



# **YEMEN CIVIL AVIATION REGULATIONS (YCARs)**

## **PART V**

### **YCAR-RCA**

#### **REGISTRATION OF CIVIL AIRCRAFT**

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## **FOREWORD**

1. The Civil Aviation and Met. Authority is hereinafter called to as “Authority”
2. Aircraft means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface; however, for purposes of implementation of Cape Town Convention (CTC) on mobile assets the definition of aircraft also includes aircraft engines installed on aircrafts.
3. “Acceptable Means of Compliance” (AMC) illustrate a means, but not the only means, by which the proposed requirement can be met.
4. “Guidance Material” (GM) is helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of regulations or AMCs.

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## RECORD OF ISSUES AND DATE OF APPLICABILITY

Issue No.	Date of Issue	Date of Applicability
Issue 01	01 January 2011	01 January 2011
Issue 02	01 June 2013	01 June 2013
Issue 03	16 October 2016	16 October 2016
Issue 04	13 October 2018	13 October 2018
Issue 05	April 2021	April 2021

## HIGHLIGHTS OF CHANGE

Issue No.	Description
Issue No.: 04	Record of issues and date of applicability and highlights of change added APPENDIX 1,2,3,4,5,6 titles reformatting/numbering APPENDIX 5 Classification of unmanned Aircraft added.
Issue No.: 05	Alignment with ICAO Annex 7 latest amendment.

## CHAPTER 1

### REGISTRATION OF CIVIL AIRCRAFT

#### SECTION 1. REGISTRATION

##### 1.1 GENERAL

1.1.1 Subject to the provisions of this Section, an aircraft shall not be registered or continue to be registered in the Republic of Yemen, if it appears to the CAMA that:

- (a) the aircraft is registered outside the Republic of Yemen; or
- (b) an unqualified person holds any legal or beneficial interest by way of ownership in the aircraft or any share therein; or
- (c) the aircraft is lost, completely destroyed or withdrawn from use; or
- (d) it would be inexpedient for the aircraft to be, or continue to be, registered in the Republic of Yemen; or
- (e) if any of the requirements of SECTIONS 2 and 4 are violated.

**Note:** The provisions of this Chapter shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

**GM to 1.1.1 (e):** Point (e) is not applicable to Light Sport Aircraft (LSA).

##### 1.2 QUALIFICATION AND PROCEDURES

1.2.1 The following persons or entities shall be qualified to hold legal or beneficial interest by way of ownership in an aircraft registered in Yemen or a share therein:

- (a) Nationals of the Republic of Yemen;
- (b) Corporate bodies having their principal place of business in the Republic of Yemen; and
- (c) Government departments of the Republic of Yemen.

1.2.2 For other persons residing or having a place of business in Yemen and holding a legal or beneficial interest by way of ownership in an aircraft, or a share, the CAMA, upon being satisfied that the aircraft meets all CAMA requirements, may then register the aircraft in the Republic of Yemen.

1.2.3 If an aircraft is leased to a qualified person (as defined in articles 55 and 60 of the Civil Aviation Law), the CAMA may register the aircraft in Yemen in the name of the lessor and, subject to the provisions of this Section, the aircraft may remain registered during the continuation of the lease agreement.

1.2.4 Application for the registration of aircraft shall be submitted in a form and manner prescribed by the CAMA. The application shall meet the following requirements:

- (a) It shall be accompanied by the documentation prescribed in Appendix 1 of this Chapter; and, include evidence of the aircraft ownership and/or any other aircraft ownership interests as, is required to enable CAMA to determine whether the aircraft may properly be registered in the Republic of Yemen and be issued with a Certificate of Registration.

- (b) It shall bear only the legal name of the aircraft owner(s) and its signature(s), or the signature of its representative who holds power of attorney or an equivalent document from the owner (s).

1.2.5 Upon receiving an application for the registration of aircraft and being satisfied that the aircraft may properly be so registered, the CAMA shall register the aircraft, wherever it may be, and shall include in the Certificate of Registration (COR) the following information:

- (a) The nationality and registration marks assigned to the aircraft;
- (b) The manufacturer name and manufacturer's designation of the aircraft. The designation of aircraft shall be as per the aircraft Type Certificate, if applicable;
- (c) The serial number of the aircraft;
- (d) The name and address of aircraft owner and every person or entity who is entitled to a legal interest in the aircraft or share, or in the case of an aircraft which is the subject of a lease agreement or any other aircraft property related agreement, the name and address of the involved parties (e.g. lessor and lessee);
- (e) The date of issue; and
- (f) In the case of an aircraft registered in pursuance of paragraph 1.2.3 of this Section, an indication that it is so registered.

**GM to 1.2.5:** For the purpose of this Chapter, person means any natural person or juridical body.

1.2.6 The CAMA shall furnish to the person or entity in whose name the aircraft is registered, or to his representative, a Certificate of Registration which shall include the foregoing particulars and the date on which the certificate was issued.

1.2.7 Subject to paragraph 1.2.2 and 1.2.3 of this Section, if at any time after an aircraft has been registered in Yemen any of the registered entities or person becomes unqualified or it is not entitled to a legal or beneficial interest by way of ownership in an aircraft or a share, the registration of the aircraft shall become void and the Certificate of Registration shall be returned by the registered owner or certificate holder to the CAMA.

1.2.8 The registered operator shall ensure that any agreement recorded under paragraph 1.2.5 such as lease, lien, or security agreement is in force and valid at the moment of submission and for the whole period the aircraft is being operated. Operating an aircraft with invalid agreements is prohibited. Any changes to the status of such agreement shall have been notified to the CAMA prior to executing the change.

**GM to 1.2.8:** The violation of this paragraph may jeopardize the validity of Certificate of Registration.

1.2.9 Pursuant Article 21 of the Convention on International Civil Aviation, the CAMA undertakes to supply to any other Contracting State or to the International Civil Aviation Organization, on demand, information concerning the registration and ownership of any particular aircraft registered in Yemen. The CAMA may also provide such information to a third person subject to the approval of the aircraft registered owner or his representative in Yemen.

**AMC to 1.2.9:** The CAMA will notify the aircraft owner before disclosing information, related to his aircraft, to ICAO or another ICAO contracting State.

**AMC to 1.2.9:** Upon consent of aircraft registered owner or his representative in Yemen, the CAMA will provide information regarding the aircraft registration and ownership to a third person. To this effect, a third person wishing to obtain such information shall submit application in accordance with requirements of Appendix 1 of this Chapter.

- 1.2.10 Upon its own discretion, and subject to prescribed conditions, the CAMA may allow other qualified persons or entities to assist in the processing of aircraft registration on its behalf.
- 1.2.11 Notwithstanding the requirements of Appendix 1 of this Chapter, the CAMA shall in good faith trust the applicant's submitted information for aircraft registration related processes. The CAMA may also accept true copies of the original documents presented to support the applications on aircraft registration related processes. Those applicants who submit true copy of the original documents acknowledge and shall agree to keep the CAMA indemnified against any loss whatsoever arising for the acceptance of true copies. The CAMA shall rely conclusively upon such true copies and shall incur no liability in respect of any action taken by any natural or juridical person upon any notice, request, instructions or other instrument believed, in good faith, to be genuine since it has been submitted by the applicant.
- 1.2.12 The Yemen Certificate of Registration (C of R) shall be issued only to those aircraft with an age equal to or less than fifteen (15) years, at the time of application. The age of an aircraft shall be calculated from the individual Certificate of Airworthiness first issued.

### **1.3 CHANGE OF REGISTERED PARTICULARS OF CERTIFICATE OF REGISTRATION**

- 1.3.1 No legal act, such as sale, mortgage, lease or any other act concerning an aircraft entered in the Aircraft Register, shall be made to another person unless the CAMA is notified; therefore, any changes to be made regarding registered aircraft's ownership title or any other particulars referred to in paragraph 1.2.5 of this Chapter shall be notified to CAMA in advance.

**AMC 1 to 1.3.1:** The CAMA will amend the aircraft records and issue new Certificate of Registration provided that requirements of amendment to Certificate of Registration of Appendix 1 of this Chapter are completed.

**AMC 2 to 1.3.1:** Notwithstanding requirements to be met to amend Certificate of Registration (COR) as prescribed in Appendix 1, when changing commercial name of one of the parties as stated in the COR (e.g. the name of aircraft owner, operator, mortgagee, security trustee or any other party as listed in the COR), the following documents shall also be submitted:

- (a) Certified true copy of the certificate of new commercial name of the entity issued by the Commercial Registry of the State where such entity was registered or certified true copy of an extract of the entity articles of incorporation with stamp of registration by the Commercial Registry of the State where such entity was registered, or when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided with evidence of it being duly registered in the Commercial Registry of the country of business; or, when a partnership is established by a Trust, a certified true copy of the complete trust instrument and a notarized trustee (s) affidavit confirming that the aircraft title has been transferred to the respective trustee (s).
- (b) Certified true copy of board resolution identifying the entity's directors or legal representatives title;; or certified true copy of an extract of directors/representatives registration certificate issued by the Commercial Registry of the State where such entity was registered;
- (c) Notarised confirmation letter signed by the entity's legal representative where it is stated that all contracts,, agreements and documentations associated to the aircraft signed and issued by the latter entity are in place and are still in force (e.g. lease or mortgage agreements, aircraft insurance certificates, aircraft manuals, etc.);



- (d) It is responsibility of the operator to change the registration plate, if it was engraved with name of the party whose name has been changed. Refer to paragraphs 2.1.3 and 2.1.4 of this Regulation.
- 1.3.2 The amended Certificate of Registration shall supersede the previous issued COR hence the superseded COR shall be returned to the CAMA Aircraft Register following any of the events referred to in paragraph 1.3.1.

**Note:** The CAMA will record in the Aircraft Register the new aircraft ownership title without changing Yemen aircraft registration marks or the current aircraft operator. The aircraft Certificate of Airworthiness (COA) will continue to be valid; however, the COA shall also be amended when there is a change in the commercial name of the operator. In this case, the CAMA will state the initial date and re-issue date in the new COA.

#### **1.4 REPLACEMENT OF CERTIFICATE**

- 1.4.1 The holder of a Yemen aircraft Certificate shall apply for a replacement certificate if the certificate is:
  - (a) Lost, stolen, or destroyed;
  - (b) So damaged that particulars are no longer clearly legible;
  - (c) Needed to be replaced due to any other event so justified by the applicant and accepted by the CAMA.
- 1.4.2 The applicant for a replacement certificate shall submit application form to the CAMA with payment of the applicable fee and where applicable, the damaged Certificate shall be returned to the CAMA. Refer to Appendix 1, Table 5.

#### **1.5 TRANSMITTING INFORMATION TO THE INTERNATIONAL REGISTRY OF MOBILE ASSETS (IR) UNDER THE CONVENTION AND ITS AIRCRAFT PROTOCOL ON INTERNATIONAL INTERESTS IN MOBILE EQUIPMENT ON MATTERS SPECIFIC TO AIRCRAFT EQUIPMENT SIGNED IN CAPE TOWN ON 16 NOVEMBER 2001 (THE CONVENTION).**

- 1.5.1 Pursuant to Article XXVI (3) of the Aircraft Protocol, the Government of Yemen ratified the accession to the Convention on 01<sup>st</sup> June, 2011 and came into force on 01<sup>st</sup> June, 2011.
- 1.5.2 On 01<sup>st</sup> October, 2011 the CAMA has announced that its Aircraft Register, in accordance with Article XIX of the Protocol and Chapter 12.1 (a) of the Regulations and Procedures for the IR, will be the Authorising Entry Point (AEP) in Yemen which shall authorize the transmission of information required for registration of interests on the International Registry of Mobile Assets (IR).
- 1.5.3 The CAMA Aircraft Register will authorise the transmission of information required for registration of interests on the IR by issuing AEP code to be entered by the registering party on the IR system when registering any of the interests prescribed in paragraph 1.5.4 and 1.5.5 of this Section.
- 1.5.4 In accordance with The Convention, aircraft categories eligible for the International Registry recording shall fit at least one of the following categories:
  - 1.5.4.1 Airframes (other than those used in military, customs and police services) that, when appropriate aircraft engines are installed thereon, are type accepted by the CAMA to transport:

- i. at least eight (8) persons including crew; or,
- ii. goods in excess of 2750 kilograms, together with all installed, incorporated or attached accessories, parts and equipment (other than aircraft engines), and all data, manuals and records relating thereto;

1.5.4.2 Helicopters heavier-than-air machines (other than those used in military, customs or police services) supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes and which are type accepted by the CAMA to transport:

- i. at least five (5) persons including crew; or,
- ii. goods in excess of 450 kilograms, together with all installed, incorporated or attached accessories, parts and equipment (including rotors), and all data, manuals and records relating thereto;

1.5.4.3 Aircraft engines (other than those used in military, customs or police service) powered by jet propulsion or turbine or piston technology and:

- i. in the case of jet propulsion aircraft engines, have at least 1750 lb of thrust or its equivalent; and,
- ii. in the case of turbine-powered or piston-powered aircraft engines, have at least 550 rated take-off shaft horsepower or its equivalent, together with all modules and other installed, incorporated or attached accessories, parts and equipment and all data, manuals and records relating thereto.

**GM to 1.5.4.3:** The interested party may directly transmit information of interests related to aircraft engines on the International Registry of Mobile Assets (IR) therefore, AEP code will not be required for registering any of the interests prescribed in the below paragraph 1.5.5 if they are related to aircraft engine.

1.5.5 The CAMA shall issue AEP code for registration of aircraft international interest in certain categories of mobile equipment and associated rights such as:

- (a) International interests, prospective interests and registrable non-consensual rights and interests;
- (b) Assignments and prospective assignments of international interests;
- (c) Acquisitions of international interests by legal or contractual subrogations under the applicable law;
- (d) Notices of national interests;
- (e) Subordinations of interests referred to in any of the preceding sub-paragraph;
- (f) Amendments of any of the above mentioned registered interests and,
- (g) Discharge or release of any of the above mentioned registered interests.

1.5.6 Any person or entity that wishes to register interests, referred in paragraph 1.5.5, with the International Registry shall meet the following requirements:

- (a) AEP application shall be submitted to the CAMA.
- (b) Provide name, address, electronic address and telephone number of the aircraft interested parties and its title given by the contract agreement attached or related to the AEP on the application.
- (c) Provide details of all affected parts of the aircraft: aircraft model, manufacturer's name, aircraft serial number, Yemen aircraft identification marks (if available)

and, engines' details (model, serial numbers and manufacturer's name).

- (d) Provide the desired type of interest to be registered with the IR (e.g. International Interest, Assignment, Contract of Sale, Notice of Prospective International Interest, Prospective assignment, Prospective sale, amendment, discharge or release, other (specify)).
- (e) For registering international interests: provide a pdf copy of the document that creates the relevant interest duly signed by concerned parties (e.g. contract of sale, lease agreement or any other title of aircraft object property); and, the International Registry (IR) identity ID number of the concerned parties that will consent to the interest registration on the International Registry.
- (f) For registering prospective interests: provide a pdf copy of the last draft contract agreement and the International Registry (IR) identity ID number of the concerned parties that will consent to the interest registration on the International Registry.
- (g) For discharging interests: Provide details of the IR file reference number of the IR registration to be discharged and the IR identity ID reference number of the concerned parties that will consent to the interest discharge on the IR. Furthermore, submit a documentary evidence of the interest's cancelation (e.g. an execution copy of the deed of release).  
**Note:** The reference number of Yemen AEP code used to register the interest intended to be discharged shall also be provided, if the interest was registered after 24 November 2011.
- (h) Payment of AEP code fees.

**Note:** For the purpose of this Sub-section 1.5, the term registration includes, where appropriate, the amendment, extension or discharge of International Registry registrations.

**GM 1 to AMC 1.5.6:** The AEP application must be submitted to CAMA. The AEP application must be filled up with: Complete name, address, electronic address, telephone number, name of the Interested party in whose name the applicant is acting on behalf of (if applicable) and name of the IR registry user entity.

**GM 2 to AMC 1.5.6:** For the AEP application purposes, the interested party (ies) will be all parties related to the aircraft that will be part of the interest registering process in the International Registry.

**GM 3 to AMC 1.5.6:** Having completed the AEP process, the CAMA Aircraft Register will provide the applicant with an AEP code to be used by the applicant when registering/discharging/amending aircraft interests on the IR. Upon registration, the International Registry will automatically notify the relevant parties of the registration/discharge/amendment of interests.

1.5.7 In accordance with the law No. 10 of 2011, an AEP Code shall be issued to each entity to complete the registration of one or multiple interests for such entity on the International Registry if it is specifically approved by the CAMA. An AEP code has no expiry date for use. It shall not be re-used after being entered at the International Registry System unless it is so authorised by the CAMA.

1.5.8 A registration of interest (s) effected in violation of the terms of a designation under this Section 1.5, without an AEP code issued by this Authority, is invalid.

## **1.6 IRREVOCABLE DE-REGISTRATION AND EXPORT REQUEST AUTHORISATION (IDERA)**

- 1.6.1 Pursuant Article XIII (I) of the Protocol to the Cape Town Convention, the Government of Yemen has made a declaration that Article XIII (Article 25 of the Consolidated Text) will apply on de-registration and export request authorisation for aircraft registered in Yemen.
- 1.6.2 In accordance with Article XIII of the Protocol to the Cape Town Convention where the debtor has issued an Irrevocable De-registration and Export Request Authorisation (IDERA) substantially in the form annexed to such Protocol and has submitted such authorisation for recordation to the CAMA Aircraft Register, that authorisation shall be so recorded.

**AMC 1 to 1.6.2:** The CAMA shall process IDERA letter request and acknowledge it by countersigning and recording it in the Aircraft Register. The CAMA will countersign as many IDERAs as registered owners and/or the registered operator may request. One IDERA copy shall be held by the CAMA for the aircraft file records. The CAMA shall not accept an IDERA submitted and signed by the owner/authorised operator in favour of different parties (e.g. one IDERA in favour of a creditor and another one in favour of a security trustee).

**AMC 2 to 1.6.2:** Original power of attorney, to be seen by the CAMA, is required when the submitted IDERA is signed by a representative of a registered owner/operator whose representation has not been yet recorded or evidenced in the aircraft file.

**Note:** If the IDERA letter is not submitted on the aircraft registration date, the registered aircraft owner/operator may submit application to the CAMA to record the IDERA letter at a later stage; however, the IDERA letter shall be drafted in accordance with paragraph 1.6.2 of this Chapter.

**AMC 3 to 1.6.2:** Where the Authorised Party named in an IDERA no longer exists, the successor or new party entitled to be Authorised Party shall be established to the satisfaction of the CAMA. When the Authorised Party named in an IDERA, ceases to be the Authorised Party, or in the case of an entity which is being dissolved, the IDERA position shall be examined by the legal successor/legal representative at an early stage and action shall be taken to update the IDERA records with CAMA.

**AMC 4 to 1.6.2:** In case an IDERA letter is issued in favour of the registered owner, the CAMA will execute it when so is requested by the said registered owner in his capacity as Authorised Party as mentioned in the recorded IDERA letter.

- 1.6.3 The IDERA letter shall be signed by the aircraft registered owner and/or its authorised registered operator. The CAMA will not accept and record an IDERA letter that is not drafted in the form annexed to the Aircraft Protocol thus incomplete or incorrect IDERA letters will be returned to the applicant with possible consequential delays.
- 1.6.4 An IDERA shall be removed only with the written consent of the Authorised Party or its Certified Designee (refer to Appendix 3 of this Chapter). The CAMA shall act on the removal request and send a notification on its decision to the applicant. At this point the aircraft can be de-registered or the possession of the aircraft can change.

**GM to 1.6.4:** Authorised Party means the person/entity in whose favour the IDERA letter has been issued and is registered by the CAMA. The Certified Designee means the person/ entity authorised by the Authorised Party by using the form provided in Appendix 4 of this Chapter.

## **1.7 ENFORCING AN IRREVOCABLE DE-REGISTRATION AND EXPORT REQUEST AUTHORIZATION (IDERA)**

- 1.7.1 The person in whose favour an Irrevocable De-Registration And Export Request Authorisation (IDERA) letter has been issued (the Authorised Party) or its Certified Designee shall be the sole person entitled to exercise the remedies specified in Article IX (1) of the Protocol to the Cape Town Convention and may do so only in accordance with the authorisation and applicable aviation regulations. Such authorisation shall not be revoked by the debtor without the consent in writing of the Authorised Party. The CAMA shall remove an IDERA letter from the Aircraft Register at the request of the Authorised Party or its Certified Designee. Refer to Appendix 1 of this Chapter for requirements to be met for enforcing an IDERA.
- 1.7.2 In accordance with paragraph 1.7.1, the CAMA shall subject to any applicable safety laws and regulations, honour a request for enforcing IDERA if:
- (a) The request is properly submitted under a recorded IDERA ; and
  - (b) The Authorised Party or, its Certified Designee, certifies to the CAMA that all registered interests ranking in priority to that of the creditor in whose favour the authorisation has been issued have been discharged or that the holders of such interests have consented to the de-registration and export (refer to Appendix 2 of this Chapter).

## **SECTION 2. NATIONALITY AND REGISTRATION MARKS**

### **2.1 NATIONALITY MARKS**

- 2.1.1 The nationality mark and registration mark of the aircraft shall consist of a group of characters without ornamentation. Yemen's nationality mark shall be the numeral / letter 70 in Arabic / Roman.
- 2.1.2 The registration mark of Yemen registered aircraft shall:
- (a) be assigned by the CAMA Aircraft Register; and
  - (b) be a group of three capital letters in Roman characters appearing after and separated from the nationality mark by a hyphen; and
  - (c) be formed by solid legible lines and painted on the aircraft or affixed thereto by any other means ensuring a similar degree of permanence; and
  - (d) be displayed to the best possible advantage considering the contrast in colour with the background of the colour of the aircraft and having regard to the construction or features of the aircraft; and
  - (e) be kept clean and visible at all the times.
- 2.1.3 The nationality and registration marks shall also be inscribed on a fireproof metal plate or other fireproof material of suitable physical properties, affixed:
- (a) in the case of an aeroplane having an empty weight not exceeding 150 kg, either in accordance with paragraph (b) or in a prominent position onto the wing
  - (a) in the case of any other aircraft in a prominent position to the fuselage or car or basket, as the case may be, and near to the main entrance to the aircraft

2.1.4. The aircraft owner is responsible to ensure that the identification plate referred in paragraph 2.1.3 is affixed on the aircraft. The identification plate shall never be replaced unless any of the particulars engraved on it are changed.

## **2.2 POSITION OF MARKS**

### **2.2.1 Heavier-than-air aircraft:**

#### **(a) Horizontal Surfaces of the Wings or Fuselage (or equivalent structure):**

- i. on aircraft having a fixed wing surface, the marks shall appear on the lower surface of the wing structure. They shall be located on the left half of the lower surface of the wing structure unless they extend across the whole of the lower surface of the wing structure. So far as is possible, the marks shall be located equidistant from the leading and trailing edges of the wings. The tops of the letters shall be towards the leading edge of the wing;
- ii. on aircraft having no fixed wing surface and when owing to the structure of the aircraft the greatest height reasonably practicable for the marks on the vertical surface of the fuselage (or equivalent structure) is less than 15 centimeters the marks shall also appear on the lower surface of the fuselage on the line of symmetry and shall be placed with the tops of the letters towards the nose.

**AMC to 2.2.1 (a) (ii):** The applicant may propose the position of the registration mark for CAMA approval. Upon being satisfied that the proposed registration mark is visible at all the times and that is displayed to the best possible advantage having regard to the construction or features of the aircraft, the CAMA may approve it.

#### **(b) Fuselage (or equivalent structure) or vertical tail surfaces:**

- i. The marks shall also be on each side of the aircraft either on each side the fuselage (or equivalent structure) or on the upper halves of the vertical tail surfaces.
- ii. On aircraft having a fixed wing surface, the marks, if placed on the fuselage (or equivalent structure), shall be between the horizontal tail surfaces and the wing.
- iii. When located on a single vertical tail surface, the marks shall be on both sides. When there is more than one vertical tail surface, the marks shall be on the outer sides of the outboard vertical tail surfaces.

#### **(c) If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in (a) and (b), the marks shall appear in a manner such that the aircraft can be identified readily.**

#### **(d) The registration marks shall be of a colour that contrasts clearly with the background of the colour of the aircraft.**

## 2.3 MEASUREMENT OF NATIONALITY AND REGISTRATION MARKS

### 2.3.1 Heavier-than-air-aircraft:

- (a) Wings: the characters constituting each group of marks shall be of equal height. The height of the marks shall be at least 50 centimetres.
- (b) Fuselage (or equivalent structure) or vertical tail surfaces: the marks on the fuselage (or equivalent structure) shall not interfere with the visible outlines of the fuselage (or equivalent structure). The marks on the vertical tail surfaces shall be such as to leave a margin of at least 5 centimetres along each side of the vertical tail surface. The characters shall be of equal height. The height of the characters constituting each group of marks shall be at least 30 centimetres.
- (c) Where marks are required to be carried on the lower surface of aircraft having no fixed wing surface, the height of the marks shall be at least 50 centimetres, provided that where owing to the structure of the aircraft, the appropriate height specified in this paragraph is not reasonably practicable, the height of the marks shall be the greatest height reasonably practicable under the circumstances consistent with compliance with paragraph 2.4 below.

## 2.4 WIDTH AND SPACING OF MARKS

- 2.4.1 The width of each character and the length of the hyphen between the nationality mark and registration mark shall be two-thirds of the height of a character, except the letter "I", which shall be one-sixth as wide as it is high.
- 2.4.2 The lines forming the characters and hyphen shall be solid and the thickness of those lines shall be one-sixth as thick as the character is high. Each character shall be separated from the character which it immediately precedes or followed by a space of not less than one-quarter the height of the individual characters, the hyphen being regarded as a character for this purpose.
- 2.4.3 The space between each character may not be less than one-quarter of a character width.

## 2.5 RESERVATION OF REGISTRATION MARK AND MODE S CODE

- 2.5.1 The CAMA shall reserve aircraft registration mark and Mode S Code upon being satisfied that application for such reservation meets all CAMA requirements. The reserved registration mark and Mode S Code cannot be used unless the aircraft is registered in Yemen Aircraft Register being granted with a Certificate of Registration.
- 2.5.2 Unless otherwise authorised by the CAMA, no person shall place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks. Marks shall not be used which might be confused with the International Five Letter Code of Signals Part II, the three-letter combinations beginning with Q used in the Q Code or Distress Codes or other similar, urgent signals.

**GM to 2.5.2:** Example of urgent signals are XXX, PAN and TTT. For reference to these marks see the current edition of International Telecommunications Regulations.

- 2.5.3 The Reservations of aircraft registration mark and Mode S Code are valid for 12 months, if not used.
- 2.5.4 A Mode S Code address shall not be changed except under exceptional circumstances approved by the CAMA. It shall not be changed during flight.

2.5.5 A Mode S Code address cannot be reserved for an aircraft unless registration mark is already reserved for that aircraft.

2.5.6 The Mode S Code is cancelled if:

- (a) The 12 months reservation period expires without being used, or
- (b) The aircraft is removed from the Aircraft Register.



## **SECTION 3. TYPE CERTIFICATE**

### **3.1 GENERAL**

A Type Certificate constitutes a statement that the design of the aircraft type to which the certificate refers and of the variants specified on the Data Sheet, have been approved by the respective authority of the State of Design.

### **3.2 APPLICATION**

Aircraft required to be registered in Yemen in the Transport Category or in the Private Category shall comply with this Section.

### **3.3 ACCEPTANCE / VALIDATION**

3.3.1 Prior to the import of an aircraft the applicant for a Yemen Certificate of Registration shall forward to the CAMA for acceptance a copy of the Type Certificate and supporting data sheets issued by the State of Design. This type certificate shall comply with all the standards of Part III/Part IV of ICAO Annex 8 and/or equivalent.

3.3.2 If the aircraft is to be modified prior to importation into the Yemen such that a Supplemental Type Certificate is required, a copy of such certificate shall be forwarded to the CAMA.

3.3.3 The Export Certificate of Airworthiness from the State of Registry of the aircraft shall state the Type Certificate Data Sheet references of the aircraft, its engines and, where applicable, its propellers.

### **3.4 DEVIATIONS FROM TYPE CERTIFICATE STANDARD**

Significant deviations from the approved build standard shall be notified to the CAMA for acceptance prior to aircraft export from the State of Design.

## **SECTION 4. NOISE CERTIFICATES**

### **4.1 PURPOSE**

4.1.1 This Section requires that certain aircraft carry a Noise Certificate in accordance with this section and comply with any of the conditions subject to which the certificate was issued and also prescribes the standards which have to be met by these aircraft prior to the issue of a Noise Certificate.

**Note:** Although noise requirements may not strictly be airworthiness requirements, this Section is published because of the similarity of approach to, and the dependence of noise certification on, airworthiness procedures and practices.

### **4.2 RELATIONSHIP TO INTERNATIONAL STANDARDS**

4.2.1 ICAO Annex 16, titled 'International Standards and Recommended Practices – Environmental Protection Volume 1 - Aircraft Noise', contains standards applicable to all aircraft included in the classification defined therein for noise certification purposes where such aircraft are engaged in international air navigation. The Annex requires that

noise certification shall be granted on the basis of satisfactory evidence that the aircraft complies with national requirements which are at least equal to the applicable standards specified in the Annex.

- 4.2.2 This Section applies to every Yemen registered civil aircraft engaged in international air navigation which is classified under Chapters between 2 and 12 of PART II of Volume I of ICAO Annex 16.

### **4.3 NOISE RESTRICTIONS**

- 4.3.1 After 01 Jan 2015, no jet powered subsonic aircraft certificated to a standard equivalent to ICAO Annex 16 Chapter 2 or FAR Part 36 Stage 2 standards or worse, and with a Maximum Take-Off Mass (MTOM) of 75000 Pounds / 34020 Kilograms or more shall be registered in Yemen.
- 4.3.2 After 01 Jan 2017 no jet-powered subsonic aircraft registered in Yemen, certificated with a Maximum Take-Off Mass (MTOM) of 75000 pounds / 34020 Kilogram or more, shall be operated to and from a Yemen airport, unless it is compliant with a standard equivalent to ICAO Annex 16 Chapter 3 or FAR Part 36 Stage 3 or better noise standards.

### **4.4 NOISE CERTIFICATE**

- 4.4.1 The Republic of Yemen Noise Certificate issued by the CAMA constitutes a statement that the designs of the aircraft type to which the certificate refers, and any modifications that may be listed therein, have been approved by the CAMA with regard to noise.
- 4.4.2 A prerequisite for the issue of a Republic of Yemen Noise Certificate is that the applicant for a Republic of Yemen aircraft Certificate of Airworthiness shall provide the CAMA with the appropriate certification evidence relating to noise issued by the State in which the aircraft was designed, or of another State from which it may have been exported.
- 4.4.3 The Noise Certificate shall be carried on board the aircraft.
- 4.4.4 The documents attesting noise certification for an aircraft shall provide at least the following information:
- (a) Name of State;
  - (b) Title of the noise document;
  - (c) Number of the document;
  - (d) Nationality or common mark and registration marks;
  - (e) Manufacturer and manufacturer's designation of aircraft;
  - (f) Aircraft serial number;
  - (g) Engine manufacturer, type and model;
  - (h) Propeller type and model for propeller-driven aeroplanes;
  - (i) Maximum take-off mass in kilograms;
  - (j) Maximum landing mass, in kilograms, for certificates issued under Chapters 2, 3, 4, 5 and 12 of ICAO Annex 16 Volume I;
  - (k) The chapter and section of this Annex according to which the aircraft was certificated;
  - (l) Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards;
  - (m) The lateral/full-power noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5 and 12 of ICAO Annex 16 Volume I;
  - (n) The approach noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5, 8 and 12 of ICAO Annex 16 Volume I;

- (o) The flyover noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5 and 12 of ICAO Annex 16 Volume I ;
- (p) The overflight noise level in the corresponding unit for documents issued under Chapters 6, 8 and 11 of ICAO Annex 16 Volume I ;
- (q) The take-off noise level in the corresponding unit for documents issued under Chapters 8 and 10 of ICAO Annex 16 Volume I ;
- (r) Statement of compliance, including a reference to ICAO Annex 16, Volume I;
- (s) Date of issuance of the noise certification document;
- (t) Signature of the officer issuing it.

4.4.5 The Noise Certificate will include a statement that the aircraft will be considered to be in compliance with the relevant noise requirements when maintained, overhauled and repaired in accordance with the CAMA requirements outlined therein.

4.4.6 The format of the Noise Certificate is as per form No: AWF-NOS-002. Validity of Noise Certificate is unlimited.

4.4.7 All the required information as per AWF-NOS-001 shall be provided by the applicant at the time of application. This form caters for the information required by Chapter I of PART II of Volume I of ICAO Annex 16.

## 4.5 REQUIREMENTS

4.5.1 In addition to paragraph 4.4, the applicant shall be required to provide the following particulars:

- (a) the national requirements with which the aircraft complies title, issue numbers and effective date; and
- (b) such deviations from the national requirements as may have been authorised in writing by the Authority which issued the Noise Certificate.

4.5.2 During the investigation of the aircraft, the CAMA may decide that additional requirements must be listed as “Additional Requirements” in writing to the applicant.

4.5.3 It shall be the responsibility of the applicant to obtain such additional technical information as the CAMA may require in respect of the aircraft, its engines and equipment.

4.5.4 Particulars of any special measures needed for the maintenance of the appropriate noise certification standards shall be included in the maintenance, overhaul and repair manuals.

4.5.5 CAMA shall suspend or revoke the noise certification of an aircraft on its register if the aircraft ceases to comply with the applicable noise Standards. CAMA shall not remove the suspension of a noise certification or grant a new noise certification unless the aircraft is found, on reassessment, to comply with the applicable noise Standards.

**4.6** Unless otherwise specified in this chapter, the date to be used by CAMA in determining the applicability of the Standards in this Chapter and applicable chapter of Annex 16 volume 1 part II shall be the date of application submitted to the State of Design for a type certificate, or the date of application under an equivalent prescribed procedure by the certifying authority of the State of Design. The application shall be effective for a duration equal to the period applied in the designation of the airworthiness regulations appropriate to the aircraft type, except in special cases where the certifying authority

accepts an extension of this period.

## **SECTION 5. RADIO AND RADIO NAVIGATION EQUIPMENT**

### **5.1 APPLICATION FOR RADIO LICENCE**

Licenses to operate a radio station in an aircraft are issued by the Ministry of Communications, Sana'a, Republic of Yemen.

**Note:** Refer to YCAR-OPS 1 and 3, Subpart L for radio and navigation equipment requirements.

## **SECTION 6. MASS AND BALANCE OF AIRCRAFT**

### **6.1 GENERAL**

- 6.1.1 Operators of aircraft operating under YCAR OPS 1 or 3 requirements as well as operators of aircraft exceeding 5700 KG MTOM shall follow YCAR OPS 1 or 3, as applicable, Subpart J requirements to establish the mass and the centre of gravity.
- 6.1.2 Operators of aircraft below 5700 KG MTOM not operating under YCAR OPS 1 or 3 shall carry out actual weighing of aircraft at the time of delivery and, thereafter at intervals not exceeding 5 years.
- 6.1.3 All operators shall re-weigh aircraft at such times as required by the CAMA, responsible Design Organisations or Manufacturers as applicable.

## **SECTION 7. REVOCATION, SUSPENSION AND VARIATION OF CERTIFICATES, LICENCES AND OTHER DOCUMENTS.**

### **7.1 GENERAL**

- 7.1.1 The CAMA shall, if it seems fit, provisionally suspend or vary any certificate, license, approval, permission, exemption, authorization or other document issued by the CAMA pending inquiry into or consideration of the case. The Authority shall, on sufficient ground being shown to its satisfaction after due inquiry, revoke, suspend or vary any such certificate, license, approval, permission, exemption, authorisation or other document. The holder or any person having the possession or custody of any certificate, license, approval, permission, exemption or other document which has been revoked, suspended or varied shall surrender it to the CAMA within a reasonable time after being required to do so.
- 7.1.2 The breach of any condition subject to which any certificate, license, approval, permission, exemption or other documentation has been granted or issued, or which has effect in the absence of provision to the contrary in the document, renders the document invalid during the continuance of the breach.

## **SECTION 8. FLIGHT PERMIT**

### **8.1 GENERAL**

- 8.1.1 A Flight Permit may be issued by the CAMA:

- (a) For an aircraft that may not currently meet applicable Airworthiness Requirements but is safe to fly to:
  - i. a base where repairs, alterations, or maintenance are to be performed, or to a point of storage ( without a valid C of A );
  - ii. deliver or export the aircraft to or from Yemen ( without a valid C of A );
  - iii. evacuate aircraft from areas of impending danger ( without a valid C of A );
  - iv. certify a repair or a post-TC change, when test flight is required by the Approved Design Organisation; or
  - v. reinstate the validity of the C of A.

Note: For Post Maintenance Check Flights required by the Aircraft Maintenance Manual or Flight Tests required by the Organisation's procedures, no Flight Permit is required.

- vi. Outside the certified flight envelope.
- (b) To authorise the operation of an aircraft at a weight in excess of its maximum certificated takeoff mass for flight beyond the normal range over water or over land area where landing facilities or appropriate fuel is not available.
- (c) The excess weight that may be authorised under this Section is limited to the additional fuel, fuel carrying facilities and navigation equipment necessary for the flight.

## **8.2 RESERVED**

## **8.3 APPLICATION**

8.3.1 An applicant for a Flight Permit shall submit an application in a form and manner prescribed by the CAMA indicating:

- (a) the purpose of the flight;
- (b) the proposed itinerary;
- (c) the crew required to operate the aircraft and its equipment, e.g. pilot, co-pilot, etc.
- (d) The operators description on how the aircraft meets the AW regulation for the intended safe operation of the aircraft;
- (e) any additional restriction the applicant considers necessary for safe operation of the aircraft;
- (f) any other information considered necessary by the CAMA for the purpose of prescribing operating limitations.

8.3.2 In accordance with the established rules, a current insurance policy for aircraft, crew, passengers, third party personnel and property damage liability shall be submitted with the application. The policy shall clearly specify coverage of flights under Flight Permit conditions.

8.3.3 Prior to commencement of the flight, the aircraft shall have a Certificate of Fitness for Flight issued in accordance with YCAR-AIR, Section 11.

## **SECTION 9. AIRCRAFT, ENGINE AND PROPELLER LOG BOOKS**

9.1 In addition to any other log books required by the CAMA, the following log books shall be kept in respect of aircraft registered in the Republic of Yemen.

### **9.1.1 Aircraft Log Book**

The following entries shall be included in the aircraft log book:

- (a) the name of the constructor, the type of the aircraft, the number assigned to it by the constructor and the date of the construction of the aircraft;
- (b) the nationality and registration marks of the aircraft;
- (c) the name and address of the operator of the aircraft;
- (d) the date of each flight and the duration of the period between take-off and landing, or, if more than one flight was made on that day, the number of flights and the total duration of the periods between takeoffs and landings on that day;
- (e) particulars of all maintenance work carried out on the aircraft or its equipment;
- (f) particulars of any defects occurring in the aircraft or in any equipment required to be carried therein and of the action taken to rectify such defects including a reference to the relevant entries in the technical log; and
- (g) particulars of any overhauls, repairs, replacements and modifications relating to the aircraft, or any such equipment as aforesaid provided that entries shall not be required to be made under sub-paragraphs (e), (f) and in respect of any engine or variable pitch propeller.

### **9.1.2 Engine Log Book**

The following entries shall be included in the engine log book:

- (a) the name of the constructor, the type of the engine, the number assigned to it by the constructor and the date of the construction of the engine;
- (b) the nationality and registration mark of the aircraft onto which the engine is fitted;
- (c) the name and address of the operator of each such aircraft;
- (d) either the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between and landings on that day; or the aggregate duration of periods between take-off and landing for all flights made by that aircraft since the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the engine;
- (e) particulars of all maintenance work done on the engine;
- (f) particulars of any defects occurring in the engine and of the rectification of such defects, including a reference to the relevant entries in the technical log required.
- (g) particulars of all overhauls, repairs, replacements and modifications relating to the engine or any of its accessories.

### **9.1.3 Variable Pitch Propeller Log Book**

The following entries shall be included in the variable pitch propeller log book:

- (a) the name of the constructor, the type of the propeller, the number assigned to it by

the constructor and the date of the construction of the propeller;

- (b) the nationality and registration marks of each aircraft and the type and number of engine to which the propeller is fitted;
- (c) the name and address of the operator of each such aircraft;
- (d) either:
  - (1) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take offs and landings on that day; or
  - (2) the aggregate duration of periods between take-off and landing for all flights made by that aircraft since the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the propeller;
- (e) particulars of all maintenance work done on the propeller;
- (f) particulars of any defects occurring in the propeller, and of the rectification of such defects, including a reference to the relevant entries in the technical log required.
- (g) particulars of any overhauls, repairs, replacements and modifications relating to the propeller.

9.2 Entries in a log book may refer to other documents, which shall be clearly identified, and any other document so referred to shall be deemed, for the purposes of this Section, to be part of the log book.

9.3 It shall be the duty of the operator of every aircraft in respect of which log books are required to be kept, to keep them or cause them to be kept in accordance with the foregoing provisions of this Section.

9.4 The operator of any aircraft registered in the Republic of Yemen shall retain maintenance records for a period not less than two years after the expiry of the validity of such records, or for such longer period of time as the Civil Aviation and Met. Authority may require, except that, subject to provisions of this Section, log books shall be preserved by the owner of the aircraft until a date two years after the aircraft, the engine or the variable pitch propeller, as the case may be, has been destroyed or has been permanently withdrawn from use.

## 10 APPENDICES

Note: Applicants that, at the time of submitting application, do not have complete documentation, including but not limited to the original power of attorney/evidence of representation and certified true copies of aircraft documentation, can submit such documents afterwards during the approval of the process. The pending documentation shall be completed and submitted before the process is completed and relevant certifications are issued. The CAMA subject to its satisfaction with the submitted supporting documentation may accept document (s) other than the ones prescribed in Appendix 1. An affidavit stating why the applicant cannot produce required document may be accepted by the CAMA. This affidavit must be original, notarized and signed by the applicant who must have aircraft owner's authorization to sign affidavit.

**APPENDIX 1**  
**(Table 1)**

1\*: The application shall be submitted to CAMA.

REGISTRATION OF AIRCRAFT	
REQUIREMENTS	
1. CAMA application and original signed application form a*	
2. Original power of attorney or original documentary evidence of aircraft owner's representation b*	
3. Certified true copy of evidence of existence of aircraft owner (if it is an entity) c*	
4. Photocopy of passport of aircraft owner (if it is not an entity) b*	
5. Evidence of managerial title of aircraft owner b*	
6. Certified true copy of evidence of aircraft owner's property title d*	
7. Certified true copy of aircraft lease, and/or sub-lease agreement (as applicable) and evidence of managerial title of signatory parties c* and d*	
8. Photocopy of aircraft non-registration/de-registration certificate issued by foreign Civil Aviation Authority f*	
9. Certified true copy of notarised no objection or consent letter issued by aircraft's lien holders and/or aircraft owner/ (as applicable) c* and f*	
10. Certified true copy of aircraft insurance certificate/policy c*	
11. CAMA fee e*	
12. CD with aircraft documentation g*	

a\*: The applicant shall submit and the applicable original CAMA application form signed by the aircraft owner or its representative supported by a power of attorney or evidence of representation. The CAMA forms are available at CAMA website.

**Note 3:** The aircraft (including balloon) model to be registered shall be type accepted in Yemen. Information regarding type acceptance certificate can be found in this chapter.

b\*: (a) The original notarised power of attorney shall be shown to the CAMA and a copy of it shall be submitted for the CAMA recordation. In case the power of attorney is not available, the CAMA may accept any other original documentary evidence of authorisation (its equivalent) giving full powers to submit the related CAMA application and/or all required documentation associated to such party granting authorities.

(b) The power of attorney (POA) or its equivalent shall be notarised and include at least:

- i) Its expiry date stated therein,
- ii) If an expiry date is not stated therein and the power of attorney is older than 3 years, the CAMA may request the party (e.g. aircraft owner) who is giving powers to certify in writing that the authority to sign shown by the power of attorney is still in effect. The herein referred written confirmation shall be original.

(c) The above referred original documents shall only be submitted when the aircraft owner is represented. If the owner is a physical person and he is not represented, owner's passport copy will suffice if the original of it is seen by CAMA. If it is an entity and a representative of it submits application to the CAMA, the above paragraph 2\* (a) shall apply.



(d) Documentary evidence means an original notarised authorisation letter from the person/entity granting authorities (e.g. original entity board resolution where the applicant is assigned to act on behalf of the entity granting authorities) or any other original evidence of representation that CAMA may find acceptable for aircraft registration purposes.

**Note 4:** In addition to the above information, the AW inspector may request passport copy of signatory parties associated with the submitted aircraft documentation.

c\*: For the purpose of this Chapter:

(a) Certified True Copy means: a photocopy of an original document stamped, signed and dated as 'certified true copy of the original document' by a notary, aircraft operator's solicitor or lawyer, the aircraft owner or his/her representative supported by power of attorney (e.g. aircraft operator) or by an authorised person from the entity or corporation which issued the document to be certified as true copy.

(b) Document and/or signature notarised means, to have a document's content and/or party's signature attested by a notary. The notary shall be from the jurisdiction where the document was issued.

(c) Ownership title means, the title listed or to be listed in a Certificate of Registration (e.g. mortgagee, security trustee, lessor, etc.).

(d) Aircraft owner means, the name and address of every person who is entitled to a legal interest in the aircraft or share as stated in aircraft bill of sale, purchase agreement or the provided evidence of ownership title, or in the case of an aircraft which is the subject of a lease agreement or any other aircraft property related agreement, the name and address of the involved parties (e.g. lessor and lessee).

(e) Evidence of existence of aircraft owner means, when aircraft's owner is an entity:

- i. a certified true copy of articles of incorporation of the entity with stamp of registration by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,
- ii. when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or,
- iii. a certified true copy of extract of entity registration certificate issued by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,
- iv. when a partnership is established by a Trust, a certified true copy of the complete trust instrument and a notarized trustee (s) affidavit confirming that the aircraft title has been transferred to the respective trustee (s).

d\*: Certified true copy of any instrument(s) or contract agreement(s) such as lease, sub-lease, bill of sale, mortgage, assignment of mortgage, or other document affecting title to, or interest in, aircraft property which shall be signed in ink by all parties involved in the agreement. A certified true copy of evidence of the signatory parties' managerial title who sign the above referred instruments shall also be provided.

Note 5: There is no need of notarisation of no objection letters, consent letters or authorization letters when those letters are originals and signed by an authorized signatory named in the submitted notarised POA. The original letter and a certified copy of the referred POA will be filed with the CAMA.

e\*: Payment of CAMA fees shall be made to the CAMA .

f\*:(a) When it is not a new aircraft, de-registration certificate/letter from the regulatory Aviation Authority of the State where the aircraft is already registered shall be submitted along with letter/certificate issued by the same Aviation Authority where it is evidenced that the aircraft has no liens or any pending mortgages. In case liens do exist against aircraft, original or certified copy of no objection or consent letter to the registration from the concerned holder or financial party(s) shall be provided with its signature duly notarised.

**Note 6:** In cases where the operator sub-leases an aircraft from a sub-lessor, the above consent letter shall also be submitted declaring that the lessor has no objection for the aircraft to be sub-leased to the operator. The consent letter from the lessor shall be notarised.

In case the de-registration certificate does not mention information regarding existing liens or lease, the aircraft owner, or his authorised representative, shall submit letter stating that there are no existing liens for the aircraft or if liens or lease do exist, he shall issue a letter stating the same and submit it along with a notarised no objection letter to the registration from the lien or lease holders.

**Note 7:** Confirmation Letters/ de-registration certificate shall be sent to the CAMA Aircraft Registry, by the Regulatory Aviation Authority.

g\*Once the process is completed and the Certificate is obtained, and for the purpose of aircraft file records, the applicant shall also submit all aircraft documentations on a CD rom or USB flash drive in accordance with the requirements set out by CAMA.

**(Table 2)**

<b>AMENDMENT TO CERTIFICATE OF REGISTRATION</b>
<b>REQUIREMENTS</b>
1. CAMA application and original signed application form a *
2. Original power of attorney or original documentary evidence of aircraft owner's representation b*
3. Certified true copy of evidence of existence of new aircraft owner (if it is an entity) c *
4. Photocopy of passport of new aircraft owner (if it is not an entity) b *
5. Evidence of managerial title of new aircraft owner b *
6. Certified true copy of evidence of new aircraft owner's property title d *
7. Original letter of undertaking (if it was signed by the CAMA for the aircraft) e *
8. Certified true copy of aircraft lease, and/or sub-lease agreement (as applicable) and evidence of managerial title of signatory parties c* and d*
9. Certified true copy of notarised no-objection/consent letter issued by aircraft's lien holders and/or aircraft owner/ (as applicable) c* and f*
10.Evidence of acknowledgement of aircraft operator g *
11.No-objection/consent letter issued by Authorised Party of IDERA (if applicable) c*, h* and appendix 3
12.Certified true copy of aircraft insurance certificate/policy c *
13.CAMA fee i *
14.Original Certificate of Registration with back side signed by the aircraft owner or his representative (if applicable) j *
15.The aircraft registration plate shall be removed and replaced k *
16.CD with aircraft documentation l *

a\*: The applicant shall submit the applicable original CAMA application form signed by the aircraft owner or its representative supported by a power of attorney or evidence of representation. The CAMA forms are available at CAMA website.

b\*: (a) The original notarised power of attorney shall be shown to the CAMA and a copy of it shall be submitted for the CAMA recordation. In case the power of attorney is not available, the CAMA may accept any other original documentary evidence of authorisation (its equivalent) giving full powers to submit the related CAMA application and/or all required documentation associated to such party granting authorities.

(b) The power of attorney (POA) or its equivalent shall be notarised and include at least:

i) Its expiry date stated therein,

ii) If an expiry date is not stated therein and the power of attorney is older than 3 years, the CAMA may request the party (e.g. aircraft owner) who is giving powers to certify in writing that the authority to sign shown by the power of attorney is still in effect. The herein referred written confirmation shall be original.

(c) The above referred original documents shall only be submitted when the aircraft owner is represented. If the owner is a physical person and he is not represented, owner's passport copy will suffice if the original of it is seen by CAMA. If it is an entity and a representative of it submits application to the CAMA, the above paragraph 2\* (a) shall apply.

(d) Documentary evidence means an original notarised authorisation letter from the person/entity granting authorities (e.g. original entity board resolution where the applicant is assigned to act on behalf of the entity granting authorities) or any other original evidence of representation that CAMA may find acceptable for aircraft registration purposes.

Note 8: In addition to the above information, the AW inspector may request passport copy of signatory parties associated with the submitted aircraft documentation.

c\*: For the purpose of this Chapter:

(a) Certified True Copy means: a photocopy of an original document stamped, signed and dated as 'certified true copy of the original document' by a notary, aircraft operator's solicitor or lawyer, the aircraft owner or his/her representative supported by power of attorney (e.g. aircraft operator) or by an authorised person from the entity or corporation which issued the document to be certified as true copy.

(b) Document and/or signature notarised means, to have a document's content and/or party's signature attested by a notary. The notary shall be from the jurisdiction where the document was issued.

(c) Ownership title means, the title listed or to be listed in a Certificate of Registration (e.g. mortgagee, security trustee, lessor, etc.).

(d) Aircraft owner means, the name and address of every person who is entitled to a legal interest in the aircraft or share as stated in aircraft bill of sale, purchase agreement or the provided evidence of ownership title,, or in the case of an aircraft which is the subject of a lease agreement or any other aircraft property related agreement, the name and address of the involved parties (e.g. lessor and lessee).

(e) Evidence of existence of new aircraft owner means, when aircraft's owner is an entity:

- i. a certified true copy of articles of incorporation of the entity with stamp of registration by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,
- ii. when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or,
- iii. a certified true copy of extract of entity registration certificate issued by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,
- iv. when a partnership is established by a Trust, a certified true copy of the complete trust instrument and a notarized trustee (s) affidavit confirming that the aircraft title has been transferred to the respective trustee (s).

d\*: Certified true copy of any instrument(s) or contract agreement(s) such as lease, sub- lease, bill of sale, mortgage, assignment of mortgage, or other document affecting title to, or interest in, aircraft property which shall be signed in ink by all parties involved in the agreement. A certified true copy of the signatory parties' managerial title who sign the above referred instrument(s) shall also be provided.

Note 9: There is no need of notarisation of no objection letters, consent letters or authorization letters when those letters are originals and signed by an authorized signatory named in the submitted notarised POA. The original letter and a certified true copy of the referred POA will be filed with the CAMA.

e\*: The original letter of undertaking previously issued by the CAMA in favour to registered owner, mortgagee, security trustee or any other registered entity having legal aircraft ownership title; otherwise, original letter of its declaration of loss signed and stamped by the registered entity on entity's letterhead. This will apply to those aircraft registered before Yemen's ratification to the Cape Town Convention (effective in October 2011) for which the CAMA did issue letter of undertaking.

f\*:(a) Original or certified copy of no objection or consent letter to the amendment of certificate of registration from the concerned holder (s) (e.g. mortgagee, security trustee or any other party as listed in the COR as having security or liens over the aircraft) shall be provided with its signature duly

notarised. The signatory of the no objection or consent letter shall be the director/person legally authorised by the entity and evidence of his/her authorisation to act on behalf of the entity shall be provided.

**Note 10:** In cases where the operator subleases an aircraft from a sublessor, the above consent letter shall also be submitted declaring that the lessor has no objection for the aircraft to be subleased to the operator. The consent letter from the lessor should be submitted duly notarised.

(b) If the registered owner or new owner is an individual and he/she is personally submitting the application, the above-referred consent letter is not required; however, proof of his/her identity shall be evidenced by showing his original passport.

g\* Evidence of acknowledgement from the aircraft operator (e.g. cancellation of the lease agreement), if the application is not submitted by the operator acting on behalf of the owner

h\*: If applicable, no objection or consent letter from the Authorised Party mentioned on the IDERA letter if it is so recorded against the aircraft; the signatory of the no objection or consent letter should be the director/person legally authorised by the company. Refer to appendix 3.

i\*: Payment of CAMA fees shall be made to the CAMA.

J\*: The back side of the certificate of registration shall be signed if it is so required in the submitted certificate

k\* Refer to Section 2, paragraphs 2.1.3 and 2.14. of this Regulation.

l\* Once the process is completed and the Certificate is obtained, and for the purpose of aircraft file records, the applicant shall also submit all aircraft documentations on a CD rom or USB flash drive in accordance with the requirements set out by CAMA.

**Note 11:** In addition to Table 2 requirements, refer also to AMC 2 to 1.3.1 when changing commercial name of one of the parties as stated in the COR (e.g. the name of aircraft owner, operator, mortgagee, security trustee or any other party as listed in the COR).

**(Table 3)**

DE-REGISTRATION OF AIRCRAFT
REQUIREMENTS
1. CAMA on-line application and original signed application form a*
2. Original power of attorney or original documentary evidence of aircraft owner's representation (if evidence of representative's authorisation if not already in aircraft file) *b
3. Original letter of undertaking (if it was signed by the CAMA for the aircraft) d*
4. No-objection/consent letter issued by Authorised Party of IDERA (if applicable) c*, e* and appendix 3
5. Certified true copy of notarised no objection or consent letter issued by aircraft's lien holders (as applicable) c* and f*
6. Evidence of acknowledgement of aircraft operator (e.g. cancelation of lease agreement) c* and g*
7. Original Certificate of Registration with back side signed by the aircraft owner or his representative (if applicable) h*
8. Original aircraft certificates issued by CAMA & Ministry of Telecommunications i*
9. Proof that Mode S Code and ELT code have been cancelled (if applicable)
10. The registration mark and aircraft identification plate shall be removed and replaced (if applicable) j*
11. CD with aircraft documentation k*

a\*: The applicant shall submit the applicable original CAMA application form signed by the aircraft owner or its representative supported by a power of attorney or evidence of representation. The CAMA forms are available at CAMA website.

b\*: (a) The original notarised power of attorney shall be shown to the CAMA and a copy of it shall be submitted for the CAMA recordation. In case the power of attorney is not available, the CAMA may accept any other original documentary evidence of authorisation (its equivalent) giving full powers to submit the related CAMA application and/or all required documentation associated to such party granting authorities.

(b) The power of attorney (POA) or its equivalent shall be notarised and include at least:

i) Its expiry date stated therein,

ii) If an expiry date is not stated therein and the power of attorney is older than 3 years, the CAMA may request the party (e.g. aircraft owner) who is giving powers to certify in writing that the authority to sign shown by the power of attorney is still in effect. The herein referred written confirmation shall be original.

(c) The above referred original documents shall only be submitted when the aircraft owner is represented. If the owner is a physical person and he is not represented, owner's passport copy will suffice if the original of it is seen by CAMA. If it is an entity and a representative of it submits application to CAMA, the above paragraph 2\* (a) shall apply.

(d) Documentary evidence means an original notarised authorisation letter from the person/entity granting authorities (e.g. original entity board resolution where the applicant is

assigned to act on behalf of the entity granting authorities) or any other original evidence of representation that CAMA may find acceptable for aircraft registration purposes.

**Note 12:** In addition to the above information, the AW inspector may request passport copy of signatory parties associated with the submitted aircraft documentation.

c\*: For the purpose of this Chapter:

(a) Certified True Copy means: a photocopy of an original document stamped, signed and dated as 'certified true copy of the original document' by a notary, aircraft operator's solicitor or lawyer, the aircraft owner or his/her representative supported by power of attorney (e.g. aircraft operator) or by an authorised person from the entity or corporation which issued the document to be certified as true copy.

(b) Document and/or signature notarised means, to have a document's content and/or party's signature attested by a notary. The notary shall be from the jurisdiction where the document was issued.

(c) Ownership title means, the title listed or to be listed in a Certificate of Registration (e.g. mortgagee, security trustee, lessor, etc.).

(d) Aircraft owner means, the name and address of every person who is entitled to a legal interest in the aircraft or share as stated in aircraft bill of sale, purchase agreement or the provided evidence of ownership title,, or in the case of an aircraft which is the subject of a lease agreement or any other aircraft property related agreement, the name and address of the involved parties (e.g. lessor and lessee).

(e) Evidence of existence of aircraft owner means, when aircraft's owner is an entity:

- i. a certified true copy of articles of incorporation of the entity with stamp of registration by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,
- ii. when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or,
- iii. a certified true copy of extract of entity registration certificate issued by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,
- iv. when a partnership is established by a Trust, a certified true copy of the complete trust instrument and a notarized trustee (s) affidavit confirming that the aircraft title has been transferred to the respective trustee (s).

e\*: If applicable, no objection or consent letter from the Authorised Party mentioned on the IDERA letter if it is so recorded against the aircraft; the signatory of the no objection or consent letter should be the director/person legally authorised by the company. Refer to appendix 3.

f\*: Original or certified copy of no objection or consent letter from the concerned holder (s) (e.g. mortgagee, security trustee or any other party as listed in the COR as having security or liens over the aircraft) shall be provided with its signature duly notarised. The signatory of the no objection or consent letter shall be the director/person legally authorised by the entity and evidence of his/her authorisation to act on behalf of the entity shall be provided.

**Note 13:** There is no need of notarisation of no objection letters, consent letters or authorization letters when those letters are originals and signed by an authorized signatory named in the submitted notarised POA. The original letter and a certified copy of the referred POA will be filed with the CAMA.

g\* Evidence of acknowledgement from the aircraft operator (e.g. cancellation of the lease agreement), if the application is not submitted by the operator acting on behalf of the owner. The affidavit referred to in note number 2 of this appendix does not apply to this requirement.

h\*: The back side of the certificate of registration shall be signed if it is so required in the submitted certificate

i\*: All original aircraft certificates and documents issued by the CAMA & the Ministry of Telecommunications of the Republic of Yemen for the subject aircraft shall be returned to the CAMA (e.g. COR, COA, Noise Certificate, Radio Licence, etc.)

j\*: Refer to paragraphs 2.1.3 and 2.1.4 of this Regulation.

k\*: Once the process is completed and the certificate is obtained, and for the purpose of aircraft file records, the applicant shall also submit all aircraft documentations on a CD rom or USB flash drive in accordance with the requirements set out by CAMA.

**Note 15:** The CAMA will send notification on the aircraft de-registration to Yemen local department (s) of Civil Aviation where the aircraft is based or operates from.



(Table 4)

DE-REGISTRATION OF AIRCRAFT ENFORCING IDERA LETTER
REQUIREMENTS
1. CAMA application and CAMA application form a*
2. Original power of attorney or original documentary evidence of Authorised Party's representation or his Certified Designee b* and c*
3. Certified true copy of evidence of existence of the Authorised Party (if it is an entity) c*
4. Evidence of managerial title of the Authorised Party b*
5. Original Certificate of Registration with back side signed by the aircraft owner or his representative (if applicable) d*
6. Original aircraft certificates issued by CAMA & Ministry of Telecommunications e*
7. Proof that Mode S Code and ELT code have been cancelled (if applicable)
8. The registration mark and aircraft identification plate shall be removed (if applicable) f*
9. Original certified designee letter. Refer to appendix 4 (this will suffice as evidence of authorisation to the aircraft de-registration given by the Authorised Party)
10. Original confirmation letter from the Authorised Party. Refer to appendix 2.
11. Original IDERA letter or its declaration of loss g*
12. Photocopy of Priority Search Certificate issued by the International Registry h*
13. CD with aircraft documentation i*

a\*: The applicant shall submit the applicable original CAMA application form signed by the aircraft owner or its representative supported by a power of attorney or evidence of representation. The CAMA forms are available at CAMA website.

b\*: (a) The original notarised power of attorney shall be shown to the CAMA and a copy of it shall be submitted for the CAMA recordation. In case the power of attorney is not available, the CAMA may accept any other original documentary evidence of authorisation (its equivalent) giving full powers to submit the related CAMA application and/or all required documentation associated to such party granting authorities.

(a) The power of attorney (POA) or its equivalent shall be notarised and include at least:

i) Its expiry date stated therein,

ii) If an expiry date is not stated therein and the power of attorney is older than 3 years, the CAMA may request the party (e.g. aircraft owner) who is giving powers to certify in writing that the authority to sign shown by the power of attorney is still in effect. The herein referred written confirmation shall be original.

(b) Documentary evidence means an original notarised authorisation letter from the person/entity granting authorities (e.g. original entity board resolution where the applicant is assigned to act on

behalf of the entity granting authorities) or any other original evidence of representation that CAMA may find acceptable for aircraft registration purposes.

**Note 16:** In addition to the above information, the AW inspector may request passport copy of signatory parties associated with the submitted aircraft documentation.

c\*: For the purpose of this Chapter:

- (a) Certified True Copy means: a photocopy of an original document stamped, signed and dated as 'certified true copy of the original document' by a notary, aircraft operator's solicitor or lawyer, the aircraft owner or his/her representative supported by power of attorney (e.g. aircraft operator) or by an authorised person from the entity or corporation which issued the document to be certified as truecopy.
- (b) Document and/or signature notarised means, to have a document's content and/or party's signature attested by a notary. The notary shall be from the jurisdiction where the document was issued.
- (c) Ownership title means, the title listed or to be listed in a Certificate of Registration (e.g. mortgagee, security trustee, lessor, etc.).
- (d) Aircraft owner means, the name and address of every person who is entitled to a legal interest in the aircraft or share as stated in aircraft bill of sale, purchase agreement or the provided evidence of ownership title,, or in the case of an aircraft which is the subject of a lease agreement or any other aircraft property related agreement, the name and address of the involved parties (e.g. lessor and lessee).
- (e) Evidence of existence of Authorised Party or his Certified Designee means:
  - i. a certified true copy of articles of incorporation of the entity with stamp of registration by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,
  - ii. when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or,
  - iii. a certified true copy of extract of entity registration certificate issued by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,
  - iv. when a partnership is established by a Trust, a certified true copy of the complete trust instrument and a notarized trustee (s) affidavit confirming that the aircraft title has been transferred to the respective trustee (s).

d\* The back side of the certificate of registration shall be signed if it is so required in the submitted certificate

e\*: All original aircraft certificates and documents issued by the CAMA & the Ministry of Telecommunications of the Republic of Yemen for the subject aircraft shall be returned to the CAMA (e.g. COR, COA, Noise Certificate, Radio License, etc.)

f\*: Refer to Section 2, paragraphs 2.1.3 and 2.1.4 of this Regulation.

g\*: Original IDERA letter of its declaration of loss signed and stamped on entity's letterhead.

h\*: To obtain International Registry Priority Search Certificate, refer to <https://www.internationalregistry.aero>

i\*: Once the process is completed and the Certificate is obtained, and for the purpose of aircraft file records, the applicant shall also submit all aircraft documentations on a CD rom or USB flash drive in accordance with the requirements set out by CAMA.

**Note 17:** The CAMA will send notification on the aircraft de-registration to Yemen local department (s) of Civil Aviation where the aircraft is based or operates from.

(Table 5)

<b>Aircraft Registration Process Requirements</b>	<b>Aircraft Title Search Certificate</b>	<b>Non-Registration of Aircraft Certificate</b>	<b>Reservation of registration mark</b>	<b>Assignment of Mode S Code</b>	<b>Replacement of Certificate</b>
<b>Original CAMA application form</b>	X	X	X	X	X
<b>CAMA fee</b>	Not applicable	Not applicable	Not applicable	Not applicable	X

**APPENDIX 2 - Form template for requesting aircraft de-registration enforcing an Irrevocable De- Registration and Export Request (IDERA) (Original of this letter shall be submitted)**

Date:

To: Civil Aviation and Met. Authority (CAMA)  
P.O. Box: 7251  
Sana'a, Yemen

Sir/Madam:

The undersigned is the AUTHORISED PARTY under Article XIII (3) of the Protocol to the Cape Town Convention of International Interests in Mobile Equipment on Matters Specific to Aircraft and in relation to aircraft:

**Make:**

**Model:**

**7O Registration No.:** \_\_\_\_\_ **Serial Number:** \_\_\_\_\_

together with all installed, incorporated or attached accessories, parts and equipment, ('the aircraft') wishes as the Authorised Party in accordance with the provision of I.D.E.R.A. dated [*insert date*] to procure the de-registration of the aircraft from the aircraft register maintained by Yemen Civil Aircraft Register for the purposes of Chapter III of the Convention on International Civil Aviation, signed at Chicago, on 7 December 1944, and also procure the export and physical transfer of the Aircraft from the Republic of Yemen to [*insert name of the Aviation Authority, if applicable*].

The signatory hereby certifies, that all registered interests ranking in priority to that of the Authorised Party in whose favour the authorisation [I.D.E.R.A.] has been issued have been discharged **or** that the holders of such interests have consented to the de-registration and export of the aircraft from the Republic of Yemen.

Yours faithfully,

Signed by the Authorised Party (Signature shall be notarised)

Name(s):

Title:

Phone(s):

Email:

**APPENDIX 3 - Form Template for an IDERA Irrevocable De-Registration and Export  
revocation request (Original of this letter shall be submitted)**

Date:

To: Civil Aviation and Met. Authority (CAMA)

P.O. Box: 7251

Sana'a, Yemen

Sir/Madam:

The undersigned is the *[insert as appropriate, AUTHORISED PARTY or CERTIFIED DESIGNEE]* under Article XIII (3) of the Protocol to the Cape Town Convention of International Interests in Mobile Equipment on Matters Specific to Aircraft and in relation to aircraft:

**Make:**

**Model:**

**7O Registration No.:** \_\_\_\_\_ **Serial Number:** \_\_\_\_\_

(together with all installed, incorporated or attached accessories, parts and Equipment, THE ~"AIRCRAFT"), wishes to remove the IDERA dated [insert date] as recorded on the Aircraft Register maintained by Yemen Civil Aviation and Met. Authority .

Yours faithfully,

Signed by the Authorised Party or its Certified Designee:

Name(s):

Title:

Phone(s):

Email:

(Signature shall be notarised)

**Note:** *If this form is signed by the Certified Designee and its capacity is not yet recorded in the aircraft file, it shall be submitted along with the recommend form of Appendix 4.*

**APPENDIX 4 - Form template for submitting Certified Designee confirmation letter in relation to an Irrevocable De-registration & Export Request Authorisation (IDERA) (Original of this letter shall be submitted)**

Date:

To: Civil Aviation and Met. Authority (CAMA)

P.O. Box: 7251

Sana'a, Yemen

Sir/Madam:

The undersigned, *[insert name of Authorised Party]* as the AUTHORISED PARTY under Article XIII of the Protocol to the Cape Town Convention of International Interests in Mobile Equipment on Matters Specific to Aircraft (the AIRCRAFT PROTOCOL) and in relation to aircraft:

**Make:**

**Model:**

**70 Registration No.:** \_\_\_\_\_ **Serial Number:** \_\_\_\_\_

(together with all installed, incorporated or attached accessories, parts and equipment, "THE AIRCRAFT"), hereby confirms that that *[insert name, designation of entity to be designated]* is the Certified Designee who shall be the sole person entitled to exercise the remedies specified in Article IX of the AIRCRAFT PROTOCOL in accordance with the authorisation and applicable Yemen aviation safety laws and regulations as well as the confirmations and authorisations in my favour set out in the IDERA authorisation dated *[insert date]* issued by *[insert name of Aircraft operator]*.

Please, acknowledge your agreement to this request and its terms by appropriate notation in the space provided below.

Yours faithfully,

Signed by the Authorised Party: Name(s):

Title: Phone(s):

Email:

(Signature shall be notarised)

Acknowledged and lodged by the CAMA: Date:

Signature: Name:

Title:

## APPENDIX 5- Classification of Aircraft

- 1- Aircraft shall be classified in accordance with Table 1.
- 2- An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.
- 3- Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.

**Table 1. Classification of aircraft**

AIRCRAFT	Lighter-than-air aircraft	Non-power-driven	Free balloon	<ul style="list-style-type: none"> <li>Spherical free balloon</li> <li>Non-spherical free balloon</li> </ul>
			Captive balloon	<ul style="list-style-type: none"> <li>Spherical captive balloon</li> <li>Non-spherical captive balloon<sup>1</sup></li> </ul>
		Power-driven	Airship	<ul style="list-style-type: none"> <li>Rigid airship</li> <li>Semi-rigid airship</li> <li>Non-rigid airship</li> </ul>
	Heavier-than-air aircraft	Non-power-driven	Glider	Land glider
			Kite <sup>4</sup>	Sea glider <sup>2</sup>
		Power-driven	Aeroplane	<ul style="list-style-type: none"> <li>Landplane<sup>3</sup></li> <li>Seaplane<sup>2</sup></li> <li>Amphibian<sup>2</sup></li> </ul>
			Rotorcraft	<ul style="list-style-type: none"> <li>Gyroplane <ul style="list-style-type: none"> <li>Land gyroplane<sup>3</sup></li> <li>Sea gyroplane<sup>2</sup></li> <li>Amphibian gyroplane<sup>2</sup></li> </ul> </li> </ul>
				<ul style="list-style-type: none"> <li>Helicopter <ul style="list-style-type: none"> <li>Land helicopter<sup>3</sup></li> <li>Sea helicopter<sup>2</sup></li> <li>Amphibian helicopter<sup>2</sup></li> </ul> </li> </ul>
			Ornithopter	<ul style="list-style-type: none"> <li>Land ornithopter<sup>3</sup></li> <li>Sea ornithopter<sup>2</sup></li> <li>Amphibian ornithopter<sup>2</sup></li> </ul>

1. Generally designated "kite-balloon".

2. "Float" or "boat" may be added as appropriate.

3. Includes aircraft equipped with ski-type landing gear (substitute "ski" for "land").

4. For the purpose of completeness only.

(FRONT SIDE)

<p>  </p> <p> <b>REPUBLIC OF YEMEN</b>  <b>CIVIL AVIATION &amp; MET. AUTHORITY</b>  <b>AVIATION SAFETY SECTOR</b> </p> <p> <b>شهادة تسجيل</b>  <b>CERTIFICATE OF REGISTRATION</b> </p>		<p>R -</p> <p> <b>الجمهورية اليمنية</b>  <b>الهيئة العامة للطيران المدني والارصاد</b>  <b>قطاع سلامة الطيران</b> </p>
<p>الجنسية وعلامة التسجيل</p> <p>1-Nationality and Registration Mark</p>	<p>اسم الصانع والطراز للطائرة</p> <p>2- Manufacturer and Manufacturer's Designation of Aircraft</p>	<p>الرقم المسلسل للطائرة</p> <p>3- Aircraft Serial No.</p>
<p>4- Name of owner :.,</p> <p>اسم المالك</p>		
<p>5- Address of owner :</p> <p>عنوان المالك :</p>		
<p>6- Name of operator:</p> <p>اسم المشغل :</p>		
<p>7- Address of operator:</p> <p>عنوان المشغل:</p>		
<p>نشيد بمقتضى هذا ان الطائرة المبينة أوصافها أعلاه قد قيدت في سجل الجمهورية اليمنية طبقاً لأحكام الاتفاقية الدولية للطيران المدني - شيكاغو بتاريخ 7 ديسمبر 1944م وقانون الطيران المدني رقم (12) لسنة 1993م واللوائح النافذة.</p>		
<p>6. It is hereby certified that above described aircraft has been duly entered on the register of Republic of Yemen in accordance with the Convention on International Civil Aviation dated 7<sup>th</sup> December 1944 and with the current Yemen Civil Aviation law No (12) 1993 and Regulations.</p>		
<p>Date of issue :</p>	<p>تاريخ الإصدار - -</p>	<p>Signature-----التوقيع</p> <p>and official stamp والختم الرسمي</p>
<p>Date: 30 September 2012</p>	<p>Revision: 1</p>	<p>CERTIFICATE OF REGISTRATION</p> <p>Form No: AWF-COR-007</p>



(BACK SIDE)

## تحويل أو إلغاء سجل الطائرة

اشهد بان ملكية الطائرة المبينة أو صافها بهذه الشهادة

تحويلت \* اعتباراً من ..... (اسم و عنوان المالك الجديد بحروف منفصلة) :

\* الغيت

الذي هو ..... و جنسيته .....

وسبب الإلغاء

تاريخ ..... توقيع المالك المسجل .....  
\*(الرجاء الغاء في حال عدم التطبيق)

## Transfer or cancellation of Registration of Aircraft

I hereby certify that ownership of the aircraft described in this Certificate of Registration has been:

Transferred as from .....

\* Cancelled

(Name of New Owner in Block Letters)

(Address of New Owner)

\* strike out if not applicable

To ..... of .....

Who is of ..... nationality

The reason for cancellation being .....

.....

Date: 01 JAN 2013

Revision: 1

CERTIFICATE OF REGISTRATION

Form No: AWF-COR-007