



## SPECIAL PURPOSE OPERATIONS

### SECTION D – ULTRALIGHT & MICROLIGHT OPERATIONS

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## **SUB-SECTION 1 – GENERAL**

### **1.1 APPLICABILITY**

This Section prescribes rules governing the operation of ultralight and microlight aircraft in the Republic of Yemen by an organisation approved by the CAMA.

1.1.1 For the purposes of this Section, an ultralight aircraft is an aircraft which is not tethered nor a balloon, that:

- (a) is used or intended to be used for manned operation in the air;
- (b) is used or intended to be used for recreation or sport purposes only;
- (c) if unpowered, weighs less than 70 kg (155 LB); or
- (d) if powered:
  - (1) weighs less than 115 kg (254 LB) empty weight, excluding floats and safety devices which are intended for deployment in a potentially catastrophic situation;
  - (2) has a fuel capacity not exceeding 19 litres (5 U.S. gallons);
  - (3) is not capable of more than 55 knots calibrated airspeed at full power in level flight; and
  - (4) has a power off stall speed which does not exceed 24 knots calibrated airspeed.

1.1.2 For the purposes of this Section, a microlight aircraft is an aircraft, which is not tethered nor a balloon, that:

- (a) is used or intended to be used for manned operation in the air;
- (b) is used or intended to be used for recreation or sport purposes only;
- (c) has no more than two seats and, unless otherwise authorised by the CAMA, a maximum take off weight (MTOW), excluding floats and safety devices which are intended for deployment in a potentially catastrophic situation, of no more than;
  - (1) 300 kg (661 LB) for a single seat landplane;
  - (2) 330 kg (727 LB) for a single seat floatplane or amphibian;
  - (3) 450 kg (991 LB) for a two seat landplane;



- (4) 495 kg (1091 LB) for a two seat floatplane or amphibian, provided that a microlight aircraft capable of operating as both a floatplane and a landplane weights less than the appropriate MTOW limit;
- (5) is not capable of more than 75 knots calibrated airspeed at full power in level flight; and
- (6) has a power off stall speed which does not exceed 35.1 knots calibrated airspeed.

## 1.2 DEFINITIONS

In this Section of the Civil Aviation Regulations (CARS), the following definitions apply:

- (a) **ATS** - means Air Traffic Service
- (b) **CAMA** - means Civil Aviation & Met. Authority
- (c) **Organisation** - means a non-commercial sporting group registered with the Yemen authorities and approved by CAMA to conduct ultralight and microlight operations.
- (d) **Aerodrome** - means a take off and/or landing site, which meets the physical specifications required for the safe operation of an aircraft.

## 1.3 APPROVED ORGANISATION

- (a) The approved organisation shall nominate a person(s) to be responsible for the conduct of all ultralight and microlight aircraft operations conducted by their members.
- (b) The organisation shall have sufficient experienced pilots, including instructors for two place ultralight and microlight aircraft, to ensure safety.
- (c) The organisation shall have sufficient experienced approved maintenance personnel to issue the required Flight Permit and to ensure aircraft meet the manufacturer's specifications.
- (d) The organisation shall ensure operations are in compliance with this Section and publish, in a CAMA approved Operations Manual, all requirements, procedures and instructions necessary to ensure the safe operation of ultralight and microlight aircraft by members of the organisation.
- (e) The organisation shall issue pilot and instructor certificates to their members, with appropriate privileges, and maintain flying records for each pilot member.
- (f) The organisation shall ensure that a maintenance logbook is maintained for each aircraft operated by that organisation.



#### **1.4 INSPECTION REQUIREMENTS**

- (a) Any person operating an ultralight or microlight aircraft under this Section of the CARS shall, upon request, allow the CAMA, or his designee, to inspect the aircraft to determine the applicability of this Section.
- (b) The pilot or operator of an ultralight or microlight aircraft must, upon request of CAMA, furnish satisfactory evidence that the aircraft is subject only to the provisions of this Section.

#### **1.5 CERTIFICATION AND REGISTRATION**

- (a) Notwithstanding any other Part of the CARS pertaining to certification of aircraft or their parts or equipment, ultralight and microlight aircraft and their component parts and equipment are not required to meet the airworthiness certification standards specified for aircraft or to have certificates of airworthiness.
- (b) Notwithstanding any other Part of the CARS pertaining to airman certification, operators of ultralight and microlight aircraft are not required to meet any aeronautical knowledge, or experience requirements to operate those aircraft. The organisation shall issue airman certificates.
- (c) Operators of ultralight and microlight aircraft, required to maintain radio communication with an ATS, must hold a Radio Telephone Operator's Licence issued by CAMA.
- (d) Ultralight and microlight aircraft are required to be registered and shall be issued with registration identification marking by CAMA.
- (e) An owner of an ultralight or microlight aircraft shall hold a current insurance policy for its crew, passengers, third party personnel and property damage liability.
- (f) A valid Flight Permit should be issued by an authorised person. The format of the Flight Permit should be approved by the CAMA.

### **SUB-SECTION 2 - OPERATING RULES**

#### **2.1 GENERAL**

- (a) No person may operate an ultralight or microlight aircraft unless under the direct control of a CAMA approved organisation and in accordance with the Operations Manual of that organisation.
- (b) The minimum age to fly as pilot in command is 18 years.
- (c) No organisation or person shall conduct an ultralight or microlight operation without the approval of CAMA.



## 2.2 HAZARDOUS OPERATIONS

- (a) No person may operate any ultralight or microlight aircraft in a manner that creates a hazard to other persons or property.
- (b) No person may allow an object to be dropped from an ultralight or microlight aircraft if such action creates a hazard to other persons or property.
- (c) No person may conduct aerobatic manoeuvres in an ultralight or microlight aircraft.
- (d) No person may operate in formation with another aircraft.
- (e) No person shall take off or land over buildings, roads in use and gatherings of persons.

## 2.3 DAYLIGHT OPERATIONS

No person may operate an ultralight or microlight aircraft except between the hours of sunrise and sunset.

## 2.4 OPERATIONS NEAR OTHER AIRCRAFT; RIGHT OF WAY RULES

### 2.4.1 General

When weather conditions permit, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft. When a rule of this Section gives another aircraft the right of way, the pilot shall give way to that aircraft and may not pass over, under, or ahead of it, unless well clear and takes into account the effects of wake turbulence.

- (a) An aircraft in distress has the right of way over all other air traffic.
- (b) All aircraft shall give way to parachutists.
- (c) Powered aircraft shall give way to unpowered aircraft.

### 2.4.2 Airborne Operations

- (a) **Converging** When aircraft are converging at approximately the same altitude (except head-on, or nearly so), the aircraft to the other's right has the right of way.
- (b) **Approaching Head-on** when aircraft are approaching each other head-on, or nearly so, each pilot of each aircraft shall alter course to the right.
- (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.



- (d) **Landing** Aircraft, while on final approach to land, or while landing, have the right to way over other aircraft in flight or operating on the surface. When two or more aircraft are approaching an aerodrome for the purpose of landing, the aircraft at the lower altitude has the right of way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land, or to overtake that aircraft.
- (e) **Taking Off** An aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft taking off or about to take off.

#### 2.4.3 Ground Operations

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

- (a) **Converging** When two aircraft are on converging course, the one which has the other on its right shall give way.
- (b) **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 to keep well clear.
- (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.

#### 2.4.4 Water Operations

- (a) **General** 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.
- (b) **Converging** An aircraft which has another aircraft or a vessel on its right shall give way so as to keep well clear.
- (c) **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.
- (d) **Overtaking** An aircraft or vessel which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.
- (e) **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.



## 2.5 OPERATIONS OVER CONGESTED AREAS

No person may operate an ultralight or microlight aircraft over any congested area of a city, town, or settlement, or over any open air assembly of persons.

## 2.6 OPERATIONS IN CONTROLLED AIRSPACE

No person may operate an ultralight or microlight aircraft within Controlled Airspace, unless that person has prior authorisation from the ATS facility having jurisdiction over that airspace and the aircraft has appropriate two way communications equipment and a Mode C transponder. The pilot shall hold a valid Radio Telephone Operator's Licence issued by CAMA.

## 2.7 OPERATIONS IN PROHIBITED, RESTRICTED OR DANGER AREAS

- (a) No person may operate an ultralight or microlight aircraft in prohibited areas at any time.
- (b) No person may operate an ultralight or microlight aircraft within a restricted area or danger area unless the controlling agency of the area concerned has authorised that operation.

## 2.8 HEIGHT LIMITATIONS

- (a) No person may fly below 500 feet above ground level unless taking off or landing except within the confines of a CAMA approved training area.
- (b) No person may fly above 2000 feet above ground level, or above 3000 feet AMSL, which ever is lower.

## 2.9 VISUAL REFERENCE WITH THE SURFACE

No person may operate an ultralight or microlight aircraft except by visual reference with the surface.

## 2.10 OPERATIONS OVER WATER

No person may operate beyond gliding distance from land unless the aircraft is fitted with flotation equipment and the occupants are wearing life jackets and only then in sight of land.

## 2.11 FLIGHT VISIBILITY AND CLOUD CLEARANCE REQUIREMENTS

No person may operate an ultralight or microlight aircraft except clear of clouds, in sight of the surface and the flight visibility is greater than 1500 metres. At authorised aerodromes the flight visibility shall be 5000 meters. If specifically authorised by CAMA to operate within controlled airspace, the flight visibility shall be not less than 5000 meters, with a minimum distance from cloud of 1500 meters horizontally and 300 meters vertically.



## 2.12 LIQUOR AND DRUGS

No person may operate as pilot in command of an aircraft if that person has consumed alcohol within the preceding 8 hours, or appears to be under the influence of intoxicating liquor, or using any drug that affects his or her faculties in any way contrary to safety.

## 2.13 EXCEPTION TO OPERATING REQUIREMENTS

A person who wishes to pilot an aircraft otherwise than in accordance with the operating rules set out in this Section, or in accordance with the organisation's Operations Manual, may apply to CAMA for approval of the flight(s). Written application should be made from the organisation detailing the proposed flight(s) at least 14 days prior to the proposed flight(s). CAMA may approve the application and may specify conditions of the approval. Any such conditions must be complied with.

## SUB-SECTION 3 – PILOT IN COMMAND RESPONSIBILITIES

### 3.1 GENERAL

No person shall operate an aircraft with more than one pilot unless, when the flight is planned, the crew or the organisation designates a pilot in command for each period of the flight. The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.

### 3.2 SAFETY OF AIRCRAFT

If a pilot in command of an aircraft becomes aware of a defect in an aircraft, aviation facility or service that may endanger safety, he or she must report the matter to the organisation.

### 3.3 PLANNING OF FLIGHT

Before commencing a flight, the pilot in command of an aircraft operating under this Section must take all reasonable steps to ensure that:

- (a) the aircraft has a valid Flight Permit and insurance and is in compliance with the manufacturer's specifications;
- (b) the maintenance log book has been inspected;
- (c) the aircraft's flight performance will enable the aircraft to undertake the flight with safety having regard to the prevailing weather conditions, terrain, navigation, the available aerodrome and the aircraft's gross weight and load distribution;
- (d) all instruments and equipment required for the flight are securely fitted to, or provided in the aircraft, are functioning properly, and are adjusted correctly;





- (e) the aircraft is carrying enough fuel and engine lubricating oil for the flight, including allowance for any possible alternative course which may be required;
- (f) if the aircraft has an internal combustion engine, prior to the first flight of each day and after refuelling, the fuel system is checked for the presence of undissolved water and such steps are taken to remove any water detected;
- (g) all seat belts or safety harnesses are worn during flight;
- (h) any passenger is given adequate information in regard to any emergency procedures and emergency equipment used in conjunction with the aircraft; and
- (i) where dual controls are fitted, any passenger is given a briefing on the operation of the aircraft's flight controls so that control is not impeded.

### 3.4 AERODROMES

The use of an aerodrome does not confer any rights under Yemen. civil law and the pilot should take all reasonable steps to ensure approval is granted from the owner of the site before operating. The pilot in command of an aircraft, which is subject to this Section, must not permit the aircraft to take off from, or land at, an aerodrome unless:

- (a) the site, is suitable for the taking off and/or landing of the aircraft; and
- (b) the aircraft can take off and/or land safely, having regard to the prevailing surface and weather conditions, and any other relevant circumstances.

### 3.5 REFUELLING

- (a) The organisation or pilot in command, or any other person refuelling an aircraft, must ensure that the correct grade of fuel, as specified by the aircraft or engine manufacturer or in approved documents, is used when replenishing the fuel in an aircraft.
- (b) Any person refuelling an aircraft must do so in accordance with established safe practices and requirements for handling of flammable substances.

## SUB-SECTION 4 – AIRCRAFT SERVICEABILITY REQUIREMENTS

### 4.1 GENERAL

No person may operate an ultralight or microlight aircraft unless it:

- (a) displays approved registration markings;
- (b) has been inspected and certified fit to fly by a CAMA approved and qualified representative of the organisation within the previous 12 months;
- (c) has a valid flight permit, issued by a CAMA approved person;



- (d) has been maintained in compliance with the manufacturer's specifications;
- (e) has the required and serviceable equipment and instrumentation; and
- (f) has a current maintenance log.

#### 4.2 **DAMAGE AND DEFECTS**

- (a) The pilot in command of an ultralight or microlight aircraft shall report any damage or defects affecting safety of flight to the organization.
- (b) The pilot in command shall ensure that an entry is made in the maintenance log book describing the damage or defect.
- (c) The owner of an ultralight or microlight aircraft shall not permit the aircraft to be flown if not airworthy or not in compliance with manufacturer's specifications.
- (d) The organization shall not permit a member to operate an ultralight or microlight aircraft if it is not considered airworthy or not in compliance with manufacturer's specifications.
- (e) The organization, once aware of, or advised of any damage or defect, shall ensure an entry is made in the maintenance log book.
- (f) Any damage or defect shall be endorsed in the maintenance log book once repaired and declared serviceable for flight.

#### 4.3 **MAINTENANCE LOG BOOKS**

4.3.1 The owner of an ultralight or microlight aircraft shall maintain a current maintenance log book indicating:

- (a) aircraft type and model;
- (b) registration;
- (c) identifying marks and colours;
- (d) year of manufacture;
- (e) modifications to basic aircraft;
- (f) flight/engine hours; and
- (g) damage, defects and repairs carried out.

4.3.2 The maintenance log book shall include copies of the:

- (a) flight permit; and
- (b) manufacturer's specifications and pilot operating handbook.



#### 4.4 FOREIGN REGISTERED AIRCRAFT

A foreign registered ultralight or microlight aircraft may be approved to operate in Yemen. by CAMA upon application provided:

- (a) a certificate of validation is issued to the pilot, or a letter of no objection is issued to the organization, by the State of Registry to permit flight; and
- (b) maintenance is conducted in accordance with the requirements of the State of Registry.

### SUB-SECTION 5 - PENALTIES AND CONTRAVENTIONS

#### 5.1 GENERAL

In the case of any contravention of a provision of these Regulations, CAMA shall take the following action:

- (a) revoke, or suspend for a specified period of time, any approval granted to an ultralight or microlight organization.
- (b) forbid the pilot in command of the ultralight or microlight aircraft from flying for a specified period of time or permanently.
- (c) ground the aircraft for a specified period of time.
- (d) these provisions shall be applied without prejudice to any other Yemen. law.