

YEMEN CIVIL AVIATION REGULATIONS (YCARs)
YCAR PART III
GENERAL REGULATIONS

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PART III

FOREWORD

- 1 The Republic of Yemen Civil Aviation & Meteorology Authority, known in these requirements as the “Authority” has implemented CAR Part III based on Republic of Yemen Regulations (Part III) and the ICAO Annex 2 – Rules of the Air.
2. New, amended and corrected text will be enclosed within heavy brackets until a subsequent “amendment” is issued.
3. “she”/”her” to be substituted when/as appropriate throughout these Requirements.
4. This issue is dated June 2013. All pages of this edition of CAR Part III are now current.

AMENDMENTS HISTORY

Amendment	Source(s)	Subject(s)	Applicable Date

PART III

GENERAL REGULATIONS

Table of Contents

CHAPTER 1 RULES OF THE AIR.....	1
1.1 APPLICATION OF RULES OF THE AIR.....	1
1.2 COMPLIANCE WITH RULES OF THE AIR.....	1
1.3 RESPONSIBILITY FOR COMPLIANCE.....	1
1.4 AUTHORITY OF PILOT IN COMMAND	2
1.5 INTERFERENCE WITH CREW MEMBERS.....	2
1.6 PSYCHOACTIVE SUBSTANCES.....	2
1.7 CARRIAGE OF ILLEGAL SUBSTANCES.....	2
CHAPTER 2 GENERAL.....	3
2.1 APPLICABILITY	3
2.2 NEGLIGENCE OR RECKLESS OPERATIONS.....	3
2.3 MINIMUM HEIGHTS	3
2.4 CRUISING LEVELS	3
2.5 DROPPING OR SPRAYING	3
2.6 TOWING	3
2.7 PARACHUTE DESCENTS	3
2.8 AEROBATIC FLIGHT.....	4
2.9 FORMATION FLIGHTS	4
2.10 UNMANNED FREE BALLOONS.....	5
2.11 PROHIBITED AREAS AND RESTRICTED AREAS	5
2.12 RESTRICTED OPERATIONS	5
2.13 FLIGHT RESTRICTIONS NEAR PUBLIC FIGURES.....	5
2.14 TEST FLIGHT AREAS	5
2.15 PROXIMITY.....	5
2.16 RIGHT OF WAY RULES	5
2.17 AIRCRAFT LIGHTS	7
2.18 SIMULATED INSTRUMENT FLIGHTS.....	8
2.19 OPERATION ON AND IN THE VICINITY OF AN AERODROME.....	9
2.20 FLIGHT PLANS	9
2.21 SIGNALS	11
2.22 TIME	12
2.23 AIR TRAFFIC CONTROL SERVICE	12
2.24 UNLAWFUL INTERFERENCE.....	15
2.25 INTERCEPTION	16
2.26 SPECIAL ALTIMETRY FOR REDUCED VERTICAL SEPARATION	16
2.27 WEATHER REPORTS.....	16
2.28 CIVIL AIRCRAFT SONIC BOOM.....	16
2.29 COMMUNICATION & NAVIGATION EQUIPMENT.....	16
2.30 ALTIMETER SETTING PROCEDURES.....	17
CHAPTER 3 VISUAL FLIGHT RULES.....	17

3.1	APPLICABILITY	17
3.2	CLOUD CLEARANCE	17
3.3	SPECIAL VFR WEATHER MINIMUMS	17
3.4	VFR FLIGHT AT NIGHT	17
3.5	VFR CRUISING ALTITUDES	18
3.6	MINIMUM SAFE HEIGHTS	18
3.7	SPECIFIC ATC REQUIREMENTS	18
3.8	CHANGE FROM VFR TO IFR FLIGHT PLAN	19
3.9	HELICOPTER SURFACE REFERENCE REQUIREMENTS	19
CHAPTER 4 INSTRUMENT FLIGHT RULES.....		21
4.1	APPLICABILITY	21
4.2	RULES APPLICABLE TO ALL IFR FLIGHTS	21
4.3	IFR FLIGHTS WITHIN CONTROLLED AIRSPACE	21
4.4	IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE	22
4.5	MALFUNCTION REPORTS	23
CHAPTER 5 FOREIGN AIR TRANSPORT OPERATIONS IN THE REPUBLIC OF YEMEN.		25
5.1	APPLICABILITY	25
5.2	CARRIAGE OF CERTIFICATES AND DOCUMENTS	25
5.3	AIR OPERATORS CERTIFICATE	25
5.4	AIRCRAFT AIRWORTHINESS AND REGISTRATION	25
5.5	FLIGHT CREW MEMBER CERTIFICATES	26
5.6	AIRCRAFT EQUIPMENT	26
5.7	AIR TRAFFIC RULES AND PROCEDURES	26
5.8	AIRCRAFT SECURITY	27
5.9	PROHIBITION AGAINST THE CARRIAGE OF WEAPONS	27
CHAPTER 6 AIRSPACE INFRINGEMENT		29
CHAPTER 7 OPERATION OF RESTRICTED CATEGORY AIRCRAFT		31
7.1	RESTRICTED CERTIFICATED CIVIL AIRCRAFT OPERATING LIMITATIONS	31
7.2	EXPERIMENTAL CERTIFICATED CIVIL AIRCRAFT OPERATING LIMITATIONS	32
7.3	AUTHORISATION FOR FERRY FLIGHTS WITH ONE ENGINE INOPERATIVE	33

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CHAPTER 1 RULES OF THE AIR

1.1 APPLICATION OF RULES OF THE AIR

This Part shall apply to all aircraft operating in the Sana'a Flight Information Region (FIR), and all aircraft bearing the nationality and registration marks of the Republic of Yemen, wherever they may be, to the extent that they do not conflict with the rules published by the State having jurisdiction over the territory over-flown.

1.1.2 Each person operating a civil aircraft of Yemeni registry over the high seas shall comply with these Regulations.

1.1.3 If, and so long as, a Contracting State has not notified the International Civil Aviation Organization to the contrary, it shall be deemed, as regards aircraft of its registration, to have agreed as follows: For purposes of flight over those parts of the high seas where a Contracting State has accepted, pursuant to a regional air navigation agreement, the responsibility of providing air traffic services, the “appropriate ATS authority” referred to in this Annex is the relevant authority designated by the State responsible for providing those services.

Note.— The phrase “regional air navigation agreement” refers to an agreement approved by the Council of ICAO normally on the advice of a Regional Air Navigation Meeting

1.2 COMPLIANCE WITH RULES OF THE AIR

The operation of an aircraft either in flight or on the movement area of an aerodrome shall be in compliance with these regulations and, in addition, when in flight, either with:

- (a) the Visual Flight Rules, or
- (b) the Instrument Flight Rules.

1.3 RESPONSIBILITY FOR COMPLIANCE

1.3.1 Responsibility of Pilot in Command

The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with these regulations

1.3.2 Deviation from Regulations

The pilot in command may depart from a Civil Aviation Regulation in circumstances that render such departure absolutely necessary in the interests of safety. The pilot in command shall submit a written report to the Authority within 24 hours.

1.3.3 Pre-flight Action

Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of the aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.

1.4 AUTHORITY OF PILOT IN COMMAND

The pilot in command of an aircraft shall have final authority as to the disposition of the aircraft while in command.

1.5 INTERFERENCE WITH CREW MEMBERS

No person shall assault, threaten, intimidate, or interfere with a crew member in the performance of the crew member's duties aboard an aircraft being operated.

1.6 PSYCHOACTIVE SUBSTANCES

1.6.1 Testing For Psychoactive Substances

A crew member shall submit to a test to indicate the use of psychoactive substances and/or alcohol in the blood when the Authority has a reasonable basis to believe that a person may have violated the provisions of CAR OPS 1.085 (e) or CAR OPS 3.085 (e), or as part of an authorized screening programme. That person shall, upon request by the Authority, furnish the Authority, or authorise any clinic, hospital, doctor, or other person to release to the CAMA, the results of each test taken. Refusal to submit to a drug or alcohol test is grounds for immediate suspension of that person's licence.

1.6.2 Test Information

Any test information obtained by the CAMA under paragraph 1.6.1 above may be evaluated in determining a person's qualifications for any pilot or flight engineer licence or possible violations of this Chapter and may be used as the basis for suspension or sanctions against that licence as well as evidence in any legal proceeding.

1.6.3 Problematic use of psychoactive substances

No person whose function is critical to the safety of aviation (safety-sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substances.

1.7 CARRIAGE OF ILLEGAL SUBSTANCES

No person shall operate an aircraft within the Republic of Yemen with knowledge that illegal substances, such as narcotic drugs, marijuana, depressant or stimulant drugs or substances, are carried in the aircraft.

CHAPTER 2 GENERAL

2.1 APPLICABILITY

This Chapter prescribes regulations governing the operation of civil aircraft within the Republic of Yemen. The CAMA may issue a waiver authorising deviation(s) from of any rule(s) outlined herein if it finds that the proposed operation can be safely conducted under the terms of that waiver.

2.2 NEGLIGENT OR RECKLESS OPERATIONS

2.2.1 No person shall operate an aircraft in a careless or reckless manner so as to endanger the life or property of another. careless or reckless operations may result in enforcement or other legal action against the person committing the act.

2.2.2 If a Yemeni operator allows any aircraft owned or leased by that holder to be engaged in any operation known to be in violation of any national law, regulation or standard, such operation is a basis for suspending or revoking the operating authority.

2.3 MINIMUM HEIGHTS

Except when necessary for take-off or landing, or except by permission from the CAMA, aircraft shall not be flown over a congested area of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface.

2.4 CRUISING LEVELS

The cruising levels at which a flight or portion of a flight is to be conducted shall be in terms of:

- (a) flight levels, for flights at or below the lowest usable flight level or, where applicable, above the transition altitude;
- (b) altitudes, for flights below the lowest usable flight level or, where applicable, at or below the transition altitude

2.5 DROPPING OR SPRAYING

Nothing shall be dropped or sprayed from an aircraft in flight except under conditions prescribed by the CAMA and in accordance with those conditions.

2.6 TOWING

2.6.1 No person shall operate a civil aircraft towing any object, including a glider, unless that person has been issued a written authorisation from the CAMA authorising the operation to be conducted.

2.7 PARACHUTE DESCENTS

Except in emergency, no pilot in command shall allow, and no person shall make, a parachute

jump from an aircraft within the Republic of Yemen without approval.

2.8 AEROBATIC FLIGHT

2.8.1 Unless specifically authorized by the CAMA no person shall operate an aircraft in aerobatic flight. Once authorized, no person shall operate an aircraft in aerobatic flight:

- (a) over any congested area of a city, town, or settlement;
- (b) over an open air assembly of persons;
- (c) within a control area (unless authorized by ATC), control zone, or airway;
- (d) below an altitude of 1500 feet above the surface; or
- (e) when the flight visibility is less than 8 km.

2.8.2 A pilot of an aircraft authorized under paragraph 2.8.1, when carrying any person other than a crew member, shall not execute any initial manoeuvre that exceeds:

- (a) a bank of 60 degrees relative to the horizon; or
- (b) a nose-up or nose-down attitude of 30 degrees relative to the horizon;

unless each occupant of the aircraft is wearing an approved parachute

2.8.3 Paragraph 2.8.2 above does not apply to:

- (a) flight tests for pilot licensing or ratings; or
- (b) spins or other flight manoeuvres required by the regulations for any licence or rating when administered by a licensed pilot having a valid flight instructor rating;

2.9 FORMATION FLIGHTS

2.9.1 No person shall operate an aircraft in formation flight except with the authority of the CAMA.

2.9.2 No person shall operate an aircraft, carrying passengers for hire, in formation flight.

2.9.3 Aircraft shall not be flown in formation except by pre-arrangement amongst the pilots in command of the aircraft taking part in the flight and, for formation flight in controlled airspace, in accordance with the conditions prescribed by the appropriate ATS authority(ies).

These conditions shall include the following:

- (a) the formation operates as a single aircraft with regard to navigation and position reporting;
- (b) separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots in command of the other aircraft in the flight and shall include periods of transition when aircraft are manoeuvring to attain their own separation within the formation and during join-up and break-away; and

YCAR PART III

- (c) a distance not exceeding 1 km laterally and longitudinally and 100 feet vertically from the flight leader shall be maintained by each aircraft.

2.10 UNMANNED FREE BALLOONS

An unmanned free balloon shall be operated in such a manner as to minimize hazards to persons, property or other aircraft and in accordance with the conditions specified by the CAMA

2.11 PROHIBITED AREAS AND RESTRICTED AREAS

2.11.1 Aircraft shall not be flown in a restricted area, or in a prohibited area, the particulars of which have been duly published, except in accordance with the conditions of the restrictions or by permission of the State over whose territory the areas are established.

2.11.2 Aircraft shall not be flown in a prohibited area within the Yemen FIR, the particulars of which have been duly published, at any time.

2.12 RESTRICTED OPERATIONS

2.12.1 No aircraft shall operate into a United Nations sanctioned area without prior approval from the CAMA.

2.13 FLIGHT RESTRICTIONS NEAR PUBLIC FIGURES

No person shall operate an aircraft over or in the vicinity of any area to be visited or travelled by the President, Ministers or other public figures contrary to the restrictions established by the CAMA, or ATC.

2.14 TEST FLIGHT AREAS

No person shall flight test an aircraft except over open water, or sparsely populated areas having light air traffic and only then in accordance with any conditions specified by the CAMA.

2.15 PROXIMITY

An aircraft shall not be operated in such proximity to another aircraft as to create a collision hazard.

2.16 RIGHT OF WAY RULES

2.16.1 General

2.16.1.1 When weather conditions permit, regardless of whether an operation is conducted under Instrument Flight Rules or Visual Flight Rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft in compliance with this Chapter.

2.16.1.2 An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over, under or in front of the other, unless it passes well clear and takes into account the effects of aircraft wake turbulence.

2.16.1.3 An aircraft in distress has the right of way over all other air traffic.

2.16.1.4 The aircraft that has right of way shall maintain its heading and speed, but nothing in these rules shall relieve the pilot in command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment, as will best avert collision.

2.16.2 Airborne Operations

2.16.2.1 Approaching Head-On. When two aircraft are approaching head-on, or approximately so, and there is a danger of collision, each aircraft shall alter course to the right.

2.16.2.2 Converging. When aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows,

- (a) Power-driven aircraft heavier than air aircraft shall give way to airships, gliders and balloons;
- (b) Airships shall give way to gliders and balloons;
- (c) Gliders shall give way to balloons;
- (d) Power-driven aircraft shall give way to aircraft, which are seen to be towing, or externally carrying, other aircraft or objects.

2.16.2.3 Overtaking. An overtaking aircraft is an aircraft that approaches another from the rear of a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left or right navigation lights. An aircraft that is being overtaken has the right of way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve overtaking aircraft from this obligation until it is entirely past and clear.

2.16.2.4 Landing. An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of approach to land. When two or more heavier than air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is on final stages of an approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to gliders

2.16.2.5 Emergency Landing. An aircraft that is aware that another is compelled to land shall give way to that aircraft.

2.16.2.6 Taking Off. An aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft taking off or about to take off.

2.16.3 Surface Movement of Aircraft

2.16.3.1 In case of danger of collision between two aircraft taxiing on the movement area of an aerodrome the following shall apply:

- (a) Approaching Head-On. When two aircraft are approaching head on, or approximately so, each shall stop or where practicable alter its course to the right so as

YCAR PART III

to keep well clear;

- (b) **Converging.** When two aircraft are on a converging course, the one which has the other on its right shall give way;
- (c) **Overtaking.** An aircraft which is being overtaken by another aircraft shall have the right-of-way and the overtaking aircraft shall keep well clear of the other aircraft.

2.16.3.2 An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further when the lights are switched off.

2.16.4 **Water Operations**

2.16.4.1 When two aircraft or an aircraft and a vessel are approaching one another and there is a risk of collision, the aircraft shall proceed with careful regard to existing circumstances and conditions including the limitations of the respective craft.

2.16.4.2 All aircraft on water shall also comply with requirements of the International Regulations for Preventing Collisions at Sea

2.16.4.3 In case of danger of collision between aircraft or vessels, the following shall apply:

- (a) **Converging.** An aircraft, which has another aircraft or a vessel on its right shall give way so as to keep well clear.
- (b) **Approaching Head-On.** An aircraft approaching another aircraft or a vessel head-on, or approximately so, shall alter its heading to the right to keep well clear.
- (c) **Overtaking.** The aircraft or vessel which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.
- (d) **Landing and Taking Off.** Aircraft landing on or taking off from the water shall, in so far as practicable, keep well clear of all vessels and avoid impeding their navigation.

2.16.5 Avoidance of Collisions

Nothing in these regulations shall relieve the pilot in command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment, as will best avert collision.

2.16.6 Lights to be displayed by aircraft on the water:

Between sunset and sunrise or such other period between sunset and sunrise as may be prescribed by the appropriate authority, all aircraft on the water shall display lights as required by the International Regulations for Preventing Collisions at Sea (revised 1972) unless it is impractical for them to do so, in which case they shall display lights as closely similar as possible in characteristics and position to those required by the International Regulations.

2.17 **AIRCRAFT LIGHTS**

2.17.1 Except as provided in paragraph 2.17.5 below, from sunset to sunrise or during any other period, which may be prescribed by the appropriate authority, all aircraft in flight shall display:

- (a) anti-collision lights intended to attract attention to the aircraft; and
- (b) navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights.

2.17.2 Except as provided in paragraph 2.17.5 below, from sunset to sunrise or during any other period prescribed by the appropriate authority:

- (a) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;
- (b) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure;
- (c) all aircraft operating on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and
- (d) all aircraft on the movement area of an aerodrome whose engines are running shall display lights, which indicate that fact.

2.17.3 Except as provided in paragraph 2.17.5, below, all aircraft in flight and fitted with anti-collision lights to meet the requirement sub-paragraph 2.17.1 (a) above, shall also display such lights outside the period specified in paragraph 2.17.1.

2.17.4 Except as provided by paragraph 2.17.5, all aircraft:

- (a) operating on the movement area of an aerodrome and fitted with anti-collision lights to meet the requirement of sub-paragraph 2.17.2 (c); or
- (b) on the movement area of an aerodrome and fitted with lights to meet the requirement of sub-paragraph 2.17.2 (d);

shall display such lights also outside the period specified in 2.17.2.

2.17.5 A pilot shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of paragraphs 2.17.1 through 2.17.3 above, if they do or are likely to:

- (a) adversely affect the satisfactory performance of duties; or
- (b) subject an outside observer to harmful dazzle.

2.18 SIMULATED INSTRUMENT FLIGHTS

An aircraft shall not be flown under simulated instrument flight conditions unless:

- (a) fully functioning dual controls are installed in the aircraft; and
- (b) a qualified pilot occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which his field of vision

adequately supplements that of the safety pilot.

2.19 OPERATION ON AND IN THE VICINITY OF AN AERODROME

An aircraft operated on or in the vicinity of an aerodrome shall, whether or not within an aerodrome traffic zone:

- (a) observe other aerodrome traffic for the purpose of avoiding collision;
- (b) conform with or avoid the pattern of traffic formed by other aircraft in operation;
- (c) make all turns to the left, when approaching for a landing and after taking off, unless otherwise instructed;
- (d) land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.

2.20 FLIGHT PLANS

2.20.1 General

Information relative to an intended flight or portion of a flight, to be provided to ATS units, shall be in the form of a flight plan.

2.20.2 Requirement to Submit a Flight Plan

A flight plan shall be submitted prior to operating:

- (a) any flight or portion thereof to be provided with air traffic control service;
- (b) any IFR flight within advisory airspace;
- (c) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate the provision of flight information, alerting and search and rescue services.
- (d) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate co-ordination with appropriate military units or with ATS units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
- (e) any flights across international borders;
- (f) any VFR flight in Class E airspace within Sana'a FIR.

2.20.3 Submission of a Flight Plan

2.20.3.1 A flight plan shall be submitted before departure to an ATS reporting office or, during flight, transmitted to the appropriate ATS unit or air-ground control radio station, unless arrangements have been made for submission of repetitive flight plans.

2.20.3.2 Unless otherwise prescribed by the appropriate ATS authority, a flight plan for a flight to be provided with air traffic control service or air traffic advisory service shall be submitted at least 60 minutes before departure, or, if submitted during flight, at a time which will ensure its

receipt by the appropriate air traffic services unit at least ten minutes before the aircraft is estimated to reach;

- (a) the intended point of entry into a control area or advisory area; or
- (b) the point of crossing an airway or advisory route.

2.20.4 **Contents of the Flight Plan**

A flight plan shall comprise information regarding such of the following items as are considered relevant by the appropriate ATS authority:

- (a) Aircraft identification.
- (b) Flight rules and type of flight.
- (c) Number and type(s) of aircraft and wake turbulence category.
- (d) Equipment.
- (e) Departure aerodrome.
- (f) Estimated off-block time.
- (g) Cruising speed(s).
- (h) Cruising level(s).
- (i) Route to be followed.
- (j) Destination aerodrome and total estimated elapsed time.
- (k) Alternate aerodrome(s).
- (l) Fuel endurance.
- (m) Total number of persons on board.
- (n) Emergency and survival equipment.
- (o) Other information as requested by ATS.

2.20.5 **Completion of a Flight Plan**

2.20.5.1 Whatever the purpose for which it is submitted, a flight plan shall contain information, as applicable, on relevant items up to and including “Alternate aerodrome(s)” regarding the whole route or the portion thereof for which the flight plan is submitted.

2.20.5.2 It shall, in addition, contain information, as applicable, on all other items when so prescribed by the appropriate ATS authority or when otherwise deemed necessary by the person submitting the flight plan.

2.20.6 **Changes to a Flight Plan**

Subject to the provisions of paragraph 2.33.3, all changes to a flight plan submitted for an IFR flight, or a VFR flight operated as a controlled flight, shall be reported as soon as practicable to the appropriate air traffic services unit.

For other VFR flights, significant changes to a flight plan shall be reported as soon as practicable to the appropriate air traffic services unit.

2.20.7 Closing a Flight Plan

2.20.7.1 Unless otherwise prescribed by the appropriate ATS authority, a report of arrival shall be made either in person, by radiotelephony or via data link at the earliest possible moment after landing, to the appropriate ATS unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.

2.20.7.2 When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant ATS unit.

2.20.7.3 When no ATS unit exists at the arrival aerodrome, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest ATS unit.

2.20.7.4 When communications facilities at the arrival aerodrome are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate ATS unit, a message comparable to an arrival report, where such report is required. Normally, this transmission shall be made to the aeronautical station serving the ATS unit in charge of the FIR in which the aircraft is operated.

2.20.7.5 Arrival reports made by aircraft shall contain the following elements of information:

- (a) aircraft identification;
- (b) departure aerodrome;
- (c) destination aerodrome (only in case of a diversionary landing);
- (d) arrival aerodrome;
- (e) time of arrival.

2.21 SIGNALS

2.21.1 Upon observing or receiving any of the signals given in ICAO Annex 2, Appendix 1, aircraft shall take such action as may be required by the interpretation of the signal.

2.21.2 The above signals shall, when used, have the meaning indicated therein. They shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.

2.22 TIME

- 2.22.1 Co-ordinated Universal Time shall be used and shall be expressed in hours, and minutes and, when required, seconds of the 24 hour day beginning at midnight.
- 2.22.2 A time check shall be obtained prior to operating a controlled flight and at such other times during the flight as may be necessary.
- 2.22.3 Whenever time is utilized in the application of data link communications, it shall be accurate to within 1 second of UTC.

2.23 AIR TRAFFIC CONTROL SERVICE**2.23.1 Air Traffic Control Clearances**

- 2.23.1.1 An air traffic control clearance shall be obtained prior to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an Air Traffic Control unit.
- 2.23.1.2 When an ATC clearance has been obtained, no pilot in command may deviate from that clearance, except in an emergency, unless he obtains an amended clearance. If a pilot is uncertain of the meaning of an ATC clearance, he shall immediately request clarification from ATC.
- 2.23.1.3 Except in an emergency, no person shall, in an area in which air traffic control is exercised, operate an aircraft contrary to an ATC instruction.
- 2.23.1.4 Each pilot in command who deviates, in an emergency, from an ATC clearance or instruction shall notify ATC of that deviation as soon as possible.
- 2.23.1.5 Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate ATC unit.
- 2.23.1.6 An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.
- 2.23.1.7 Each pilot in command who deviates from an ATC clearance or instruction, or any rule of this Part, shall upon the request of ATC or the CAMA, submit a detailed written report of that emergency deviation within 48 hours to the CAMA.

2.23.2 Adherence to Flight Plan

- 2.23.2.1 Except as provided in paragraphs 2.23.3 and 2.23.5 below, an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate ATC facility, or unless an emergency situation arises which necessitates immediate action by the pilot in command, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate ATC facility shall be notified of the action taken and that this action has been taken under emergency authority.
- 2.23.2.2 Unless specifically authorised for random routing by the CAMA and the appropriate ATS authority, or otherwise authorised or directed by the appropriate air traffic control unit,

controlled flights shall, in so far as practicable:

- (a) when on an established ATS route, operate along the defined centre line of that route; or
- (b) when on any other route, operate directly between the navigation facilities and/or points defining that route.

2.23.2.3 Subject to the overriding requirement in paragraph 2.23.2.2 above, an aircraft operating along an ATS route segment defined by reference to very high frequency omni-directional radio ranges shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the change-over point, where established.

2.23.2.4 Deviation from the requirements in paragraph 2.23.2.2 shall be notified to the appropriate ATS unit

2.23.3 **Inadvertent Changes**

2.23.3.1 In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:

- (a) Deviation from track: if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practical.
- (b) Variation in true airspeed: if the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate ATC unit shall be so informed.
- (c) Change in time estimate: if the estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of three minutes from that notified to ATC, or such other period of time as prescribed by the appropriate ATS authority or on the basis of air navigation regional agreements, a revised estimated time shall be notified as soon as possible to the appropriate ATS unit.

2.23.3.2 Additionally, when an ADS agreement is in place, the ATS unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS event contract.

2.23.4 **Intended Changes**

Requests for flight plan changes shall include information as indicated hereunder:

- (a) Change of cruising level. Aircraft identification, requested new cruising level and cruising speed at this level, and revised time estimates (when applicable) at subsequent flight information region boundaries.
- (b) Change of route (destination unchanged). Aircraft identification, flight rules, description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence, revised time estimates, and any other pertinent information.
- (c) Change of route (change of destination). Aircraft identification, flight rules,

description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; revised time estimates, alternate aerodrome(s), and any other pertinent information.

2.23.5 **Weather Deterioration Below VMC**

When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, the pilot in command of an aircraft on a VFR flight operated as a controlled flight shall:

- (a) request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required, or
- (b) if no clearance in accordance with subparagraph (a) above, can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome, or
- (c) if operated within a control zone, request authorisation to operate as a Special VFR flight (refer to Chapter 3 of this Part and CAR-OPS 1.465 and CAR-OPS 3.465); and
- (d) request clearance to operate in accordance with the Instrument Flight Rules.

2.23.6 **Position Reports**

2.23.6.1 All aircraft operating as a controlled flight shall maintain a constant listening watch on a radio station furnishing communications for the unit providing Flight Information Service in the FIR and, unless approved for datalink communications, file with that station information as to their position after the first thirty minutes of flight, and thereafter, every hour.

2.23.6.2 Unless exempted by the appropriate ATS authority or by the appropriate ATS unit under conditions specified by that authority, a controlled flight shall report to the appropriate ATS unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any required information. Position reports shall similarly be made in relation to additional points when requested by the appropriate ATS unit. In the absence of designated reporting points, position reports shall be made at intervals prescribed by the appropriate ATS or specified by the appropriate ATS unit.

2.23.6.3 Controlled flights providing information to the appropriate ATS unit via data link communications shall only provide voice position reports when requested.

2.23.7 **Termination of Control**

A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to ATC service.

2.23.8 **Communications**

An aircraft, operated as a controlled flight, shall maintain continuous air-ground voice communication watch (or SELCAL or similar automatic signalling device) on the appropriate communication channel of, and establish two-way communications as necessary with the ATS unit, except as may be prescribed by the appropriate ATS authority in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.

2.23.9 **Communication Failure**

Unless otherwise directed by ATC, a pilot who has experienced radio communication failure shall select aircraft transponder code 7600 and comply with the following:

2.23.9.1 VMC Conditions. If the failure occurs in visual meteorological conditions, or if VMC conditions are encountered after the failure, the aircraft shall:

- (a) continue to fly in VMC;
- (b) land at the nearest suitable aerodrome; and
- (c) report its arrival by the most expeditious means to the appropriate ATC unit.

2.23.9.2 IMC Conditions. If the failure occurs in IMC, or if paragraph 2.23.8 above cannot be complied with, the aircraft shall:

- (a) unless otherwise prescribed on the basis of regional air navigation agreement, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
- (b) proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination aerodrome and, when required to ensure compliance with sub-paragraph (c) below, hold over this aid until commencement of descent.
- (c) commence descent from the navigation aid specified in sub-paragraph (b) above, at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received at, or as close as possible to, the estimated time of arrival from the current flight plan.
- (d) complete a normal instrument approach procedure as specified for the designated navigation aid.
- (e) land, if possible within thirty minutes after the expected time of arrival specified in sub-paragraph (c), above, or the last acknowledged expected approach time, whichever is later.
- (f) if the clearance for the levels covers only part of the route, the aircraft is expected to maintain the last assigned and acknowledged cruising level(s) to the point(s) specified in the clearance and thereafter the cruising level(s) in the current flight plan.
- (g) in addition to the procedures above, aircraft experiencing a radio failure whilst under radar control shall maintain the last assigned heading and level for a period of three minutes after which time the general procedures above apply.

2.24 **UNLAWFUL INTERFERENCE**

An aircraft, which is being subjected to unlawful interference, shall endeavour to notify the appropriate ATS unit of this fact, and significant circumstances associated therewith and any

deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimise conflict with other aircraft.

2.25 INTERCEPTION

The pilot in command of a civil aircraft, when intercepted, shall comply with the Standards in ICAO Annex 2, Appendix 1 and 2.

2.26 SPECIAL ALTIMETRY FOR REDUCED VERTICAL SEPARATION

For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, a vertical separation minimum (VSM) of 300m (1000 ft) is applied above FL 290, an aeroplane:

- (a) shall be provided with equipment which is capable of:
 - (1) indicating to the flight crew the flight level being flown;
 - (2) automatically maintaining a selected flight level;
 - (3) providing an alert to the flight crew when a deviation occurs from the selected flight level. The threshold for the alert shall not exceed 300 ft;
 - (4) automatically reporting pressure altitude; and
- (b) shall be authorized by the CAMA for operations in the airspace concerned.

2.27 WEATHER REPORTS

2.27.1 Whenever a person operating an aircraft under this Chapter is required to use a weather report or forecast, that person shall use that of the official Meteorological Services Office of the Yemen FIR, or a source approved by the CAMA. However, for operations under VFR, the pilot-in-command may, if such a report is not available, use weather information based on that pilot's own observations or on those of other persons competent to supply appropriate observations.

2.27.2 For the purposes of paragraph 2.27.1 above, weather observations made and furnished to pilots to conduct IFR operations at an airport shall be taken at the airport where those IFR operations are conducted, unless the CAMA issues operations specifications allowing the use of weather observations taken at a location not at the airport where the IFR operations are conducted.

2.28 CIVIL AIRCRAFT SONIC BOOM

Unless otherwise authorized by the CAMA, no person shall operate a civil aircraft in the Republic of Yemen at a true flight mach number greater than 1.

2.29 COMMUNICATION & NAVIGATION EQUIPMENT

2.29.1 The requirements for the carriage of SSR transponders in the Yemen FIR are contained in the Aeronautical Information Publication (AIP)

2.29.2 Exemptions from the above requirements for the carriage of SSR transponders within the

YCAR PART III

Yemen FIR may be granted by the CAMA.

2.30 ALTIMETER SETTING PROCEDURES

The altimeter setting procedures generally conform to those contained in ICAO PANS-OPS (Doc 8168) Volume 1, Part VI, with the following differences:

- (a) Transition altitude is fixed at 13000 feet for the entire Yemen FIR; and
- (b) Transition level is fixed at FL 150 for the entire Yemen FIR.

CHAPTER 3 VISUAL FLIGHT RULES

3.1 APPLICABILITY

All aircraft operating under visual flight rules shall comply with this Chapter.

3.2 CLOUD CLEARANCE

3.2.1 Except when operating as a Special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the ENR.1.2.2 Table-1 listed in the Yemeni Aeronautical Information Publication (AIP):

- (a) lower flight visibility to 1500 metres may be permitted for flights operating:
 - (1) at speeds that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
 - (2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low traffic volume and for aerial work at low levels;
- (b) helicopters may be permitted to operate in less than 1500 meters flight visibility if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

3.2.2 In all cases such flight shall be conducted at or below 3000 feet AMSL, or 1000 feet above terrain whichever is higher, clear of cloud and in sight of the surface.

3.2.3 Except when a clearance is obtained from an ATS unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern;

- (a) when the ceiling is less than 1500 ft; or
- (b) when the ground visibility is less than 5 km.

3.3 SPECIAL VFR WEATHER MINIMUMS

(See CAR-OPS 1.465)

(See CAR-OPS 3.465)

When conditions for flight under VFR cannot be met, a pilot may be cleared by ATC to operate under Special VFR in a control zone, subject to the conditions of CAR-OPS 1.465 (Aeroplane) and CAR-OPS 3.465 (Helicopter).

3.4 VFR FLIGHT AT NIGHT

3.4.1 No person shall operate an aircraft under VFR at night unless:

- (a) authorized by the appropriate authority, or
- (b) the pilot-in-command receives clearance from ATC to operate VFR under the jurisdiction of the ATC unit issuing the clearance; or

- (c) the operation involves a bona fide casualty evacuation and the flight crew is instrument rated and current; or
- (d) for night currency training conducted within controlled airspace or within a designated training area approved by the CAMA.

3.4.1.1.1 ATC may authorize night VFR training within designated training areas or the vicinity of the aerodrome as follow:

- (a) VFR minima exists in the aerodrome vicinity.
- (c) maximum of three aircrafts at any time participate.
- (d) at least 24 hours' notice is provided.

3.5 VFR CRUISING ALTITUDES

3.5.1 Unless specifically authorized by ATC, no aircraft shall plan to operate an aircraft under VFR

- (a) above FL 150.
- (b) At transonic and supersonic speeds.

An aircraft operating under VFR in level cruising flight more than 3000 feet above the surface shall maintain the appropriate level as specified in the Table of Cruising Levels in the Republic of Yemen AIP, unless otherwise authorized by ATC.

3.5.2 Authorisation for VFR flights to operate above FL 290 shall not be granted in areas where a vertical separation minimum of 1000 ft is applied above FL 290.

3.5.3 Except where otherwise indicated in ATC clearances or specified by the appropriate ATS unit, VFR flights in level cruising flight shall be conducted at an altitude or flight level appropriate to the track as specified in the AIP

3.6 MINIMUM SAFE HEIGHTS

Except when necessary for take-off or landing, or when/as authorized by the CAMA, no person shall operate an aircraft under VFR below the following heights:

- (a) ANYWHERE. A height allowing, if an engine fails, an emergency landing without hazard to persons or property on the surface.
- (b) OVER CONGESTED AREAS. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, a height of 1000 feet above the highest obstacle within a horizontal radius of 600 metres (2000 feet) of the aircraft.
- (c) OVER OTHER THAN CONGESTED AREAS. A height of 500 feet above the surface.

3.7 SPECIFIC ATC REQUIREMENTS

YCAR PART III

3.7.1 VFR flights shall comply with the provisions of Chapter 2, Section 2.23 / 3.6 of ICAO Annex 2:

- (a) when operated within Classes B, C and D airspace;
- (b) when forming part of aerodrome traffic at controlled aerodromes; or
- (c) when operating as special VFR flights.

3.7.2 A VFR flight operating within or into areas, or along routes, designated by the appropriate ATS authority as designated areas or routes, shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary to, the ATS unit providing flight information service.

3.8 CHANGE FROM VFR TO IFR FLIGHT PLAN

An aircraft operated in accordance with the visual flight rules, which wishes to change to compliance with the instrument flight rules shall;

- (a) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or
- (b) when so required by 3.3.1.2 of ICAO Annex 2 submit a flight plan to the appropriate ATS unit and obtain a clearance prior to proceeding IFR.

3.9 HELICOPTER SURFACE REFERENCE REQUIREMENTS

No person shall operate a helicopter under VFR unless that person has visual surface reference or, at night, visual surface light reference, sufficient to safely control the helicopter.

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CHAPTER 4 INSTRUMENT FLIGHT RULES

4.1 APPLICABILITY

All aircraft operating under instrument flight rules shall comply with this Chapter.

4.2 RULES APPLICABLE TO ALL IFR FLIGHTS

4.2.1 Aircraft Equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

4.2.2 Minimum Levels

Except when necessary for takeoff and landing, or unless authorized by the appropriate authority, an IFR flight shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is over-flown, or where no such minimum flight altitude has been established;

- (a) over high terrain or in mountainous areas, at a level that is at least 2000 ft (600 m) above the highest obstacle located within 4.3 NM (8 km) of the estimated position of the aircraft;
- (b) elsewhere than as specified in subparagraph (a), above, at a level which is a least 1000 ft (300 m) above the highest obstacle located within 4.3 NM (8 km) of the estimated position of the aircraft.

4.2.3 Change from IFR Flight To VFR Flight

4.2.3.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate ATS unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

4.2.3.2 When an aircraft operating under IFR is flown in or encounters VMC, it shall not cancel its IFR flight plan unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted VMC.

4.3 IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

4.3.1 IFR flights shall comply with the provisions of Chapter 2, Section 2.23/3.6 of ICAO Annex 2 when operated in controlled airspace.

An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from the Table of Cruising Levels in the Yemen AIP, or as authorized by ATC, or selected from :

- a) the tables of cruising levels in Appendix 3 of ICAO Annex 2; or
- b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of ICAO Annex 2 for flight above FL 410; except that the correlation of levels to track

prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in Aeronautical Information Publications.

4.4 IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE

4.4.1 General

- (a) Unless approved by the applicable ATS unit, or as provided in subparagraphs (b), (c), and (d), below, no person shall operate an aircraft under IFR outside of controlled airspace or at any airport that does not have an approved standard instrument approach procedure.
- (b) The CAMA may issue operations specifications or a specific authorisation to an operator to allow it to operate under IFR over routes outside controlled airspace if:
 - (1) The operator shows the CAMA that the flight crew is able to navigate, without visual reference to the ground, over an intended track without deviating more than 5 degrees or 5 miles, whichever is less, from the track; and
 - (2) The CAMA determines that the proposed operations can be conducted safely.
- (c) A person may operate an aircraft under IFR outside of controlled airspace if the operator has been approved for the operations and that operation is necessary to:
 - (1) conduct an instrument approach to an airport for which there is in use a current approved standard or special instrument approach procedure; or
 - (2) climb into controlled airspace during an approved missed approach procedure; or
 - (3) make an IFR departure from an airport having an approved instrument procedure.
- (d) The CAMA may issue operations specifications or a specific authorisation to an operator to allow departure from an airport that does not have an approved standard instrument procedure when the CAMA determines that it is necessary to make an IFR departure from that airport and that the proposed operations can be conducted safely.

The approval to operate at that airport does not include an approval to make an IFR approach to that airport.

4.4.2 IFR Cruising Levels

An IFR flight operating in level cruising flight outside controlled airspace shall be flown at a cruising level appropriate to its track as specified in the AIP, except when otherwise specified by the appropriate ATS authority for flight at or below 3000 feet above mean sea level.

4.4.3 Communications

An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority as designated areas or routes, shall maintain an air-ground voice communication watch on the appropriate communication channel, as necessary, with the ATS unit providing flight information service.

YCAR PART III

4.4.4 Position Reports

An IFR flight operating outside controlled airspace and required by the appropriate ATS authority to:

- (a) submit a flight plan;
- (b) maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the ATS unit providing flight information service,

shall report position as for controlled flights.

4.5 MALFUNCTION REPORTS

4.5.1 The pilot in command of each aircraft operated in controlled airspace under IFR, shall report immediately to ATC any of the following malfunctions of equipment occurring in flight:

- (a) loss of on-board navigation capability (e.g. VOR, ADF, etc.); or complete or partial loss of ILS receiver capability; or
- (b) reduction in required RNP; or
- (c) impairment of air/ground communications capability, or
- (d) failure of transponder.

4.5.2 In each report required above, the pilot in command shall include the:

- (a) aircraft identification;
- (b) equipment affected;
- (c) degree to which the capability of the pilot to operate under IFR in the ATC system is impaired; and,
- (d) nature and extent of assistance he desires from ATC.

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CHAPTER 5 FOREIGN AIR TRANSPORT OPERATIONS IN THE REPUBLIC OF YEMEN

5.1 APPLICABILITY

This Section prescribes additional regulations applicable to foreign air transport operations within the airspace of the Republic of Yemen.

5.2 CARRIAGE OF CERTIFICATES AND DOCUMENTS

No foreign air transport aircraft shall operate any aircraft within Yemen unless that aircraft carries the following documents in conformity with the conditions prescribed in the ICAO Convention:

- (a) Its certificate of registration;
- (b) Its certificate of airworthiness;
- (c) The appropriate licences for each member of the crew;
- (d) Its journey logbook;
- (e) If it is equipped with radio apparatus, the aircraft radio station licence;
- (f) If it carries passengers, a list of their names and places of embarkation and destination;
- (g) If it carries cargo, a manifest and detailed declarations of the cargo;
- (h) The Certificate of Insurance, covering the aircraft, its crew, passengers and third party liability clauses.

5.3 AIR OPERATORS CERTIFICATE

Each foreign air transport operator shall conduct its operations within Yemen in accordance with the Air Operators Certificate and applicable operations specifications issued by the appropriate State of Registry/Operator and in accordance with the applicable Standards and Recommended Practices contained in Part I (International Commercial Air Transport) of Annex 6 (Operation of Aircraft) to the Convention on International Civil Aviation Organisation as promulgated by the State of Registry/Operator.

5.4 AIRCRAFT AIRWORTHINESS AND REGISTRATION

5.4.1 No foreign air transport operator shall operate any aircraft within the Yemen FIR unless that aircraft carries current registration and airworthiness certificates issued or validated by the country of registry and displays the nationality and registration markings of that country.

5.4.2 No foreign air transport operator shall operate a foreign aircraft within the Yemen FIR except in accordance with the limitations on maximum certificated weights prescribed for that aircraft and that operation by the country of manufacture of the aircraft.

5.5 FLIGHT CREW MEMBER CERTIFICATES

No person shall act as a flight crew member unless he holds a current certificate or license issued or validated by the country in which that aircraft is registered, showing his ability to perform his duties connected with operating that aircraft.

5.6 AIRCRAFT EQUIPMENT

5.6.1 Radio Equipment

5.6.1.1 Subject to the applicable laws and regulations governing ownership and operation of radio equipment, each foreign air transport operator shall equip its aircraft with such radio equipment as is necessary to properly use the air navigation facilities, and to maintain communications with ground stations, along or adjacent to their routes in Yemen airspace.

5.6.1.2 Radio equipment shall not be carried unless a licence has been issued by the State of Registry.

5.6.2 Navigation Equipment

5.6.2.1 Whenever VOR navigational equipment is required by sub-paragraph (a) of this section, at least one distance measuring equipment unit (DME), capable of receiving and indicating distance information from the VORTAC facilities to be used, shall be installed on each airplane when operated at or above 24000 feet MSL within the Yemen FIR.

5.6.2.2 Foreign operators shall be required to meet the Yemeni airspace region Required Navigation Performance (RNP) specifications as described in the Republic of Yemen Aeronautical Information Publication.

5.6.3 Aircraft Collision Avoidance System

5.6.3.1 As of 01 July, 2007, the CAMA shall require all foreign registered aeroplanes over 15000 kg, or authorized to carry over 30 passengers, operating in Yemeni airspace to be fitted with a minimum of TCAS 7.0 and the appropriate class of Mode S transponder.

5.6.3.2 As of 01 July, 2007, the CAMA shall require all foreign registered aeroplanes over 5 700 kg, or authorized to carry 20 passengers, operating in Yemeni airspace to be fitted with a minimum of TCAS 7.0 and the appropriate class of Mode S transponder.

5.6.3.3 All foreign operators shall comply with the transponder equipment requirements of the AIP.

5.7 AIR TRAFFIC RULES AND PROCEDURES

5.7.1 Each pilot shall be familiar with the applicable rules, the navigational and communications facilities, and the air traffic control and other procedures, of the areas to be traversed by him within Yemeni airspace.

5.7.2 Each flight crew member required to maintain communications with ATS shall be able to speak the English language sufficiently to understand necessary clearances, documents and instructions.

5.7.3 The crew shall carry the current enroute, letdown and approach charts applicable to the aerodrome of operation.

5.8 AIRCRAFT SECURITY

A foreign air transport operator shall comply with the requirements of The Security .

5.9 PROHIBITION AGAINST THE CARRIAGE OF WEAPONS

5.9.1 Personal Weapons

5.9.1.1 No person shall, while on board an aircraft being operated by a foreign air transport operator in the Republic of Yemen, carry on or about his person a deadly or dangerous weapon, either concealed or unconcealed. This paragraph does not apply to;

- (a) Officials or employees of the State of Registry of the aircraft who are authorized by that State to carry arms; and
- (b) Crew members and other persons authorised by the foreign air transport operator to carry arms.

5.9.1.2 No foreign air transport operator shall knowingly permit any passenger to carry, nor shall any passenger carry, while aboard an aircraft being operated in the Republic of Yemen by that carrier, in checked baggage, a deadly or dangerous weapon, unless:

- (a) The passenger has notified the foreign air transport operator before checking the baggage that the weapon is in the baggage; and
- (b) The baggage is carried in an area inaccessible to passengers.

5.9.2 Military Weapons or Munitions

5.9.2.1 No foreign air transport operator shall carry military weapons or munitions into or out of the Republic of Yemen, unless the manifest and detailed declarations of the cargo accurately describe the type and amount of weapons.

5.9.2.2 No foreign air transport operator shall carry military weapons or munitions into or out of the Republic of Yemen, unless prior approval has been granted by the Yemeni military authorities.

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CHAPTER 6 AIRSPACE INFRINGEMENT

- 6.1 No person, or organisation for which that person is responsible, shall permit any man made object to infringe above a height of 200 feet above ground level within 8 km of an airport, or 300 feet above ground level elsewhere within the Yemeni FIR, unless approved by CAMA. An object may be, but is not limited to, any of the following;
- (a) Free and tethered unmanned balloons
 - (b) Kites
 - (c) Model aircraft or drones
 - (d) Rockets or pyrotechnics
 - (e) Para-sails or para-gliders tethered to a land or sea vehicle
 - (f) Ballistics
 - (g) Structures including buildings, aerials or cranes
- 6.2 No person, or organisation for which that person is responsible, shall project, or cause to be projected, a directed bright light source into navigable airspace in such a manner that a hazard to aviation safety, damage to an aircraft or injury to persons on board the aircraft takes place. A directed light source may be, but is not limited to, any of the following;
- (a) Laser lights
 - (b) Searchlights
- 6.3 A pilot-in-command shall not intentionally operate an aircraft into a beam from a directed bright light source or into an area where such a beam is being projected.
- 6.4 No person, or organisation for which that person is responsible, shall knowingly permit any radio transmitting device interfere with safe navigation of aircraft.
- 6.5 No person shall attempt to communicate with an aircraft, or interfere with a published ground to air aviation radio frequency, unless permitted by the aircraft operator, or authorized by CAMA.

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CHAPTER 7 OPERATION OF RESTRICTED CATEGORY AIRCRAFT

7.1 RESTRICTED CERTIFICATED CIVIL AIRCRAFT OPERATING LIMITATIONS

- (a) No person may operate a restricted category civil aircraft;
 - (i) For other than the special purpose for which it is certificated or
 - (ii) In an operation other than one necessary for the accomplishment of the work activity directly associated with the special purpose. For the purpose of this paragraph the operation of a restricted category civil aircraft to provide flight crewmember training in a special purpose operation for which the aircraft is certificated is considered to be an operation for that special purpose.
- (b) No person may operate a restricted category civil aircraft carrying persons or property for compensation or hire. For the purposes of this paragraph a special purpose operation involving the carriage of persons or materials necessary for the accomplishment of that operation such as crop dusting, seeding, spraying and banner towing (including the carrying of required persons or materials to the location of that operation) and an operation for the purpose of providing flight crewmember training in a special purpose operation are not considered to be the carrying of persons or property for compensation or hire
- (c) No person may be carried on a restricted category civil aircraft unless:
 - (i) He is a flight crewmember;
 - (ii) He is a flight crewmember trainee;
 - (iii) He performs an essential function in connection with a special purpose operation for which the aircraft is certificated; or
 - (iv) He is necessary for the accomplishment of the work activity directly associated with that special purpose.
- (d) Except when operating in accordance with the terms and conditions of a certificate of Waiver or special operating limitations issued by the Chairman of CAMA no person may operate a restricted category civil aircraft within Yemen:
 - (i) Over a densely populated area;
 - (ii) In a congested airway or
 - (iii) Near a busy airport where passenger transport operations are conducted.
- (e) An application for a certificate of Waiver under paragraph (d) of this section is made on a form and in a manner prescribed by the Chairman of CAMA and must be submitted to CAMA.
- (f) For the purpose of this section restricted category civil airplane manufactured after July 18 1978 unless an approved shoulder harness is installed for each front seat. The shoulder harness must be designed to protect each occupant from serious head injury when the occupant experiences ultimate inertia forces. The shoulder harness installation at each flight

crewmember Station must permit a crewmember, when seated and with his safety belt and shoulder harness fastened, to perform all functions necessary for flight operations.

For purposes of this paragraph:

- (i) The date of manufacture of an airplane is the date the inspection acceptance records reflect that the airplane is complete and meets the state of manufacture approved type design data and
- (ii) A front seat is a seat located at a flight crewmember station or any seat located alongside such a seat.

7.2 EXPERIMENTAL CERTIFICATED CIVIL AIRCRAFT OPERATING LIMITATIONS

- (a) No person may operate an aircraft that has an experimental certificate.
 - (i) For other than the purpose of which the certificate was issued or
 - (ii) carrying persons or property for compensation or hire.
- (b) No person may operate an aircraft that has an experimental certificate outside of an area assigned by the Chairman of CAMA until it is shown that:
 - (i) The aircraft is controllable throughout its normal range of speeds and throughout all the manoeuvres to be executed and
 - (ii) The aircraft has no hazardous operating characteristics or design features.
- (c) Unless otherwise authorized by the Chairman of CAMA in special operating limitations no person may operate an aircraft that has an experimental certificate over a densely populated area or in a congested airway. The Chairman of CAMA may issue special operating limitations for particular aircraft to permit takeoffs and landings to be conducted over a densely populated area or in a congested airway in accordance with terms and conditions specified in the authorisation in the interest of public safety.
- (d) Each person operating an aircraft that has an experimental certificate shall:
 - (i) Advise each person carried of the experimental nature of the aircraft;
 - (ii) Operate under VFR, day only, unless otherwise specifically authorized by the Chairman of CAMA; and
 - (iii) Notify the control tower of the experimental nature of the aircraft when operating the aircraft into or out of airports with operating control towers.
- (e) The Chairman of CAMA may prescribe additional limitations that he consider necessary including limitations on the persons that may be carried in the aircraft.
- (f) For the purpose of this section experimental aircraft special airworthiness certificates are issued for those purposes prescribed.

7.3 AUTHORISATION FOR FERRY FLIGHTS WITH ONE ENGINE INOPERATIVE

- (a) General. An operator of a Yemeni registered aircraft may not conduct a ferry flight of a four-engine airplane or a turbine-powered airplane equipped with three engines, with one engine inoperative to a base for the purpose of repairing that engine unless authorised by the CAMA and then subject to the following:
 - (i) The airplane model has been found satisfactory for safe flight in accordance with paragraph (b) or (c) of this section as appropriate.
 - (ii) The approved Airplane Flight Manual contains the following performance data and the flight is conducted in accordance with that data:
 - (1) Maximum weight.
 - (2) Center of gravity limits.
 - (3) Configuration of the inoperative propeller (if applicable).
 - (4) Runway length for takeoff (including temperature accountability).
 - (5) Altitude range.
 - (6) Certificate limitations.
 - (7) Ranges of operational limits.
 - (8) Performance information.
 - (9) Operating procedures.
 - (iii) The operators manual contains operating procedures for the safe operation of the airplane, including specific requirements for:
 - (1) A limitation that the operating weight on any ferry flight must be the minimum necessary therefore with the necessary reserve fuel load;
 - (2) A limitation that takeoffs must be made from dry runways unless based on a showing of actual takeoff techniques on wet runways with one engine inoperative takeoffs with full controllability from wet runways have been approved for the specific model aircraft and included in Airplane Flight Manual;
 - (3) Operations from airports where the runways may require a takeoff or approach over populated areas; and
 - (4) Inspection procedures for determining the operating condition of the operative engines.
 - (iv) No person may takeoff an airplane under this section if :
 - (1) the initial climb is over thickly populated areas or

- (2) Weather conditions at the takeoff or destination airport are less than those required for VFR flight.
 - (v) Persons other than required flight crewmembers shall not be carried during the flight.
 - (vi) No person may use a flight crewmember for flight under this section unless that crewmember is thoroughly familiar with the operating procedures for one-engine inoperative ferry flight contained in the certificate holder's manual and the limitations and performance information in the Airplane Flight Manual. This familiarisation should be conducted in a simulator.
- (b) Flight tests: Reciprocating engine powered airplanes. The airplane performance of a reciprocating engine powered airplane with one engine inoperative must be determined by flight test as follows:
- (i) A speed not less than 1.3 vs, must be chosen at which the airplane may be controlled satisfactorily in a climb with the critical engine inoperative (with its propeller removed or in a configuration desired by the operator) and with all other engines operating at the maximum power determined in paragraph (b) (3) of this section.
 - (ii) The distance required to accelerate to the speed listed in paragraph (b) (1) of this section and to climb to 50 feet must be determined with:
 - (1) The landing gear extended;
 - (2) The critical engine inoperative and its propeller removed or in a configuration desired by the operator; and
 - (3) The other engines operating at not more than the maximum power established under paragraph (b) (3) of this section.
 - (iii) The takeoff flight and landing procedures such as the approximate trim settings method of power application maximum power and speed must be established.
 - (iv) The performance must be determined at a maximum weight not greater than the weight that allows a rate of climb of at least 400 feet a minute in the en route configuration set forth at an altitude of 5,000 feet.
 - (v) The performance must be determined using temperature accountability for the takeoff filed length.
- (c) Flight tests: Turbine engine powered airplanes. The airplane performance of a turbine engine powered airplane with one engine inoperative must be determined in accordance with the following by flight tests including at least three takeoff tests:
- (i) Takeoff speeds VR and V2, not less than the corresponding speeds under which the airplane was type certificated must be chosen at which the airplane may be controlled satisfactorily with the critical engine inoperative (with the propeller removed or in a configuration desired by the operator if applicable) and with all engines operating at not more than the power selected for type certification.

YCAR PART III

- (ii) The minimum takeoff field length must be horizontal distance required to accelerate, and climb to the 35-foot height at V₂ speed (including any additional speed increment obtained in the tests) multiplied by 115 percent and determined with:
 - (1) The landing gear extended.
 - (2) The critical engine inoperative and its propeller removed or in a configuration desired by the operator (if applicable) and
 - (3) The other engines operating at not more than the power selected for type certification.
- (iii) The takeoff flight and landing procedures such as approximate trim settings method of power application maximum power and speed must be established. The airplane must be satisfactorily controllable during the entire takeoff run when operated according to these procedures.
- (iv) The performance must be determined at a maximum weight not greater than the weight determined at time of type certification with:
 - (1) The actual steady gradient of the final takeoff climb requirement not less than 1.23 percent at the end of the takeoff path with two critical engines inoperative and
 - (2) The climb speed not less than the two engine inoperative trim speed for the actual steady gradient of the final takeoff climb prescribed by paragraph (c) (4) (i) of this section.
- (v) The airplane must be satisfactorily controllable in a climb with two critical engines inoperative. Climb performance may be shown by calculations based on and equal in accuracy to the results of testing.
- (vi) The performance must be determined using temperature accountability for takeoff distance and final takeoff climb computed in accordance with the requirements at time of type certification.

For the purpose of paragraphs (c) (iv) and (v) of this section two critical engines mean two adjacent engines on one side of an airplane with four engines and the centre engine and one outboard engine on an airplane with three engines.

Note: In accordance with the ICAO Convention, the operation of an aircraft with one-engine inoperative requires the approval of all States planned to be overflown.