



## YEMEN CIVIL AVIATION REGULATIONS (YCARs)

### YCAR PART II

### CHAPTER – 2 LICENSING AND RATING REQUIREMENTS

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**ISSUE HISTORY AND DATE OF APPLICABILITY**

| <b>Issue No.</b> | <b>Date of issue</b> | <b>Date of applicability</b> |
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|                  |                      |                              |

**HIGHLIGHTS OF CHANGE**

| <b>Amendment</b>           | <b>Subject(s)</b>   |
|----------------------------|---|
| Issue: 03<br>November 2018 | Periodic review and alignment with ICAO Annex 1 latest amendment.<br><br>Changes made:<br>– Changes made to section “ISSUE HISTORY AND DATE OF APPLICABILITY Instead of RECORD OF AMENDMENTS” |

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## CHAPTER 2

### 2.0 LICENSES AND RATINGS - PILOTS

#### 2.1 GENERAL PILOT LICENSING SPECIFICATIONS

##### 2.1.1 General

2.1.1.1 A person shall not act either as pilot-in-command or as co-pilot of an aircraft required to be operated with two pilots in any of the following categories unless that person is the holder of a pilot License issued in accordance with the provisions of these Regulations:

- Aeroplane
- Helicopter

2.1.1.2 The category of aircraft may be included in the title of the License.

2.1.1.3 An applicant shall, before being issued with any pilot License or rating, meet such requirements in respect of age, knowledge, experience, flight instruction, skill and medical fitness as are specified herein for that License or rating.

2.1.1.4 An applicant for any pilot License or rating shall demonstrate, in a manner determined by the CAMA, such competence in knowledge and skill as are specified for that License or rating.

##### 2.1.2 Category Ratings

2.1.2.1 Category ratings are established for the categories of aircraft listed in paragraph 2.1.1 above.

2.1.2.2 Category ratings shall not be endorsed on a License when the category is included in the title of the License itself.

2.1.2.3 The holder of a pilot License seeking additional category ratings shall meet the requirements of these Regulations appropriate to the privileges for which the category rating is sought.

##### 2.1.3 Class and Type Ratings

2.1.3.1 Class ratings issued are:

- (a) rotorcraft/helicopter
- (b) single-engine, land
- (c) single-engine, sea

- (d) Multi-engine, land
- (e) Multi-engine, sea

2.1.3.2 Type ratings shall be issued for:

- (a) Each type of aircraft certificated for operation with a minimum crew of at least two pilots;
- (b) Each type of helicopter;
- (c) All turbojet powered aeroplanes;
- (d) Any type of aircraft whenever considered necessary by the CAMA.

2.1.3.3 When an applicant demonstrates skill and knowledge for the initial issue of a pilot License, the category and the ratings appropriate to the class or type of aircraft used in the demonstration shall be entered on the License.

#### **2.1.4 Circumstances in Which Class and Type Ratings Are Required**

A pilot License issued by the CAMA shall not permit the holder of such License to act either as pilot-in-command or as co-pilot of an aeroplane, helicopter unless the holder has received authorization as follows:

- (a) The appropriate class rating specified in sub-paragraph 2.1.3.1 above; and,
- (b) a type rating when required in accordance with the provisions of sub-paragraph 2.1.3.2 above;
- (c) special authorization in writing from the CAMA may be provided to the License holder for the purpose of specific, special purpose, non-revenue, non-passenger carrying flights in place of issuing the class or type rating required by this paragraph. This authorization shall be limited in validity to the time needed to complete the special flight.
- (d) When a type rating is issued limiting the privileges to act as co-pilot, or limiting the privileges to act as pilot only during the cruise phase of the flight, such limitation shall be endorsed on the rating.

#### **2.1.5 Requirements for the Issue of Class and Type Ratings**

When applying for a class or type rating, the holder of a pilot's License shall meet the following requirements in a manner determined by the CAMA:

- (a) The applicant shall have demonstrated a degree of skill appropriate to the License in an aircraft of the class for which the rating is sought.
- (b) Type rating as required by paragraph 2.1.3.2 above, the applicant shall have:
  - (1) Gained under appropriate supervision, experience in the applicable type



of aircraft and/or flight simulator in the following:

- 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 power plants, systems, and airframe;
  - where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;
  - Procedures for crew incapacitation and crew co-ordination including allocation of pilot tasks; crew co-ordination and use of checklist; and,
- (2) Demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the duties of pilot-in-command or a co-pilot as applicable; and
- (c) For the type rating as required by sub-paragraphs 2.1.5. (b) and (c), , the applicant shall have demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the CAMA requirements and piloting functions of the applicant.

### **2.1.6 Use of Synthetic Flight Trainers**

The use of a synthetic flight trainer for the conduct of flight training or evaluation required during the demonstration of skills for the issue of a License, type/rating, pilot proficiency check or instrument competency check, may be approved by the CAMA who shall annually ensure that the synthetic flight trainer used is appropriate to the task.

### **2.1.7 Foreign Simulator Training Facilities**

2.1.7.1 Foreign simulator training facilities may be approved for use by a Yemen operator for a period of two years by the CAMA if the simulator is maintained under a continuous monitoring and approval program by a recognized civil aviation authority.

2.1.7.2 Designated Check Pilots associated with the use of a foreign training facility may be approved by the CAMA provided the Check Pilot holds the proper check pilot authorizations from the CAMA which maintains a continuous monitoring and approval program for the simulator to be used.

### **2.1.8 Requirements for an Instrument Rating**

2.1.8.1 A pilot's License shall not permit the holder thereof to act as either pilot-in-

command or as co-pilot of an aircraft under instrument flight rules (IFR) unless such holder has received proper authorization from the CAMA.

2.1.8.2 Proper authorization shall comprise an instrument rating appropriate to the aircraft category entered on the holder's License.

**Note:** The instrument rating is included in the airline transport pilot License and the provisions outlined above do not preclude the issue of a License having the instrument rating as an integral part thereof.

## 2.1.9 Authorization Requirements to Conduct Flight Instruction

2.1.9.1 A pilot's License shall not permit the holder thereof to carry out flight instruction required for the issue of a private pilot License, commercial pilot License, instrument rating, airline transport pilot License, or flight instructor rating unless such holder has received proper authorization from the CAMA. Authorization shall comprise:

- (a) At least a commercial pilot License with the appropriate category, class and type (if required), and;
- (b) A flight instructor rating on the holder's License; or
- (c) The authority to act as an agent of an approved organization authorized by the CAMA to carry out flight instruction; or
- (d) A specific authorization granted by the CAMA.

2.1.9.2 A CAMA shall not permit a person to carry out instruction on a flight simulation training device required for the issue of a pilot License or rating unless such person holds or has held an appropriate License or has appropriate flight training and flight experience and has received proper authorization from CAMA.

2.1.9.3 Flight training received from flight instructors not authorized by the CAMA

(a) A person may credit flight training toward the requirements of a Pilot License or rating issued under this chapter, if that person received the training from:

(1) A flight instructor of an Air Force in a program for training military pilots of either:

(i); or

(ii) A foreign contracting State to the Convention on International Civil Aviation

(2) A flight instructor who is authorized to give such training by the licensing authority of a foreign contracting State to the Convention on International Civil Aviation, and the flight training is given outside

(b) A flight instructor described in paragraph (a) of this subsection is only authorized to give endorsements to show training given

### **2.1.10 Crediting of Flight Time**

- 2.1.10.1 A student pilot or the holder of a pilot License shall be entitled to be credited in full with all solo, dual instruction and pilot in command flight time towards the total flight time required for the initial issue of a pilot License or the issue of a higher grade of pilot License.
- 2.1.10.2 The holder of a pilot License, when acting as co-pilot of an aircraft required to be operated with a co-pilot, he/she shall be entitled to be credited with not more than 50 per cent of the co-pilot flight time towards the total flight time required for a higher grade of pilot License.
- 2.1.10.3 The holder of a pilot License when acting as co-pilot performing under the supervision of the pilot-in-command, the functions and duties of a pilot-in-command, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot License.
- 2.1.10.4 The holder of a pilot License, when acting as co-pilot at a pilot station of an aircraft certificated to be operated with a co-pilot, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot License.

### **2.1.11 Curtailment of Privileges of Pilots Who Have Attained Their 60th Birthday**

A pilot's License shall not permit the holder thereof to act as pilot-in-command or co-pilot of aircraft engaged in scheduled international air services or non-scheduled international air transport operations for remuneration or hire if the License holder is aged 60 years or over unless that pilot has obtained from the CAMA an official waiver and had his/her pilot License endorsed to that effect.

- 2.1.11.1 The holder of an age limit waiver is not eligible to act a pilot-in-command or co-pilot of an aircraft when the other pilot crew member is aged 60 years or older.
- 2.1.11.2 The holder of an age limit waiver must continue to meet the additional aeromedical testing standards for pilots age 60 and over.
- 2.1.11.3 The holder of an age limit waiver is not eligible to serve as pilot-in-command or co-pilot of an aircraft unless a second pilot who is fully qualified and current in the type aircraft being flown occupies the other pilot seat.

### **2.1.12 Military pilots or former military pilots: Special rules**

(a) General. Except for a rated military pilot or former rated military pilot who has been removed from flying status for lack of proficiency, or because of disciplinary action involving aircraft operations, a rated military pilot or former rated military pilot who meets the applicable requirements of this subsection may apply, on the basis of his or her military training, for:

- (1) A Commercial Pilot License (CPL);

- (2) An aircraft rating in the category and class of aircraft for which that military pilot is qualified;
  - (3) An instrument rating with the appropriate aircraft rating for which that military pilot is qualified; or
  - (4) A type rating, if appropriate.
- (b) Military pilots on active flying status within the past 12 months. A rated military pilot or former rated military pilot who has been on active flying status within the 12 months before applying shall:
- (1) Pass a knowledge written test on the appropriate parts of YCAR that apply to pilot privileges and limitations, air traffic and general operating rules, and accident reporting rules;
  - (2) Present documentation showing compliance with the requirements of paragraph (d) of this subsection for at least one aircraft category rating; and
  - (3) Present documentation showing that the applicant is or was, at any time during the 12 calendar months before the month of application, a rated military pilot on active flying status in Yemen Air Force.
- (c) Military pilots not on active flying status during the 12 calendar months before the month of application. A rated military pilot or former rated military pilot who has not been on active flying status within the 12 calendar months before the month of application shall:
- (1) Pass the appropriate knowledge and flight tests prescribed in this chapter for the License or rating sought; and
  - (2) Present documentation showing that the applicant was, before the beginning of the 12th calendar month before the month of application, a rated military pilot as prescribed by paragraph (b) (3) of this subsection
- (d) Aircraft category, class, and type ratings. A rated military pilot or former rated military pilot, who applies for an aircraft category, class, or type rating, if applicable, is issued that rating at the Commercial Pilot License (CPL) level if the pilot presents documentary evidence that shows satisfactory accomplishment of:
- (1) An official Yemen military pilot check and instrument proficiency check in that aircraft category, class, or type, if applicable, as Pilot - In - Command during the 12th calendar months before the month of application;
  - (2) At least 10 hours of pilot-in-command time in that aircraft category, class, or type, if applicable, during the 12th calendar months before the month of application; or
  - (3) CAMA skill test in that aircraft after:

- (i) Meeting the requirements of paragraphs (b) (1) and (b) (2) of this subsection;  
and
  - (ii) Having received an endorsement from an authorized instructor who certifies that the pilot is proficient to take the required flight test, and that endorsement is made within the 60-day period preceding the date of the flight test
- (e) Instrument rating. A rated military pilot or former rated military pilot who applies for an aeroplane instrument rating, or a helicopter instrument rating to be added to his or her Commercial Pilot License (CPL) may apply for an instrument rating if the pilot has, within the 12th calendar months preceding the month of application:
- (1) Passed an instrument proficiency check by Yemen Air Force in the aircraft category for the instrument rating sought; and
  - (2) Received authorization from Yemen Air Force to conduct IFR flights in that aircraft category and class for the instrument rating sought
- (f) Aircraft type rating. An aircraft type rating is issued only for aircraft types that CAMA has certificated for civil operations.
- (g) Aircraft type rating placed on an Airline Transport Pilot License (ATPL). A rated military pilot or former rated military pilot who holds an Airline Transport Pilot License (ATPL) and who requests an aircraft type rating to be placed on that person's Airline Transport Pilot License (ATPL) may be issued that aircraft type rating at the Airline Transport Pilot License (ATPL) level, provided that person:
- (1) Holds a category and class rating for that type of aircraft at the Airline Transport Pilot License (ATPL) level; and
  - (2) Passed an official Yemen Air Force pilot check and instrument proficiency check in that type of aircraft as Pilot - In - Command during the 12th calendar months before the month of application.
- (h) Evidentiary documents. The following documents are satisfactory evidence for the purposes indicated:
- (1) An official identification card issued to the pilot by an armed force may be used to demonstrate membership in the armed forces.
  - (2) An original or a copy of a certificate of discharge or release may be used to demonstrate discharge or release from Yemen Air Force or former membership in Yemen Air Force.
  - (3) Current or previous status as a rated military pilot with Yemen Air Force may be demonstrated by:

- (i) An official Yemen Air Force order to flight status as a military pilot;
  - (ii) An official Yemen Air Force form or logbook showing military pilot status; or
  - (iii) An official order showing that the rated military pilot graduated from approved military Flying Training Organization (FTO) and received a rating as a military pilot.
- (4) A certified Yemen Air Force logbook or an appropriate official Yemen Air Force form or summary may be used to demonstrate flight time in military aircraft as a member of Yemen Air Force.
- (5) An official Yemen Air Force record of a military checkout as Pilot - In - Command may be used to demonstrate Pilot - In - Command status.
- (6) A current instrument grade slip that is issued by Yemen Air Force, or an official record of satisfactory accomplishment of an instrument proficiency check during the 12<sup>th</sup> calendar months preceding the month of the application may be used to demonstrate instrument pilot qualification.

## **2.2 STUDENT PILOT REQUIREMENTS**

- 2.2.1 The applicant shall be not less than 17 years of age.
- 2.2.2 A student pilot shall meet requirements prescribed by the CAMA and such requirements do not authorize privileges that would permit student pilots to constitute a hazard to air navigation.
- 2.2.3 A student pilot may not conduct solo flight in an aircraft unless he/she has in his/her possession a logbook which has been endorsed within the preceding 90 days by an authorized flight instructor who provided the pre-solo instruction and found the student competent to safely conduct limited solo flight in that specific make and model aircraft under the direct supervision of the instructor.
- 2.2.4 A student pilot shall not fly solo an aircraft on an international flight unless by special or general arrangement between CAMA and the State concerned.
- 2.2.5 A student pilot may not act as pilot in command of an aircraft carrying passengers, nor may he/she act as pilot in command of an aircraft for compensation or hire, or in furtherance of a business.
- 2.2.6 A student pilot may not conduct a solo cross country flight without an appropriate endorsement from an authorized flight instructor for each flight, designating departure and destination airports, date of flight, signature and License number of supervising flight instructor.
- 2.2.7 A student pilot may log as solo flight time only that time when he/she is the sole occupant of the aircraft.
- 2.2.8 A student pilot shall not conduct solo flight unless he/she has in his/her possession a current Medical Assessment.

## **2.3 REQUIREMENTS FOR PRIVATE PILOT LICENSE - AEROPLANE**

An applicant for the private pilot License must fulfill the requirements outlined hereunder and present a written endorsement from an authorized flight instructor certifying that the applicant has received all the flight and ground training required in paragraphs 2.3.2, 2.3.3 and 2.3.4 below, before the applicant is considered eligible for licensing.

### **2.3.1 Age.**

The applicant shall be not less than 17 years of age.

### **2.3.2 Knowledge**

The applicant shall have successfully completed, within the preceding 24 calendar months, the Private Pilot - Aeroplane written examination conducted by the CAMA. The written examination shall include multiple choice questions concerning material and information in the following subject areas:

#### Air Law

- (a) rules and regulations relevant to the holder of a private pilot License-aeroplane; rules of the air; appropriate air traffic practices and procedures;

#### Aircraft General Knowledge

- (b) Principles of operation of aeroplane power plants, systems and instruments;
- (c) Aeroplane and power plant operating limitations; related operational information from the flight manual or other appropriate document.

#### Flight Performance and Planning

- (d) Effects of loading and mass distribution on flight characteristics; mass and balance calculations;
- (e) Use and practical application of take-off, landing and other performance data;
- (f) 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 procedures, position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic;

#### Human Performance

- (g) Human performance including principles of threat and error management.

#### Meteorology

- (h) Application of elementary aeronautical meteorology; procedures for

obtaining, and use of, meteorological information; altimetry hazardous weather conditions;

#### Navigation

- (i) Practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts.

#### Operational Procedures

- (j) Application of threat and error management to operational performance;
- (k) Altimeter setting procedures;
- (l) use of aeronautical documentation such as AIP, NOTAMS, Aeronautical codes and abbreviations; appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather and wake turbulence, and other operating hazards.

#### Principles of Flight

- (m) Principles of flight, including basic aerodynamics of the class of aeroplane concerned.

#### Communication

- (n) Communication procedures and phraseology as applied to VFR operations; action to be taken in case of communications failure.

### **2.3.3 Experience**

- (a) An applicant for a Private Pilot License-Aeroplane shall have completed not less than 40 hours of flight time or 35 hours if completed during a course of approved training, as a pilot of aeroplanes appropriate to the class rating sought.
- (b) Where the applicant has flight time acceptable to the CAMA as a pilot of aircraft in another category, it may determine whether this requirement may be reduced accordingly, subject to a maximum reduction of 10 hours. Experience as pilot under instruction in a synthetic flight trainer approved by the CAMA, up to a maximum of 5 hours, may be allowed.
- (c) The applicant shall have completed not less than 10 hours of solo flight time in aeroplanes under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totaling not less than 270 km (150 nm) in the course of which full-stop landings at two different aerodromes shall be made.

### **2.3.4 Flight Instruction**

The applicant shall receive not less than 20 hours dual instruction in aeroplanes



from an authorized flight instructor, who shall ensure that the applicant has operational experience in at least the following areas to the level of performance as indicated in the Private Pilot-Aeroplane Flight Test Standard Booklet:

- (a) Recognize and manage threats and errors
- (b) Pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
- (c) Aerodrome and traffic pattern operations; collision avoidance precautions and procedures;
- (d) Control of the aeroplane by external visual reference;
- (e) Flight at critically slow airspeeds; the recognition and recovery from incipient and full stalls;
- (f) Flight at critically high airspeeds; recognition of, and recovery from, spiral dives;
- (g) Normal and crosswind take-offs and landings;
- (h) Maximum performance (short field and obstacle clearance) take-offs; short field and soft field take-offs and landings;
- (i) Flight by reference solely to instruments, including the completion of a level 180 degree turn;
- (j) Cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;
- (k) Emergency operations, including simulated aeroplane equipment malfunctions; and
- (l) Operations to, from and transiting controlled aerodromes, compliance with air traffic procedures and,
- (m) Communication procedures and phraseology.

**Note:** If the privileges of the License are to be exercised at night, the applicant shall have received at least 3 hours of dual night flying instruction including at least 5 take-offs and 5 landings and at least one dual night cross country flight of not less than 50nms using pilotage, dead reckoning, VOR and NDB navigation. However, such night flying experience (and the instrument experience specified in paragraph 2.3.4(h) above) does not entitle the holder of a private pilot License-aeroplane to pilot aeroplanes under IFR.

### 2.3.5 Skill

The applicant shall demonstrate to the CAMA the procedures and manoeuvres at the competence level described as acceptable for the issuance of the Private Pilot License-Aeroplane, including:

- (a) Recognize and manage threats and errors
- (b) Operation of the aeroplane within its limitations;
- (c) Completion of all manoeuvres with smoothness and accuracy;
- (d) The exercise of good judgment and airmanship;
- (e) The application of aeronautical knowledge; and
- (f) Maintain control of the aeroplane at all times, in such a manner that the successful outcome of a procedure or manoeuvre is assured.

### **2.3.6 Medical Fitness**

The applicant shall hold a current Class 2 Medical Assessment, issued in compliance with the provisions of these Regulations.

### **2.3.7 Privileges of the Holder of the License**

Subject to compliance with the requirements specified in paragraphs 1.6, 1.9 and 2.1 above, the privileges of the holder of a Private Pilot License - Aeroplane shall be to act, but not for remuneration, as pilot-in-command or co-pilot of an aeroplane engaged in non-revenue flights. Before exercising the privileges at night, the License holder shall have complied with the requirements specified in the Note under paragraph 2.3.4 above.

**Note:** Qualified military pilot who meet the military experience requirements comparable to the CAMA training and examination requirements.

## **2.4 REQUIREMENTS FOR COMMERCIAL PILOT LICENSE - AEROPLANE**

An applicant for the commercial pilot License must fulfill the requirements outlined hereunder and present a written endorsement from an authorized flight instructor certifying that the applicant has received all the flight and ground training required in paragraphs 2.4.2, 2.4.3 and 2.4.4 below, before the applicant is considered eligible for licensing.

### **2.4.1 Age**

The applicant shall be not less than 18 years of age.

**Note:** Certain privileges of the License are curtailed by paragraph 2.1.11, above, for License holders who have attained their 60th birthday.

### **2.4.2 Knowledge**

The applicant shall have successfully completed, within the preceding 24 calendar months, the Commercial Pilot-Aeroplane written examination conducted by the

CAMA. The written examination shall include multiple-choice questions concerning material and information in the following areas:

#### Air Law

- (a) Rules and regulations relevant to the holder of a commercial pilot License - aeroplane, including the appropriate air traffic services, practices and procedures; and rules of the air.

#### Aircraft General Knowledge

- (b) Principles of operation and functioning of aeroplane power plants, systems and instruments;
- (c) Operating limitations of appropriate aeroplane and power plants; relevant operational information from the flight manual or other appropriate document.
- (d) use and serviceability checks of equipment and systems of appropriate aeroplanes;
- (e) Maintenance procedures for airframes, systems and power plants of appropriate aeroplanes.

#### Flight Performance and Planning

- (f) effects of loading and mass distribution on aeroplane handling, flight characteristics and performance: mass and balance calculations;
- (g) Use and practical application of take-off, landing and other performance data;
- (h) Pre-flight and en-route flight planning appropriate to commercial operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;

#### Human Performance

- (i) Human performance including principles of threat and error management;

#### Meteorology

- (j) the interpretation and application of aeronautical meteorological reports, charts and forecasts; use of and provisions for obtaining meteorological information, pre-flight and in-flight; altimetry;
- (k) 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 affects take-off, en-route, and landing conditions, hazardous weather avoidance.
- (l) Causes, recognition and effects of icing; frontal zone penetration

procedures; hazardous weather avoidance;

#### Navigation

- (m) Air navigation, including the use of aeronautical charts, instruments, and navigational aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment.

#### Operational Procedures

- (n) Application of threat and error management to operational performance;
- (o) Use of aeronautical documentation such as AIP, NOTAMS, aeronautical codes, and abbreviations.
- (p) Altimeter setting procedures;
- (q) Appropriate precautionary and emergency procedures;
- (r) Operational procedures for carriage of freight; potential hazards associated with dangerous goods.
- (s) Requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aeroplanes.

#### Principles of Flight

- (t) Principles of flight, including basic aerodynamics of the class of aeroplane concerned.

#### Communication

- (u) Communication procedures and phraseology as applied to VFR operations; action to be taken in case of communications failure.

### 2.4.3 Experience

- (a) The applicant shall have completed not less than:
  - (1) 200 hours of aeroplane flight time; or
  - (2) 150 hours if completed during a course of approved training, as pilot of aeroplanes.

**Note:** Experience as pilot under instruction in a synthetic flight trainer approved by the CAMA up to a maximum of 10 hours may be allowed.

- (b) The total of 200 hours or 150 hours, as the case may be, shall include:
  - (1) 100 hours as pilot-in-command or, in the case of a course of CAMA approved training, 70 hours as pilot in command;

- (2) 20 hours of cross-country flight time as pilot-in-command including a cross-country flight totaling not less than 540 KM (300 nautical miles) in the course of which full-stop landings at two different aerodromes shall be made;
- (3) 10 hours of instrument instruction time, of which not more than 5 hours may be instrument ground time; and
- (4) five hours of night flight time if the privileges of the License are to be exercised by night, and shall include five takeoffs and five landings as pilot-in-command.

**Note:** Where the applicant has flight time acceptable to the CAMA as a pilot of aircraft in other categories, it may determine whether the experience requirements of paragraph 2.4.3(a), above, may be satisfied by comparable experience on such aircraft.

#### **2.4.4 Flight Instruction**

The applicant shall have received dual instruction in aeroplanes from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas and to the level of performance required for the commercial pilot:

- (a) Recognize and manage threats and errors
- (b) Pre-flight operations, including mass and balance determination, aeroplane inspections and servicing;
- (c) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) Control of the aeroplane by external visual reference;
- (e) Flight at critically slow airspeeds; recognition and recovery from incipient and full stalls;
- (f) Flight with asymmetrical power for multi-engine class or type ratings;
- (g) Flight at critically high airspeeds: recognition of, and recovery from, spiral dives;
- (h) Normal and cross-wind takeoffs and landings;
- (i) Maximum performance (short field and obstacle clearance) takeoffs; short-field landings;
- (j) Basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
- (k) Cross-country flying using visual reference, dead reckoning, and radio aids;

diversion procedures;

- (l) Abnormal and emergency procedures and manoeuvres; and
- (m) Operations to, from, and transiting controlled aerodromes, compliance with air traffic services procedures and
- (n) Communication procedures and phraseology

**Note:** The instrument time specified in sub-paragraph 2.4.3(b)(3) above, and the night flying experience specified in sub-paragraph 2.4.3(b)(4) above, do not entitle the holder of commercial pilot License - aeroplane to pilot aeroplanes under IFR. If the privileges of the License are to be exercised at night, the applicant shall have received dual instruction in aeroplanes, in night flying including takeoffs, landings, and navigation.

#### **2.4.5 Skill**

The applicant shall have demonstrated, in a manner determined by the CAMA, the ability to perform as the pilot in command of an aeroplane, the procedures and manoeuvres described in paragraph 2.4.4 above, with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot License, and to:

- (a) Recognize and manage threats and errors
- (b) Operate the aeroplane within its limitations;
- (c) Complete all manoeuvres with smoothness and accuracy;
- (d) Exercise good judgment and airmanship;
- (e) Apply aeronautical knowledge; and
- (f) Maintain control of the aeroplane at all times with the successful outcome of a procedure or manoeuvre never seriously in doubt.

#### **2.4.6 Medical Fitness**

The applicant shall hold a current Class 1 medical assessment, issued in compliance with the provisions of these Regulations.

#### **2.4.7 Privileges of the Holder of the License**

2.4.7.1 Subject to compliance with the requirement specified in paragraphs 1.6, 1.9 and 2.1 above, the privileges of the holder of a Commercial Pilot License - Aeroplane shall be:

- (a) to exercise all the privileges of the holder of a Private Pilot License - Aeroplane;

- (b) To act as pilot-in-command in an aeroplane for which the applicant holds an appropriate category, class and type rating (if required) engaged in operations other than commercial air transportation;
- (c) To act as pilot-in-command, in commercial air transportation, of an aircraft for which the applicant holds an appropriate category, class and type rating (if required) and certified for single pilot operations.
- (d) To act as co-pilot in commercial air transportation in aeroplanes required to be operated with a co-pilot.

2.4.7.2 Before exercising the privileges by night the License holder shall have complied with the requirements specified in paragraph 2.4.3(b), above, and hold an instrument aeroplane rating.

#### **2.4.8 Qualified Military Pilots - CPL**

Meet the military experience requirements under 2.1.12 if the person is a rated military pilot or former rated military pilot of Yemen Air Force

### **2.5 REQUIREMENTS FOR AIRLINE TRANSPORT PILOT LICENSE - AEROPLANE**

An applicant for an Airline Transport Pilot License - Aeroplane shall not be eligible for licensing until he/she meets the requirements specified herein with respect to age, knowledge, experience, skill and medical fitness:

#### **2.5.1 Age**

The applicant shall be not less than 21 years of age.

**Note:** Certain privileges of the License are curtailed by paragraph 2.1.11 above, for License holders who have attained their 60th birthday.

#### **2.5.2 Knowledge**

The applicant shall have successfully completed, within the preceding 24 calendar months, the Airline Transport Pilot - Aeroplane written examination conducted by the CAMA. The written examination shall include multiple-choice questions concerning material and information in the following subject areas:

Air Law

- (a) rules and regulations relevant to the holder of an airline transport pilot License - aeroplane, including rules of the air, the appropriate air traffic services, practices and procedures;

Aircraft General Knowledge

- (b) General characteristics and limitations of electrical, hydraulic, pressurization and other aeroplane systems; flight control systems, including auto-pilot and stability augmentation;

- (c) principles of operation, handling procedures and operating limitations of aeroplane power plants; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;
- (d) Operating procedures and limitations of appropriate aeroplanes; effects of atmospheric conditions on aeroplane performance in accordance with the relevant operational information from the flight manual;
- (e) use and serviceability checks of equipment and systems of appropriate aeroplanes;
- (f) Flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments and electronic display units;
- (g) Maintenance procedures for airframes, systems and power plants of appropriate aeroplanes.

#### Flight Performance and Planning

- (h) effect of loading and mass distribution on aeroplane handling, flight characteristics and performance; mass and balance calculations;
- (i) Use and practical application of takeoff, landing and other performance data including procedures for cruise control;
- (j) Pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic procedures; altimeter setting procedures.

#### Human Performance

- (k) Human performance including principles of threat and error management;

#### Meteorology

- (l) Interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; procedures for obtaining, and use of, meteorological information, pre-flight and in-flight; altimetry;
- (m) aeronautical meteorology; climatology of relevant areas in respect to 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, en route and landing conditions;
- (n) Causes, recognition and effects of engine and airframe icing; frontal zone penetration procedures; hazardous weather avoidance;
- (o) practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jet streams.

#### Navigation

- (p) Air navigation, including the use of aeronautical charts, radio navigation



aids and area navigation systems; specific navigation requirements for long-range flights;

- (q) Use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aeroplanes;
- (r) Use, accuracy and reliability of navigational systems used in departure, en-route, approach and landing phases of flight identification of radio navigation aids;
- (s) Principles and characteristics of self-contained and external-referenced navigational systems; operation of airborne equipment;

#### Operational Procedures

- (t) Application of threat and error management to operational performance;
- (u) Interpretation and use of aeroplane documentation such as AIP, NOTAM, aeronautical codes , abbreviations and instrument procedure charts for departure, en route, descent and approach;
- (v) Precautionary and emergency procedures; safety practices
- (w) Operational procedures for carriage of freight and dangerous goods;
- (x) Requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aeroplanes.

#### Principles of Flight

- (y) principles of flight relating to aeroplanes; sub-sonic aerodynamics; compressibility effects, manoeuvre boundary limits, wing design characteristics, effects of supplementary lift and drag devices; relationships between lift, drag and thrust at various airspeeds and in different flight configurations.

#### Communication

- (z) Communication procedures and phraseology; action to be taken in case of communication failure.

2.5.2.1 In addition to the above subjects, the applicant for an airline transport pilot License applicable to the aeroplane category shall have met the knowledge requirements for the instrument rating at 2.6.

### 2.5.3 Experience

- (a) The applicant shall hold a commercial pilot License - aeroplane and an aeroplane instrument rating, which may be included in the total requirements specified in sub-paragraphs (b) and (c) below.
- (b) The applicant shall have completed in aeroplanes not less than 250 hours, either as pilot-in-command, or made up by not less than 100 hours as pilot-in-command and the necessary additional flight time as co-pilot performing

under the supervision of a pilot-in-command, the duties and functions of a pilot-in-command, providing the method of supervision employed is satisfactory to the CAMA.

- (c) The applicant shall have completed not less than 1500 hours of flight time as a pilot of aeroplanes, including at least-
- (1) 500 hours as pilot-in-command under supervision or 250 hours, either as pilot-in-command, or made up by not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
  - (2) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;
  - (3) 100 hours of night flight time as pilot-in-command or as co-pilot; and
  - (4) 75 hours of actual or simulated instrument time, of which not more than 30 hours may be instrument ground time.
- (d) When the applicant has flight time acceptable to the CAMA as pilot of aircraft in other categories, the CAMA may determine whether the experience is acceptable, and if so, the requirements of sub-paragraphs (b) and (c) above, may be reduced accordingly.

#### **2.5.4 Flight Instruction**

The applicant shall have received the dual flight instruction required for the issue of the commercial pilot License-aeroplane and for the issue of the instrument rating-aeroplane.

#### **2.5.5 Skill**

- (a) The applicant shall have demonstrated the ability to perform, as pilot-in-command of an aircraft within the appropriate category required to be operated with a co-pilot, the following manoeuvres:
- (1) Pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
  - (2) Normal 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:
    - Transition to instrument flight on take-off
    - Standard instrument departures and arrivals

- En route IFR procedures and navigation
  - holding procedures
  - Instrument approaches to specific minima
  - missed approach procedures
  - Landing from instrument approaches
- (4) Ab normal and emergency procedures and manoeuvres related to failures and malfunctions of equipment such as power plant, systems, and airframe; and
- (5) Procedures for crew incapacitation and crew co-ordination, including allocation of pilot tasks, crew co-operation and use of checklists.
- (b) The applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in sub-paragraph (a) above, with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot License - aeroplane, and to:
- (1) Recognize and manage threats and errors;
  - (2) operate the aeroplane 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 aeroplane at all times in a manner such that the successful outcome of a procedure or manoeuvre is never in doubt.
  - (7) Understand and apply crew co-ordination and incapacitation procedures; and
  - (8) Communicate effectively with the other flight crew members.
- (c) The applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in 2.5.5 as pilot-in-command of a multi-engined aeroplane.

### **2.5.6 Medical Fitness**

The applicant shall hold a current Class I Medical Assessment issued in compliance with the provisions of these Regulations.

### **2.5.7 Privileges of the Holder of the License**

Subject to compliance with the requirements specified in 1.6, 1.9 and 2.1, the privileges of the holder of an Airline Transport Pilot License - Aeroplane shall be:

- (a) To exercise all the privileges of a private and commercial pilot License in an aircraft within the appropriate aircraft category and of an instrument rating - aeroplane; and
- (b) To act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate category and certificated for operation with more than one pilot..

### **2.5.8 Qualified Military Pilots - ATPL**

Meet the military experience requirements under 2.1.12 if the person is a rated military pilot or former rated military pilot of Yemen Air Force

## **2.6 REQUIREMENTS FOR INSTRUMENT RATING - AEROPLANE**

An applicant for an Instrument Rating aeroplane must hold a private or commercial aeroplane License and meet the requirements specified herein with respect to knowledge, experience, skill and medical fitness:

### **2.6.1 Knowledge**

The applicant shall have successfully completed, within the preceding 180 days, the Instrument Rating - Aeroplane written examination conducted by the CAMA. The written examination shall include multiple choice questions concerning material and information from the following subject areas:

#### Air Law

- (a) Rules and regulations relevant to flight under IFR; related air traffic services practices and procedures.

#### Aircraft General Knowledge

- (b) Use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aeroplanes under IFR and in instrument meteorological conditions; use and limitations of autopilot;
- (c) Compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments.

#### Flight Performance and Planning

- (d) Pre-flight preparation and checks appropriate to flight under IFR;
- (e) operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures.

#### Human Performance

- (f) Human performance relevant to instrument flight in aeroplanes including

principles of threat and error management;

#### Meteorology

- (g) Application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;
- (h) Causes, recognition and effects of engine and airframe icing; frontal zone penetration procedures; hazardous weather avoidance.

#### Navigation

- (i) Practical air navigation using radio navigation aids;
- (j) use, accuracy and reliability of navigation systems used in departure, en route, approach and landing phases of flight; identification of radio navigation aids.

#### Operational Procedures

- (k) Application of threat and error management to operational performance;
- (l) 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;
- (m) Precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria

#### Communication

- (n) Communication procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.

### **2.6.2 Experience**

- (a) The applicant shall hold a Private or Commercial Pilot License - Aeroplane.
- (b) The applicant shall have completed not less than:
  - (1) 50 hours of cross-country flight time as pilot in command of aircraft in categories acceptable to the CAMA, of which not less than 10 hours shall be in aeroplane; and
  - (2) 40 hours of instrument flight time in aeroplanes or helicopters of which not more than 20 hours or 30 hours where a flight simulator is used, may be instrument ground time. The ground time shall be under the supervision of an authorized instructor.

### **2.6.3 Flight Instruction**

- (a) The applicant shall have gained not less than 10 hours of the instrument flight time required in sub-paragraph 2.6.2(b)(2) above, while receiving dual

instrument flight instruction in aeroplanes 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;
  - (2) Pre-flight inspection, use of checklists, taxiing and pre-takeoff checks;
  - (3) Procedures and manoeuvres for IFR operation under normal, Ab normal and emergency conditions covering at least:
    - Transition to instrument flight on takeoff
    - Standard instrument departures and arrivals
    - En route IFR procedures
    - Holding procedures
    - Instrument approaches to specific minima
    - Missed approach procedures
    - Landings from instrument approaches
  - (4) In-flight manoeuvres and particular flight characteristics.
- (b) If the privileges of the instrument rating are to be exercised on multi-engine aeroplanes, the applicant shall have received dual instrument flight instruction in such an aeroplane from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in the operation of the aeroplane solely by reference to instruments with one engine inoperative or simulated inoperative.

#### **2.6.4 Skill**

- (a) The 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 2.6.3 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) Operation of the aeroplane within its limitations;
  - (3) Completion of all manoeuvres with smoothness and accuracy;
  - (4) The exercise of good judgment and airmanship;
  - (5) Application of aeronautical knowledge; and
  - (6) Maintenance of control of the aeroplane at all times in a manner such that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

- (b) The applicant shall have demonstrated in a manner determined by the CAMA, the ability to operate multi-engine aeroplanes solely by reference to instruments with one-engine inoperative, or simulated inoperative, if the privileges of the instrument rating are to be executed on such aeroplanes.

### **2.6.5 Medical Fitness**

- 2.6.5.1 The applicant shall hold a current Class 1 Medical Assessment issued in compliance with these Regulations.
- 2.6.5.2 The holder of a Private Pilot License (PPL) shall comply with the physical and mental, and visual requirements for the issue of a Class - I - Medical certificate

### **2.6.6 Privileges of the Holder of the Rating**

- (a) Subject to compliance with the requirements specified in paragraphs 1.6, 1.9 and 2.1 above, the privileges of the holder of an instrument rating- aeroplane shall be to pilot aeroplanes under IFR.
- (b) Before exercising the privileges on multi-engine aeroplanes, the holder of the rating shall have complied with the requirements of sub-paragraph 2.6.4(b) above.
- (c) The privileges outlined above and in paragraph 2.10.6 below, may be conferred by a single instrument rating in lieu of issuing separate instrument ratings for aeroplanes and helicopters provided that the requirements for the issue of both ratings, as specified in the foregoing paragraph 2.6 and in paragraph 2.10 below, have been met.
- (d) Meet the military experience requirements under 2.1.12 if the person is a rated military pilot or former rated military pilot of Yemen Air Force

## **2.7 REQUIREMENTS FOR PRIVATE PILOT LICENSE - HELICOPTER**

The applicant for a Private Pilot License - Helicopter must fulfill the requirements specified hereunder and present a written endorsement from an authorized flight instructor certifying that the applicant has received all the required flight and ground training required in paragraphs 2.7.2, 2.7.3 and 2.7.4 below, before the applicant is considered eligible for licensing.

### **2.7.1 Age**

The applicant shall be not less than 17 years of age.

### **2.7.2 Knowledge**

The applicant shall have successfully completed, within the preceding 24 calendar months, the Private Pilot - Helicopter written examination conducted by the CAMA.

The written examination shall include multiple choice questions concerning material and information in the following subject areas:

#### Air Law

- (a) Rules and regulations relevant to the holder of a private pilot-helicopter, rules of the air; appropriate air traffic services practices and procedures.

#### Aircraft General Knowledge

- (b) Principles of operation of helicopter power plants; transmission (power-train), systems and instruments;
- (c) Operating limitations of helicopters and power plants; relevant operational information from the flight manual.

#### Flight Performance and Planning

- (d) Effects of loading and mass distribution on flight characteristics; mass and balance calculations;
- (e) Use and practical application of takeoff, landing, and other performance data;
- (f) 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 procedures; altimeter setting procedures; operations in areas of high-density traffic; effects of external loading on handling

#### Human Performance

- (g) Human performance including principles of threat and error management..

#### Meteorology

- (h) Application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry.

#### Navigation

- (i) Practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts.

#### Operational procedures

- (j) Application of threat and error management to operational performance;
- (k) Altimeter setting procedures
- (l) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (m) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather and wake turbulence and other operating hazards; settling with power; ground resonance; retreating blade stall;



dynamic rollover and other operating hazards; safety procedures associated with flight in VMC.

#### Principles of Flight

- (n) Principles of flight relating to helicopters.

#### Communication

- (o) Communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.

### **2.7.3 Experience**

- (a) An applicant for a Private Pilot License- helicopter shall have completed not less than 40 hours of flight time or 35 hours if completed during a course of approved training, as a pilot of helicopter.
- (b) When the applicant has flight time acceptable to the CAMA as a pilot of aircraft in other categories, it may determine whether this requirement may be reduced accordingly
- (c) The applicant shall have completed in helicopters not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross country flight time with at least one cross country flight totaling not less than 180 km (100 nm) in the course of which landings at two different points shall be made.

### **2.7.4 Flight Instruction**

The applicant shall have received not less than 20 hours of dual instruction time in helicopters 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 private pilot:

- (a) Recognize and manage threats and errors;
- (b) Pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
- (c) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) Control of the helicopter by external visual reference;
- (e) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor RPM within the normal range of engine RPM; flight at critically high airspeeds; recognition of, and recovery from, spiral dives;
- (f) Ground manoeuvring and run-ups; hovering; takeoffs and landings - normal, out of wind and sloping ground;

- (g) Takeoffs and landings with minimum necessary power; maximum performance takeoff and landing techniques; restricted site operations; quick stops;
- (h) Flight by reference solely to instruments, including the completion of a level 180 degree turn;
- (i) cross country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hours;
- (j) Emergency operations, including simulated helicopter equipment malfunctions; autorotative approach and landing; and
- (k) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures,
- (l) Communication procedures and phraseology.

2.7.4.1 The applicant should have received dual instrument flight instruction from an authorized flight instructor. The instructor should ensure that the applicant has operational experience in flight by reference solely to instruments, including the completion of a level 180° turn, in a suitably instrumented helicopter

## **2.7.5 Skill**

The applicant shall have demonstrated the ability to perform as pilot in command of a helicopter, the procedures and manoeuvres described in paragraph 2.7.4, above, with a degree of competency appropriate to the privileges granted to the holder of a Private Pilot License - Helicopter, and to:

- (a) Recognize and manage threats and errors;
- (b) Operate the helicopter within its limitations;
- (c) Complete all manoeuvres with smoothness and accuracy;
- (d) Exercise good judgment and airmanship;
- (e) Apply aeronautical knowledge; and
- (f) Maintain control of the helicopter at all times in a manner such that the successful outcome of the procedure or manoeuvre is assured.

## **2.7.6 Medical Fitness**

The applicant shall hold a current Class 2 Medical Assessment, issued in compliance with the provisions of these Regulations.

## **2.7.7 Privileges of the Holder of the License**

- (a) Subject to compliance with the requirements specified in paragraphs 1.6, 1.9 and 2.1 above, the privileges of the holder of a Private Pilot License - Helicopter shall

be to act, but not for remuneration, as pilot in command or co-pilot of any helicopter for which the applicant holds a type rating, engaged in non-revenue flights.

(b) Before exercising the privileges at night the License holder shall have complied with the requirements specified in paragraph 2.8.4 (b) below.

**Note:** Qualified military pilot who meet the military experience requirements comparable to the CAMA training and examination requirements.

## **2.8 REQUIREMENTS FOR COMMERCIAL PILOT LICENSE - HELICOPTER**

An applicant for the Commercial Pilot License - Helicopter must fulfill the requirements specified hereunder and present a written endorsement from an authorized flight instructor certifying that the applicant has received all the flight and ground training required in paragraphs 2.8.2, 2.8.3 and 2.8.4 below, before the applicant is considered eligible for licensing.

### **2.8.1 Age**

The applicant shall not be less than 18 years of age.

### **2.8.2 Knowledge**

The applicant shall have successfully completed, within the preceding 24 calendar months, the Commercial Pilot - Helicopter written examination conducted by the CAMA. The written examination shall include multiple choice questions concerning material and information in the following subject areas:

#### Air Law

- (a) Rules and regulations relevant to the holder of a commercial pilot License - helicopter; rules of the air; appropriate air traffic services practices and procedures.

#### Aircraft General Knowledge

- (b) Principles of operation and functioning of helicopter power plants, transmission (power train), systems and instruments;
- (c) Operating limitations of appropriate helicopters and power plants; relevant operational information from the flight manual;
- (d) use and serviceability checks of equipment and systems of appropriate helicopters;
- (e) Maintenance procedures for airframes, systems and power plants of appropriate helicopters, transmissions and power trains where applicable.

#### Flight Performance and Planning

- (f) effects of loading and mass distribution, including external loads, on helicopter handling, flight characteristics and performance; mass and balance

calculations;

- (g) use and practical application of takeoff, landing and other performance data;
- (h) pre-flight and flight planning appropriate to operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures; effects of external loading.

#### Human Performance

- (i) Human performance including principles of threat and error management;

#### Meteorology

- (j) Interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in flight; altimetry;
- (k) 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, en route, and landing conditions;
- (l) Causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance.

#### Navigation

- (m) air navigation, including the use of aeronautical charts, instruments and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment.

#### Operational Procedures

- (n) Application of threat and error management to operational performance;
- (o) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (p) Altimeter setting procedures; appropriate precautionary and emergency procedures; settling with power, ground resonance, dynamic roll-over and other operating hazards.
- (q) Operational procedures for carriage of freight, including external loads; potential hazards associated with dangerous goods;
- (r) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather and wake turbulence and other operating hazards; settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures associated with flight in VMC; requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from the aircraft;

## Principles of Flight

- (s) Principles of flight relating to helicopters.

## Communication

- (t) Communication procedures and phraseology as applied to VFR operations; actions to be taken in case of communication failure.

### 2.8.3 Experience

- (a) The applicant shall have completed not less than 150 hours of flight time or 100 hours if completed during a course of approved training by the CAMA, as a pilot of helicopters.
- (b) The applicant shall have completed in helicopters not less than:
  - (1) 35 hours as pilot in command;
  - (2) 10 hours of cross-country flight time as pilot-in-command including a cross country flight in the course of which landings at two different points shall be made;
  - (3) 10 hours of instrument instruction time of which not more and 5 hours may be instrument ground time; and
  - (4) if the privileges of the License are to be exercised at night, 5 hours of night flight time including 5 takeoffs and 5 landing patterns as pilot in command.
- (c) When the applicant has flight time as a pilot of aircraft in other categories, the CAMA shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of sub-paragraphs (a) and (b) above, can be reduced accordingly.

**Note:** The experience specified in this paragraph in helicopters may be reduced in accordance with the degree of skill and experience of the holder of a License to fly aeroplanes.

### 2.8.4 Flight Instruction

- (a) The applicant shall have received dual instruction in helicopters 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 commercial pilot:
  - (1) Recognize and manage threats and errors;
  - (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 maneuvering and run-ups; hovering; takeoffs and landings - normal, out of the wind and sloping ground; steep approaches;
  - (7) Takeoffs and landings with minimum necessary power; maximum performance takeoff 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; and
  - (12) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, communication procedures and phraseology.
- (b) If the privileges of the License are to be exercised at night, the applicant shall have received dual instruction in helicopters in night flying, including takeoffs, landings and navigation.

**Note:** The instrument experience specified in sub-paragraphs 2.8.3 (b) (3) and 2.8.4 (a) (8) above, and the night flying experience specified in paragraphs 2.8.3 (b) (4) and 2.8.4 (b) above, do not entitle the holder of a Commercial Pilot License - Helicopter to pilot helicopters under IFR.

### 2.8.5 Skill

The applicant shall have demonstrated in a manner determined by the CAMA, the ability to perform as pilot in command of a helicopter, the procedures and manoeuvres described in paragraph 2.8.4 above, with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot License - helicopter, and to:

- (a) Recognize and manage threats and errors;
- (b) Operate the helicopter within its limitations;
- (c) Complete all manoeuvres with smoothness and accuracy;

- (d) Exercise good judgment and airmanship;
- (e) Apply aeronautical knowledge; and
- (f) maintain control of the helicopter at all times in a manner such that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

#### **2.8.6 Medical Fitness**

The applicant shall hold a current Class 1 Medical Assessment issued in compliance with these Regulations.

#### **2.8.7 Privileges of the Holder of the License**

- (a) Subject to compliance with the requirements specified in paragraphs 1.6, 1.9 and 1.2.1 above, the privileges of the holder of a Commercial Pilot License - Helicopter License shall be:
  - (1) To exercise the privileges of a Private Pilot License - Helicopter;
  - (2) to act as pilot-in-command in helicopters for which the applicant holds a type rating, engaged in operations other than commercial air transportation;
  - (3) to act as pilot in command in commercial air transportation in a helicopter for which the applicant holds an appropriate type rating and certified for single-pilot operations.
  - (4) To act as co-pilot in commercial air transportation in helicopters required to be operated with a co-pilot.
- (b) Before exercising the privileges at night the License holder shall comply with the requirements of sub-paragraphs 2.8.3(b) (4) and 2.8.4(b) above.

#### **2.8.8 Qualified Military Pilots – CPL - HELICOPTER**

Meet the military experience requirements under 2.1.12 if the person is a rated military pilot or former rated military pilot of Yemen Air Force

### **2.9 REQUIREMENTS FOR AIR TRANSPORT PILOT LICENSE - HELICOPTER**

#### **2.9.1 Age**

He shall be not less than 21 years of age.

#### **2.9.2 Knowledge**

The applicant shall have successfully completed, within the preceding 24 calendar months, the Airline Transport Pilot License - Helicopter written

examination conducted by the CAMA. The written examination shall include multiple choice questions concerning material and information in the following subject areas:

#### Air Law

- (a) rules and regulations relevant to the holder of an Air Transport Pilot License - Helicopter, including the appropriate air traffic services, practices and procedures;

#### Aircraft General Knowledge

- (b) General characteristics and limitations of electrical, hydraulic, pressurization and other aeroplane systems; flight control systems, including auto-pilot and stability augmentation;
- (c) principles of operation, handling procedures and operating limitations of aircraft power plants; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;
- (d) Operating procedures and limitations of appropriate helicopters; effects of atmospheric conditions on helicopter performance;
- (e) use and serviceability checks of equipment and systems of appropriate helicopters;
- (f) Flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures for malfunctions of various flight instruments and electronic display units;
- (g) Maintenance procedures for airframes, systems and power plants, transmissions and drive trains if applicable for helicopters.

#### Flight Performance Planning

- (h) Effect of loading and mass distribution on helicopter handling, flight characteristics and performance; mass and balance calculations;
- (i) Use and practical application of takeoff, landing and other performance data including procedures for cruise control;
- (j) pre-flight and en-route operational flight planning; preparation and filing of air traffic flight plans; appropriate air traffic procedures; altimeter setting procedures; effects of external loading on handling

#### Human Performance

- (k) Human performance including principles of threat and error management;

#### Meteorology

- (l) Interpretation and application of aeronautical meteorological reports, charts



and forecasts; codes and abbreviations; procedures for obtaining, and use of, meteorological information, pre-flight and in-flight; altimetry;

- (m) aeronautical meteorology; climatology of relevant areas in respect to 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, en route and landing conditions;
- (n) Causes, recognition and effects of engine and airframe icing; frontal zone penetration procedures; hazardous weather avoidance;
- (o) Practical meteorology, including interpretation and use of weather reports, charts and forecasts; jet streams;

#### Navigation

- (p) Air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;
- (s) Use, limitation and serviceability of avionics and instruments necessary for the control and navigation of the helicopter;
- (q) Use, accuracy and reliability of navigational systems used in departure, en-route, and approach and landing phases of flight;
- (r) Principles and characteristics of self-contained and external-referenced navigational systems; operation of airborne equipment;

#### Operational Procedures

- (s) Application of threat and error management to operational performance;
- (t) Precautionary and emergency procedures; safety practices
- (u) Operational procedures for carriage of freight and dangerous goods;
- (v) Interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes, abbreviations, and instrument procedure charts for departure, en-route, and approach
- (w) Requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from helicopters.

#### Principles of Flight

- (x) principles of flight relating to helicopters; sub-sonic aerodynamics; compressibility effects, manoeuvre boundary limits, airfoil design characteristics, effects of transitional lift relationships between lift, drag and thrust at various airspeeds and in different flight configurations.

#### Communication

- (y) Communication procedures and phraseology; action to be taken in case of communication failure.

### 2.9.3 Experience

- (a) The applicant shall have completed not less than 1000 hours of flight time, including at least:
  - (1) 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
  - (2) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;
  - (3) 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and
  - (4) 50 hours of night flight as pilot-in-command or as co-pilot.
- (b) Where the applicant has experience acceptable to the CAMA as a pilot under instruction in a flight simulation training device, it may determine whether this requirement may be reduced accordingly, subject to a maximum Credit for such experience shall be limited to a maximum of 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.
- (c) When the applicant has flight time as a pilot of aircraft in other categories, the CAMA may determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of sub-paragraph (a), above, can be reduced accordingly.

### 2.9.4 Flight Instruction

The applicant shall have received the flight instruction required for the issue of the Commercial Pilot License - Helicopter (re: paragraph 2.8.4, above).

### 2.9.5 Skill

- (a) The applicant shall have demonstrated the ability to perform, as pilot-in-command of an aircraft within the appropriate category required to be operated with a co-pilot, the following manoeuvres:
  - (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:

- Transition to instrument flight on takeoff
  - Standard instrument departures and arrivals
  - En route IFR procedures and navigation
  - holding procedures
  - Instrument approaches to specific minima
  - missed approach procedures
  - Landing from instrument approaches
- (4) abnormal and emergency procedures and manoeuvres related to failure and malfunctions of equipment, such as power plant, systems and airframe; operation of multiengine helicopter (if required by type design) with one power plant inoperative, where the power loss will cause marked decrease in aircraft flight performance,
- (5) Procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists.
- (b) The applicant shall have demonstrated the ability to perform as pilot in command of a helicopter that requires it be operated with a co-pilot, the following procedures and manoeuvres:
- (1) Recognize and manage threats and errors;
  - (2) operate the helicopter 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 helicopter at all times in a manner such that the successful outcome of a procedure or manoeuvre is never in doubt;
  - (7) Understand and apply crew coordination and incapacitation procedures; and
  - (8) Communicate effectively with the other flight crew members.

### **2.9.6 Medical Fitness**

The applicant shall hold a current Class 1 Medical Assessment issued in compliance with these Regulations.

### **2.9.7 Privileges of the Holder of the License**

Subject to compliance with the requirements specified in paragraphs 1.6, 1.9 and 2.1 above, the privileges of the holder of an Air Transport Pilot License -

Helicopter License shall be:

- (a) To exercise all the privileges of a private and commercial pilot License in an aircraft within the appropriate aircraft category and of an instrument rating - aeroplane; and
- (b) To act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate category and certificated for operation with more than one pilot...

### **2.9.8 Qualified Military Pilots – ATPL - HELICOPTER**

Meet the military experience requirements under 2.1.12 if the person is a rated military pilot or former rated military pilot of Yemen Air Force

### **2.10 REQUIREMENTS FOR THE INSTRUMENT RATING – HELICOPTER**

An applicant for an Instrument Rating helicopter must hold a private or commercial helicopter License and meet the requirements specified herein with respect to knowledge, experience, skill and medical fitness:

#### **2.10.1 Knowledge**

The applicant shall have successfully completed, within the preceding 180 days, the Instrument Rating - Helicopter written examination conducted by the CAMA. The written examination shall include multiple choice questions concerning material and information from the following subject areas:

Air Law

- (a) Rules and regulations relevant to flight under IFR; related air traffic services practices and procedures.

Aircraft General Knowledge

- (b) Use, limitation and serviceability of avionics and instruments necessary for the control and navigation of helicopters under IFR and in instrument meteorological conditions; use and limitations of autopilot;
- (c) Compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments.

Flight Performance and Planning

- (d) Pre-flight preparation and checks appropriate to flight under IFR;
- (e) operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures.

Human Performance

- (f) Human performance relevant to instrument flight in helicopters including principles of threat and error management;

#### Meteorology

- (g) Application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;
- (h) causes, recognition and effects of engine and rotor icing; hazardous weather avoidance.

#### Navigation

- (i) Practical air navigation using radio navigation aids;
- (j) use, accuracy and reliability of navigation systems used in departure, en route, approach and landing phases of flight; identification of radio navigation aids.

#### Operational Procedures

- (k) Application of threat and error management to operational performance;
- (l) 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;
- (m) Precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria.

#### Communication

- (n) Communication procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.

### **2.10.2 Experience**

- (a) The applicant shall hold a private or commercial helicopter pilot License.
- (b) The applicant shall have completed not less than:
  - (1) 50 hours of cross-country flight time as pilot in command of aircraft in categories acceptable to the CAMA, of which not less than 10 hours shall be in helicopters; and
  - (2) 40 hours of instrument flight time in aeroplanes or helicopters of which not more than 20 hours, 30 hours where a flight simulator is used, may be instrument ground time. The ground time shall be under the supervision of an authorized flight instructor.
- (c) Meet the military experience requirements under 2.1.12 if the person is a rated

military pilot or former rated military pilot of Yemen Air Force

### **2.10.3 Flight Instruction**

The applicant shall have gained not less than 10 hours of the instrument flight time required in sub-paragraph 2.10.2(b)(2) above, while receiving dual instrument flight instruction in helicopters 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:

- (a) 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;
- (b) Pre-flight inspection, use of checklists, taxiing and pre-takeoff checks;
- (c) Procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
  - Transition to instrument flight on takeoff
  - Standard instrument departures and arrivals
  - En route IFR procedures
  - holding procedures
  - Instrument approaches to specific minima
  - missed approach procedures
  - Landings from instrument approaches
- (d) In-flight manoeuvres and flight characteristics.

### **2.10.4 Skill**

The applicant shall have demonstrated, in a manner determined by the CAMA, the ability to perform the procedures and manoeuvres specified in paragraph 2.10.3 above, with a degree of competency appropriate to the privileges granted to the holder of an Instrument Rating - Helicopter; and to:

- (a) Recognize and manage threats and errors;
- (b) Operate the helicopter within its limitations;
- (c) Complete all manoeuvres with smoothness and accuracy;
- (d) Exercise good judgment and airmanship;
- (e) Apply aeronautical knowledge; and
- (f) maintain control of the helicopter at all times in a manner such that the successful outcome of a procedure or manoeuvre is never seriously in

doubt.

#### **2.10.5 Medical Fitness**

The applicant shall hold a current Class 1 Medical Assessment issued in compliance with these Regulations.

#### **2.10.6 Privileges of the Holder of the Rating**

(a) Subject to compliance with the requirements specified in paragraphs 1.6, 1.9 and 2.1 above, the privileges of the holder of an Instrument Rating-Helicopter shall be to pilot helicopters under IFR.

(b) The privileges outlined in paragraph 2.6.6 and sub-paragraph (a) above, may be conferred by a single instrument rating in lieu of issuing separate instrument ratings for aeroplanes and helicopters provided that the requirements for the issue of both ratings, as specified in paragraph 2.6 above, as well as this paragraph (2.10) have been met.

### **2.11 REQUIREMENTS FOR FLIGHT INSTRUCTOR RATING – ALL AIRCRAFT**

To be eligible for a flight instructor rating, an applicant must:

- (a) hold a valid commercial pilot License or air transport pilot License with appropriate category and class ratings, and
- (b) Pass a written test on the subjects in which ground instruction is required by paragraph 2.11.1 below, and
- (c) Pass an oral and flight test on those items in which instruction is required by paragraph 2.11.3 below.

#### **2.11.1 Knowledge**

The applicant shall have met the knowledge requirements for the issue of a commercial pilot License as specified in paragraphs 2.4.2 and 2.8.2 above, as appropriate. In addition, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight instructor rating, in at least the following areas:

- (a) Techniques of applied instruction;
- (b) Assessment of student performance in those subjects in which ground instruction is given;
- (c) The learning process;
- (d) Elements of effective teaching;
- (e) Student evaluation and testing, training philosophies;

- (f) Training program development;
- (g) Lesson planning;
- (h) Classroom instructional techniques;
- (i) Use of training aids including flight simulation training devices as appropriate;
- (j) Analysis and correction of student errors;
- (k) Human performance relevant to flight instruction including principles of threat and error management; and
- (l) Hazards involved in simulating system failures and malfunctions in the aircraft.

### **2.11.2 Experience**

The applicant shall have satisfactorily completed an approved training course of flight instruction and ground training techniques.

### **2.11.3 Flight Instruction.**

The applicant shall, under supervision of an authorized flight instructor licensed by the CAMA for that purpose:

- (a) Have received instruction in flight instructional techniques including demonstration, student practice, recognition and correction of common student errors; and,
- (b) Have practiced instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction.

### **2.11.4 Skill**

The applicant shall have demonstrated, in a manner determined by the CAMA and 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.

### **2.11.5 Privileges of the Holder of the Rating**

- (a) Subject to compliance with the requirements specified in paragraphs 1.6, 1.9 and 2.1 above, the privileges of the holder of a flight instructor rating shall be:
  - (1) To supervise solo flights by student pilots; and
  - (2) To endorse the student pilot License of those students for which the



flight instructor has given the required dual instruction for solo and cross country solo flight.

- (3) To carry out flight instruction for the initial issue of a private pilot License, commercial pilot License, an instrument rating and a flight instructor rating.
- (b) Provided that the flight instructor:
- (1) holds at least the License and ratings for which instruction is being given;
  - (2) Holds the Licenses and ratings necessary to act as pilot in command of the aircraft on which the flight instruction is given, and
  - (3) Has the flight instructor privileges granted entered on his/her License?

#### **2.11.6 Duration of Flight Instructor Rating**

Unless renewed in accordance with paragraph 2.11.7 below, before the date of expiry, flight instructor ratings shall expire concurrently with the validity period of the pilot License on which the flight instructor rating is issued.

#### **2.11.7 Renewal of Flight Instructor Rating**

The holder of a flight instructor rating may have his/her rating renewed if he/she passes the practical test for a flight instructor rating or those portions of that test that the CAMA considers necessary to determine his/her competency as a flight instructor. His/her rating may be renewed without taking the practical test if:

- (a) His record of instruction shows that he/she has conducted at least 25 hours of flight instruction in the preceding 12 calendar months; or
- (b) He has a satisfactory record as a company check pilot, chief pilot, chief flight instructor, or pilot in command of an aircraft operated under Part IV, Civil Aviation Regulations of Yemen, and passes an oral or written test that may be necessary to determine that instructor's knowledge of current pilot training and licensing requirements and regulations; or
- (c) He has successfully completed, within 90 days before the application for the renewal of his/her rating, an approved flight instructor refresher course sponsored by the CAMA.

#### **2.11.8 Expired Flight Instructor Ratings**

The holder of an expired flight instructor rating on his/her Yemen License may renew that rating by passing the practical test prescribed in paragraph 2.11.7 above.