINTENANCE TECHNICIAN EXPERIENCE REQUIREMENTS¹⁶⁵

(a) An applicant for an aircraft maintenance licence shall have acquired:

(1) for category A, subcategories B1.2 and B1.4:

- (i) 3 years of practical maintenance experience on operating aircraft, if the applicant has no previous relevant technical training; or
- (ii) 2 years of practical maintenance experience on operating aircraft and completion of training considered relevant by the CAAV as a skilled worker, in a technical trade; or
- (iii) 1 year of practical maintenance experience on operating aircraft and completion of a basic training course approved in accordance with Part 9.

(2) for category B2 and subcategories B1.1 and B1.3:

- (i) 5 years of practical maintenance experience on operating aircraft if the applicant has no previous relevant technical training; or
- (ii) 3 years of practical maintenance experience on operating aircraft and completion of training considered relevant by the CAAV as a skilled worker, in a technical trade; or
- (iii) 2 years of practical maintenance experience on operating aircraft and completion of a basic training course approved in accordance with Part 9.

(3) for category C with respect to complex motor-powered aircraft:

- (i) 3 years of experience exercising category B1.1, B1.3 or B2 privileges on complex motor-powered aircraft or as support staff in category B1.1, B1.3 or B2 of an approved maintenance organization under Part 5, or, a combination of both; or

¹⁶⁴This content is revised according to Item 26 of Appendix V to Circular No. 09/2023/TT-BGTVT dated 09 June 2023.

¹⁶⁵This appendix is revised according to Appendix 7 to Circular No. 42/2020/TT-BGTVT dated 31 December 2020.

- (ii) 5 years of experience exercising category B1.2, B1.4 privileges on complex motor-powered aircraft or as support staff in category B1.2, B1.4 of an approved maintenance organization under Part 5, or, a combination of both;
- (4) for category C with respect to other than complex motor-powered aircraft: 3 years of experience exercising category B1.1, B1.3, B2 privileges on other than complex motor-powered aircraft or as support staff in category B1.1, B1.3, B2, or a combination of both;
- (5) for category C obtained through the academic route: an applicant holding an academic degree in a technical discipline, from a university or other higher educational institution, 3 years of experience working in a civil aircraft maintenance environment on a representative selection of tasks directly associated with aircraft maintenance including 6 months of observation of base maintenance tasks.

(b) An applicant for an extension to an aircraft maintenance licence shall have a minimum civil aircraft maintenance experience requirement appropriate to the additional category or subcategory of licence applied for as defined in the following table:

To	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2
From									
A1	-	06 months	06 months	06 months	2 years	06 months	2 years	1 year	2 years
A2	06 months	-	06 months	06 months	2 years	06 months	2 years	1 year	2 years
A3	06 months	06 months	-	06 months	2 years	1 year	2 years	06 months	2 years
A4	06 months	06 months	06 months	-	2 years	1 year	2 years	06 months	2 years
B1.1	No	06 months	06 months	06 months	-	06 months	06 months	06 months	1 year
B1.2	06 months	No	06 months	06 months	2 years	-	2 years	06 months	2 years
B1.3	06 months	06 months	No	06 months	06 months	06 months	-	06 months	1 year
B1.4	06 months	06 months	06 months	No	2 years	06 months	2 years	-	2 years
B2	06 months	06 months	06 months	06 months	1 year	1 year	1 year	1 year	-

(c) For category A, B1, B2, the experience shall be practical and involve a representative cross section of maintenance tasks on aircraft.

- (d) For all licensed technician, at least 1 year of the required experience shall be recent maintenance experience on aircraft of the category/subcategory for which the initial aircraft maintenance licence is sought. For subsequent category/subcategory additions to an existing aircraft maintenance licence, the additional recent maintenance experience required may be less than 1 year, but shall be at least 3 months. The required experience shall be dependent upon the difference between the licence category/subcategory held and applied for. Such additional experience shall be typical of the new licence category/subcategory sought.

APPENDIX 1 TO 7.393: PROCEDURES FOR ISSUANCE AND REISSUANCE OF LICENSES AND RATINGS FOR FLIGHT DISPATCHERS¹⁶⁶

- (a) The applicant for Flight Dispatcher licence shall submit the application directly or by mail to CAAV. The application documents shall have the following:
 - (1) Flight Dispatcher Licence Application form;
 - (2) Curriculum vitae with photo, verified by head of working unit or local competent authority;
 - (3) Certified true copies or copies attached to the original of appropriate certificates for cross reference purpose;
 - (4) Copies of appropriate training results;
 - (5) A valid original copy of the medical certificate as required by Ministry of Health and VAR Part 8;
 - (6) Two 3x4 cm photos taken within 6 months.
- (b) If the licence has expired, applicants for renewal of Flight Dispatcher licence shall submit following documents:
 - (1) Completed application form for licence reissue;
 - (2) Copies of appropriate training results;
 - (3) A valid original copy of the medical certificate as required by Ministry of Health and VAR Part 8;
 - (4) Two 3x4 cm photos taken within 6 months.
- (c) If the licence is lost, torn or damaged, applicants for reissue of Flight Dispatcher licence shall submit following documents:
 - (1) Completed application form with reason for licence reissue;
 - (2) Original or copy of the licence (if any);
 - (3) Two 3x4 cm photos taken within 6 months.
- (d) Supporting documents for renewal of ratings:

¹⁶⁶This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (1) Completed application form for licence renewal;
 - (2) Copies of appropriate training results;
 - (3) A valid original copy of the medical certificate as required by Ministry of Health and VAR Part 8;
- (e) Within 20 days days from receiving the complete dossier, the CAAV is responsible for reviewing the application, administering the tests and renewing the relevant licences and associated ratings.

APPENDIX 1 TO 7.399: FLIGHT DISPATCHER KNOWLEDGE REQUIREMENTS ¹⁶⁷

- (a) 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;

¹⁶⁷This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

- (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: OPERATIONAL EXPERIENCE REQUIREMENTS FOR FLIGHT DISPATCHERS¹⁶⁸

- (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
- (c) In addition to the 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 ¹⁶⁹

In addition to the requirements of 7.403, the applicant shall have demonstrated the ability to:

- (a) 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

¹⁶⁸This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

¹⁶⁹This content is revised according to Appendix VI to Circular No. 03/2016/TT-BGTVT dated 31 March 2016.

weather trends pertinent to air transportation with particular reference to destination and alternates;

- (b) Determine the optimum flight path for a given segment, and create accurate manual and/or computer-generated flight plans; and
- (c) 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.
- (d) Recognize and manage threats and errors.