



YEMEN CIVIL AVIATION REGULATIONS (YCARs)

YCAR PART II

CHAPTER – 1 –

LICENSING AND RATING REQUIREMENTS

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ISSUE HISTORY AND DATE OF APPLICABILITY

Issue No.	Date of issue	Date of applicability
Issue 00	June 2013	June 2013
Issue 01	November 2018	November 2018

HIGHLIGHTS OF CHANGE

Amendment	Subject(s)
<p>Issue: 01 November 2018</p>	<p>Periodic review and alignment with ICAO Annex 1 latest amendment.</p> <p>Other changes made:</p> <ul style="list-style-type: none"> - Changes made to section "ISSUE HISTORY AND DATE OF APPLICABILITY Instead of RECORD OF AMENDMENTS" - 1.1 applicability amended divide Licenses and ratings into three groups Licenses and Ratings for Pilots, for Personnel other than Flight Crew Members and for Personnel other than Flight Crew Members. - 1.4 method of rendering a license valid amended. - 1.6 medical fitness report requirements amended. - 1.15 approved training and approved training organization added. - 1.16 language proficiency amended. - 1.20 specifications and format of the personnel licenses amended. - Appendix A - ICAO language proficiency rating scale added. - Appendix B - endorsement for automatically validated licenses added.

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CHAPTER 1

1.0 LICENSING AND RATING REQUIREMENTS

1.1 APPLICABILITY

These Regulations prescribe the requirements for issuance of the following Licenses and ratings and the conditions under which those Licenses and ratings are necessary and the privileges and limitations of those Licenses and ratings:

(a) Licenses and Ratings for Pilots:

- Private Pilot-Aeroplane
- Commercial Pilot-Aeroplane
- Airline Transport Pilot-Aeroplane
- Instrument Rating -Aeroplane
- Private Pilot-Helicopter
- Commercial Pilot-Helicopter
- Airline Transport Pilot-Helicopter
- Instrument Rating -Helicopter
- Flight Instructor Rating

(b) Licenses for Flight Crew Members other than Licenses for Pilots:

- Flight navigator License
- Flight engineer License
- Flight radiotelephone operator
- Flight Attendant (Cabin Crew)

(c) Licenses and Ratings for Personnel other than Flight Crew Members

- Aircraft maintenance (technician/engineer/mechanic) License
- Student Air Traffic Controller License
- Air Traffic Controller License
- Air traffic controller ratings
- Flight Dispatcher License

1.2 REQUIREMENT FOR LICENSES, RATINGS AND AUTHORIZATIONS

1.2.1 PILOT LICENSE

- 1.2.1.1 Unless specifically authorized by the CAMA, no person may act as pilot in command or in any other capacity as a required pilot flight crewmember of a civil aircraft of Yemen Registry unless he/she has in his/her personal possession a valid pilot License issued to him/her under these Regulations, or Yemen Validation of his/her foreign License, and appropriate to the duties to be performed by that person.
- 1.2.1.2 The issuance of a License by the CAMA permits the holder of a License to exercise only the privileges granted by that License.
- 1.2.1.3 The CAMA may suspend, vary or refuse to grant any License or rating issued under these Regulations.

1.2.2 PILOT LICENSE FOREIGN AIRCRAFT

- 1.2.2.1 No person may, within Yemen act as pilot in command or in any other capacity as a required pilot flight crewmember of a civil aircraft of foreign registry based in Yemen unless he/she has in his/her personal possession a License issued by the State of Registry of that aircraft or by any other ICAO Contracting State and rendered valid by the State of Registry of that aircraft.
- 1.2.2.2 The Republic of Yemen validation shall be carried with the foreign License and the validity shall not extend beyond the period of validity of the foreign License.

1.2.3 MEDICAL CERTIFICATE

No person may act as pilot in command or in any other capacity as a required pilot flight crewmember of an aircraft under a License issued to him under these Regulations, unless he/she has in his/her personal possession an appropriate and current medical certificate issued under these Regulations.

1.2.4 FLIGHT INSTRUCTOR RATING

No person other than the holder of a flight instructor rating with an appropriate category and class rating (and type rating if applicable) issued by the CAMA may:

- (a) Give any of the flight instruction required to qualify for a solo flight, solo cross-country flight, or for the issue of a pilot or flight instructor License or rating;
- (b) Endorse a student pilot License or logbook for solo operating privileges.

However, the holder of an airline transport pilot License may provide the required training for air transportation service within the category, class and type ratings for which he/she holds.

1.2.5 INSTRUMENT RATING

No person may act as pilot in command of a civil aircraft under instrument flight rules or at night in weather conditions less than the minimum prescribed for VFR flight, unless-

- (a) In the case of an aeroplane, he/she holds an instrument rating or an airline transport pilot License with an aeroplane category rating;
- (b) In the case of a helicopter, he/she holds a helicopter instrument rating or an airline transport pilot License with a helicopter category rating not limited to VFR.

1.2.6 CATEGORY II/III PILOT AUTHORIZATION

- (a) No person may act as pilot in command of a civil aircraft in a Category II/III operation unless he/she holds a current Category II/III pilot authorization for that type aircraft or, in the case of a civil aircraft of foreign registry, he/she is authorized by the country of registry to act as pilot in command of that aircraft in Category II/III operations.
- (b) No person may act as second in command of a civil aircraft in a Category II/III operation unless he/she holds a current appropriate instrument rating or an appropriate airline transport pilot License or, in the case of a civil aircraft of foreign registry, he/she is authorized by the country of registry to act as second in command of that aircraft in Category II/III operations.

1.3 AUTHORITY TO ACT AS A FLIGHT OR CABIN CREW MEMBER

A person shall not act as a flight or cabin crew member of Yemen registered civil aircraft unless he/she holds a valid License showing compliance with the specifications appropriate to his/her duties and issued by the CAMA or issued by any other ICAO Contracting State and rendered valid by the CAMA.

1.4 METHOD OF RENDERING A LICENSE VALID

- 1.4.1 When a CAMA renders valid a License issued by another ICAO Contracting State, as an alternative to the issuance of its own License, it shall establish validity by suitable authorization to be carried with the former License accepting it as the equivalent of the latter. When a State limits the authorization to specific privileges, the authorization shall specify the privileges of the License which are to be accepted as its equivalent. The validity of the authorization shall not extend beyond the period of validity of the License. The authorization ceases to be valid if the License upon which it was issued is revoked or suspended.

Note.— This provision is not intended to preclude the State that issued the License from extending, by a suitable notification, the period of validity of the License without necessarily requiring either the physical return of the License or the appearance of the License holder before the Authorities of that State.

1.4.2 When an authorization under 1.4.1 is issued for use in commercial air transport operations, the CAMA shall confirm the validity of the other Contracting State's License before issuing the authorization.

1.4.3 Rendering a License valid pursuant to a formal agreement between Contracting States under common licensing regulations

1.4.3.1 Notwithstanding the provisions in 1.4.1 and 1.4.2, CAMA may automatically render valid other's Contracting State Licenses, provided that the State shall have:

a) adopted common licensing regulations that are compliant with ICAO Annex 1;

b) entered into a formal agreement recognizing the automatic validation process;

c) established a surveillance system to ensure the continuing implementation of the common licensing regulations; and

d) registered the agreement with ICAO pursuant to Article 83 of the Convention on International Civil Aviation.

Note 1.— The registry of agreements with their associated list of Contracting States can be found in ICAO's Database of Aeronautical Agreements and Arrangements.

Note 2.— Common licensing regulations refer to a common licensing regulatory framework that is legally binding and directly applicable to Contracting States party to the agreement, recognizing the automatic validation process. Common licensing regulations used by those States contain identical requirements for License issuance, maintenance of competency and recent experience. A regional aviation safety body can develop and maintain these common regulations for its member States.

1.4.3.2 An endorsement shall appear on Licenses rendered valid under the process of 1.4.3.1 indicating that the License is automatically validated under the agreement described in 1.4.3.1 and referencing the ICAO registration number of the agreement. The endorsement shall further include a list of all States that are party to the agreement.

1.4.3.2.1 provides a transition period for States that meet the requirements in 1.4.3.1 and have issued Licenses prior to the applicability of this Standard.

1.4.3.2.1 Until 31 December 2022, Contracting State that meet the requirements in 1.4.3.1 and have issued Licenses prior to 9 November 2017 may use other effective means, carried on board the aircraft or accessible, to indicate that the Licenses issued by the State are rendered valid in accordance with the agreement in 1.4.3.1.

Note.— Guidance on the format for the endorsement is contained in Attachment B. The guidance also includes how to make use of an attachment to the License, as part of the endorsement, for information that may change over time, i.e. the ICAO registration number of the agreement and the list of all States that are party to the agreement.

1.4.4 A pilot License issued by a Contracting State should be rendered valid by CAMA for use in private flights.

Note.— When CAMA render valid a License issued by another Contracting State for use in private flights may notify this facility in the Aeronautical Information Publications.

1.4.5 Privileges of the holder of a License

A CAMA shall not permit the holder of a License to exercise privileges other than those granted by that License.

1.5 MEDICAL FITNESS

1.5.1 For the purposes of these Regulations, the use of the words Medical Assessment and Medical Examination are synonymous.

1.5.2 An applicant for a License shall, when applicable, hold a Medical Assessment issued in accordance with the provisions of Chapter 5.

1.5.3 The period of validity of a Medical Certificate shall begin on the day the medical examination is performed. The duration of the period of validity shall be in accordance with the provision of 1.6

1.5.4 Except as provided in paragraph 1.6 below, a License holder shall not exercise the privileges of their License unless they hold a current medical assessment appropriate to the License.

1.5.4.1. The period of validity of a medical assessment may be extended, at the discretion of the CAMA, up to 45 days.

Note. — It is advisable to let the calendar day on which the Medical Assessment expires remain constant year after year by allowing the expiry

date of the current Medical Assessment to be the beginning of the new validity period under the proviso that the medical examination takes place during the period of validity of the current Medical Assessment but no more than 45 days before it expires.

- 1.5.5 The CAMA will designate medical examiners, qualified and licensed in the practice of medicine, to conduct medical assessments of applicants for medical certificates required for licensing.
 - 1.5.5.1 Medical examiners shall have had, or shall receive, training in aviation medicine and shall receive refresher training at regular intervals. Before designation, medical examiners shall demonstrate adequate competency in aviation medicine.
 - 1.5.5.2 The CAMA shall ensure the Aeromedical Examiner has adequate facilities, including all required testing equipment in current calibration and good working condition, to support the conduct of Aeromedical assessments.
 - 1.5.5.3 Medical examiners shall acquire practical knowledge and experience of the conditions in which the holders of Licenses and ratings carry out their duties.

Note.— Examples of practical knowledge and experience are flight experience, simulator experience, on-site observation or any other hands-on experience deemed by the Licensing Authority to meet this requirement.
 - 1.5.5.4 The competence of a medical examiner should be evaluated periodically by the Aeromedical Inspector / Assessor.
- 1.5.6 Applicants for Licenses or ratings for which medical fitness is prescribed shall sign and furnish to the medical examiner a declaration stating whether they have previously undergone such an examination and, if so, the date, place and result of the last examination .they shall indicate to the examiner whether a Medical assessment has been previously been refused, revoked or suspended and if so, the reason for such refusal, revocation or suspension
 - 1.5.6.1 Any false declaration to a medical examiner made by an applicant for a License or rating shall be reported to the CAMA for such action as may be considered appropriate.
- 1.5.7 The Aeromedical Examiner shall maintain a record of each medical assessment administered including a copy of the medical report, for at least five years.
- 1.5.8 The Aeromedical Examiner shall forward to the CAMA the original signed copy of the medical assessment for each applicant together with a copy of the medical certificate issued to the applicant. The AME shall detail the result of the examination and evaluate the medical fitness of the applicant.

1.5.9 The CAMA shall use the services of Aeromedical Inspector / Assessors to evaluate reports submitted to the Licensing Department by medical examiners.

1.5.9.1 The medical examiner shall be required to submit sufficient medical information to the Licensing Department to enable that Authority to undertake Medical Assessment audits.

Note.— The purpose of such auditing is to ensure that medical examiners meet applicable standards for good medical practice and aero medical risk assessment. Guidance on aero medical risk assessment is contained in the Manual of Civil Aviation Medicine (Doc 8984).

1.5.10 The Aeromedical Inspector shall review the findings of the Medical Assessment and shall reserve the right to suspend, deny or revoke any medical assessment for which there is evidence to give cause to believe the applicant or holder of said medical assessment does not meet the standards of this Section.

Note.: The purpose of such auditing is to ensure that medical examiners meet applicable standards for good medical practice and aeromedical risk assessment.

1.5.11 Having completed the medical examination of an applicant in accordance with the Chapter 5, the medical examiner shall coordinate the results of the examination and submit a signed report or equivalent, to the CAMA in accordance with its requirements, detailing the results of the examination and evaluating the findings with regard to medical fitness.

1.5.11.1 If the medical report is submitted to the CAMA in electronic format, adequate identification of the examiner shall be established.

1.5.11.2 If the medical examination is carried out by two or more medical examiners, the CAMA shall appoint one of these to be responsible for coordinating the results of the examination, evaluating the findings with regard to medical fitness, and signing the report.

1.5.12 When, in the opinion of the Aeromedical Examiner, the applicant's medical condition does not meet the medical standards prescribed in Chapter 5 for a particular License, a medical assessment shall not be issued or renewed unless, the following conditions are fulfilled

- a) an accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the License applied for is not likely to jeopardize flight safety;

- b) relevant ability, skill and experience of the applicant and operational conditions have been given due consideration; and
- c) The License is endorsed with any special limitation or limitations when the safe performance of the License holder's duties is dependent on compliance with such limitation or limitations.

1.5.13 Medical Confidentiality shall be respected at all times.

1.5.14 All medical reports and records shall be securely held with accessibility restricted to authorized personnel.

1.5.14.1 When justified by operational considerations, the medical assessor shall determine to what extent pertinent medical information is presented to relevant officials of the CAMA.

1.5.11.1 When justified by operational considerations, the medical assessor shall determine to what extent pertinent medical information is presented to relevant officials of the CAMA.

1.6 MEDICAL FITNESS REPORT REQUIREMENTS

1.6.1 Except as provided in 1.6.2, 1.6.3, 1.6.4, 1.6.5, 1.6.6 and 1.7, a Medical Assessment issued in accordance with 1.5.6 and 1.5.7 shall be valid from the date of the medical examination for a period not greater than:

60 months for the private pilot License — aeroplane and helicopter;

12 months for the commercial pilot License — aeroplane, and helicopter

12 months for the multi-crew pilot License — aeroplane;

12 months for the airline transport pilot License — aeroplane and helicopter;

12 months for the flight engineer License;

24 months for the air traffic controller License.

60 months for Cabin crew License

Note 1. — The periods of validity listed above may be extended by up to 45 days in accordance with 1.5.4.1.

Note 2. — When calculated in accordance with 1.6.1 and its sub-paragraphs, the period of validity will, for the last month counted, include the day that has the same calendar number as the date of the medical examination or, if that month has no day with that number, the last day of that month.

- 1.6.2 The period of validity of a Medical Assessment may be reduced when clinically indicated
- 1.6.3 When the holders of airline transport pilot Licenses –aeroplane, helicopter, who are engaged in single-crew commercial air transport operations carrying passengers, have passed their 40th birthday, the period of validity specified in 1.6 shall be reduced to six months.
- 1.6.4 When the holders of airline transport pilot Licenses aeroplane, and–, helicopter who are engaged in commercial air transport operations, have passed their 60th birthday, the period of validity specified in 1.6 shall be reduced to six months.
- 1.6.5 When the holders of private pilot Licenses – aeroplane, helicopter and air traffic controller Licenses have passed their 40th birthday, the period of validity specified in 1.6 shall be reduced to 24 months.
- 1.6.6 When the holders of private pilot Licenses - aeroplane, and helicopter pilot Licenses and air traffic controller Licenses have passed their 50th birthday, the period of validity specified in 1.6.1 should be further reduced to 12 months.
- 1.6.7 When the holders of Cabin Crew Licenses have passed their 40th birthday, the period of validity specified in 16.1 shall be reduced to 24 months.
- Note. — The periods of validity listed above are based on the age of the applicant at the time of undergoing the medical examination.

1.7 DEFERRAL OF MEDICAL EXAMINATION

Circumstances in which a medical examination may be deferred. The prescribed re-examination of a License holder operating in an area distant from designated medical examination facilities may be deferred at the discretion of the CAMA, provided that such deferment shall only be made as an exception and shall not exceed:

- (a) A single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;
- (b) two consecutive periods each of three months in the case of a flight and cabin crew member of an aircraft engaged in commercial operations provided that in each case a favorable medical report is obtained after examination by a designated medical examiner of the area concerned, or, in cases where such a designated medical examiner is not available, by a physician legally qualified to practice medicine in that area. A report of the medical examination shall be sent to the CAMA where the License was issued;

- (c) in the case of a private pilot, a single period not exceeding 24 months where the medical examination is carried out by an examiner designated under paragraph 1.5.5 above, by the ICAO Contracting State in which the applicant is temporarily located. A report of the medical examination must be received by the CAMA before flying activities are conducted by the applicant.

1.8 DECREASES IN MEDICAL FITNESS

- 1.8.1 License holders shall not exercise the privileges of their Licenses and related ratings at any time when they are aware of any deterioration in their medical fitness, which might render them unable to safely exercise these privileges.
- 1.8.2 License holders shall inform the CAMA of any decrease in medical fitness of duration of more than 20 days or which continued treatment with prescribed medication or which has required hospital treatment
- 1.8.3 CAMA should ensure that license holders are provided with clear guidelines on medical conditions that may be relevant to flight safety and when to seek clarification or guidance from a medical examiner or Licensing Authority.
- Note. Guidance on physical and mental conditions and treatments that are relevant to flight safety about which information may need to be forwarded to the Licensing Authority is contained in the Manual of Civil Aviation Medicine (Doc 8984).
- 1.8.4 CAMA should, as far as practicable, ensure that License holders do not exercise the privileges of their Licenses and related ratings during any period in which their medical fitness has, from any cause, decreased to an extent that would have prevented the issue or renewal of their Medical Assessment.

1.9 INCAPACITY OF A LICENSE HOLDER

- 1.9.1 A holder of a flight or cabin crew License granted under the provisions of this Part is required to notify the CAMA of any incapacitating injury or absence due to sickness in excess of 20 consecutive days and all female License holders are to provide confirmation of pregnancy, as/when appropriate.
- 1.9.2 A holder of a flight crew License granted under the provisions of this Part, who suffers a personal injury or illness resulting in his/her incapacity to undertake the functions to which the License relates for a continuous period of 20 days or more, shall be deemed to have his/her License suspended upon the elapse of such period of injury or illness
- 1.9.3 The suspension of a License shall only be lifted by the CAMA Aeromedical Section, after assessment of the License holder's fitness to fly

- 1.9.4 The CAMA may convene an Aeromedical Evaluation Board to assist in the assessment.

1.10 USE OF PSYCHOACTIVE SUBSTANCES

- 1.10.1 Holders of licences provided for in this Part shall not exercise the privileges of their license and related rating while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.
- 1.10.2 Holders of licences provided for in this Part shall not engage in any problematic use of substances.
- 1.10.3 CAMA should ensure, as far as practicable, that all License holders who engage in any kind of problematic use of substances are identified and removed from their safety-critical functions. Return to the safety-critical functions may be considered after successful treatment or, in cases where no treatment is necessary, after cessation of the problematic use of substances and upon determination that the person's continued performance of the function is unlikely to jeopardize safety.

Note Guidance on suitable methods of identification (which may include biochemical testing on such occasions as pre-employment, upon reasonable suspicion, after accidents/ incidents, at intervals, and at random) and on other prevention topics is contained in the Manual on Prevention of Problematic Use of Substances in the Aviation Workplace (Doc 9654).

1.11. DRUG SCREENING

1.11.1 GENERAL

The CAMA requires that a drug screening test shall be conducted as part of the medical assessment for the initial issue of all CAMA Licenses and as otherwise required by the CAMA.

1.11.2 SCREENING TEST

The screening shall consist of a urine sample taken by a CAMA Aeromedical Examiner and analyzed by a recognized laboratory for amphetamines, barbiturates, benzodiazepines, cannabis, opiates and other psychoactive substances

1.11.3 TESTING FOR PSYCHOACTIVE SUBSTANCES

A holder of a CAMA License shall submit to a test to indicate the use of psychoactive substances and/or alcohol in the blood as part of a CAMA authorized screening programme. That person, upon request by an authorized CAMA representative, shall furnish the CAMA, or authorize any clinic, hospital, doctor, or other person to release to the CAMA, the results of

each test taken. Refusal to submit to drug or alcohol test is grounds for immediate suspension of that person's License.

1.11.4 TEST INFORMATION

Any test information obtained by the CAMA under paragraph 1.11.3 above may be evaluated in determining a person's qualifications for any CAMA License or possible violations of this Chapter and may be used as the basis for suspension or sanctions against that License as well as used as evidence in any legal proceeding.

1.12 VALIDITY OF LICENSES

1.12.1 GENERAL

- 1- Unless otherwise directed by the CAMA, the validity period of the license shall be one Year from the date of issue, renewal and / or endorsement.
- 2- Privileges granted by a License, or by related ratings, shall not be exercised unless the holder maintains competency and meets the requirements for recent experience.
- 3- The aeronautical training and experience used to meet the requirements for a License or rating, or the recent flight experience requirements of these Regulations, must be shown by a reliable record.
- 4- CAMA shall ensure that the privileges granted by that licence, or by related ratings, are not exercised unless the holder maintains competency and meets the requirements for recent experience established by the CAMA.
- 5- CAMA should establish maintenance of competency and recent experience requirements for pilot licences and ratings based on a systematic approach to accident prevention and should include a risk assessment process and analysis of current operations, including accident and incident data appropriate to that State.
- 6- CAMA shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence.

Note 1.— The maintenance of competency of flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.

Note 2.— Maintenance of competency may be satisfactorily recorded in the operator's records, or in the flight crew member's personal log book or

licence.

Note 3.— Flight crew members may, to the extent deemed feasible by the State of Registry, demonstrate their continuing competency in flight simulation training devices approved by that State.

Note 4.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).

Note 5.— See the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379) for guidance material on the development of a risk assessment process.

1.12.2 PILOT LOGBOOK ENTRIES

Each pilot shall enter the following information for each flight or lesson logged:

- (a) General
 - i. Date.
 - ii. Total time of flight.
 - iii. Place, or points of departure and arrival, and number of landings
- (b) Type of pilot experience or training
 - i. Pilot in command or solo.
 - ii. Second in command.
 - iii. Flight instruction received from an authorized flight instructor.
 - iv. Instrument flight instruction from an authorized flight instructor.
 - v. Pilot ground trainer instruction.
- (c) Conditions of flight
 - i. Day or night
 - ii. Actual instrument.
 - iii. Simulated instrument conditions.

1.12.3 LOGGING OF PILOT TIME

- (a) Solo flight time. A pilot may log as solo flight time only that flight time when he/she is the sole occupant of the aircraft.

(b) Pilot-in-command flight time.

i. A private or commercial pilot may log pilot-in-command time for only that flight time during which that pilot is the sole manipulator of the controls of an aircraft for which the pilot is rated, or, when the pilot is the sole occupant of the aircraft, or, when acting as pilot in command of an aircraft on which more than one pilot is required under the type certification of the aircraft, or the regulations under which the flight is conducted.

ii. An airline transport pilot may log as pilot-in-command time all of the flight time during which he/she acts as pilot-in-command.

iii. A flight instructor may log as pilot-in-command time all flight time during which he/she acts as a flight instructor.

(c) Second-in-command flight time. A pilot may log as second-in-command time all flight time during which he/she acts as second-in-command of an aircraft on which more than one pilot is required under the type certification of the aircraft, or the regulations under which the flight is conducted.

(d) Instrument flight time. A pilot may log as instrument flight time only that time during which he/she operates the aircraft solely by reference to instruments, under actual or simulated instrument flight conditions. An instrument flight instructor may log as instrument time that time during which he/she acts as instrument flight instructor in actual instrument weather conditions.

(e) Instruction time. All time logged as flight instruction, instrument flight instruction, pilot ground trainer instruction, or ground instruction time must be certified by the appropriate rated and certified instructor from whom it was received or the Chief Flying Instructor or equivalent. Certification may be entered in the candidate's log book as an individual or monthly entry for instruction time credited for a License or aircraft rating, or in organizational documentation in all other cases.

1.12.4 PRESENTATION OF LOGBOOK

(a) A pilot must present his/her logbook for inspection upon request by the CAMA.

(b) A student pilot must carry his/her or her logbook with him/her on all solo cross country flights, as evidence of the required instructor clearances

1.13 FALSIFICATION OF LOGBOOKS, LICENSES OR APPLICATIONS

1.13.1 No person shall make or cause to be made:

(a) Any fraudulent or intentionally false statement on any application for a License, rating or duplicate thereof, issued under this Part;

- (b) any fraudulent or intentionally false entry in any logbook, record or report that is required to be kept, made, or used, to show compliance with any requirement of the issuance, or exercise of the privileges, of any License or rating under this Part;
- (c) Any reproduction, for fraudulent purposes, of any License or rating under this Part; and
- (d) Any alteration of any License or rating under this Part;
- (e) Any false declaration to a medical examiner in respect to a License or rating.

1.13.2 The commission by any person of an act prohibited under this paragraph is a basis for suspending or revoking any License or rating held by that person.

1.14 LICENSE RENEWAL

A License holder may apply for the renewal of a License up to 60 days prior to the expiry date.

1.15 APPROVED TRAINING AND APPROVED TRAINING ORGANIZATION

1.15.1 Approved training shall provide a level of competency at least equal to that provided by the minimum experience requirements for personnel not receiving such approved training.

Note The qualifications required for the issue of personnel Licenses can be more readily and speedily acquired by applicants who undergo closely supervised, systematic and continuous courses of training, conforming to a planned syllabus or curriculum. Provision has accordingly been made for some reduction in the experience requirements for the issue of certain Licenses and ratings prescribed in these Regulations, in respect of an applicant who has satisfactorily completed a course of approved training.

1.15.2 The approval of a training organization by a CAMA shall be dependent upon the applicant demonstrating compliance with the requirements of YCARs.

Note 1- YCARs (Part X) includes safety management provisions for an approved training organization that is exposed to safety risks related to aircraft operations during the provision of its services. Further guidance is contained in the Safety Management Manual (SMM) (Doc 9859).

Note 2.— Guidance on approval of a training organization can be found in the Manual on the Approval of Training Organizations (Doc 9841).

1.15.3 Approved training for flight crew and air traffic controllers shall be conducted within an approved training organization.

Note The approved training considered in 1.14.3 relates primarily to approved training for the issuance CAMA License or rating. It is intended to include approved training for the maintenance of competence or for an operational qualification after the initial issuance of a License or rating, as may be required for air traffic controllers under YCAR Part VIII-Subpart 4 or for flight crew, such as the approved training under YCAR OPS 1 /3.

1.15.4 Competency-based approved training for aircraft maintenance personnel shall be conducted within an approved training organization.

Note A comprehensive training scheme for the aircraft maintenance engineer License, including the various levels of competency, is contained in YCAR Part II Chapter 10 and in ICAO Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG).

1.16 LANGUAGE PROFICIENCY

1.16.1 Aeroplane and helicopter pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.

1.16.2 Flight engineers should have the ability to speak and understand the language used for radiotelephony communications.

1.16.3 The language proficiency of aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.

1.16.4 The language proficiency of aeroplane, and helicopter pilots, flight navigators required to use the radiotelephone aboard an aircraft, air traffic controllers who demonstrate proficiency below the Expert Level (Level 6) should be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level, as follows:

(a) Those demonstrating language proficiency at the Operational Level (Level 4) should be evaluated at least once every three years; and

(b) Those demonstrating language proficiency at the Extended Level (Level 5) should be evaluated at least once every six years.

Note 1 Formal evaluation is not required for applicants who demonstrate expert language proficiency, e.g. native and very proficient non-native speakers with a dialect or accent intelligible to the international aeronautical community.

Note 2 The provisions of 1.15 refer to Annex 10, Volume II, Chapter 5, whereby the language used for radiotelephony communications may be the language normally used by the station on the ground or English. In practice, therefore, there will be situations whereby flight crew members will only need to speak the language normally used by the station on the ground.

1.17 REGENCY OF EXPERIENCE

- (a) A pilot shall not operate an aeroplane carrying passengers as pilot-in command or co-pilot unless he has carried out at least three take-offs and three landings as pilot flying in an aeroplane of the same type/class or a flight simulator of the aeroplane type/class to be used, in the preceding 90 days; and
- (b) The holder of a License that does not include a valid instrument rating (aeroplane) shall not act as pilot-in-command of an aeroplane carrying passengers at night unless during the previous 90 days at least one of the take-offs and landings required by paragraph (a) above has been carried out at night.

1.18 TRANSFER OF SAFETY OVERSIGHT RESPONSIBILITIES (Art 83 bis)

In any such case when the CAMA has allowed the leasing of a foreign registered aircraft for operation in Yemen With Yemen AOC Holder (Lease In) or the leasing of Yemen registered aircraft for operation outside Yemen with a foreign AOC Holder (Lease out).

The designated Licensing Inspector from the Licensing and Examinations Department of the CAMA finalizing the "Personnel Licensing" part of the Transfer of Safety Oversight

Responsibilities – Agreement shall be responsible for the following types of Licenses:

- (a) Pilots Licenses
- (b) Flight Engineers Licenses
- (c) Aircraft Maintenance Engineers Licenses
- (d) Flight Dispatcher Licenses
- (e) Cabin Crew Licenses

Main factors to be considered for a „Lease In“ case shall be the Annex-1 functions that shall remain with the State of Registry. After ensuring that the State of Registry meets the ICAO Standards for Personnel Licensing & Examination; unless objected, it would be deemed appropriate that the Personnel Licensing“ functions stay with the State of Registry. CAMA shall be responsible for rendering valid the foreign Licenses. Main factors to be considered for a „Lease out“ case shall be to ensure that the Annex-1 functions remain with CAMA. The State of the Operator shall be satisfied

with the CAMA compliance with ICAO Standards for Personnel Licensing & Examination. The State of the Operator shall be responsible for rendering valid the CAMA issued Licenses.

The agreed upon transferred functions shall be forwarded to the Chairman – CAMA or his Deputy for inclusion in the final agreement.

1.19 LICENSE HOLDERS OVER THE AGE OF 60

The following curtailment of privileges of pilot License holders aged 60 years or more apply with immediate effect:

- (a) Age 60-64. The holder of a pilot License who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport operations except;
 - i. As a member of a multi-pilot crew; and
 - ii. Such holder is the only pilot in the flight crew who has attained age 60.
- (b) Age 65. The holder of a pilot License who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations.

1.20 SPECIFICATIONS AND FORMAT OF THE PERSONNEL LICENSES

Personnel Licenses. The License shall be made of a suitable material as listed in ICAO Annex 1: 5.1.2.1

- (1) The License format shall be in a form and manner prescribed by the CAMA
- (2) The License shall contain the expiration date of the License and ratings
- (3) The License shall be issued in the Arabic language and shall include an English translation
- (4) The following details shall appear on the License and the numbering scheme shall be in Roman numerals
 - (I) Name of Republic of Yemen (in bold type);
 - (II) Title of License (in very bold type)
 - (III) Serial number of the License, in Arabic numerals, given by the CAMA;
 - (IV) Name of holder in full;
 - (IV) (a) Date of birth;
 - (V) Address of holder;

(VI) Nationality of holder;

(VII) Signature of holder;

(VIII) Authority and, where necessary, conditions under which the License is issued (Issued in accordance with YCARs & Annex (1) of Chicago Convention);

(IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to the License (The holder of this license is hereby authorized to exercise the privileges of (Title of Applicable License) until (dd/mm/yyyy));

(X) Signature of PEL officer issuing the License and the date of such issue;

(XI) Signature & Stamp of CAMA;

(XII) Ratings, (e.g. Category, class, type of aircraft, airframe, aerodrome control, etc.);

(XIII) Remarks, (i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency)

(XIV) Any other details desired by the CAMA or (No Entries).

1.21 APPEALS PROCESS

A License holder or applicant is entitled to appeal against any decision, action or ruling made by the CAMA in respect to a licensing issue. A License holder or applicant has all legal rights and remedies available to him/her under Yemen Law to pursue an appeal, which may, or may not, result in a re-assessment of the decision, action or ruling. It is essential that the initial appeal from the License holder or applicant is made in writing to the D.G. of Personnel Licensing and Examinations at the earliest opportunity. The appeal should include the specific decision, action or ruling involved with copies of any supporting documentation.

APPENDIX A - ICAO LANGUAGE PROFICIENCY RATING SCALE

1.1 Expert, extended and operational levels

LEVEL	PRONUNCIATION <i>Assumes a dialect and/or accent intelligible to the aeronautical community.</i>	STRUCTURE <i>Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.</i>	VOCABULARY	FLUENCY	COMPREHENSION
Expert 6	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, e.g. 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.
Extended 5	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	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 markers or connectors.	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.
Operational 4	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.
<i>Levels 1, 2 and 3 are on subsequent page</i>					

1.2 Pre-operational, elementary and pre-elementary levels

1.2 Pre-operational, elementary and pre-elementary levels

LEVEL	PRONUNCIATION <i>Assumes a dialect and/or accent intelligible to the aeronautical community.</i>	STRUCTURE <i>Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.</i>	VOCABULARY	FLUENCY	COMPREHENSION
<i>Levels 4, 5 and 6 are on preceding page.</i>					
Pre-operational 3	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	Vocabulary range and accuracy are often sufficient to 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.	Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	Comprehension is often accurate on common, concrete, and work-related 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.
Elementary 2	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.
Pre-elementary 1	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.— The Operational Level (Level 4) is the minimum required proficiency level for radiotelephony communication. Level Pre-elementary, Elementary, and Preoperational levels of language proficiency, respectively, all of which describe a level of proficiency requirement. Levels 5 and 6 describe Extended and Expert levels, at levels of proficiency more advanced than Standard. As a whole, the scale will serve as benchmarks for training and testing, and in assisting candidates to attain the ICAO Oper

APPENDIX B - ENDORSEMENT FOR AUTOMATICALLY VALIDATED LICENSES

This attachment contains an example of the License endorsement required for those Licenses automatically validated as per 1.4. It also provides an example for an attachment XXX to the License that includes the necessary details required by 1.4 where XXX would be a number or a mark.

1. License endorsement example

1.1 The following endorsement should be on those Licenses automatically validated under a formal agreement between States: “Rendered valid as per Attachment XXX”.

1.2 Attachment XXX to the License must be accessible (in any format, such as electronic or hard copy) when using the privileges and the automatic validation of the License.

1.3 Attachment XXX is published by the State issuing the License or by the Regional Safety Oversight Organization that manages the common set of licensing regulations on behalf of the States party to the formal agreement, and may be identical for all issued Licenses.

1.4 When the Regional Safety Oversight Organization publishes Attachment XXX, it should list the member States of the Regional Safety Oversight Organization in Attachment XXX.

1.5 When Attachment XXX is issued in a language other than English is applicable as Attachment XXX is part of the endorsement on the License.

2. Example of Attachment XXX

*	<i>State or Regional Safety Oversight Organization</i>	*
	Attachment XXX to automatically validated licences	
<p>1. The licence is automatically validated by all the States listed in 2 under an agreement registered with ICAO. The ICAO Registration Number is: _ _ _ _</p>		
<p>2. The ICAO Contracting States that automatically validate this licence are:</p> <p>.....</p> <p>.....</p>		
<p>(Signature or stamp)</p>		
**		

* For use by the State of issuance of the licence or the Regional Safety Oversight Organization.

** When Attachment XXX is issued by a Regional Safety Oversight Organization, this box should contain the following: “The Regional Safety Oversight Organization member States are: [list of States members of the Regional Safety Oversight Organization].”