



# CAMA REGULATORY OR INFORMATIVE INSTRUMENTS

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## 1 Foreword

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This standard provides the necessary information about the instruments that the CAMA is using to communicate with and regulate the civil aviation system.

### Regulatory or informative instruments

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Yemen has promulgated two pieces of civil aviation legislation, the LAW No. 12 of 1993 as amended (referred to as the Civil Aviation Law) which prescribes provisions to ensure aviation safety in Yemen airspace, and the Republican Decree No. 444 of 2000 (referred to as the Republican Decree) which establishes the Civil Aviation and Meteorology Authority.

Article 6 of the Republican Decree states that the CAMA shall undertake the execution of the state Civil Aviation Policy.

Article 27 of the Republican Decree empowers the CAMA to prepare all rules and regulations which ensure the organisation of the civil aviation system in Yemen.

Article 5 of the Civil Aviation Law considers the Chicago Convention and other protocols and agreements pertaining to civil aviation as complementary to the provisions of the civil aviation law, as long as they do not contradict it. By virtue of this provision, the Chicago Convention is an integral part of the civil aviation legislative framework, as long as it does not contradict it.

The CAMA has recognized the need to highlight the different instruments promulgated by the CAMA in order to achieve the objective of the Civil Aviation Law.

In this document, “aviation document holder” means a person or organisation that holds an approval, certificate, licence or any other authorisation issued by the CAMA in accordance with the applicable requirements.

The CAMA promulgates the following regulatory or informative instruments:

**Yemen Civil Aviation Regulations (YCARs)** is a regulatory instrument that consists of a series of implementing requirements that may be supported by one or more AMC and/or one or more GM. Each implementing requirement is designed in a manner that it addresses one or more safety objective(s), through creating or limiting rights, creating or limiting duties and responsibilities. Compliance with YCARs is mandatory unless a waiver has been granted by the CAMA.

**Acceptable Means of Compliance (AMC)** is a regulatory instrument that illustrates a means to establish compliance with an implementing requirement contained in YCAR. In some YCARs, the term Advisory Circular (AC) is also used interchangeably with AMC. Normally, AMCs are combined with

YCARs in the same document. Compliance with AMC is mandatory unless an Alternative Means of Compliance has been accepted by the CAMA.

**Alternative Means of Compliance (AltMoC)** is a regulatory instrument that serves as:  
an alternative to an existing AMC; or  
a means to establish compliance with an implementing requirement contained in a YCAR or Safety Decision for which no associated AMC has been promulgated by the CAMA.

Once an AltMoc is accepted by the CAMA, compliance therewith is mandatory.

**Safety Decision (S-DEC)** (previously known as DG Directive) is a regulatory instrument for promulgation of mandatory requirement to contain or correct a known and imminent safety risk or hazard. S-DEC may be also used to address specific safety issues or operational needs that are not served by the YCARs. Compliance with S-DEC is mandatory.

**Guidance material (GM)** is a regulatory instrument that provides interpretative explanatory material that helps to interpret and illustrate the meaning of a requirement contained in a CAR or S-DEC. Though not binding in its own right, referring to it facilitates the correct interpretation and implementation of associated requirements.

**Information Bulletin (IB)** is an informative instrument providing a means to relay information or administrative requirements to the industry. Information contained in IBs is not regulatory in nature.

**Safety Alert (SA)** is a regulatory instrument that is used for the purpose of safety promotion. It includes lessons learned from wrong practices, safety events, trends observed, misinterpretation of the rules etc. It contains recommendations for the aviation industry to correct anomalies and cover potential gaps. The implementation of the recommendations contained in the SAs, though not mandatory, serves as an indicator for the effectiveness of the aviation document holder's safety and/ or quality management system. If, during oversight, it becomes evident that there are safety issues that cannot be corrected without following the SA recommendations, the CAMA may mandate the implementation of the recommendations on the concerned document holder.

**Safety Standard (SS)** is a regulatory instrument that outlines the requirements that fall primarily under the CAMA responsibility. These requirements may at the same time result in imposing some requirements over aviation document holders

**Civil Aviation Advisory Publication (CAAP)** is a regulatory instrument that provides a means to comply with the provisions of YCAR. A CAAP always stems from an existing YCAR and must be interpreted as equivalent to an AMC. CAAPs will be progressively phased out.

**Deviation or waiver:** Following the promulgation of a requirement contained in a YCAR or S-DEC, the CAMA may issue a deviation or waiver. A deviation or waiver is an approval granted to a document holder for deviating from an implementing requirement contained in a YCAR or a mandatory requirement contained in a Safety Decision.

*Note: Deviating from a provision of an AMC or CAAP or GM does not require a deviation or waiver.*