



## Advisory Circular (AC-AW/02/2011)

### ISSUE OF A CERTIFICATE OF AIRWORTHINESS

#### 1.0 PURPOSE

This Advisory Circular (AC) is issued to provide information and guidance to operators on how to apply for issue of a Certificate of Airworthiness in accordance with the requirements of the Civil Aviation Regulations.

#### 2.0 REFERENCES

- 2.1 Civil Aviation Regulation Part 4.
- 2.2 Airworthiness Requirements YCAR Part V Chapter 2.

#### 3.0 GUIDANCE AND PROCEDURES

##### 3.1 General Information

3.1.1 The certificates of airworthiness issued under the Civil Aviation (Airworthiness) Regulations and Requirements are classified as:

- a) Certificate of Airworthiness (C of A);
- b) Special Flight Permit;
- c) Export Certificate of Airworthiness

##### 3.2 Pre-Requisite to Qualify for C of A Issue

3.2.1 Aircraft should be on the Yemen civil aircraft register – Requirements Part V Chapter 2 of the Civil Aviation (Airworthiness) Requirements.

3.2.2 Aircraft must be of a type certificate acceptable to the CAMA - Requirements Part V Chapter 2 of the Civil Aviation (Airworthiness) Requirements.

##### 3.3 Aircraft Type Certificate Compliance Requirements

3.3.1 The CAMA may accept an aircraft type certificate or equivalent document issued by a contracting state of design in respect of an aircraft or component provided that:

- a) The type certificate or equivalent document was issued on or based on an airworthiness code recognized by the CAMA
- b) The design, materials, construction, equipment, evaluation against a recognized airworthiness code has been carried out by the CAMA and has been found to:
  - (i) meet the required standards of the recognized airworthiness code; or
  - (ii) have complied with any recommendations required by the CAMA.

3.3.2 The recognized airworthiness code – Means standards relating to the design, materials, construction, equipment, performance and maintenance planning of aircraft or aircraft components issued by the state of design that are acceptable to the CAMA.

3.3.3 To enable effective aircraft safety oversight the CAMA requires:

- a) Aircraft technical documents and literature (e.g. flight manual, maintenance manuals etc) published in English;
- b) Provision to timely mail to the CAMA and the operator the current amendments of all relevant aircraft technical and operation literature;
- c) The aircraft equipment, instruments indication markings and placards to be in English and Arabic numerals; and
- d) The aircraft type design to incorporate the minimum recommended emergency features (e.g. emergency windows), and emergency equipment with clear operating instructions in English and Arabic.

3.3.4 An aircraft that does not satisfy the Type Certificate requirements is classified non-compliant and therefore cannot be issued with a Yemen Certificate of Airworthiness.

### **3.4 Application for a Certificate of Airworthiness**

3.4.1 The owner of an aircraft registered in Yemen or agent of the owner may apply to the CAMA for issue of a certificate of airworthiness for that aircraft, the application for a certificate of airworthiness shall be made on Form: CAMA ,AIR/03

3.4.2 In addition to the application form, the applicant is required to submit to the CAMA the following documents(dated and certified) for the pre-issue evaluation:

- a) Copy of the aircraft Certificate of Registration
- b) Copy of the previous C of A or of the Export C of A.
- c) Aircraft Flight Manual or Pilot Hand-Book.
- d) The aircraft Airworthiness Directives status report.
- e) A statement of compliance with the CAMA requirements and manufactures service bulletins.
- f) Aircraft previous twelve (12) months Certificate of Maintenance Review CMR
- g) Liferated components status report.
- h) Current Weight and Balance schedule report.
- i) Copy of Latest major scheduled maintenance certificate release to service, and inspection summary.
- j) Copy of the current certificate of release to service if different from (i) above.
- k) Record of the aircraft equipment and systems installations.

- l) Copy of the current aircraft Radio Station licence.
- m) Copy of the current stand-by compass swing schedule report.
- n) Aircraft certificate of insurance.
- o) Copy of the C of A test flight schedule report (as may be required).
- p) Approved aircraft maintenance program
- q) Maintenance agreement with AMO that will maintain the aircraft (if applicable).
- r) Proof of payment of the C of A issue prescribed fee

*Note: The major components (e.g. engines, propellers, APU's, landing gears) status report should indicate the time to the next shop visit or overhaul, hours and cycles since new, the time between overhaul, as applicable.*

3.4.3 The CAMA shall carry out an in depth document evaluation to verify that they are authentic, relate to the aircraft, genuine, and are valid as applicable.

### **3.5 Other Documents that are Required:**

3.5.1 A copy of the Type Certificate and or the Type Certificate data sheets or acceptable equivalent documents;

3.5.2 A copy each of the manufacturer's maintenance, overhaul, wiring, repair manuals and illustrated parts catalogues;

3.5.3 A complete set of all manufacturer's service bulletins or equivalent documents issued in respect of the aircraft;

3.5.4 A complete set of wiring diagrams covering all electrical and radio installations;

3.5.5 A copy of the minimum equipment list (MEL) and the current master minimum equipment list (MMEL) as applicable;

3.5.6 Copy of the aircraft approved maintenance schedule or program; and

3.5.7 Log-Books for the aircraft, engines, propellers and the technical-log as are applicable for the relevant aircraft.

### **3.6 C of A Flight Test Requirements**

3.6.1 The airworthiness flight tests must be carried out by pilots and crew approved for the purpose and in accordance with a flight test schedule acceptable to the CAMA.

3.6.2 Except where the CAMA requires additional crew to be carried for a particular airworthiness flight test, the number of persons conducting the test should be confined to the crew specified in the Flight manual.

### **3.7 Aircraft Inspection for C of A issue**

3.7.1 After successful documents evaluation it is required to facilitate and to make arrangements for the CAMA inspectors to carry out the aircraft inspection for C of A issuance.

3.7.2 The aircraft should be located and available, at a time and place acceptable to the CAMA, for such checks and inspections required by the CAMA;

3.7.3 Such checks and inspections will include physical components installation verification, emergency equipment (location, validity, ease of access and legibility of operating instructions), compliance with the Markings and Placards requirements and the general aircraft condition.

3.7.4 It will also be required to present for inspection the aircraft Flight Manual, Minimum Equipment List, the aircraft technical records and the Log-Books as applicable.

3.7.5 It is required to present at this inspection all the aircraft current and past technical records to verify its operational and maintenance life history

*Note: It is required to rectify all out standing defects, comply with all due mandatory inspections, modifications and replacement requirements at the C of A issue.*

### **3.8 Issue of a Certificate of Airworthiness**

When the CAMA is satisfied that all the applicable regulatory requirements have been complied with and the required issue fee has been paid, the Certificate of Airworthiness will be issued.

### **3.9 Period of Validity of a Certificate of Airworthiness**

3.9.1 A certificate of airworthiness validity is normally twelve months. However, a shorter period may be specified by the CAMA.

3.9.2 A certificate of airworthiness shall cease to be in force at the expiry date as indicated| there on and/or when:

- a) The aircraft or such of its equipment as is necessary for the airworthiness of the aircraft is maintained, overhauled, repaired or modified or if any part of the aircraft or such equipment is removed or if any part of the aircraft is replaced, otherwise than in a manner and with material of a type approved by the CAMA.
- b) The aircraft or any of its equipment is not maintained as required by the maintenance programme or schedule approved by the CAMA.
- c) An inspection or modification classified as mandatory by CAMA, state of design/manufacture applicable to the aircraft or of any such equipment has not, been completed as required.
- d) The aircraft or any such equipment as required for safe operation has sustained damage.

*Note: The CAMA can amend, extend, suspend, revoke or terminate the C of A*

### **3.10 Other General Requirements at the issue of a C of A**

3.10.1 Revision of Manuals – The applicant is required to make the necessary arrangements with aircraft and engine manufacturers to send amendments and revisions that may be issued from time to time to the CAMA to up date the manuals and service information submitted.

3.10.2 Training Requirements – For a new aircraft type on the Yemen Aircraft Civil Register, the operator shall be required under his expenses to provide training to CAMA’s inspectors on the type

a) The number of inspectors to be trained will depend on the size and complexity of the aircraft. This will include inspectors from Airworthiness (mechanical and avionics) and Flight Operations.

b) For a series type of an aircraft, a refresher or difference course may be required to keep abreast to the technological advancement or differences.

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