



NOTICE OF PROPOSED AMENDMENT - NPA 01-2020

Date of Issue: 15th January 2020

SUBJECT:

YCAR PART II –LICENSING REGULATIONS.

REASON:

The Civil Aviation and Meteorology Authority (CAMA) intends to amend YCAR Part II – Licensing Regulation, Chapter 1, 2, 3, 4, 5, 6 and 8 to be in line with international best practices and ICAO last Amendment to Annex 1.

RECOMMENDATION:

This NPA is published to announce to the public amendment proposals to YCAR Part II to entitle all concerned parties to:

- a) Review the attached proposed changes to regulation;
- b) Agree on the date of applicability to the proposed change set to 1st May 2020; and
- c) Send their comments on the changes and date of applicability to the below address by 15th February 2020.

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YEMEN CIVIL AVIATION REGULATIONS (YCARs)

YCAR PART II

CHAPTER – 1 –

LICENSING AND RATING REQUIREMENTS

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ISSUE HISTORY AND DATE OF APPLICABILITY

Issue No.	Date of issue	Date of applicability
Issue 00	June 2013	June 2013
Issue 01	November 2018	November 2018
Issue 02	January 2020	May 2020

HIGHLIGHTS OF CHANGE

Amendment	Subj
Issue: 01 November 2018	<p>Periodic review and alignment with ICAO Annex 1 latest amendment.</p> <p>Other changes made:</p> <ul style="list-style-type: none"> – Changes made to section “ISSUE HISTORY AND DATE OF APPLICABILITY Instead of RECORD OF AMENDMENTS” – 1.1 applicability amended divide Licences and ratings into tow groups Licences and Ratings for Flight crew and Other personnel. – 1.2 method of rendering a Licence valid amended. – 1.4 medical fitness amended. – 1.8 approved training and approved training orgoanization added. – 1.9 language proficiency amended. – 1.14 specifications and format of the personnel Licences amended. – Appendix 1. Requirements For Proficiency In Languages Used For Radiotelephony Communications – Appendix 2. Approved Training Organization – Appendix A - ICAO language proficiency rating scale added. – Appendix B - endorsement for automatically validated Licences added.
Issue: 02 January 2020	<ul style="list-style-type: none"> – Applicability amended – REQUIREMENT FOR LICENSES, RATINGS AND AUTHORIZATIONS changed to AUTHORITY TO ACT AS A FLIGHT CREW MEMBER – Remote flight crew member added – MEDICAL FITNESS amended. – VALIDITY OF LICENCES amended – DECREASE IN MEDICAL FITNESS amended – Par. 1.9.4 added to 1.9 APPROVED TRAINING AND APPROVED TRAINING ORGANIZATION – 1.10 LANGUAGE PROFICIENCY amended – AMC (1), (2), (3) 1.10 English Language Proficiency added – Par. 1.15.4 Arrangement of items amended – APPENDIX – 1 - REQUIREMENTS FOR PROFICIENCY IN LANGUAGES USED FOR RADIOTELEPHONY COMMUNICATIONS added – APPENDIX – 2 - APPROVED TRAINING ORGANIZATION added – APPENDIX - 3 – ENDORSEMENT FOR AUTOMATICALLY VALIDATED LICENCES added

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CHAPTER 1

1.0 GENERAL RULES CONCERNING LICENCES

1.1 APPLICABILITY

These Regulations are established for licensing the following personnel:

(a) Flight crew:

- Private Pilot-Aeroplane or Helicopter
- Commercial Pilot-Aeroplane or Helicopter
- Airline Transport Pilot-Aeroplane or Helicopter
- Flight engineer
- Flight Attendant (Cabin Crew)

(b) Other personnel

- Aircraft maintenance engineer
- Air Traffic Controller
- Flight Dispatcher

1.2 AUTHORITY TO ACT AS A FLIGHT CREW MEMBER

- (a) Unless specifically authorized by the CAMA, no person may act as a flight crew member of Yemen registered civil aircraft unless he/she holds a valid Licence showing compliance with the specifications of these regulations and appropriate to the duties to be performed by that person and issued by the CAMA or issued by any other ICAO Contracting State and rendered valid by the CAMA.
- (b) As of (3) November (2022), Unless specifically authorized by the CAMA, no person may act as a remote flight crew member unless he/she holds a valid Licence showing compliance with the specifications of these regulations and appropriate to the duties to be performed by that person and issued by the CAMA or issued by any other ICAO Contracting State and rendered valid by the CAMA.
- (c) CAMA requires that the flight crew members carry their appropriate licences on board for every aircraft engaged in international air operations.
- (d) The issuance of a Licence by the CAMA permits the holder of a Licence to exercise only the privileges granted by that Licence.
- (e) 1.2.5 The CAMA may suspend, vary or refuse to grant any Licence or rating issued under these regulations.

- (f) 1.2.6 No person may, within Yemen act as pilot in command or in any other capacity as a required pilot flight crewmember of a civil aircraft of foreign registry based in Yemen unless he/she has in his/her personal possession a Licence issued by the State of Registry of that aircraft or by any other ICAO Contracting State and rendered valid by the State of Registry of that aircraft.
- (g) The Republic of Yemen validation shall be carried with the foreign Licence and the validity shall not extend beyond the period of validity of the foreign Licence.

1.2.1 MEDICAL CERTIFICATE

No person may act as a flight crew member of Yemen registered civil aircraft unless he/she has in his/her personal possession an appropriate and current medical certificate issued by the CAMA or issued by any other ICAO Contracting State and rendered valid by the CAMA.

1.2.2 FLIGHT INSTRUCTOR RATING

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

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

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

1.2.3 INSTRUMENT RATING

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

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

1.2.4 CATEGORY II/III PILOT AUTHORIZATION

- 1.2.4.1 No person may act as pilot in command of a civil aircraft in a Category II/III operation unless he/she holds a current Category II/III pilot authorization for that type aircraft or, in the case of a civil aircraft of foreign registry, he/she is authorized by the country of registry to act as pilot in command of that aircraft in Category II/III operations.

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

1.2.5 PILOT LOGBOOK ENTRIES

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

(a) General

- i. Date.
- ii. Total time of flight.
- iii. Place, or points of departure and arrival, and number of landings

(b) Type of pilot experience or training

- i. Pilot in command or solo.
- ii. Second in command.
- iii. Flight instruction received from an authorized flight instructor.
- iv. Instrument flight instruction from an authorized flight instructor.
- v. Pilot ground trainer instruction.

(c) Conditions of flight

- i. Day or night
- ii. Actual instrument.
- iii. Simulated instrument conditions.

1.2.6 LOGGING OF PILOT TIME

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

- 1.2.6.2 Pilot-in-command flight time.

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

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

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

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

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

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

1.2.7 PRESENTATION OF LOGBOOK

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

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

1.2.8 FALSIFICATION OF LOGBOOKS, LICENCES OR APPLICATIONS

1.2.8.1 No person shall make or cause to be made:

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

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

1.3 METHOD OF RENDERING A LICENCE VALID

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

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

- 1.3.2 When an authorization under (1.2.1) is issued for use in commercial air transport operations, the CAMA shall confirm the validity of the other Contracting State's Licence before issuing the authorization.

- 1.3.3 Rendering a Licence valid pursuant to a formal agreement between Contracting States under common licensing regulations

- 1.3.3.1 Notwithstanding the provisions in (1.2.1) and (1.2.2), CAMA may automatically render valid other's Contracting State Licences, provided that the State shall have:

- (a) adopted common licensing regulations that are compliant with ICAO Annex 1;
- (b) entered into a formal agreement recognizing the automatic validation process;
- (c) established a surveillance system to ensure the continuing implementation of the common licensing regulations; and
- (d) registered the agreement with ICAO pursuant to Article 83 of the Convention on International Civil Aviation.

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

Note 2.— Common licensing regulations refer to a common licensing regulatory framework that is legally binding and directly applicable to

Contracting States party to the agreement, recognizing the automatic validation process. Common licensing regulations used by those States contain identical requirements for Licence issuance, maintenance of competency and recent experience. A regional aviation safety body can develop and maintain these common regulations for its member States.

1.3.3.2 An endorsement shall appear on licences rendered valid under the process of (1.2.3.1) indicating that the licence is automatically validated under the agreement described in (1.3.3.1) and referencing the ICAO registration number of the agreement. The endorsement shall further include a list of all States that are party to the agreement. (1.3.3.2.1) provides a transition period for States that meet the requirements in (1.3.3.1) and have issued licences prior to the applicability of These Regulations.

1.3.3.2.1 Until (31) December (2022), Contracting State that meet the requirements in (1.2.3.1) and have issued Licences prior to (9) November (2017) may use other effective means, carried on board the aircraft or accessible, to indicate that the Licences issued by the State are rendered valid in accordance with the agreement in (1.3.3.1).

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

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

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

1.4 PRIVILEGES OF THE HOLDER OF A LICENCE

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

1.5 MEDICAL FITNESS

1.5.1 An applicant for a Licence shall, when applicable, hold a Medical Assessment issued in accordance with the provisions of YCAR Part (II) Chapter (5).

Note 1— Guidance material is published in the ICAO Manual of Civil Aviation Medicine (Doc 8984).

Note 2— To satisfy the licensing requirements of medical fitness for the issue of various types of licences, the applicant must meet certain appropriate

medical requirements which are specified as three classes of Medical Assessment. Details are given in YCAR Part (II) Chapter (5) Parg. (5.2), (5.3), (5.4) and (5.5). To provide the necessary evidence to satisfy the requirements of (1.5.2), the CAMA issues the licence holder with the appropriate Medical Assessment, Class (1), Class (2) or Class (3). This can be done in several ways such as a suitably titled separate certificate, a statement on the licence or a national regulation stipulating that the Medical Assessment is an integral part of the licence.

Note 3— For the purposes of these Regulations, the use of the words Medical Assessment and Medical Examination are synonymous.

1.4.2 CAMA shall apply, as part of its State safety programme, basic safety management principles to the medical assessment process of licence holders that as a minimum include:

- (a) routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk; and
- (b) continuous re-evaluation of the medical assessment process to concentrate on identified areas of increased medical risk.

Note.— A framework for the implementation and maintenance of a State safety programme is contained in Yemen State safety programme manual. Guidance on State safety programmes and safety management principles is contained in the ICAO Safety Management Manual (SMM) (Doc 9859) and the Manual of Civil Aviation Medicine (Doc 8984).

1.5.3 The CAMA shall implement appropriate aviation-related health promotion for licence holders subject to a Medical Assessment to reduce future medical risks to flight safety.

Note 1.— Standard (1.4.2) indicates how appropriate topics for health promotion activities may be determined.

Note 2.— Guidance on the subject of health promotion activities is contained in the ICAO Manual of Civil Aviation Medicine (Doc 8984).

Note 3.— Guidance on the Medical Assessment for licence holders is contained in the ICAO Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379).

1.5.4. The period of validity of a Medical Assessment shall begin on the day the medical examination is performed. The duration of the period of validity shall be in accordance with the provision of (1.6).

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

Note. — It is advisable to let the calendar day on which the Medical Assessment expires remain constant year after year by allowing the expiry date of the current Medical Assessment to be the beginning of the new validity period under the proviso that the medical examination takes place during the period of validity of the current Medical Assessment but no more than 45 days before it expires.

- 1.5.5 Until (2) November (2022), except as provided in (1.6.5.8), flight crew members or air traffic controllers shall not exercise the privileges of their licence unless they hold a current Medical Assessment appropriate to the licence.

- 1.5.6 The CAMA shall designate medical examiners, qualified and Licenced in the practice of medicine, to conduct medical examinations of fitness of applicants for the issue or renewal of the licences or ratings specified in YCAR Part (II) Chapters (2), (3), (4), and Chapter (8).

- 1.5.6.1 Medical examiners shall have received training in aviation medicine and shall receive refresher training at regular intervals. Before designation, medical examiners shall demonstrate adequate competency in aviation medicine.

- 1.5.6.2 Medical examiners shall have practical knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties.

Note.— Examples of practical knowledge and experience are flight experience, simulator experience, on-site observation or any other hands-on experience deemed by the CAMA to meet this requirement.

- 1.5.6.3 The competence of a medical examiner should be evaluated periodically by the medical / Assessor.

- 1.5.7 Applicants for Licences or ratings for which medical fitness is prescribed shall sign and furnish to the medical examiner a declaration stating whether they have previously undergone such an examination and, if so, the date, place and result of the last examination .they shall indicate to the examiner whether a Medical assessment has been previously been refused, revoked or suspended and if so, the reason for such refusal, revocation or suspension

- 1.5.7.1 Any false declaration to a medical examiner made by an applicant for a Licence or rating shall be reported to the CAMA for such action as may be considered appropriate.

- 1.5.8 Having completed the medical examination of the applicant in accordance with YCAR Part (II) Chapter (5), the medical examiner shall coordinate the results of the examination and submit a signed report, or equivalent, to the CAMA, in accordance

with its requirements, detailing the results of the examination and evaluating the findings with regard to medical fitness.

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

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

1.5.9 CAMA shall use the services of medical assessors to evaluate reports submitted to the CAMA by medical examiners.

1.5.9.1 The medical examiner shall be required to submit sufficient information to the CAMA to enable the CAMA to undertake Medical Assessment audits.

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

1.5.10 If the medical Standards prescribed in YCAR Part (II) Chapter (5) for a particular licence are not met, the appropriate Medical Assessment shall not be issued or renewed unless the following conditions are fulfilled:

- (a) Accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the Licence applied for is not likely to jeopardize flight safety;
- (b) Relevant ability, skill and experience of the applicant and operational conditions have been given due consideration; and
- (c) The Licence is endorsed with any special limitation or limitations when the safe performance of the Licence holder's duties is dependent on compliance with such limitation or limitations.

1.5.11 Medical Confidentiality shall be respected at all times.

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

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

1.6 VALIDITY OF LICENCES

- 1.5.1 Unless otherwise directed by the CAMA, the validity period of the Licence shall be one Year from the date of issue, renewal and / or endorsement.
- 1.6.2 CAMA shall ensure that the privileges granted by that licence, or by related ratings, are not exercised unless the holder maintains competency and meets the requirements for recent experience established by the CAMA.
- 1.6.3 A CAMA should establish maintenance of competency and recent experience requirements for pilot licences and ratings based on a systematic approach to accident prevention and should include a risk assessment process and analysis of current operations, including accident and incident data appropriate to that State.
- 1.6.4 A CAMA, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence.

Note 1.— As of 3 November 2022, The maintenance of competency of flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with YCAR OPS 1

Note 2.— Until 2 November 2022, Maintenance of competency may be satisfactorily recorded in the operator's records, or in the flight crew member's personal log book or licence.

Note 3.— As of 3 November 2022, maintenance of competency may be satisfactorily recorded in the operator's records, or in the flight crew member's personal log book or licence.

Note 4.— Until 2 November 2022, flight crew members may, to the extent deemed feasible by the CAMA, demonstrate their continuing competency in FSTDs approved by CAMA.

Note 5.— As of 3 November 2022, Flight crew members may, to the extent deemed feasible by the CAMA, demonstrate their continuing competency in flight simulation training devices approved by CAMA

Note 6.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).

Note 7.— See the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379) for guidance material on the development of a risk assessment process.

1.6.5 Except as provided in (1.6.5.1, 1.6.5.2, 1.6.5.3, 1.6.5.4, 1.6.5.5) and (1.6.5.6), a Medical Assessment issued in accordance with (1.5.7) and (1.5.8) shall be valid from the date of the medical examination for a period not greater than:

- (60) Months for the private pilot Licence — aeroplane and helicopter;
- (12) Months for the commercial pilot Licence — aeroplane, and helicopter
- (12) Months for the airline transport pilot Licence — aeroplane and helicopter;
- (12) Months for the flight engineer Licence;
- (24) Months for the air traffic controller Licence.
- (60) Months for Cabin crew Licence

Note 1. — The periods of validity listed above may be extended by up to 45 days in accordance with (1.6.3).

Note 2.— When calculated in accordance with (1.6.5) and its subparagraphs, the period of validity will, for the last month counted, include the day that has the same calendar number as the date of the medical examination or, if that month has no day with that number, the last day of that month.

1.6.5.1 The period of validity of a Medical Assessment may be reduced when clinically indicated

1.6.5.2 When the holders of airline transport pilot Licences –aeroplane, helicopter, who are engaged in single-crew commercial air transport operations carrying passengers, have passed their (40th) birthday, the period of validity specified in (1.6.5) shall be reduced to six months.

1.6.5.3 When the holders of airline transport pilot Licences aeroplane, and—, helicopter who are engaged in commercial air transport operations, have passed their (60th) birthday, the period of validity specified in (1.6.5) shall be reduced to six months.

1.6.5.4 As of (3) November (2022), When the holders of private pilot Licences – aeroplane, helicopter and air traffic controller Licences have passed their (40th) birthday, the period of validity specified in (1.6.5) shall be reduced to (24) months.

1.6.5.5 Until (2) November (2022), When the holders of private pilot Licences - aeroplane, and helicopter pilot Licences and air traffic controller Licences have passed their 50th birthday, the period of validity specified in (1.6.5) should be further reduced to (12) months.

1.6.5.6 As of (3) November (2022), when the holders of private pilot licences — aeroplane and helicopter and air traffic controller licences have passed their (50th) birthday, the period of validity specified in (1.6.5) should be further reduced to (12) months.

1.6.5.7 When the holders of Cabin Crew Licences have passed their (40th) birthday, the period of validity specified in (1.6.5) shall be reduced to (24) months.

Note. —The periods of validity listed above are based on the age of the applicant at the time of undergoing the medical examination.

1.6.5.8 DEFERRAL OF MEDICAL EXAMINATION

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

(a) A single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;

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

(c) in the case of a private pilot, a single period not exceeding (24) months where the medical examination is carried out by an examiner designated under paragraph (1.5.6) above, by the ICAO Contracting State in which the applicant is temporarily located. A report of the medical examination shall be received by the CAMA before flying activities are conducted by the applicant.

1.7 DECREASE IN MEDICAL FITNESS

1.7.1 Holders of licences provided for in this Part shall not exercise the privileges of their licences and related ratings at any time when they are aware of any decrease in their medical fitness which might render them unable to safely and properly exercise these privileges.

1.7.2 CAMA should ensure that Licence holders are provided with clear guidelines on medical conditions that may be relevant to flight safety and when to seek clarification or guidance from a medical examiner or CAMA.

Note. Guidance on physical and mental conditions and treatments that are relevant to flight safety about which information may need to be forwarded to the CAMA is contained in the Manual of Civil Aviation Medicine (Doc 8984).

- 1.7.3 CAMA should, as far as practicable, ensure that Licence holders do not exercise the privileges of their Licences and related ratings during any period in which their medical fitness has, from any cause, decreased to an extent that would have prevented the issue or renewal of their Medical Assessment.

1.7.4 INCAPACITY OF A LICENCE HOLDER

- 1.6.4.1 A holder of a flight or cabin crew Licence granted under the provisions of this Part is required to notify the CAMA of any incapacitating injury or absence due to sickness in excess of (20) consecutive days and all female Licence holders are to provide confirmation of pregnancy, as/when appropriate.

- 1.7.4.2 A holder of a flight crew Licence granted under the provisions of this Part, who suffers a personal injury or illness resulting in his/her incapacity to undertake the functions to which the Licence relates for a continuous period of 20 days or more, shall be deemed to have his/her Licence suspended upon the elapse of such period of injury or illness

- 1.7.4.3 The suspension of a Licence shall only be lifted by the CAMA Aeromedical Section, after assessment of the Licence holder's fitness to fly

1.8 USE OF PSYCHOACTIVE SUBSTANCES

- 1.8.1 Holders of licences provided for in this Part shall not exercise the privileges of their Licence and related rating while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.

- 1.8.2 Holders of licences provided for in this chapter shall not engage in any problematic use of substances.

- 1.8.3 CAMA should ensure, as far as practicable, that all licence holders who engage in any kind of problematic use of substances are identified and removed from their safety-critical functions. Return to the safety-critical functions may be considered after successful treatment or, in cases where no treatment is necessary, after cessation of the problematic use of substances and upon determination that the person's continued performance of the function is unlikely to jeopardize safety.

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

1.8.4. DRUG SCREENING

1.8.4.1 General

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

1.8.4.2 Screening Test

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

1.8.4.3 Testing for Psychoactive Substances

A holder of a CAMA Licence shall submit to a test to indicate the use of psychoactive substances and/or alcohol in the blood as part of a CAMA authorized screening programme. That person, upon request by an authorized CAMA representative, shall furnish the CAMA, or authorize any clinic, hospital, doctor, or other person to release to the CAMA, the results of each test taken. Refusal to submit to drug or alcohol test is grounds for immediate suspension of that person's Licence.

1.8.4.4 Test Information

Any test information obtained by the CAMA under paragraph (1.7.4.3) above may be evaluated in determining a person's qualifications for any CAMA Licence or possible violations of this Chapter and may be used as the basis for suspension or sanctions against that Licence as well as used as evidence in any legal proceeding.

1.9 APPROVED TRAINING AND APPROVED TRAINING ORGANIZATION

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

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

1.9.2 The approval of a training organization by a CAMA shall be dependent upon the applicant demonstrating compliance with the requirements of YCAR Part X.

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

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

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

Note- The approved training considered in (1.9.3) relates primarily to approved training for the issuance CAMA Licence or rating. It is intended to include approved training for the maintenance of competence or for an operational qualification after the initial issuance of a Licence or rating, as may be required for air traffic controllers under YCAR Part VIII-Subpart (4) or for flight crew, such as the approved training under YCAR OPS 1 /3.

1.9.4 Until (2) November (2022), Competency-based approved training for aircraft maintenance personnel shall be conducted within an approved training organization.

Note- A comprehensive training scheme for the aircraft maintenance engineer Licence, including the various levels of competency, is contained in YCAR Part II Chapter (9) and in ICAO Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG).

1.10 LANGUAGE PROFICIENCY

1.10.1 Aeroplane and helicopter pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in AMC (2) 10 and Appendix (1).

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

1.10.3 The language proficiency of aeroplane and helicopter pilots and air traffic controllers who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.

1.10.4 Until (2) November (2022), The language proficiency of aeroplane, and helicopter pilots required to use the radiotelephone aboard an aircraft, air traffic controllers who demonstrate proficiency below the Expert Level (Level (6)) should be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level, as follows:

- (a) Those demonstrating language proficiency at the Operational Level (Level (4)) should be evaluated at least once every three years; and
- (b) Those demonstrating language proficiency at the Extended Level (Level (5)) should be evaluated at least once every six years.

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

Note 2- The provisions of 1.16 refer to Annex 10, Volume II, Chapter (5), whereby the language used for radiotelephony communications may be the language normally used by the station on the ground or English. In practice, therefore, there will be situations whereby flight crew members will only need to speak the language normally used by the station on the ground.

AMC (1) 1.10 English Language Proficiency

GENERAL

- (a) The English language proficiency assessment should be designed to reflect a range of tasks undertaken by pilots but with specific focus on language rather than operational procedures.
- (b) The assessment should determine the applicant's ability to:
 - (1) communicate effectively using standard R/T phraseology;
 - (2) deliver and understand messages in plain language in both usual and unusual situations that necessitate departure from standard R/T phraseology.

Note: refer to the 'Manual on the Implementation of ICAO Language Proficiency Requirements' (ICAO Doc 9835), Appendix A Part III and Appendix B for further guidance.

ASSESSMENT

- (c) The assessment may be subdivided into three elements, as follows:
 - (1) listening: assessment of comprehension;

- (2) speaking: assessment of pronunciation, fluency, structure and vocabulary;
- (3) interaction.
- (d) The three elements mentioned above may be combined and they can be covered by using a wide variety of means or technologies.
- (e) Where appropriate, some or all of these elements may be achieved through the use of the R/T testing arrangements.
- (f) When the elements of the testing are assessed separately, the final assessment should be consolidated in the language proficiency endorsement issued by the competent authority.
- (g) The assessment may be conducted during one of the several existing checking or training activities, such as licence issue or rating issue and revalidation, line training, operator line checks or proficiency checks.
- (h) The competent authority may use its own resources in developing or conducting the language proficiency assessment, or may delegate this task to language assessment bodies.
- (i) The competent authority should establish an appeal procedure for applicants.
- (j) The holder of a licence should receive a statement containing the level and validity of the language endorsements.
- (k) Where the assessment method for the English language established by the competent authority is equivalent to that established for the assessment of use of the English language in accordance with AMC (1) 1.10, the same assessment may be used for both purposes.

BASIC ASSESSMENT REQUIREMENTS

- (l) The aim of the assessment is to determine the ability of an applicant for a pilot licence or a licence holder to speak and understand the language used for R/T communications.
 - (1) The assessment should determine the ability of the applicant to use both:
 - (i) standard R/T phraseology;
 - (ii) plain language, in situations when standardised phraseology cannot serve an intended transmission.
 - (2) The assessment should include:
 - (i) voice-only or face-to-face situations;
 - (ii) common, concrete and work-related topics for pilots.
 - (3) The applicants should demonstrate their linguistic ability in dealing with an unexpected turn of events, and in solving apparent misunderstandings.
 - (4) The assessment should determine the applicant's speaking and listening abilities. Indirect assessments, of grammatical knowledge, reading and writing, are not appropriate.
 - (5) The assessment should determine the language skills of the applicant

in the following areas:

- (i) pronunciation:
 - (A) the extent to which the pronunciation, stress, rhythm and intonation are influenced by the applicant's first language or national variations;
 - (B) how much they interfere with ease of understanding.
- (ii) structure:
 - (A) the ability of the applicant to use both basic and complex grammatical structures;
 - (B) the extent to which the applicant's errors interfere with the meaning.
- (iii) vocabulary:
 - (A) the range and accuracy of the vocabulary used;
 - (B) the ability of the applicant to paraphrase successfully when lacking vocabulary.
- (iv) fluency:
 - (A) tempo;
 - (B) hesitancy;
 - (C) rehearsed versus spontaneous speech;
 - (D) use of discourse markers and connectors.
- (v) comprehension:
 - (A) on common, concrete and work-related topics; when confronted with a linguistic or situational complication or an unexpected turn of events.

Note: the accent or variety of accents used in the test material should be sufficiently intelligible for an international community of users.

- (i) interactions:
 - (B) quality of response (immediate, appropriate, and informative);
 - (C) the ability to initiate and maintain exchanges:
 - (a) on common, concrete and work-related topics;
 - (b) when dealing with an unexpected turn of events.
 - (D) the ability to deal with apparent misunderstandings by checking,
 - (E) confirming or clarifying.

Note: the assessment of the language skills in the areas mentioned above is conducted using the rating scale in AMC (1) 1.9 .

- (6) When the assessment is not conducted in a face-to-face situation, it should use appropriate technologies for the assessment of the applicant's abilities in listening and speaking, and for enabling interactions (for example: simulated pilot or controller communication).

ASSESSORS

(m) It is essential that the persons responsible for language proficiency assessment ('assessors') are suitably trained and qualified. They should be either aviation specialists (for example current or former flight crew members or air traffic controllers), or language specialists with additional aviation- related training. An alternative approach would be to form an assessment team consisting of an operational expert and a language expert.

(1) The assessors should be trained on the specific requirements of the assessment.

(2) The assessors should not test applicants to whom they have given language training.

CRITERIA FOR THE ACCEPTABILITY OF LANGUAGE ASSESSMENT BODIES

(n) To ensure an impartial assessment process, the language assessment shall be independent of the language training.

(1) To be accepted, the language assessment bodies shall demonstrate:

(i) appropriate management and staffing;

(ii) quality system established and maintained to ensure compliance with, and adequacy of, assessment requirements, standards and procedures.

(2) The quality system established by a language assessment body shall address the following:

(i) management;

(ii) policy and strategy;

(iii) processes;

(iv) the relevant provisions of ICAO or YCAR-II, standards and assessment procedures;

(v) organisational structure;

(vi) responsibility for the development, establishment and management of the quality system;

(vii) documentation;

(viii) quality assurance programme;

(ix) human resources and training (initial and recurrent);

(x) assessment requirements;

(xi) customer satisfaction.

(3) The assessment documentation and records should be kept for a period of time determined by the competent authority and made available to this competent authority, on request.

(4) The assessment documentation shall include at least the following:

(i) assessment objectives;

(ii) assessment layout, time scale, technologies used, assessment samples,

- voice samples;
- (iii) assessment criteria and standards (at least for the levels 4, 5 and 6 of the rating scale mentioned in AMC (1) 1.9);
- (iv) documentation demonstrating the assessment validity, relevance and reliability;
- (v) assessment procedures and responsibilities:
 - (A) preparation of individual assessment;
 - (B) administration: location(s), identity check and invigilation, assessment discipline, confidentiality or security;
 - (C) reporting and documentation provided to the competent authority or to the applicant, including sample certificate;
 - (D) retention of documents and records.

Note: refer to the 'Manual on the Implementation of ICAO Language Proficiency Requirements' (ICAO Doc 9835) for further guidance.

AMC (2) 1.10 Language Proficiency

RATING SCALE

The following table describes the different levels of language proficiency:

LEVEL	PRONUNCIATION	STRUCTURE	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
	<i>Assumes a dialect or accent intelligible to the aeronautical community</i>	<i>Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task</i>				
Expert (Level 6)	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, for example to emphasise a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.

Extended (Level 5)	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Able to speak at length with relative ease on familiar topics, but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker or listener relationship effectively.
Operational (Level 4)	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with

			lacking vocabulary particularly in unusual or unexpected circumstances.	does not prevent effective communication. Can make limited use of discourse markers and connectors. Fillers are not distracting.	or an unexpected turn of events, comprehension may be slower or require clarification strategies.	apparent misunderstandings by checking, confirming, or clarifying.
Pre-Operational (Level 3)	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	Vocabulary range and accuracy are often sufficient to communicate effectively on common, concrete, and work-related topics but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.	Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	Comprehension is often accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fall to understand a linguistic or situational complication or an unexpected turn of events.	Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.

Elementary (Level 2)	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Shows only limited control of few simple memorised grammatical structures and sentence patterns.	Limited vocabulary range consisting only of isolated words and memorised phrases.	Can produce very short, isolated, memorised utterances with frequent pausing and a distracting use of fillers to search for expressions and articulate less familiar words.	Comprehension is limited to isolated, memorised phrases when they are carefully and slowly articulated.	Response time is slow, and often inappropriate. Interaction is limited to simple routine exchanges.
Pre-Elementary Level 1)	Performs at a level below the elementary level.	Performs at a level below the elementary level.	Performs at a level below the elementary level.	Performs at a level below the elementary level.	Performs at a level below the elementary level.	Performs at a level below the elementary level.

Note: operational Level (Level 4) is the minimum required proficiency level for R/T communication.

Levels 1 through 3 describe pre-elementary, elementary and pre-operational levels of language proficiency respectively, all of which describe a level below the language proficiency requirement.

Levels 5 and 6 describe extended and expert levels at levels of proficiency more advanced than the minimum required standard.

AMC (3) 1.10 English Language proficiency

SPECIFIC REQUIREMENTS FOR HOLDERS OF AN IR USE OF ENGLISH LANGUAGE

- (a) The requirement of FCL.055(d) includes the ability to use the English language for the following purposes:
 - (1) flight: R/T relevant to all phases of flight, including emergency situations.
 - (2) ground: all information relevant to the accomplishment of a flight:
 - (i) be able to read and demonstrate an understanding of technical manuals written in English, for example an operations manual, a helicopter flight manual, etc.;
 - (ii) pre-flight planning, weather information collection, NOTAMs, ATC flight plan, etc.;
 - (iii) use of all aeronautical en-route, departure and approach charts and associated documents written in English.
 - (3) communication: be able to communicate with other crew members in English during all phases of flight, including flight preparation.
- (b) Alternatively, the items in (a) above may be demonstrated:
 - (1) by having passed a specific examination given by the competent authority after having undertaken a course of training enabling the applicant to meet all the objectives listed in (a) above; or
 - (2) the item in (a)(1) above is considered to be fulfilled, if the applicant has passed an IR, MPL or ATPL skill test and proficiency check during which the two-way R/T communication is performed in English;
 - (3) the item in (a)(2) above is considered to be fulfilled if the applicant has graduated from an IR, MPL or ATP course given in English or if he or she has passed the theoretical IR or ATPL examination in English;
 - (4) the item in (a)(3) above is considered to be fulfilled, if the applicant for or the holder of an IR has graduated from an MCC course given in English and is holding a certificate of satisfactory completion of that course or if the applicant has passed a MP skill test and proficiency check for the issue of a class or type rating during which the two-way R/T communication and the communication with other crew members are performed in English.
- (c) Where the examination methods referred to above are equivalent to those established for the language proficiency requirements in accordance with AMC (1) 1, the examination may be used to issue a language proficiency endorsement.

1.11 RECENTCY OF EXPERIENCE

- 1.11.1 A pilot shall not operate an aeroplane carrying passengers as pilot-in command or co-pilot unless he has carried out at least three take-offs and three landings as pilot flying in an

aeroplane of the same type/class or a flight simulator of the aeroplane type/class to be used, in the preceding (90) days; and

- 1.11.2 The holder of a Licence that does not include a valid instrument rating (aeroplane) shall not act as pilot-in-command of an aeroplane carrying passengers at night unless during the previous (90) days at least one of the take-offs and landings required by parag. (1.10.1) above has been carried out at night.

1.12 LICENCE RENEWAL

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

1.13 TRANSFER OF SAFETY OVERSIGHT RESPONSIBILITIES (Art 83 bis)

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

- 1.13.2 The designated Licensing Inspector from the Licensing and Examinations Department of the CAMA finalizing the “Personnel Licensing” part of the Transfer of Safety Oversight Responsibilities – Agreement shall be responsible for the following types of Licences:

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

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

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

1.14 LICENCE HOLDERS OVER THE AGE OF (60)

- 1.14.1 The following curtailment of privileges of pilot Licence holders aged (60) years or more apply with immediate effect:

(a) Age (60-64). The holder of a pilot Licence who has attained the age of (60) years shall not act as a pilot of an aircraft engaged in commercial air transport operations except;

(i). As a member of a multi-pilot crew; and

(ii). Such holder is the only pilot in the flight crew who has attained age (60).

(b) Age (65). The holder of a pilot Licence who has attained the age of (65) years shall not act as a pilot of an aircraft engaged in commercial air transport operations.

1.15 SPECIFICATIONS FOR PERSONNEL LICENCES

1.15.1 Personnel licences issued by a CAMA in accordance with the provisions of ICAO Annex (1) Chapter (5) Parag. (5.1.1.2) and shall conform to the following specifications:

1.15.1 Detail

1.15.1.2 A CAMA having issued a licence shall ensure that other States are able to easily determine the licence privileges and validity of ratings.

Note.— Operator records or a flight crew member's personal log book, in which maintenance of competency and recent experience may be satisfactorily recorded, are not normally carried on international flights.

1.15.1.2 The following details shall appear on the Licence and the numbering scheme shall be in Roman numerals:

(I) Name of Republic of Yemen (in bold type);

(II) Title of Licence (in very bold type) ;

(III) Serial number of the Licence, in Arabic numerals, given by the CAMA;

(IV) Name of holder in full;

(IVa) Date of birth;

(V) Address of holder;

(VI) Nationality of holder;

(VII) Signature of holder;

(VIII) Authority and, where necessary, conditions under which the Licence is issued;

(IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to the Licence;

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

(XI) Seal or stamp of CAMA;

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

(XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and

(XIV) Any other details desired by the CAMA .

1.15.2 Material

1.15.2.1 The Licence is made of plastic card and prepared using a specific computer software programme and the items mentioned in (1.14.1.2) shown clearly thereon.

1.15.3 Language

1.15.3 The Licences shall be issued in the Arabic language and shall include an English translation

1.15.4 Arrangement of items

1.14.4.1 Item headings on the licence shall be uniformly numbered in roman numerals as indicated in (1.14.1), so that on any licence the number will, under any arrangement, refer to the same item heading.

1.16 APPEALS PROCESS

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

APPENDIX – 1 - REQUIREMENTS FOR PROFICIENCY IN LANGUAGES USED FOR RADIOTELEPHONY COMMUNICATIONS

1. General

Note.— The language proficiency requirements include the holistic descriptors at Section (2) and the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale in Appendix (A). The language proficiency requirements are applicable to the use of both phraseologies and plain language.

1.1 To meet the language proficiency requirements contained in paragraph no. (1.9) of this Chapter, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the CAMA, compliance with the holistic descriptors at Section (2) and with the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale in Appendix (A).

2. Holistic descriptors

2.1 Proficient speakers shall:

- a) communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations;
- b) communicate on common, concrete and work-related topics with accuracy and clarity;
- c) use appropriate communicative strategies to exchange messages and to recognize and resolve misunderstandings (e.g. to check, confirm or clarify information) in a general or work-related context;
- d) handle successfully and with relative ease the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
- e) use a dialect or accent which is intelligible to the aeronautical community.

APPENDIX – 2 - APPROVED TRAINING ORGANIZATION

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

1. Issue of approval

1.1 The issuance of an approval for a training organization and the continued validity of the approval shall depend upon the training organization being in compliance with the requirements of this Appendix.

1.2 The approval document shall contain at least the following:

- (a) organization's name and location;
- (b) date of issue and period of validity (where appropriate);
- (c) terms of approval.

2. Training and procedures manual

2.1 The training organization shall provide a training and procedures manual for the use and guidance of personnel concerned. This manual may be issued in separate parts and shall contain at least the following information:

- (a) a general description of the scope of training authorized under the organization's terms of approval;
- (b) the content of the training programmes offered including the courseware and equipment to be used;
- (c) a description of the organization's quality assurance system in accordance with (4);
- (d) a description of the organization's facilities;
- (e) the name, duties and qualification of the person designated as responsible for compliance with the requirements of the approval in (6.1);
- (f) a description of the duties and qualification of the personnel designated as responsible for planning, performing and supervising the training in (6.2);
- (g) a description of the procedures used to establish and maintain the competence of instructional personnel as required by (6.3);
- (h) a description of the method used for the completion and retention of the training records required by (7);
- (i) a description, when applicable, of additional training needed to comply with an operator's procedures and requirements; and

- (j) when a State has authorized an approved training organization to conduct the testing required for the issuance of a licence or rating in accordance with (9), a description of the selection, role and duties of the authorized personnel, as well as the applicable requirements established by the CAMA.

2.2 The training organization shall ensure that the training and procedures manual is amended as necessary to keep the information contained therein up to date.

2.3 Copies of all amendments to the training and procedures manual shall be furnished promptly to all organizations or persons to whom the manual has been issued.

3. Training programmes

3.1 A CAMA may approve a training programme for a private pilot licence, commercial pilot licence, an instrument rating or an aircraft maintenance engineer licence that allows an alternative means of compliance with the experience requirements established by YCAR (Part II), provided that the approved training organization demonstrates to the satisfaction of the CAMA that the training provides a level of competency at least equivalent to that provided by the minimum experience requirements for personnel not receiving such approved training.

Note.— A comprehensive training scheme for the aircraft maintenance (technician/engineer/mechanic) licence, including the various levels of competency, is contained in the Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG).

4. Quality assurance system

4.1 The training organization shall establish a quality assurance system, acceptable to the CAMA granting the approval, which ensures that training and instructional practices comply with all relevant requirements.

5. Facilities

5.1 The facilities and working environment shall be appropriate for the task to be performed and be acceptable to the CAMA.

5.2 The training organization shall have, or have access to, the necessary information, equipment, training devices and material to conduct the courses for which it is approved.

5.3 Synthetic training devices shall be qualified according to requirements established by the State and their use shall be approved by the CAMA to ensure that they are appropriate to the task.

Note.— The Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625) provides guidance on the approval of FSTDs.

6. Personnel

6.1 The training organization shall nominate a person responsible for ensuring that it is in compliance with the requirements for an approved organization.

- 6.2 The organization shall employ the necessary personnel to plan, perform and supervise the training to be conducted.
- 6.3 The competence of instructional personnel shall be in accordance with procedures and to a level acceptable to the CAMA.
- 6.4 The training organization shall ensure that all instructional personnel receive initial and continuation training appropriate to their assigned tasks and responsibilities. The training programme established by the training organization shall include training in knowledge and skills related to human performance.

Note.— Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the Human Factors Training Manual (Doc 9683).

7. Records

- 7.1 The training organization shall retain detailed student records to show that all requirements of the training course have been met as agreed by the CAMA.
- 7.2 The training organization shall maintain a system for recording the qualifications and training of instructional and examining staff, where appropriate.
- 7.3 The records required by (7.1) shall be kept for a minimum period of two years after completion of the training. The records required by (7.2) shall be retained for a minimum period of two years after the instructor or examiner ceases to perform a function for the training organization.

8. Oversight

- 8.1 CAMA shall maintain an effective oversight programme of the approved training organization to ensure continuing compliance with the approval requirements.

9. Evaluation and checking

- 9.1 When a CAMA has authorized an approved training organization to conduct the testing required for the issuance of a licence or rating, the testing shall be conducted by personnel authorized by the CAMA or designated by the training organization in accordance with criteria approved by the CAMA.

APPENDIX - 3 – ENDORSEMENT FOR AUTOMATICALLY VALIDATED LICENCES

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

1. Licence endorsement example

- 1.1 The following endorsement should be on those Licences automatically validated under a formal agreement between States: “Rendered valid as per Attachment XXX”.
- 1.2 Attachment XXX to the Licence must be accessible (in any format, such as electronic or hard copy) when using the privileges and the automatic validation of the Licence.
- 1.3 Attachment XXX is published by the State issuing the Licence or by the Regional Safety Oversight Organization that manages the common set of licensing regulations on behalf of the States party to the formal agreement, and may be identical for all issued Licences.
- 1.4 When the Regional Safety Oversight Organization publishes Attachment XXX, it should list the member States of the Regional Safety Oversight Organization in Attachment XXX.
- 1.5 When Attachment XXX is issued in a language other than English is applicable as Attachment XXX is part of the endorsement on the Licence.

2. Example of Attachment XXX

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

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

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



YEMEN CIVIL AVIATION REGULATIONS (YCARs)

YCAR PART II

CHAPTER – 2 LICENCES AND RATINGS - PILOTS

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ISSUE HISTORY AND DATE OF APPLICABILITY

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HIGHLIGHTS OF CHANGE

Amendment	Subject(s)
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CHAPTER 2

2.0 LICENCES AND RATINGS FOR PILOTS

2.1 GENERAL RULES CONCERNING PILOT LICENCES AND RATINGS

2.1.1 GENERAL LICENSING SPECIFICATIONS

2.1.1.1 A person shall not act either as pilot-in-command or as co-pilot of an aircraft in any of the following categories unless that person is the holder of a pilot licence issued in accordance with the provisions of this chapter:

- Aeroplane
- Helicopter

2.1.1.2 The category of aircraft shall be included in the title of the licence itself.

2.1.1.2.1 When the holder of a pilot licence seeks a licence for an additional category of aircraft, the CAMA shall either:

- a) issue the licence holder with an additional pilot licence for that category of aircraft; or
- b) endorse the original licence with the new category rating, subject to the conditions of parag. (2.1.2).

Note.— The requirements for category ratings are given in terms of licensing specifications for pilots and at levels appropriate to the privileges to be granted to the licence holder.

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

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

2.1.2 CATEGORY RATINGS

2.1.2.1 When established, category ratings shall be for categories of aircraft listed in parag. (2.1.1.1) above.

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

2.1.2.3 Any additional category rating endorsed on a pilot licence shall indicate the

level of licensing privileges at which the category rating is granted.

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

2.1.3 CLASS AND TYPE RATINGS

- 2.1.3.1 Class ratings shall be established for aeroplanes certificated for single-pilot operation and shall comprise:

(a) Single-Engine, Land

(b) Multi-Engine, Land

Note.— The provisions of this paragraph do not preclude the establishment of other class ratings within this basic structure.

- 2.1.3.1.1 CAMA should consider establishing a class rating for those helicopters certificated for single-pilot operations and which have comparable handling, performance and other characteristics.

2.1.3.2 TYPE RATINGS SHALL BE ISSUED FOR:

(a) aircraft certificated for operation with a minimum crew of at least two pilots;

(b) helicopters certificated for single-pilot operation except where a class rating has been issued under parag. (2.1.3.1.1); and;

(c) any aircraft whenever considered necessary by the CAMA.

Note—Where a common type rating is established, it shall be only for aircraft with similar characteristics in terms of operating procedures, systems and handling.

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

2.1.4 CIRCUMSTANCES IN WHICH CLASS AND TYPE RATINGS ARE REQUIRED

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

(a) the appropriate class rating specified in sub- parag. (2.1.3.1) above; or,

(b) a type rating when required in accordance with the provisions of sub- parag. (2.1.3.2) above;

(c) special authorization in writing from the CAMA may be provided to the Licence holder for the purpose of specific, special purpose, non-revenue, non-passenger carrying flights in place of issuing the class or type rating required by this paragraph. This authorization shall be limited in validity to the time needed to complete the special flight.

2.1.4.1.1 When a type rating is issued limiting the privileges to act as co-pilot, or limiting the privileges to act as pilot only during the cruise phase of the flight, such limitation shall be endorsed on the rating.

2.1.4.2 For the purpose of training, testing, or specific special purpose non-revenue, non-passenger carrying flights, special authorization may be provided in writing to the licence holder by the CAMA in place of issuing the class or type rating in accordance with (2.1.4.1). This authorization shall be limited in validity to the time needed to complete the specific flight.

2.1.5 REQUIREMENTS FOR THE ISSUE OF CLASS AND TYPE RATINGS

2.1.5.1 CLASS RATING

The applicant shall have demonstrated a degree of skill appropriate to the Licence in an aircraft of the class for which the rating is sought.

2.1.5.2 Type rating as required by (2.1.3.2 (a)) the applicant shall have:

(a) Gained under appropriate supervision, experience, in the applicable type of aircraft and/or flight simulator in the following:

- Normal flight procedures and manoeuvres during all phases of flight;
- Abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems, and airframe;
- Where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;
- For the issue of an aeroplane category type rating, upset prevention and recovery training; and

Note 1.— Procedures for upset prevention and recovery training are contained in the ICAO Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).

Note 2.— Guidance on upset prevention and recovery training is contained in YCAR OPS 1 and in the Manual on

Aeroplane Upset Prevention and Recovery Training
(Doc 10011).

Note 3.— The Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625) provides guidance on the approval of flight simulation training devices for upset prevention and recovery training.

Note 4.— The aeroplane upset prevention and recovery training may be integrated in the type rating programme or be conducted immediately after, as an additional module.

- Procedures for crew incapacitation and crew co-ordination including allocation of pilot tasks; crew co-ordination and use of checklists; and,

Note- See (2.1.8) on the qualifications required for pilots giving flight training.

- (b) Demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the duties of pilot-in- command or a co-pilot as applicable; and
- (c) Demonstrated, at the airline transport pilot licence level, an extent of knowledge determined by the CAMA on the basis of the requirements specified in (2.6.1.2).

Note.— See the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379) for guidance of a general nature on cross-crew qualification and cross-credit.

2.1.5.3 Type rating as required by (2.1.3.2) (b) and (c))

The applicant shall have demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the licensing requirements and piloting functions of the applicant.

2.1.6 USE OF A FLIGHT SIMULATION TRAINING DEVICE (FSTD) FOR ACQUISITION OF EXPERIENCE AND DEMONSTRATION OF SKILL

The use of a Flight Simulation Training Device (FSTD) for acquiring the experience or performing any manoeuvre required during the demonstration of skill for the issue of a licence or rating shall be approved by the CAMA, which shall ensure that the FSTD used is appropriate to the task.

2.1.6.1 FOREIGN SIMULATOR TRAINING FACILITIES

2.1.6.1.1 Foreign simulator training facilities may be approved for use by a Yemen

operator for a period of two years by the CAMA if the simulator is maintained under a continuous monitoring and approval program by a recognized civil aviation authority.

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

2.1.7 CIRCUMSTANCES IN WHICH AN INSTRUMENT RATING IS REQUIRED

- 2.1.7.1 A CAMA, having issued a pilot licence, shall not permit the holder thereof to act as either pilot-in-command or as co-pilot of an aircraft under instrument flight rules (IFR) unless such holder has received proper authorization from the CAMA.

- 2.1.7.2 Proper authorization shall comprise an instrument rating appropriate to the aircraft category.

Note: The instrument rating is included in the airline transport pilot Licence and the provisions outlined above do not preclude the issue of a Licence having the instrument rating as an integral part thereof. The provisions of (2.1.8) do not preclude the issue of a licence having the instrument rating as an integral part thereof.

2.1.8 CIRCUMSTANCES IN WHICH AUTHORIZATION TO CONDUCT INSTRUCTION IS REQUIRED

- 2.1.8.1 A CAMA having issued a pilot licence, shall not permit the holder thereof to carry out flight instruction required for the issue of a pilot licence or rating, unless such holder has received proper authorization from the CAMA. Authorization shall comprise:

(a) A flight instructor rating on the holder's Licence ; or

(b) The authority to act as an agent of an approved organization authorized by the CAMA to carry out flight instruction; or

(c) A specific authorization granted by the CAMA.

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

- 2.1.8.3 Flight training received from flight instructors not authorized by the CAMA
(a) A person may credit flight training toward the requirements of a Pilot

Licence or rating issued under this chapter, if that person received the training from:

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

(i); or

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

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

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

2.1.9 CREDITING OF FLIGHT TIME

2.1.9.1 A student pilot or the holder of a pilot licence shall be entitled to be credited in full with all solo, dual instruction and pilot in command flight time towards the total flight time required for the initial issue of a pilot Licence or the issue of a higher grade of pilot licence . The CAMA may authorize that flight time be credited in full towards the total flight time required if the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in a multi-crew operation.

2.1.9.2 The holder of a pilot licence, when acting as co-pilot of an aircraft required to be operated with a co-pilot, he/she shall be entitled to be credited with not more than 50 per cent of the co-pilot flight time towards the total flight time required for a higher grade of pilot Licence .

2.1.9.3 The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated to be operated with a co-pilot, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

2.1.9.4 The holder of a pilot licence, when acting as pilot-in-command under supervision, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

2.1.10 LIMITATION OF PRIVILEGES OF PILOTS WHO HAVE ATTAINED THEIR 60TH BIRTHDAY AND CURTAILMENT OF PRIVILEGES OF PILOTS WHO HAVE ATTAINED THEIR 65TH BIRTHDAY

2.1.10.1 A CAMA, having issued pilot licences, shall not permit the holders thereof to act as pilot of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot, their 65th birthday.

Note.— See YCAR Part (II) Chapter (1) Par. (1.6.5.3) on the validity period of Medical Assessments for pilots over the age of 60 who are engaged in commercial air transport operations.

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

2.1.11. MILITARY PILOTS OR FORMER MILITARY PILOTS: SPECIAL RULES

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

- (1) A Commercial Pilot Licence (CPL);
- (2) An aircraft rating in the category and class of aircraft for which that military pilot is qualified;
- (3) An instrument rating with the appropriate aircraft rating for which that military pilot is qualified; or
- (4) A type rating, if appropriate.

2.1.11.2 Military pilots on active flying status within the past (12) months. A rated military pilot or former rated military pilot who has been on active flying status within the (12) months before applying shall:

- (1) Pass a knowledge written test on the appropriate parts of YCAR that apply to pilot privileges and limitations, air traffic and general operating rules, and accident reporting rules;
- (2) Present documentation showing compliance with the requirements of paragraph (d) of this subsection for at least one aircraft category rating; and
- (3) Present documentation showing that the applicant is or was, at any time during the (12) calendar months before the month of application, a rated military pilot on active flying status in Yemen Air

Force.

2.1.11.3 Military pilots not on active flying status during the (12) calendar months before the month of application. A rated military pilot or former rated military pilot who has not been on active flying status within the (12) calendar months before the month of application shall:

- (1) Pass the appropriate knowledge and flight tests prescribed in this chapter for the Licence or rating sought; and
- (2) Present documentation showing that the applicant was, before the beginning of the (12th) calendar month before the month of application, a rated military pilot as prescribed by paragraph (b) (3) of this subsection

2.1.11.4 Aircraft category, class, and type ratings. A rated military pilot or former rated military pilot, who applies for an aircraft category, class, or type rating, if applicable, is issued that rating at the Commercial Pilot Licence (CPL) level if the pilot presents documentary evidence that shows satisfactory accomplishment of:

- (1) An official Yemen military pilot check and instrument proficiency check in that aircraft category, class, or type, if applicable, as Pilot - In - Command during the (40th)calendar months before the month of application;
- (2) At least (10) hours of pilot-in-command time in that aircraft category, class, or type, if applicable, during the (12th) calendar months before the month of application; or
- (3) CAMA skill test in that aircraft after:
 - (i) Meeting the requirements of paragraphs (b) (1) and (b) (2) of this subsection; and
 - (ii) Having received an endorsement from an authorized instructor who certifies that the pilot is proficient to take the required flight test, and that endorsement is made within the 60-day period preceding the date of the flight test

2.1.11.5 Instrument rating. A rated military pilot or former rated military pilot who applies for an aeroplane instrument rating, or a helicopter instrument rating to be added to his or her Commercial Pilot Licence (CPL) may apply for an instrument rating if the pilot has, within the (12th) calendar months preceding the month of application:

- (1) Passed an instrument proficiency check by Yemen Air Force in the aircraft category for the instrument rating sought; and
- (2) Received authorization from Yemen Air Force to conduct IFR flights in that aircraft category and class for the instrument rating sought

2.1.11.6 Aircraft type rating. An aircraft type rating is issued only for aircraft types that CAMA has certificated for civil operations.

2.1.11.7 Aircraft type rating placed on an Airline Transport Pilot Licence (ATPL). A rated military pilot or former rated military pilot who holds an Airline Transport Pilot Licence (ATPL) and who requests an aircraft type rating to be placed on that person's Airline Transport Pilot Licence (ATPL) may be issued that aircraft type rating at the Airline Transport Pilot Licence (ATPL) level, provided that person:

(1) Holds a category and class rating for that type of aircraft at the Airline Transport Pilot Licence (ATPL) level; and

(2) Passed an official Yemen Air Force pilot check and instrument proficiency check in that type of aircraft as Pilot - In - Command during the (12th) calendar months before the month of application.

2.1.11.8 Evidentiary documents. The following documents are satisfactory evidence for the purposes indicated:

(1) An official identification card issued to the pilot by an armed force may be used to demonstrate membership in the armed forces.

(2) An original or a copy of a certificate of discharge or release may be used to demonstrate discharge or release from Yemen Air Force or former membership in Yemen Air Force.

(3) Current or previous status as a rated military pilot with Yemen Air Force may be demonstrated by:

(i) An official Yemen Air Force order to flight status as a military pilot;

(ii) An official Yemen Air Force form or logbook showing military pilot status; or

(iii) An official order showing that the rated military pilot graduated from approved military Flying Training Organization (FTO) and received a rating as a military pilot.

(4) A certified Yemen Air Force logbook or an appropriate official Yemen Air Force form or summary may be used to demonstrate flight time in military aircraft as a member of Yemen Air Force.

(5) An official Yemen Air Force record of a military checkout as Pilot - In - Command may be used to demonstrate Pilot - In - Command status.

(6) A current instrument grade slip that is issued by Yemen Air Force,

or an official record of satisfactory accomplishment of an instrument proficiency check during the (12th) calendar months preceding the month of the application may be used to demonstrate instrument pilot qualification.

2.2 STUDENT PILOT

2.2.1 A student pilot shall meet requirements prescribed by the CAMA concerned. In prescribing such requirements, CAMA shall ensure that the privileges granted would not permit student pilots to constitute a hazard to air navigation.

2.2.2 A student pilot shall not fly solo unless under the supervision of, or with the authority of, an authorized flight instructor.

2.2.2.1 A student pilot shall not fly solo in an aircraft on an international flight unless by special or general arrangement between the Contracting States concerned.

2.2.2.2 A student pilot may not conduct solo flight in an aircraft unless he/she has in his/her possession a logbook which has been endorsed within the preceding 90 days by an authorized flight instructor who provided the pre-solo instruction and found the student competent to safely conduct limited solo flight in that specific make and model aircraft under the direct supervision of the instructor.

2.2.2.3 A student pilot may not act as pilot in command of an aircraft carrying passengers, nor may he/she act as pilot in command of an aircraft for compensation or hire, or in furtherance of a business.

2.2.2.4 A student pilot may not conduct a solo cross country flight without an appropriate endorsement from an authorized flight instructor for each flight, designating departure and destination airports, date of flight, signature and Licence number of supervising flight instructor.

2.2.2.5 A student pilot may log as solo flight time only that time when he/she is the sole occupant of the aircraft.

2.2.3 MEDICAL FITNESS

A CAMA shall not permit a student pilot to fly solo unless that student pilot holds a current Class (2) Medical Assessment.

2.3 PRIVATE PILOT LICENCE (PPL)

2.3.1 GENERAL REQUIREMENTS FOR THE ISSUE OF THE LICENCE APPROPRIATE TO THE AEROPLANE AND HELICOPTER CATEGORIES:

2.3.1.1 AGE

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

2.3.1.2 KNOWLEDGE

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a private pilot licence and appropriate to the to the aeroplane and helicopter categories intended to be included in the licence, in at least the following subjects:

Air law

- a) rules and regulations relevant to the holder of a private pilot licence; rules of the air; altimeter setting procedures; appropriate air traffic services practices and procedures;

Aircraft general knowledge for aeroplanes and helicopters

- b) principles of operation and functioning of engines, systems and instruments;
- c) operating limitations of the aeroplane and helicopter categories and engines; relevant operational information from the flight manual or other appropriate document;
- d) for helicopters, transmission (power trains) where applicable;
- e) **Reserved**

Flight performance, planning and loading

- f) effects of loading and mass distribution on flight characteristics; mass and balance calculations;
- g) use and practical application of take-off, landing and other performance data;
- h) pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic;

Human performance

- i) human performance including principles of TEM;

Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).

Meteorology

- j) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry; hazardous weather conditions;

Navigation

- k) practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;

Operational procedures

- l) application of TEM to operational performance;

Note.— Guidance material on the application of TEM is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Chapter 1, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

- m) altimeter setting procedures;
- n) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- o) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;
- p) in the case of helicopters, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC; Principles of flight

Principles of flight

- q) principles of flight;

Radiotelephony

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

2.3.1.3 SKILL

The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres described in (2.3.3.2) or (2.3.4.2.1) with a degree of competency appropriate to the privileges granted to the holder of a private pilot licence, and to:

- a) recognize and manage threats and errors;

Note.— Guidance material on the application of TEM is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Chapter 1, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

- b) operate the aircraft within its limitations;
- c) complete all manoeuvres with smoothness and accuracy;
- d) exercise good judgement and airmanship;
- e) apply aeronautical knowledge; and
- f) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

2.3.1.4 MEDICAL FITNESS

The applicant shall hold a current Class (2) Medical Assessment.

Note.— See (2.7.1.3) on the medical fitness requirements for private pilot licence holders seeking an instrument rating.

2.3.2 PRIVILEGES OF THE HOLDER OF THE PRIVATE PILOT LICENCE (PPL) AND THE CONDITIONS TO BE OBSERVED IN EXERCISING SUCH PRIVILEGES

2.3.2.1 Subject to compliance with the requirements specified in YCARs Part (I) Parg. (1.5), (1.7.1) (1.9) and Parg. (2.1) above, the privileges of the holder of a private pilot licence shall be to act, but not for remuneration, as pilot-in-command or co-pilot of aircraft within the appropriate aircraft category engaged in non-revenue flights.

2.3.2.2 Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the aeroplane and helicopter categories in night flying, including take-off, landing and navigation.

2.3.3 SPECIFIC REQUIREMENTS FOR THE ISSUE OF THE AEROPLANE CATEGORY RATING

2.3.3.1 EXPERIENCE

2.3.3.1.1 The applicant shall have completed not less than (40) hours of flight time, or (35) hours if completed during a course of approved training, as a pilot of aeroplanes appropriate to the class rating sought. The CAMA shall determine whether experience as a pilot under instruction in a FSTD is acceptable as part of the total flight time of (40) hours or (35) hours, as the case may be. Credit for such experience shall be limited to a maximum of (5) hours.

2.3.3.1.1.1 When the applicant has flight time as a pilot of aircraft in other categories, the CAMA shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of (2.3.3.1.1) can be reduced accordingly.

2.3.3.1.2 The applicant shall have completed in aeroplanes not less than (10) hours of solo flight time appropriate to the class rating sought, under the supervision of an authorized flight instructor, including (5) hours of solo cross-country flight time with at least one cross-country flight totalling not less than (270) km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made.

2.3.3.2 FLIGHT INSTRUCTION

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

- a) recognize and manage threats and errors;

Note.— Guidance material on the application of TEM is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Chapter 1, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

- b) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
- c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- d) control of the aeroplane by external visual reference;
- e) flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;
- f) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;
- g) normal and crosswind take-offs and landings;
- h) maximum performance (short field and obstacle clearance) take-offs; short-field landings;
- i) flight by reference solely to instruments, including the completion of a level 180° turn;
- j) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;
- k) emergency operations, including simulated aeroplane equipment malfunctions;
- l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- m) communication procedures and phraseology.

Note.— The instrument experience specified in (2.3.3.2 (i)) and the night flying dual instruction in (2.3.2.2) do not entitle the holder of a private pilot licence to pilot aeroplanes under IFR.

2.3.4 SPECIFIC REQUIREMENTS FOR THE ISSUE OF THE HELICOPTER CATEGORY RATING

2.3.4.1 EXPERIENCE

2.3.4.1.1 The applicant shall have completed not less than (40) hours of flight time, or (35) hours if completed during a course of approved training, as a pilot of helicopters. The CAMA shall determine whether experience as a pilot under instruction in a FSTD is acceptable as part of the total flight time of (40) hours or (35) hours, as the case may be. Credit for such experience shall be limited to a maximum of (5) hours.

2.3.4.1.1.1 When the applicant has flight time as a pilot of aircraft in other categories, the CAMA shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of (2.3.4.1.1) can be reduced accordingly.

2.3.4.1.2 The applicant shall have completed in helicopters not less than (10) hours of solo flight time under the supervision of an authorized flight instructor, including (5) hours of solo cross-country flight time with at least one cross-country flight totalling not less than (180) km (100 NM) in the course of which landings at two different points shall be made.

2.3.4.2 FLIGHT INSTRUCTION

2.3.4.2.1 The applicant shall have received not less than (20) hours of dual instruction time in helicopters from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot:

(a) recognize and manage threats and errors;

Note.— Guidance material on the application of TEM is found in the Procedures for Air Navigation Services —Training (PANS-TRG, Doc 9868), Part II, Chapter 1, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

(b) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;

(c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

(d) control of the helicopter by external visual reference;

(e) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;

(f) ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground;

(g) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations;

quick stops;

- (h) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;
- (i) emergency operations, including simulated helicopter equipment malfunctions; autorotative approach;
- (j) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (k) communication procedures and phraseology.

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

Note.— The instrument experience specified in (2.3.4.2.1.1) and the night flying dual instruction in (2.3.2.2) do not entitle the holder of a private pilot licence to pilot helicopters under (IFR).

2.3.5 RESERVED

2.3.6 RESERVED

2.4 COMMERCIAL PILOT LICENCE (CPL)

2.4.1 GENERAL REQUIREMENTS FOR THE ISSUE OF THE LICENCE APPROPRIATE TO THE AEROPLANE AND HELICOPTER CATEGORIES

2.4.1.1 AGE

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

2.4.1.2 KNOWLEDGE

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a commercial pilot licence and appropriate to the category of aircraft intended to be included in the licence, in at least the following subjects:

Air Law

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

Aircraft general knowledge for aeroplanes and helicopters

- b) Principles of operation and functioning of engines, systems and instruments;

- c) operating limitations of the relevant category of aircraft and engines;

relevant operational information from the flight manual or other appropriate document;

- d) use and serviceability checks of equipment and systems of appropriate aircraft;
- e) maintenance procedures for airframes, systems and engines of appropriate aircraft;
- f) for helicopters transmission (power trains) where applicable;
- g) Reserved

Flight performance, planning and loading

- H)** effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
- i) use and practical application of take-off, landing and other performance data;
- j) pre-flight and en-route flight planning appropriate to commercial operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;
- k) in the case of helicopters effects of external loading on handling;

Human performance

- l) human performance including principles of TEM;

Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).

Meteorology

- m) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
- n) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
- o) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;

Navigation

- p) air navigation, including the use of aeronautical charts, instruments and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment;
- q) **Reserved**

Operational procedures

- r) application of TEM to operational performance;

Note.— Guidance material on the application of TEM is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Chapter 1, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

- s) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- t) altimeter setting procedures;
- u) appropriate precautionary and emergency procedures;
- v) operational procedures for carriage of freight; potential hazards associated with dangerous goods;
- w) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
- x) in the case of helicopters, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;

Principles of flight

- y) principles of flight;

Radiotelephony

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

2.4.1.3 SKILL

The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres described in (2.4.3.2.1) or (2.4.4.2) with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence, and to:

- (a) recognize and manage threats and errors;

Note.— Guidance material on the application of TEM is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Chapter 1, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

- (b) operate the aircraft within its limitations;
- (c) complete all manoeuvres with smoothness and accuracy;
- (d) exercise good judgement and airmanship;
- (e) apply aeronautical knowledge; and
- (f) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

2.4.1.4 MEDICAL FITNESS

The applicant shall hold a current Class (1) Medical Assessment.

2.4.2 PRIVILEGES OF THE HOLDER OF THE COMMERCIAL PILOT LICENCE (CPL) AND THE CONDITIONS TO BE OBSERVED IN EXERCISING SUCH PRIVILEGES

2.4.2.1 Subject to compliance with the requirements specified in YCAR Part (1) Parg. (1.6.5) & (1.4.4) and Parg. (2.1) above, the privileges of the holder of a commercial pilot licence shall be:

- a) to exercise all the privileges of the holder of a private pilot licence in an aircraft within the appropriate aircraft category;

- b) to act as pilot-in-command of an aircraft within the appropriate aircraft category engaged in operations other than commercial air transportation;
- c) to act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate aircraft category and certificated for single-pilot operation;
- d) to act as co-pilot of an aircraft within the appropriate aircraft category required to be operated with a co-pilot; and

2.4.2.2 Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.

Note.— Certain privileges of the licence are curtailed by (2.1.10) for licence holders when they attain their (60th) and (65th) birthdays.

2.4.3 SPECIFIC REQUIREMENTS FOR THE ISSUE OF THE AEROPLANE CATEGORY RATING

2.4.3.1 EXPERIENCE

2.4.3.1.1 The applicant shall have completed not less than (200) hours of flight time, or (150) hours if completed during a course of approved training, as a pilot of aeroplanes. The CAMA shall determine whether experience as a pilot under instruction in a FSTD is acceptable as part of the total flight time of (200) hours or (150) hours, as the case may be. Credit for such experience shall be limited to a maximum of (10) hours.

2.4.3.1.1.1 The applicant shall have completed in aeroplanes not less than:

- a) (100) hours as pilot-in-command or, in the case of a course of approved training, (70) hours as pilot-in-command;
- b) (20) hours of cross-country flight time as pilot-in-command including a cross-country flight totalling not less than (540) km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made;
- c) (10) hours of instrument instruction time of which not more than (5) hours may be instrument ground time; and
- d) if the privileges of the licence are to be exercised at night, (5) hours of night flight time including (5) take-offs and (5) landings as pilot-in-command.

2.4.3.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the CAMA shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of (2.4.3.1.1) can be reduced accordingly.

2.4.3.2 FLIGHT INSTRUCTION

2.4.3.2.1 The applicant shall have received dual instruction in aeroplanes appropriate to the class and/or type rating, sought from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

- (a) recognize and manage threats and errors;

Note.— Guidance material on the application of TEM is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Chapter 1, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

- (b) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) control of the aeroplane by external visual reference;

- (e) flight at critically slow airspeeds; spin avoidance; recognition of, and recovery from, incipient and full stalls;
- (f) flight with asymmetrical power for multi-engine class or type ratings;
- (g) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;
- (h) normal and crosswind take-offs and landings;
- (i) maximum performance (short field and obstacle clearance) take-offs; short-field landings;
- (j) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
- (k) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;
- (l) abnormal and emergency procedures and manoeuvres including simulated aeroplane equipment malfunctions;
- (m) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (n) communication procedures and phraseology.

Note.— The instrument experience specified in (2.4.3.1.1.1 (c)) and (2.4.3.2.1 (j)) and the night flying experience and dual instruction specified in (2.4.3.1.1.1 (d)) and (2.4.2.2) do not entitle the holder of a commercial pilot licence to pilot aeroplanes under (IFR).

2.4.3.2.2 The applicant should have received, in actual flight, upset prevention and recovery training approved by the CAMA.

Note 1.— Procedures for upset prevention and recovery training in actual flight are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).

Note 2.— Guidance on upset prevention and recovery training in actual flight is contained in the Manual on Aeroplane Upset Prevention and Recovery Training (Doc 10011).

2.4.4 SPECIFIC REQUIREMENTS FOR THE ISSUE OF THE HELICOPTER CATEGORY RATING

2.4.4.1 EXPERIENCE

2.4.4.1.1 The applicant shall have completed not less than (150) hours of flight time, or (100) hours if completed during a course of approved training, as a pilot of helicopters. The CAMA shall determine whether experience as a pilot under instruction in a FSTD is acceptable as part of the total flight time of (150) hours or (100) hours, as the case may be. Credit for such experience shall be limited to a maximum of (10) hours.

2.4.4.1.1.1 The applicant shall have completed in helicopters not less than:

- (a) (35) hours as pilot-in-command;
- (b) (10) hours of cross-country flight time as pilot-in-command including a cross-country flight in the course of which landings at two different points shall be made;
- (c) (10) hours of instrument instruction time of which not more than (5) hours may be instrument ground time; and
- (d) if the privileges of the licence are to be exercised at night, (5) hours of night flight time including (5) take-offs and (5) landing patterns as pilot-in-command.

2.4.4.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the CAMA shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of (2.4.4.1.1) can be reduced accordingly.

2.4.4.2 FLIGHT INSTRUCTION

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

(a) recognize and manage threats and errors;

Note.— Guidance material on the application of TEM is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Chapter 1, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

(b) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;

(c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

(d) control of the helicopter by external visual reference;

(e) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;

(f) ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground; steep approaches;

(g) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;

(h) hovering out of ground effect; operations with external load, if applicable; flight at high altitude;

(i) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;

(j) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;

(k) abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing;

(l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and

(m) communication procedures and phraseology.

Note.— The instrument experience specified in (2.4.4.1.1.1 (c)) and (2.4.4.2 (i)) and the night flying experience and dual instruction specified in (2.4.4.1.1.1 (d)) and (2.4.2.2) do not entitle the holder of a commercial pilot licence to pilot helicopters under IFR.

2.4.5 RESERVED

2.4.6 RESERVED

2.4.7 QUALIFIED MILITARY PILOTS - CPL

2.4.7.1 Meet the military experience requirements under (2.1.11) if the person is a rated military pilot or former rated military pilot of Yemen Air Force

2.5 RESERVED

2.6 AIRLINE TRANSPORT PILOT LICENCE (ATPL)

2.6.1 GENERAL REQUIREMENTS FOR THE ISSUE OF THE LICENCE APPROPRIATE TO THE AEROPLANE AND HELICOPTER CATEGORIES

2.6.1.1 AGE

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

2.6.1.2 KNOWLEDGE

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an airline transport pilot licence and appropriate to and intended to be included in the licence, in at least the following subjects:

Air law

- a) rules and regulations relevant to the holder of an airline transport pilot licence; rules of the air; appropriate air traffic services practices and procedures;

Aircraft general knowledge for aeroplanes and helicopters

- b) general characteristics and limitations of electrical, hydraulic, pressurization and other aircraft systems; flight control systems, including autopilot and stability augmentation;
- c) principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;
- d) operating procedures and limitations of the relevant category of aircraft; effects of atmospheric conditions on aircraft performance in accordance with the relevant operational information from the flight manual;
- e) use and serviceability checks of equipment and systems of appropriate aircraft;
- f) flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments and electronic display units;
- g) maintenance procedures for airframes, systems and engines of appropriate aircraft;
- h) for helicopters transmission (power trains) where applicable;

Flight performance, planning and loading

- i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
- j) use and practical application of take-off, landing and other performance data, including procedures for cruise control;
- k) pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;
- l) in the case of helicopters effects of external loading on handling;

Human performance

- m) human performance including principles of TEM;

Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).

Meteorology

- n) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
- o) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
- p) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
- q) in the case of aeroplanes practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jetstreams;

Navigation

- r) air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;
- s) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;
- t) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;
- u) principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;

Operational procedures

- v) application of TEM to operational performance;

Note.— Guidance material on the application of TEM is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Chapter 1, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

- w) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- x) precautionary and emergency procedures; safety practices;
- y) operational procedures for carriage of freight and dangerous goods;
- z) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
- aa) in the case of helicopters, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;

Principles of flight

- bb) principles of flight;

Radiotelephony

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

2.6.1.2.2 In addition to the above subjects, the applicant for an airline transport pilot licence applicable to the aeroplane category shall have met the knowledge requirements for the instrument rating at (2.7.1.1).

2.6.1.3 SKILL

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

- a) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
- b) normal flight procedures and manoeuvres during all phases of flight;
- c) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframe;
- d) procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and
- e) in the case of aeroplanes procedures and manoeuvres for instrument flight described in (2.7.4.1 (a)) to d), including simulated engine failure.

2.6.1.3.1.1 In the case of an aeroplane, the applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in (2.6.1.3.1) as pilot-in-command of a multi-engined aeroplane.

2.6.1.3.1.2 The applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in (2.6.1.3) with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence, and to:

- a) recognize and manage threats and errors;

Note.— Guidance material on the application of TEM is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Chapter 1, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

- b) smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;
- c) operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
- d) perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight;
- e) exercise good judgement and airmanship, to include structured decision making and the maintenance of situational awareness; and
- f) communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to SOPs and use of checklists.

2.6.1.4 MEDICAL FITNESS

The applicant shall hold a current Class (1) Medical Assessment.

2.6.2 PRIVILEGES OF THE HOLDER OF THE AIRLINE TRANSPORT PILOT LICENCE (ATPL) AND THE CONDITIONS TO BE OBSERVED IN EXERCISING SUCH PRIVILEGES

2.6.2.1 Subject to compliance with the requirements specified in YCARs Part (I) Parg. (1.5), (1.7.1) (1.9) and Parg. (2.1) above the privileges of the holder of an airline transport pilot licence shall be:

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

Note.— Certain privileges of the licence are curtailed by (2.1.10) for licence holders when they attain their 60th and 65th birthdays.

2.6.3 SPECIFIC REQUIREMENTS FOR THE ISSUE OF THE AEROPLANE CATEGORY RATING

2.6.3.1 EXPERIENCE

2.6.3.1.1 The applicant shall have completed not less than (1500) hours of flight time as a pilot of aeroplanes. The CAMA shall determine whether experience as a pilot under instruction in a FSTD is acceptable as part of the total flight time of (1500) hours. Credit for such experience shall be limited to a maximum of (100) hours, of which not more than (52) hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

2.6.3.1.1.1 The applicant shall have completed in aeroplanes not less than:

- (a) (500) hours as pilot-in-command under supervision or (250) hours, either as pilot-in-command, or made up by not less than (70) hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
- (b) (200) hours of cross-country flight time, of which not less than (100) hours shall be as pilot-in-command or as pilot-in-command under supervision;
- (c) (75) hours of instrument time, of which not more than (30) hours may be instrument ground time; and
- (d) (100) hours of night flight as pilot-in-command or as co-pilot.

2.6.3.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the CAMA shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of (2.6.3.1.1) can be reduced accordingly.

2.6.3.2 FLIGHT INSTRUCTION

The applicant shall have received the dual flight instruction required at (2.4.3.2) for the issue of the commercial pilot licence and at (2.7.4) for the issue of the instrument rating.

2.6.4 SPECIFIC REQUIREMENTS FOR THE ISSUE OF THE HELICOPTER CATEGORY RATING

2.6.4.1 EXPERIENCE

2.6.4.1.1 The applicant shall have completed not less than (1000) hours of flight time as a pilot of helicopters. The CAMA shall determine whether experience as a pilot under instruction in a FSTD is acceptable as part of the total flight time of (1000) hours. Credit for such experience shall be limited to a maximum of (100) hours, of which not more than (25) hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

2.6.4.1.1.1 The applicant shall have completed in helicopters not less than:

- (a) (250) hours, either as pilot-in-command, or made up of not less than (70) hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
- (b) (200) hours of cross-country flight time, of which not less than (100) hours shall be as pilot-in-command or as pilot-in-command under supervision;
- (c) (30) hours of instrument time, of which not more than (10) hours may be instrument ground time; and
- (d) (50) hours of night flight as pilot-in-command or as co-pilot.

2.6.4.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the CAMA shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of (2.6.4.1.1) can be reduced accordingly.

2.6.4.2 FLIGHT INSTRUCTION

The applicant shall have received the flight instruction required for the issue of the commercial pilot licence (2.4.4.2).

Note.— The instrument time specified in (2.6.4.1.1.1 (c)) and the night flying time specified in (2.6.4.1.1.1 (d)) do not entitle the holder of the airline transport pilot licence — helicopter to pilot helicopters under IFR.

2.6.5 RESERVED

2.6.7 QUALIFIED MILITARY PILOTS - ATPL

Meet the military experience requirements under (2.1.11) if the person is a rated military pilot or former rated military pilot of Yemen Air Force

2.7 INSTRUMENT RATING (IR)

2.7.1 REQUIREMENTS FOR THE ISSUE OF THE RATING FOR AEROPLANE AND HELICOPTER CATEGORIES

2.7.1.1 KNOWLEDGE

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an instrument rating, in at least the following subjects:

Air law

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

Aircraft general knowledge for the aircraft category being sought

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

Flight performance and planning for the aeroplane and helicopter categories

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

Human performance for the aeroplane and helicopter categories

- f) human performance relevant to instrument flight in aircraft including principles of TEM;

Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683). Meteorology for the aircraft category being sought

- g) application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;
- h) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
- i) in the case of helicopters, effects of rotor icing;

Navigation for the aeroplane and helicopter categories

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

Operational procedures for the aeroplane and helicopter categories

- l) application of TEM to operational performance;
- m) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en-route, descent and approach;
- n) precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;

Note.— Information for pilots and flight operations personnel on flight procedure parameters and operational procedures is contained in the Procedures for Air Navigation Services (PANS-OPS, Doc 8168), Volume I — Flight Procedures. Procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.

Radiotelephony

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

2.7.1.2 SKILL

2.7.1.2.1 The applicant shall have demonstrated in an aircraft of the category for which the instrument rating is being sought the ability to perform the procedures and manoeuvres described in (2.7.4.1) with a degree of competency appropriate to the privileges granted to the holder of an instrument rating, and to:

- (a) recognize and manage threats and errors;

Note.— Guidance material on the application of TEM is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Chapter 1, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

- (b) operate the aircraft for the category being sought, within its limitations;
- (c) complete all manoeuvres with smoothness and accuracy;
- (d) exercise good judgement and airmanship;
- (e) apply aeronautical knowledge; and
- (f) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

2.7.1.2.1.1 The applicant shall have demonstrated the ability to operate multi-engined aircraft within the appropriate category by reference solely to instruments with one engine inoperative, or simulated inoperative, if the privileges of the instrument rating are to be exercised on such aircraft.

Note.— See (2.1.6) on the use of FSTDs for demonstrations of skill.

2.7.1.3 MEDICAL FITNESS

2.7.1.3.1 Applicants who hold a private pilot licence shall have established their hearing acuity on the basis of compliance with the hearing requirements for the issue of a Class (1) Medical Assessment.

2.7.1.3.2 CAMA should consider requiring the holder of a private pilot licence to comply with the physical and mental, and visual requirements for the issue of a Class (1) Medical Assessment.

2.7.2 PRIVILEGES OF THE HOLDER OF THE INSTRUMENT RATING (IR) AND THE CONDITIONS TO BE OBSERVED IN EXERCISING SUCH PRIVILEGES

2.7.2.1 Subject to compliance with the requirements specified in YCAR Part (I) Parg. (1.5), (1.7.1) (1.9) and Parg. (2.1) above the privileges of the holder of an instrument rating with a specific aircraft category shall be to pilot that category of aircraft under IFR.

2.7.2.2 Before exercising the privileges on multi-engined aircraft, the holder of the rating shall have complied with the requirements of (2.7.1.2.1.1).

Note.— Pilots may exercise joint category privileges of the instrument rating on more than one category of aircraft if they have completed the requirements in each category.

2.7.3 EXPERIENCE

2.7.3.1 The applicant shall hold a pilot licence for the aircraft category being sought.

2.7.3.2 The applicant shall have completed not less than:

(a) (50) hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the CAMA, of which not less than 10 hours shall be in the aircraft category being sought; and

(b) (40) hours of instrument time in aircraft of which not more than (20) hours, or (30) hours where a flight simulator is used, may be instrument ground time. The ground time shall be under the supervision of an authorized instructor.

2.7.4 FLIGHT INSTRUCTION

2.7.4.1 The applicant shall have gained not less than (10) hours of the instrument flight time required in (2.7.3.2 (b)) while receiving dual instrument flight instruction in the aircraft category being sought, from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the holder of an instrument rating:

(a) pre-flight procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an IFR flight plan;

(b) pre-flight inspection, use of checklists, taxiing and pre-take-off checks;

(c) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:

- transition to instrument flight on take-off;
- standard instrument departures and arrivals;
- en-route IFR procedures;
- holding procedures;
- instrument approaches to specified minima;
- missed approach procedures;
- landings from instrument approaches;

(d) in-flight manoeuvres and particular flight characteristics.

2.7.4.2 If the privileges of the instrument rating are to be exercised on multi-engined aircraft, the applicant shall have received dual instrument flight instruction in a multi-engined aircraft within the appropriate category from an authorized flight

instructor. The instructor shall ensure that the applicant has operational experience in the operation of the aircraft within the appropriate category by reference solely to instruments with one engine inoperative or simulated inoperative.

2.8 FLIGHT INSTRUCTOR RATING APPROPRIATE TO AEROPLANES AND HELICOPTERS

2.8.1 REQUIREMENTS FOR THE ISSUE OF THE RATING

2.8.1.1 KNOWLEDGE

The applicant shall have met the knowledge requirements for the issue of a commercial pilot licence as appropriate to the aeroplanes and helicopters categories of included in the licence. In addition, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight instructor rating, in at least the following areas:

- (a) techniques of applied instruction;
- (b) assessment of student performance in those subjects in which ground instruction is given;
- (c) the learning process;
- (d) elements of effective teaching;
- (e) student evaluation and testing, training philosophies;
- (f) training programme development;
- (g) lesson planning;
- (h) classroom instructional techniques;
- (i) use of training aids, including FSTDs as appropriate;
- (j) analysis and correction of student errors;
- (k) human performance relevant to flight instruction including principles of TEM;

Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).

- (l) hazards involved in simulating system failures and malfunctions in the aircraft.

2.8.1.2 SKILL

The applicant shall have demonstrated, in the category and class of aircraft for which flight instructor privileges are sought, the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction as appropriate.

2.8.1.3 EXPERIENCE

The applicant shall have met the experience requirements for the issue of a commercial pilot licence as specified in (2.4.3.1, 2.4.4.1, 2.4.5.1) and (2.4.6.1) for each aircraft category, as appropriate.

2.8.1.4 FLIGHT INSTRUCTION

The applicant shall, under the supervision of a flight instructor accepted by the CAMA for that purpose:

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

2.8.2 PRIVILEGES OF THE HOLDER OF THE FLIGHT INSTRUCTOR (FI) RATING AND THE CONDITIONS TO BE OBSERVED IN EXERCISING SUCH PRIVILEGES

2.8.2.1 Subject to compliance with the requirements specified in YCARs Part (I) Parg. (1.5), (1.7.1) (1.9) and Parg. (2.1) above the privileges of the holder of a flight instructor rating shall be:

- (a) to supervise solo flights by student pilots; and
- (b) to carry out flight instruction for the issue of a private pilot licence, a commercial pilot licence, an instrument rating, and a flight instructor rating provided that the flight instructor:
 - (1) holds at least the licence and rating for which instruction is being given, in the appropriate aircraft category;
 - (2) holds the licence and rating necessary to act as the pilot-in-command of the aircraft on which the instruction is given; and
 - (3) has the flight instructor privileges granted entered on the licence.

2.8.3 DURATION OF FLIGHT INSTRUCTOR RATING

Unless renewed in accordance with parag. (2.8.4) below, before the date of expiry, flight instructor ratings shall expire concurrently with the validity period of the pilot Licence on which the flight instructor rating is issued.

2.8.4 RENEWAL OF FLIGHT INSTRUCTOR RATING

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

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

for the renewal of his/her rating, an approved flight instructor refresher course sponsored by the CAMA.

2.8.5 EXPIRED FLIGHT INSTRUCTOR RATINGS.....

The holder of an expired flight instructor rating on his/her Yemen Licence may renew that rating by passing the practical test prescribed in parag. (2.8.3) above.



YEMEN CIVIL AVIATION REGULATIONS (YCARs)

PART II

CHAPTER – 3 –

LICENCES - FLIGHT ENGINEER

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CHAPTER 3

3.0 LICENCES FOR FLIGHT ENGINEER

3.1 General rules concerning flight engineer Licence

- (a) An applicant shall, before being issued with a flight engineer licence, meet such requirements in respect of age, knowledge, experience, skill and medical fitness as are specified for those licences.
- (b) An applicant for a flight engineer licence shall demonstrate such requirements for knowledge and skill as are specified for those licences, in a manner determined by the CAMA.

3.1.1 Requirements for the issue of the licence

3.1.1.1 Age

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

3.1.1.2 Knowledge

- 3.1.1.2.1 The applicant shall have demonstrated, in a manner determined by the CAMA, a level of knowledge appropriate to the privileges granted to the holder of a Flight Engineer Licence in at least the following subjects:

Air Law

- (a) rules and regulations relevant to the holder of a flight engineer Licence ; rules and regulations governing the operation of civil aircraft pertinent to the duties of a flight engineer.

Aircraft General Knowledge

- (b) Basic principles of power plants, gas turbines and/or piston engines; characteristics of fuels, fuel systems including fuel control; lubricants and lubrication systems; afterburners and injection systems, function and operation of engine ignition and starter systems;
- (c) Principles of operation, handling procedures and operating limitations of aircraft power plants; effects of atmospheric conditions on engine performance;
- (d) Airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life; identification of structural damage and defects;
- (e) Ice and rain protection system;
- (f) Pressurization and air-conditioning systems, oxygen systems;
- (g) Hydraulic and pneumatic systems;
- (h) Basic electric theory, electric systems (AC and DC), aircraft wiring systems, bonding and screening;

- (i) principles of operation of instruments, compasses, auto-pilots, radio communication equipment, radio and radar navigation aids, flight management systems, displays and avionics;
- (j) Limitations of appropriate aircraft;
- (k) Fire protection, detection, suppression and extinguishing systems;
- (l) use and serviceability checks of equipment and systems of appropriate aircraft.

Flight performance, planning and loading

- (m) Effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
- (n) Use and practical application of performance data including procedures for cruise control.

Human Performance

- (o) Human performance relevant to the flight engineer including principles of threat and error management;

Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).

Operational Procedures

- (p) principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fuelling and use of external power; installed equipment and cabin systems;
- (q) Normal, abnormal and emergency procedures;
- (r) Operational procedures for carriage of freight and dangerous goods.

Principles of Flight

- (s) Fundamentals of aerodynamics.

Radiotelephony

- (t) Communication procedures and phraseology.

3.1.1.2.2 The applicant should have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight engineer Licence in at least the following subjects:

- (a) fundamentals of navigation; principles and operation of self-contained systems; and
- (b) operational aspects of meteorology.

3.1.1.3 Experience

3.1.1.3.1 The applicant shall have completed under the supervision of a person accepted by the CAMA for that purpose, not less than (100) hours of flight time in the performance of the duties of a flight engineer. The CAMA shall determine whether experience as a flight engineer in a flight simulator, which it has approved, is acceptable as part of the total flight time of (100) hours. Credit for such experience shall be limited to a maximum of (50) hours.

3.1.1.3.1.1 When the applicant has flight time as a pilot, the CAMA shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of (3.1.1.3.1) can be reduced accordingly.

3.1.1.3.2 The applicant shall have operational experience in the performance of the duties of a flight engineer, under the supervision of a flight engineer accepted by the CAMA for that purpose, in at least the following areas:

(a) Normal Procedures

- Pre-flight inspections
- fuelling procedures, fuel management
- Inspection of maintenance documents
- Normal flight desk procedures during all phases of flight
- Crew coordination and procedures in case of crew incapacitation
- defect reporting

(b) Abnormal And Alternate (Standby) Procedures

- Recognition of abnormal functioning of aircraft systems
- Use of abnormal and alternate (standby) procedures

(c) Emergency Procedures

- Recognition of emergency conditions
- Use of appropriate emergency procedures

3.1.1.4 Skill

3.1.1.4.1 The applicant shall have demonstrated the ability to perform as flight engineer of an aircraft, the duties and procedures described in (3.1.1.3.2) with a degree

of competency appropriate to the privileges granted to the holder of a flight engineer licence, and to:

(a) Recognize and manage threats and errors;

Note.— Guidance material on the application of threat and error management is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Chapter 3, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

(b) use aircraft systems within the aircraft's capabilities and limitation;

(c) exercise good judgment and airmanship;

(d) Apply aeronautical knowledge;

(e) Perform all the duties as part of an integrated crew with the successful outcome never in doubt; and

(f) Communicate effectively with the other flight crew members.

3.1.1.4.2 The use of a Flight Simulation Training Device (FSTD) for performing any of the procedures required during the demonstration of skill described in (3.1.1.4.1) shall be approved by the CAMA, which shall ensure that the FSTD is appropriate to the task.

3.1.1.5 Medical Fitness

The applicant shall hold a current Class 2 Medical Assessment.

3.1.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges

3.1.2.1 Subject to compliance with the requirements specified in YCAR Part II Chapter 1, Parg. (1.6), (1.8.1) and (1.10), the privileges of the holder of a flight engineer Licence shall be to act as flight engineer of in any aircraft on which the holder has demonstrated a level of knowledge and skill in a manner determined by the CAMA on the basis of those requirements specified in paragraphs (3.1.1.2 and 3.1.1.4) above, which are applicable to the safe operation of that type of aircraft.

3.1.2.2 The types of aircraft on which the holder of a flight engineer Licence is authorized to exercise the privileges of that Licence shall be entered on the Licence .



YEMEN CIVIL AVIATION REGULATIONS (YCARs)

PART II

CHAPTER – 4 LICENCES - CABIN CREW

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CHAPTER 4

4.0 LICENCES FOR CABIN CREW

4.1 GENERAL RULES CONCERNING CABIN CREW LICENCE

An applicant shall, before being issued with a cabin crew licence, meet such requirements in respect of age, knowledge, experience, skill and medical fitness as are specified for those licences.

4.1.1 AGE

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

4.1.2 KNOWLEDGE

The applicant shall satisfy the CAMA that he/she is;

- (a) Competent to execute those duties and functions, which the cabin crew member is assigned to perform in the event of an in-flight emergency or a situation requiring emergency evacuation;
- (b) Capable in the use of emergency and lifesaving equipment required to be carried such as life jackets, life rafts, evacuation slides, emergency exits, portable fire extinguisher, oxygen equipment and first-aid kits;
- (c) When serving on aeroplanes operated above 3000 m (10000 ft.), knowledgeable as regards the effect of lack of oxygen and, in the case of pressurized aeroplanes, as regards physiological phenomena accompanying a loss of pressurization;
- (d) Aware of other crew members' assignments and functions in the event of an emergency insofar as it is necessary to fulfill his/her own individual duties;
- (e) Aware of the types of dangerous goods which may, and may not, be carried in a passenger cabin and has completed a dangerous goods training program.

4.1.3 EXPERIENCE

The applicant shall have completed an approved course of training in all aspects of safety requirements pertinent to the type of aircraft to be annotated on the applicant's Licence. The applicant shall also have completed two route segments under the instruction of a qualified cabin crew member on the type of aircraft concerned.

4.1.4 SKILL

The applicant shall have demonstrated his/her competence in the duties of a cabin crew member as regards the emergency procedures applicable.

4.1.5 MEDICAL FITNESS

The applicant shall hold a Cabin Crew Medical Assessment issued in compliance with these Regulations within the preceding 60 calendar months or 24 calendar months if over 40 years of age.

4.1.6 PRIVILEGES OF THE HOLDER OF THE CABIN CREW LICENCE AND THE CONDITIONS TO BE OBSERVED IN EXERCISING SUCH PRIVILEGES

- (a) The privileges of holders of a cabin crew licence are to act as cabin crew members in commercial air transport operation of aircraft in compliance with the law and applicable relevant regulatory requirements.
- (b) Cabin crew members may exercise the privileges specified in Parg. (a) above only if they hold a valid cabin crew licence
- (b) Any person, shall not operate on a Yemen registered aircraft, required to be flown with a cabin crew as required crew compliment; unless in possession of a valid and current cabin crew licence endorsed with an appropriate type rating or holding a validation, issued by Yemen CAMA.
- (c) The cabin crew shall hold an appropriate category of medical certificate while exercising the privileges of his/her licence.



YEMEN CIVIL AVIATION REGULATIONS (YCARs)

YCAR PART II

CHAPTER – 5 - MEDICAL PROVISIONS FOR LICENSING

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5.0 MEDICAL PROVISIONS FOR LICENSING

Note 1.— The Standards and Recommended Practices established in this chapter cannot, on their own, be sufficiently detailed to cover all possible individual situations. Of necessity, many decisions relating to the evaluation of medical fitness must be left to the judgement of the individual medical examiner. The evaluation must, therefore, be based on a medical examination conducted throughout in accordance with the highest standards of medical practice.

Note 2.— Predisposing factors for disease, such as obesity and smoking, may be important for determining whether further evaluation or investigation is necessary in an individual case.

Note 3.— In cases where the applicant does not fully meet the medical requirements and in complicated and unusual cases, the evaluation may have to be deferred and the case submitted to the medical assessor of the CAMA for final evaluation. In such cases due regard must be given to the privileges granted by the licence applied for or held by the applicant for the Medical Assessment, and the conditions under which the licence holder is going to exercise those privileges in carrying out assigned duties.

Note 4.— Attention is called to the administrative clause in YCARs Part (II) Chapter (I) parag. (1.5.12) dealing with accredited medical conclusion.

Note 5.— Guidance material to assist medical examiners is published separately in the Manual of Civil Aviation Medicine (Doc 8984). This guidance material also contains a discussion of the terms “likely” and “significant” as used in the context of the medical provisions in Chapter 6.

Note 6.— Basic safety management principles, when applied to the medical assessment process, can help ensure that aeromedical resources are utilized effectively.

5.0.1 An applicant for a Licence shall, when applicable, hold a Medical Assessment issued in accordance with the provisions of this Chapter.

5.0.2 From 18 November 2010 States should apply, as part of their State safety programme, basic safety management principles to the medical assessment process of licence holders, that as a minimum include:

- (a) routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk; and
- (b) continuous re-evaluation of the medical assessment process to concentrate on identified areas of increased medical risk.

Note.— A framework for the implementation and maintenance of a State safety programme is contained in Attachment A to Annex 19 & YCARs Part (10). Guidance on State safety programmes and safety management principles is contained in the Safety Management Manual (SM(M) (Doc 9859) and the Manual of Civil Aviation Medicine (Doc 8984).

5.0.3 The period of validity of a Medical Assessment shall begin on the day the medical examination is performed. The duration of the period of validity shall be in accordance with the provisions of YCARs Part (II) Chapter (I) parag. (1.6.1).

5.0.4 The period of validity of a Medical Assessment may be extended, at the discretion of the CAMA, up to (45) days.

Note.— It is advisable to let the calendar day on which the Medical Assessment expires remain constant year after year by allowing the expiry date of the current Medical Assessment to be the beginning of the new validity period under the proviso that the medical examination takes place during the period of validity of the current Medical Assessment but no more than 45 days before it expires.

5.0.5 Except as provided in YCARs Part (II) Chapter (I) parag. (1.6.1), flight crew members or air traffic controllers shall not exercise the privileges of their licence unless they hold a current Medical Assessment appropriate to the licence.

5.0.6 CAMA shall designate medical examiners, qualified and Licence d in the practice of medicine, to conduct medical examinations of fitness of applicants for the issue or renewal of the licences or ratings specified in YCARs Part (II) Chapters (2), (3) (4) and (8).

5.0.7 Medical examiners shall have received training in aviation medicine and shall receive refresher training at regular intervals. Before designation, medical examiners shall demonstrate adequate competency in aviation medicine.

5.0.8 Medical examiners shall have practical knowledge and experience of the conditions in which the holders of Licences and ratings carry out their duties.

Note.— Examples of practical knowledge and experience are flight experience, simulator experience, on-site observation or any other hands-on experience deemed by the CAMA to meet this requirement.

- 5.0.7 The competence of a medical examiner should be evaluated periodically by the medical assessor.
- 5.0.8 Applicants for licences or ratings for which medical fitness is prescribed shall sign and furnish to the medical examiner a declaration stating whether they have previously undergone such an examination and, if so, the date, place and result of the last examination. They shall indicate to the examiner whether a Medical Assessment has previously been refused, revoked or suspended and, if so, the reason for such refusal, revocation or suspension.
- 5.0.9 Any false declaration to a Medical Examiner made by an applicant shall be reported to the CAMA for such action as may be considered appropriate.
- 5.0.10 Having completed the medical examination of the applicant in accordance with YCARs Part Chapter (5), the medical examiner shall coordinate the results of the examination and submit a signed report, or equivalent, to the CAMA, in accordance with its requirements, detailing the results of the examination and evaluating the findings with regard to medical fitness.
 - 5.0.10.1 If the medical report is submitted to the CAMA in electronic format, adequate identification of the examiner shall be established.
 - 5.0.10.2 If the medical examination is carried out by two or more medical examiners, CAMA shall appoint one of these to be responsible for coordinating the results of the examination, evaluating the findings with regard to medical fitness, and signing the report.
- 5.0.11 CAMA shall use the services of medical assessors to evaluate reports submitted to the CAMA by medical examiners.
 - 15.0.11.1 The medical examiner shall be required to submit sufficient information to the CAMA to enable CAMA to undertake Medical Assessment audits.

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

5.0.12 If the medical Standards prescribed in YCARs Part (II) Chapter (5) for a particular licence are not met, the appropriate Medical Assessment shall not be issued or renewed unless the following conditions are fulfilled:

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

(b) relevant ability, skill and experience of the applicant and operational conditions have been given due consideration; and

(c) the licence is endorsed with any special limitation or limitations when the safe performance of the licence holder's duties is dependent on compliance with such limitation or limitations.

5.0.13 Medical confidentiality shall be respected at all times.

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

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

5.0.14 The CAMA shall ensure the Aeromedical Examiner has adequate facilities, including all required testing equipment in current calibration and good working condition, to support the conduct of aeromedical assessments.

5.1.15 The Aeromedical Examiner shall maintain a record of each medical assessment administered including a copy of the medical report, for at least five years.

5.0.16 The Aeromedical Examiner shall forward to the CAMA the original signed copy of the medical assessment for each applicant together with a copy of the medical certificate issued to the applicant. The AME shall detail the result of the examination and evaluate the medical fitness of the applicant.

5.0.17 The CAMA reserves the right to suspend, revoke or deny the Aeromedical Designation of any medical examiner

5.0.18 The CAMA shall review the findings of the Medical Assessment and shall reserve the right to suspend, deny or revoke any medical assessment for which there is evidence to give cause to believe

the applicant or holder of said medical assessment does not meet the standards of this Section.

- 5.0.19 Aeromedical Examiners authorized by the CAMA shall, as a responsibility of that authorization, participate as a member of the Aeromedical Review Board convened by the CAMA for the purpose of reviewing medical assessments to determine the applicant's or holder's medical qualification.

5.1 MEDICAL ASSESSMENTS GENERAL

5.1.1. Classes of Medical Assessment.

Four classes of Medical Assessment shall be established as follows:

(a) Class (1) Medical Assessment:

Applies to applicants for, and holders of:

- Commercial Pilot Licences aeroplane and helicopter.
- Airline Transport Pilot Licences aeroplane and helicopter

(b) Class (2) Medical Assessment:

Applies to applicants for, and holders of:

- Private Pilot Licences aeroplane and helicopter
- Student Pilot Licence aeroplane
- Flight Engineer Licences

(c) Class (3) Medical Assessment:

Applies to applicants for, and holders of:

- Air Traffic Controller Licences

(d) Cabin Crew Medical Assessment:

Applies to applicants for, and holders of:

- Cabin Crew Licences.

- 5.1.2 The applicant for a Medical Assessment shall provide the medical examiner with a personally certified statement of medical facts concerning his/her personal, familial and hereditary history. The applicant shall be made

aware of the necessity for giving a statement that is as complete and accurate as his/her knowledge permits, and any false statement shall be dealt with in accordance with YCARs Part (II) Chapter (1) parag. (1.4.7.1)

5.1.3 The medical examiner shall report to the CAMA any individual case where, in his/her judgment, an applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the Licence being applied for, or held, is not likely to jeopardize flight safety.

5.1.4 The level of medical fitness to be met for the renewal of a Medical Assessment shall be the same as that for the initial assessment except where otherwise specifically stated.

Note.— The intervals between routine medical examinations for the purpose of renewing Medical Assessments are specified in YCAR Part (II) Chapter (I) Parag. (1.7).

5.1.5 Aeromedical Examiners shall be responsible for the conduct of all medical assessments and the completion of the medical certificate. A qualified nurse may conduct Cabin Crew assessments for renewal purposes only.

5.1.6 A valid Class (2) or (3) Medical Certificate shall be accepted by the CAMA in lieu of a Cabin Crew Medical Assessment.

5.2 REQUIREMENTS FOR MEDICAL ASSESSMENTS

5.2.1. General

An applicant for a Medical Assessment issued in accordance with the terms of parag. (5.1.1) above shall undergo a medical examination based on the following requirements:

- (a) Physical and mental
- (b) Visual and colour perception; and
- (c) Hearing.

5.2.2 Physical and Mental Requirements

An applicant for any class of Medical Assessment shall be required to be free from:

- (a) Any abnormality, congenital or acquired, or
- (b) Any active, latent, acute or chronic disability, or
- (c) Any disturbance of consciousness without satisfactory medical explanation of cause - such as would entail a degree of functional incapacity, which is likely to interfere with the safe operation of an aircraft or with the safe performance of his/her duties.
- (d) Any wound, injury or sequelae from operation, or
- (e) Any effect or side-effect of any prescribed or non-prescribed therapeutic or preventative medication taken; such as would entail a degree of functional incapacity which is likely to interfere with the safe operation of an aircraft or with the safe performance of duties.

Note. Use of herbal medication and alternative treatment modalities requires particular attention to possible side-effects

5.2.3 Visual Acuity Test Requirements

5.2.3.1 The methods in use for the measurement of visual acuity are likely to lead to differing evaluations. To achieve uniformity, therefore, Contracting States shall ensure that equivalence in the methods of evaluation be obtained.

5.2.3.2 The following should be adopted for tests of visual acuity:

- (a) Visual acuity tests should be conducted in an environment with a level of illumination which corresponds to ordinary office illumination (30-60 cd/m²)
- (b) Visual acuity should be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.

5.2.4 Colour Perception Requirements

- 5.2.4.1 The Aeromedical Examiners shall use such methods of examination as will guarantee reliable testing of colour perception.
- 5.2.4.2 The applicant shall be required to demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties.
- 5.2.4.3 The applicant shall be tested for his/her ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature such as that provided by CIE standard illuminants C or D65 as specified by the International Commission on Illumination (CIE).
- 5.2.4.4 An applicant obtaining a satisfactory result as prescribed by the CAMA shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights. Applicants who fail to meet these criteria shall be assessed as unfit except for Cabin Crew and Class (2) Medical Assessments. In this case a Class (2) Medical Assessment shall have the following restriction: -Valid Daytime Only.

Note. Guidance on suitable methods of assessing colour vision is contained in the Manual of Civil Aviation Medicine (Doc 8984).

- 5.2.4.4.1 Sunglasses worn during the exercise of the privileges of the Licence or rating held should be non-polarizing and of a neutral grey tint

5.2.5 Hearing Test Requirements

- 5.2.5.1 CAMA shall use such methods of examination as will guarantee reliable testing of hearing.
- 5.2.5.2 Applicants shall be required to demonstrate a hearing performance sufficient for the safe exercise of their Licence and rating privileges.
- 5.2.5.3 Applicants for Class (1) Medical Assessments shall be tested by pure-tone audiometry at first issue of the Assessment, not less than

once every five years up to the age of 40 years, and thereafter not less than once every two years.

5.2.5.3.1 Alternatively, other methods providing equivalent results may be used.

5.2.5.4 Applicants for Class (3) Medical Assessments shall be tested by pure-tone audiometry at first issue of the Assessment, not less than once every four years up to the age of 40 years, and thereafter not less than once every two years.

5.2.5.4.1 Alternatively, other methods providing equivalent results may be used.

5.2.5.5 Applicants for Class (2) Medical Assessment should be tested by pure-tone audiometry at first issue of the Assessment and, after the age of 50 years, not less than once every two years.

5.2.5.6 At medical examinations, other than those mentioned in (5.2.5.3), (5.2.5.4) and (5.2.5.5), where audiometry is not performed, applicants shall be tested in a quiet room by whispered and spoken voice tests.

Note 1 - The reference zero for calibration of pure-tone audiometers is that of the pertinent Standards of the current edition of the Audiometric Test Methods, published by the International Organization for Standardization (ISO).

Note 2- For the purpose of testing hearing in accordance with the requirements, a quiet room is a room in which the intensity of the background noise is less than 35 dB(A).

Note 3- For the purpose of testing hearing in accordance with the requirements, the sound level of an average conversational voice at 1 m from the point of output (lower lip of the speaker) is c. 60 dB(A) and that of a whispered voice c. 45dB(A). At 2 m from the speaker, the sound level is 6 dB (A) lower.

Note 4- Guidance on assessment of applicants who use hearing aids is contained in the Manual of Civil Aviation Medicine (Doc 8984).

Note 5- Attention is called to YCARs Part (II) Chapter (I(I) Paragraf No. (2.7.1.3.1) on requirements for the issue of instrument rating to applicants who hold a private pilot Licence

5.3 CLASS – 1 - MEDICAL ASSESSMENT

5.3.1 Assessment Issue and Renewal

- 5.3.1.1 An applicant for a Commercial Pilot Licence —aeroplane and helicopter or an Airline Transport Pilot Licence — aeroplane and helicopter shall undergo an initial medical examination for the issue of a Class (1) Medical Assessment.
- 5.3.1.2 Except where otherwise stated in this section, holders of Air Transport Pilot Licence or Commercial Pilot Licence , either for Aeroplane or Helicopter, shall have their Class (1) Medical Assessments renewed at intervals not exceeding those specified in YCARs Part (II) Chapter (I) Parag. (1.6).
- 5.3.1.3 When the CAMA is satisfied that the requirements of this section and the general provisions of (5.1) and (5.2) have been met, a Class 1 Medical Assessment shall be issued to the applicant.

5.3.2 Physical and Mental Requirements

- 5.3.2.1 The applicant shall not suffer from any disease or disability, which could render him likely to become suddenly unable either to operate an aircraft safely or to perform his/her, assigned duties safely.
- 5.3.2.2 The applicant shall have no established medical history or clinical diagnosis of any of the following:
 - (a) An organic mental disorder;
 - (b) A mental or behavioral disorder due to use of psychoactive substances; this includes dependence syndrome induced by alcohol or other psychoactive substances;
 - (c) Schizophrenia or a schizotypal or delusional disorder;
 - (d) A mood (affective) disorder;
 - (e) A neurotic, stress-related or somatoform disorder;
 - (f) A behavioral syndrome associated with physiological disturbances or physical factors;
 - (g) A disorder of adult personality or behavior, particularly if manifested by repeated overt acts;
 - (h) Mental retardation;

(i) A disorder of psychological development;

(j) A behavioural or emotional disorder, with onset in childhood or adolescence; or

(k) A mental disorder not otherwise specified;

such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.

- 5.3.2.2.1 An applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's Licence and rating privileges.

Note 1.— Guidance on assessment of applicants treated with antidepressant medication is contained in the Manual of Civil Aviation Medicine (Doc 8984).

Note 2.— Mental and behavioural disorders are defined in accordance with the clinical descriptions and diagnostic guidelines of the World Health Organization as given in the International Statistical Classification of Diseases and Related Health Problems, 10th Edition — Classification of Mental and Behavioural Disorders, WHO 1992. This document contains detailed descriptions of the diagnostic requirements, which may be useful for their application to medical assessment.

- 5.3.2.3 The applicant shall have no established medical history or clinical diagnosis of any of the following:

(a) a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's Licence and rating privileges;

(b) Epilepsy; or

(c) Any disturbance of consciousness without satisfactory medical explanation of cause.

- 5.3.2.4 The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's Licence and rating privileges

- 5.3.2.5 The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

5.3.2.5.1 An applicant who has undergone coronary bypass grafting or angioplasty (with or without stentin(g) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's Licence or rating privileges.

5.3.2.5.2 An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's Licence or rating privileges.

Note. Guidance on cardiovascular evaluation is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.3.2.6 Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment.

5.3.2.6.1 Electrocardiography shall be included in re-examinations of applicants over the age of 50 no less frequently than annually.

5.3.2.6.2 Electrocardiography should be included in re-examinations of applicants between the ages of 30 and 50 no less frequently than every two years.

Note 1.— The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

Note 2.— Guidance on resting and exercise electrocardiography is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.3.2.7 The systolic and diastolic blood pressures shall be within normal limits.

5.3.2.7.1 The use of drugs for control of high blood pressure shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

Note.— Guidance on the subject is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.3.2.8 There shall be no significant functional nor structural abnormality of the circulatory tree.

5.3.2.9 There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms during normal or emergency operations.

5.3.2.9.1 Chest Radiography shall form a part of the initial examination.

Note.— Periodic chest radiography is usually not necessary but may be a necessity in situations where asymptomatic pulmonary disease can be expected.

5.3.2.10 Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's Licence or rating privileges.

5.3.2.11 Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.

5.3.2.11.1 The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's Licence and rating privileges.

Note.— Guidance on hazards of medication and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.3.2.12 Applicants with active pulmonary tuberculosis shall be assessed as unfit.

5.3.2.12.1 Applicants with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

Note 1.— Guidance on assessment of respiratory diseases is contained in the Manual of Civil Aviation Medicine (Doc 8984).

Note 2.— Guidance on hazards of medications and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.3.2.13 Applicants with significant impairment of function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

5.3.2.13.1 Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.

5.3.2.14 Applicants with sequelae of disease or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacity in flight,

in particular any obstructions due to stricture or compression, shall be assessed as unfit.

5.3.2.14.1 An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.

5.3.2.15 Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit

5.3.2.16 Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.

Note.— Guidance on assessment of Type 2 insulin-treated diabetic applicants under the provisions of 1.2.4.9 is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.3.2.16.1 Applicants with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's Licence and rating privileges.

Note.— Guidance on assessment of diabetic applicants is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.3.2.17 Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

Note.— Sickle cell trait or other haemoglobinopathic traits are usually compatible with a fit assessment.

5.3.2.18 Applicants with renal or genito-urinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their Licence and rating privileges.

5.3.2.18.1 Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

Note.— Guidance on urine examination and evaluation of abnormalities is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.3.2.19 Applicants with sequelae of disease or surgical procedures on the kidneys and the urinary tract likely to cause incapacity, in particular any obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's Licence or rating privileges.

5.3.2.19.1 Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

5.3.2.20 Applicants who are seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Note 1.— Early diagnosis and active management of HIV disease with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.

Note 2.— Guidance on the assessment of applicants who are seropositive for human immunodeficiency virus (HIV) is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.3.2.21 Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy..

5.3.2.21.1 For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with (5.3.2.31), the fit assessment should be limited to the period from the end of the (12th) week until the end of the (26th) week of gestation.

5.3.2.22 Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her Licence until she has undergone re- evaluation and it has been determined that she is able to safely exercise the privileges of her Licence and ratings.

5.3.2.23 The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Note.— Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.

5.3.2.24. The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

5.3.2.25. There shall be:

- (a) No active pathological process, acute or chronic, of the internal ear or of the middle ear;
- (b) No disturbance of vestibular function;
- (c) No significant dysfunction of the Eustachian tubes; and
- (d) No unhealed perforation of the tympanic membranes.

5.3.2.25.1 A single dry perforation of the tympanic membrane need not render the applicant unfit.

Note- Guidance on testing of the vestibular function is contained in Manual of Civil Aviation Medicine (Doc 8984).

5.3.2.26 There shall be

- (a) No nasal obstruction; and
- (b) No malformation nor any disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's Licence and rating privileges

5.3.2.27 Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

5.3.3 Visual Requirements-

The medical examination shall be based on the following requirements:

5.3.3.1 The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an rating privileges.

5.3.3.2 Distant visual acuity with or without correction shall be 6/9 or better in each eye separately and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this

standard of visual acuity can be obtained only with correcting lenses the applicant may be assessed as fit provided that;

- (a) Such correcting lenses are worn during the exercise of the privileges of the Licence or rating applied for or held;
- (b) In addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's Licence .

Note 1.— (6.3.3.2 (b) is the subject of Standards in Annex 6, Part I.

Note 2.- An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the CAMA. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.

5.3.3.2.1 Applicants may use contact lenses to meet this requirement provided that:

- (a) The lenses are monofocal and non-tinted;
- (b) The lenses are well tolerated;
and
- (c) A pair of suitable correcting spectacles is kept readily available during the exercise of the Licence privileges.

Note. Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each reexamination provided the history of their contact lens prescription is known.

5.3.3.2.2 Applicants with a large refractive error shall use contact lenses or high index spectacle lenses.

Note.— If spectacles are used, high-index lenses are needed to minimize peripheral field distortion.

5.3.3.2.3 Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial Medical Assessment and every five years thereafter.

Note 1- The purpose of the required ophthalmic examination is (1) to ascertain normal visual performance, and (2) to identify any significant pathology.

Note 2- Guidance on the assessment of monocular applicants under the provisions of 1.2.4.9 is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.3.3.3 Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae, which are likely to interfere with the safe exercise of their Licence and rating privileges.

5.3.3.4 The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by 6.3.3.2, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with 5.3.3.2; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

Note 1.— N5 and N14 refer to the size of typeface used. For further details, see the Manual of Civil Aviation Medicine (Doc 8984).

Note 2.—An applicant who needs near correction to meet this requirement will require “look-over”, bifocal or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision, through the windscreen, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for readin(g) significantly reduces distant visual acuity and is therefore not acceptable.

Note 3.—Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.

5.3.3.4.1 When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.

- 5.3.3.5 The applicant shall be required to have normal fields of vision.
- 5.3.3.6 The applicant shall be required to have normal binocular function.
- 5.3.3.6.1 Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.

5.3.4 Hearing Requirements

- 5.3.4.1 The applicant, when tested on a pure-tone audiometer, shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1000 or 2000 Hz, or more than 50 dB at 3 000 Hz
- 5.3.4.1.1 An applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals.

Note 1: It is important that the background noise be representative of the noise in the cockpit of the type of aircraft for which the applicant Licence and ratings are valid.

Note 2: In the speech material for discrimination testing, both aviation-relevant phrases and phonetically balanced words are normally used.

- 5.3.4.1.2. Alternatively, other methods providing equivalent results to those specified previously shall be used.

5.4 CLASS – 2 - MEDICAL ASSESSMENT

5.4.1 Assessment Issue and Renewal

- 5.4.1.1 An applicant for a private pilot licence — aeroplane and helicopter, a flight engineer licence or a flight navigator Licence shall undergo an initial medical examination for the issue of a Class (2) Medical Assessment.
- 5.4.1.2 Except where otherwise stated in this section, holders of private pilot licences — aeroplane and helicopter, flight engineer licences or flight navigator licences shall have their Class (2) Medical Assessments renewed at intervals not exceeding those specified in YCARs Part (II) Chapter (I) parag. (1.6).
- 5.4.1.3 When the CAMA is satisfied that the requirements of this section and the general provisions of (5.1) and (5.2) have been met, a Class (2) Medical Assessment shall be issued to the applicant.

5.4.2 Physical and mental requirements

The medical examination shall be based on the following requirements.

5.4.2.1 The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.

5.4.2.2 The applicant shall have no established medical history or clinical diagnosis of:

- (a) An organic mental disorder;
- (b) A mental or behavioural disorder due to psychoactive substance use; this includes dependence syndrome induced by alcohol or other psychoactive substances;
- (c) Schizophrenia or a schizotypal or delusional disorder;
- (d) A mood (affective) disorder
- (e) A neurotic, stress-related or somatoform disorder;
- (f) A behavioural syndrome associated with physiological disturbances or physical factors;
- (g) A disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
- (h) Mental retardation;
- (i) A disorder of psychological development;
- (j) A behavioural or emotional disorder, with onset in childhood or adolescence; or
- (k) A mental disorder not otherwise specified;

such as might render the applicant unable to safely exercise the privileges of the Licence applied for or held.

5.4.2.2.1 An applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's Licence and rating privileges.

Note 1. Guidance on assessment of applicants treated with antidepressant medication is contained in the Manual of Civil Aviation Medicine (Doc 8984).

Note 2. Mental and behavioral disorders are defined in accordance with the clinical descriptions and diagnostic guidelines of the World Health Organization as given in the International Statistical Classification of Diseases and Related Health Problems, 10th Edition — Classification of Mental and Behavioral Disorders, WHO 1992. This document contains detailed descriptions of the diagnostic requirements, which may be useful for their application to medical assessment.

5.4.2.3 The applicant shall have no established medical history or clinical diagnosis of any of the following:

(a) a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges;

(b) epilepsy;

(c) any disturbance of consciousness without satisfactory medical explanation of cause.

5.4.2.4 The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges..

5.4.2.5 The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's Licence and rating privileges.

5.4.2.5.1 An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stentin(g) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's Licence or rating privileges.

5.4.2.5.2 An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's Licence or rating privileges.

Note.— Guidance on cardiovascular evaluation is contained in the Manual of Civil Aviation Medicine (Doc 8984).

- 5.4.2.6 Electrocardiography shall form part of the heart examination for the initial issue of a Class2 Medical Assessment and shall be part of the heart examination for the first issue of a Medical Assessment at the age of 40.
- 5.4.2.6.1 Electrocardiography shall be included in re-examinations of applicants after the age of 50 no less than every two years..
- 5.4.2.6.2 Electrocardiography should form part of the heart examination for the first issue of a Medical Assessment.

Note 1.— The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

Note 2.— Guidance on resting and exercise electrocardiography is contained in the Manual of Civil Aviation Medicine(Doc 8984).

- 5.4.2.7 The systolic and diastolic blood pressures shall be within normal limits.
- 5.4.2.7.1 The use of drugs for control of high blood pressure shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's Licence and rating privileges.

Note.— Guidance on the subject is contained in the Manual of Civil Aviation Medicine (Doc 8984).

- 5.4.2.8 There shall be no significant functional nor structural abnormality of the circulatory tree.
- 5.4.2.9 There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleura likely to result in incapacitating symptoms during normal or emergency operations.
- 5.4.2.9.1 Chest radiography should form part of the initial and periodic examinations in cases where asymptomatic pulmonary disease can be expected.
- 5.4.2.10 Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's Licence or rating privileges.

5.4.2.11 Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.

5.4.2.11.1 The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's Licence and rating privileges.

Note.— Guidance on hazards of medication and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.4.2.12 Applicants with active pulmonary tuberculosis shall be assessed as unfit.

5.4.2.12.1 Applicants with quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin, may be assessed as fit.

Note 1.— Guidance on assessment of respiratory diseases is contained in the Manual of Civil Aviation Medicine (Doc 8984).

Note 2.— Guidance on hazards of medication and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.4.2.13 Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.

5.4.2.13.1 Applicants with significant impairment of the function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

5.4.2.14 Applicants with sequelae of disease of or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.

5.4.2.14.1 An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.

5.4.2.15 Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.

5.4.2.16 Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.

Note.— Guidance on assessment of Type 2 insulin-treated diabetic applicants under the provisions of (1.2.4.9) is contained in the Manual of Civil Aviation Medicine (Doc 8984).

- 5.4.2.16.1 Applicants with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

Note.— Guidance on assessment of diabetic applicants is contained in the Manual of Civil Aviation Medicine (Doc 8984).

- 5.4.2.17 Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

Note.— Sickle cell trait and other haemoglobinopathic traits are usually compatible with fit assessment.

- 5.4.2.18 Applicants with renal or genitourinary disease shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

- 5.4.2.18.1 Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

Note.— Guidance on urine examination and evaluation of abnormalities is contained in the Manual of Civil Aviation Medicine (Doc 8984).

- 5.4.2.19 Applicants with sequelae of disease of, or surgical procedures on, the kidneys or the genitourinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

- 5.4.2.19.1 Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

- 5.4.2.20 Applicants who are seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Note 1.— Early diagnosis and active management of HIV disease with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.

Note 2.— Guidance on the assessment of applicants who are seropositive for human immunodeficiency virus (HIV) is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.4.2.21 Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.

5.4.2.21.1 For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with 5.4.2.22, the fit assessment should be limited to the period from the end of the 12th week until the end of the 26th week of gestation.

5.4.2.22 Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.

5.4.2.23 The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Note.— Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.

5.4.2.24 The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

5.4.2.25 There shall be:

- (a) no disturbance of the vestibular function;
- (b) no significant dysfunction of the Eustachian tubes; and
- (c) no unhealed perforation of the tympanic membranes.

5.4.2.25.1 A single dry perforation of the tympanic membrane need not render the applicant unfit.

Note.— Guidance on testing of the vestibular function is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.4.2.26 There shall be:

(a) no nasal obstruction; and

(b) no malformation nor any disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

5.4.2.27 Applicants with stuttering and other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

5.4.3 Visual Requirements

The medical examination shall be based on the following requirements:

5.4.3.1 The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to produce proper visual function to an extent that would interfere with the safe exercise of the applicant's Licence and rating privileges.

5.4.3.2 Distant visual acuity with or without correction shall be 6/12 or better in each eye separately and binocular visual acuity shall be 6/9 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses the applicant may be assessed as fit provided that;

(a) Such correcting lenses are worn during the exercise of the privileges of the Licence or rating applied for or held;

(b) In addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's Licence .

Note. An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Licensing Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.

5.4.3.2.1 Applicants may use contact lenses to meet this requirement provided that:

(a) The lenses are monofocal and non tinted;

- (b) The lenses are well tolerated; and
- (c) A pair of suitable correcting spectacles is kept readily available during the exercise of the Licence privileges.

Note. Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.

- 5.4.3.2.2 Applicants with a large refractive error shall use contact lenses or high index spectacle lenses.

Note.— If spectacles are used, high-index lenses are needed to minimize peripheral field distortion.

- 5.4.3.2.3 Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 should be required to provide a full ophthalmic report prior to initial Medical Assessment and every five years thereafter.

Note 1.— The purpose of the required ophthalmic examination is (1) to ascertain normal visual performance, and (2) to identify any significant pathology.

Note 2.— Guidance on the assessment of monocular applicants under the provisions of 1.2.4.9 is contained in the Manual of Civil Aviation Medicine (Doc 8984).

- 5.4.3.3 Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae, which are likely to interfere with the safe exercise of their Licence and rating privilege.
- 5.4.3.4 The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by parag. (5.4.3.2), the N5 chart or its equivalent at a distance selected by him in the range of 30 to 50 centimeters (12 to 20 inches). If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with parag. (5.4.3.2); if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privilege of the Licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

Note 1.— N5 refers to the size of typeface used. For further details, see the Manual of Civil Aviation Medicine (Doc 8984).

Note 2.— An applicant who needs near correction to meet the requirement will require “look-over”, bifocal or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision, through the windscreen, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for readin(g)) significantly reduces distant visual acuity and is therefore not acceptable.

Note 3.— Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of the reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.

5.4.3.4.1 When near correction is required in accordance with this paragraph, a second pair of near correction spectacles shall be kept available for immediate use.

5.4.3.5 The applicant shall be required to have normal fields of vision.

5.4.3.6 The applicant shall be required to have normal binocular function..

5.4.3.6.1 Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.

5.4.4 Hearing Requirements

Note.— Attention is called to YCARs Part (II) Chapter (2) parag. (2.3.6) on requirements for the issue of instrument rating to applicants who hold a private pilot licence.

5.4.4.1 Applicants who are unable to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the examiner and with the back turned to the examiner, shall be assessed as unfit.

5.4.4.2 When tested by pure-tone audiometry, an applicant with a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz, shall be assessed as unfit.

5.4.4.3 An applicant who does not meet the requirements in 5.4.4.1 or 5.4.4.2 should undergo further testing in accordance with 5.4.4.1.1

5.5 CLASS – 3 - MEDICAL ASSESSMENT

5.5.1 Assessment Issue and Renewal

- 5.5.1.1 Until 2 November 2022, an applicant for an air traffic controller licence shall undergo an initial medical examination for the issue of a Class (3) Medical Assessment.
- 5.5.1.1 As of 3 November 2022, an applicant for an air traffic controller licence or remote pilot Licence shall undergo an initial medical examination for the issue of a Class (3) Medical Assessment.
- 5.5.1.2 Until 2 November 2022, except where otherwise stated in this section, holders of air traffic controller licences shall have their Class (3) Medical Assessments renewed at intervals not exceeding those specified in YCARs Part (II) Chapter (I) parag. (1.5.5).
- 5.5.1.2 As of 3 November 2022, except where otherwise stated in this section, holders of air traffic controller licences or remote pilot licences shall have their Class (3) Medical Assessments renewed at intervals not exceeding those specified in YCARs Part (II) Chapter (1) parag. (1.5.5).
- 5.5.1.3 When the CAMA is satisfied that the requirements of this section and the general provisions of parag. (5.1) and (5.2) have been met, a Class (3) Medical Assessment shall be issued to the applicant.

5.5.2 Physical and mental requirements

- 5.5.2.1 The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable to perform duties safely.
- 5.5.2.2 The applicant shall have no established medical history or clinical diagnosis of:
 - (a) An organic mental disorder;
 - (b) A mental or behavioural disorder due to psychoactive substance use; this includes dependence syndrome induced by alcohol or other psychoactive substances;
 - (c) Schizophrenia or a schizotypal or delusional disorder;
 - (d) A mood (affective) disorder;
 - (e) A neurotic, stress-related or somatoform disorder;
 - (f) A behavioural syndrome associated with physiological disturbances or physical factors; repeated overt acts;

(h) Mental retardation;

(i) A disorder of psychological development;

(j) A behavioural or emotional disorder, with onset in childhood or adolescence; or

(k) A mental disorder not otherwise specified;

such as might render the applicant unable to safely exercise the privileges of the Licence applied for or held.

6.5.2.2.1 An applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's Licence and rating privileges.

Note 1. Guidance on assessment of applicants treated with antidepressant medication is contained in the Manual of Civil Aviation Medicine (Doc 8984).

Note 2 Mental and behavioral disorders are defined in accordance with the clinical descriptions and diagnostic guidelines of the World Health Organization as given in the International Statistical Classification of Diseases and Related Health Problems, 10th Edition — Classification of Mental and Behavioral Disorders, WHO 1992. This document contains detailed descriptions of the diagnostic requirements which may be useful for their application to medical assessment.

5.5.2.3 The applicant shall have no established medical history or clinical diagnosis of any of the following:

(a) A progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's Licence and rating privileges;

(b) Epilepsy; or

(c) Any disturbance of consciousness without satisfactory medical explanation of cause.

5.5.2.4 The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's Licence and rating privileges.

5.5.2.5 The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's Licence and rating privileges.

5.5.2.5.1 An applicant who has undergone coronary bypass grafting or angioplasty (with or without stentin(g) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's Licence and rating privileges.

5.5.2.5.2 An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's Licence and rating privileges.

Note.— Guidance on cardiovascular evaluation is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.5.2.6. Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment.

5.5.2.6.1 Electrocardiography shall be included in re-examinations of applicants after the age of 50 no less frequently than every two years.

Note 1.— The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

Note 2.— Guidance on resting and exercise electrocardiography is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.5.2.7 The systolic and diastolic blood pressures shall be within normal limits.

5.5.2.7.1 The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence privileges.

Note.— Guidance on this subject is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.5.2.8 There shall be no significant functional nor structural abnormality of the circulatory system.

- 5.5.2.9 There shall be no disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms.

Note.— Chest radiography is usually not necessary but may be indicated in cases where asymptomatic pulmonary disease can be expected.

- 5.5.2.10 Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's Licence or rating privileges.

- 5.5.2.11 Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms shall be assessed as unfit.

- 5.5.2.11.1 The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

Note.— Guidance on hazards of medications is contained in the Manual of Civil Aviation Medicine (Doc 8984).

- 5.5.2.12 Applicants with active pulmonary tuberculosis shall be assessed as unfit.

- 5.5.2.12.1 Applicants with quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin, may be assessed as fit.

Note 1.— Guidance on assessment of respiratory diseases is contained in the Manual of Civil Aviation Medicine (Doc 8984).

Note 2.— Guidance on hazards of medication and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).

- 5.5.2.13 Applicants with significant impairment of the function of the gastrointestinal tract or its adnexae shall be assessed as unfit.

- 5.5.2.14 Applicants with sequelae of disease of or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacitation, in particular any obstructions due to stricture or compression, shall be assessed as unfit.

- 5.5.2.14.1 An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa, with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of

the operation concerned, considers that the effects of the operation are not likely to cause incapacitation.

5.5.2.15 Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.

5.5.2.16 Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.

Note.— Guidance on assessment of Type 2 insulin-treated diabetic applicants under the provisions of 1.2.4.9 is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.5.2.16.1 Applicants with non-insulin-treated diabetes shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

Note.— Guidance on assessment of diabetic applicants is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.5.2.17 Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

5.5.2.18 Applicants with renal or genito-urinary disease shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

5.5.2.18.1 Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

Note.— Guidance on urine examination and evaluation of abnormalities is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.5.2.19 Applicants with sequelae of disease of, or surgical procedures on the kidneys or the genito-urinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

5.5.2.19.1 Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

- 5.5.2.20 Applicants who are seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Note 1.— Early diagnosis and active management of HIV disease with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.

Note 2.— Guidance on the assessment of applicants who are seropositive for human immunodeficiency virus (HIV) is contained in the Manual of Civil Aviation Medicine (Doc 8984).

- 5.5.2.21 Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.

- 5.5.2.21.1 During the gestational period, precautions should be taken for the timely relief of an air traffic controller in the event of early onset of labour or other complications.

- 5.5.2.21.2 For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with 5.5.2.26, the fit assessment should be limited to the period until the end of the 34th week of gestation.

- 5.5.2.22 Following confinement or termination of pregnancy the applicant shall not be permitted to exercise the privileges of her Licence until she has undergone re-evaluation and has been assessed as fit and able to safely exercise the privileges of her Licence and ratings.

- 5.5.2.23 The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's Licence and rating privileges.

Note. Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.

- 5.5.2.24 The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

- 5.5.2.25 There shall be no malformation nor any disease of the nose, buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

- 5.5.2.26 Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

5.5.3 Visual Requirements

The medical examination shall be based on the following requirements:

- 5.5.3.1 The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequela of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an rating privileges.
- 5.5.3.2 Distant visual acuity with or without correction shall be 6/9 or better in each eye separately and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses the applicant may be assessed as fit provided that;
- (a) Such correcting lenses are worn during the exercise of the privileges of the Licence or rating applied for or held; and
 - (b) In addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's Licence .

Note- An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the CAMA. Both uncorrected and corrected visual acuity are normally measured and recorded at the each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.

- 5.5.3.2.1 Applicants may use contact lenses to meet this requirement provided that:

- (a) The lenses are monofocal and non tinted;
- (b) The lenses are well tolerated; and
- (c) A pair of suitable correcting spectacles is kept readily available during the exercise of the Licence privileges.

Note. Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each reexamination provided the history of their contact lens prescription is known.

5.5.3.2.2 Applicants with a large refractive error shall use contact lenses or high index spectacle lenses.

Note.— If spectacles are used, high-index lenses are needed to minimize peripheral field distortion.

5.5.3.2.3 Applicants whose uncorrected distant visual acuity in either eye is worse than

6/60 shall be required to provide a full ophthalmic report prior to initial

Medical Assessment and every five years thereafter.

Note 1.— The purpose of the required ophthalmic examination is (1) to ascertain normal vision performance, and (2) to identify any significant pathology.

Note 2.— Guidance on the assessment of monocular applicants under the provisions of 1.2.4.9 is contained in the Manual of Civil Aviation Medicine (Doc 8984).

5.5.3.3 Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae, which are likely to interfere with the safe exercise of their Licence and rating privilege.

5.5.3.4 The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by parag. (5.5.3.2), the N5 chart or its equivalent at a distance selected by him in the range of 30 to 50 centimeters (12 to 20 inches) and the ability to read the N14 chart or its equivalent at a distance of 100 cm (39 inches). If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with parag. (5.5.3.2); if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privilege of the Licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

Note 1.— N5 and N14 refer to the size of typeface used. For further details, see the Manual of Civil Aviation Medicine (Doc 8984).

Note 2.— Until 2 November 2022, an applicant who needs near correction to meet the requirement will require “look-over”, bifocal or perhaps multi-focal lenses in order to read radar screens, visual displays and written or printed material and also to make use of distant vision, through the windows,

without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for readin(g) may be acceptable for certain air traffic control duties. However, it should be realized that single-vision near correction significantly reduces distant visual acuity.

Note 2.— As of 3 November 2022, an applicant who needs near correction to meet the requirement will require “look-over”, bifocal or perhaps multi-focal lenses in order to read radar screens, visual displays and written or printed material and also to make use of distant vision, through the windows, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for readin(g) may be acceptable for certain air traffic control or remote pilot duties. However, it should be realized that single-vision near correction significantly reduces distant visual acuity.

Note 3.— Until 2 November 2022, whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for the air traffic control duties the applicant is likely to perform.

Note 4.— As of 3 November 2022, whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for the air traffic control or remote pilot duties the applicant is likely to perform.

5.5.3.4.1 When near correction is required in accordance with this paragraph, a second pair of near correction spectacles shall be kept available for immediate use.

5.5.3.5 The applicant shall be required to have normal fields of vision.

5.5.3.6 The applicant shall be required to have normal binocular function.

5.5.3.6.1 Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.

5.5.4 Hearing Requirements

5.5.4.1 The applicant, when tested on a pure-tone audiometer shall not have a hearing loss, in either ear separately, of more than (35 dB) at any of the frequencies (500, 1000 or 2 000 Hz, or more than 50 dB at 3 000 Hz).

5.5.4.2 Until 2 November 2022, an applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or

simulates that experienced in a typical air traffic control working environment.

Note 1- The frequency composition of the background noise is defined only to the extent that the frequency range 600 to 4800 Hz (speech frequency rang(e) is adequately represented.

Note 2- In the speech material for discrimination testing, both aviation-relevant phrases and phonetically balanced words are normally used.

- 5.5.4.3 As of 3 November 2022, an applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates that experienced in a typical air traffic control or remote pilot working environment.

Note 1.— The frequency composition of the background noise is defined only to the extent that the frequency range 600 to 4 800 Hz (speech frequency rang(e) is adequately represented.

Note 2.— In the speech material for discrimination testing, both aviation-relevant phrases and phonetically balanced words are normally used.

- 5.5.4.4 Alternatively, a practical hearing test conducted in air traffic control environment representative of the one for which the applicant's Licence and ratings are valid may be used.

5.6 CABIN CREW MEDICAL ASSESSMENT

5.6.1 Assessment Issue and Renewal

5.6.2 Physical and mental requirements

- 5.6.2.1 The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable to perform duties safely.
- 5.6.2.2 The applicant shall have no established medical history or clinical diagnosis of:
- (a) An organic mental disorder;
 - (b) A mental or behavioral disorder due to psychoactive substance use; this includes dependence syndrome induced by alcohol or other psychoactive substances;

- (c) Schizophrenia or a schizotypal or delusional disorder;
- (d) A mood (affective) disorder;
- (e) A neurotic, stress-related or somatoform disorder;
- (f) A behavioral syndrome associated with physiological disturbances or physical factors;
- (g) A disorder of adult personality or behavior, particularly if manifested by repeated overt acts;
- (h) Mental retardation;
- (i) A disorder of psychological development;
- (j) A behavioral or emotional disorder, with onset in childhood or adolescence; or
- (k) A mental disorder not otherwise specified; such as might render the applicant unable to safely exercise the privileges of the Licence applied for or held.

5.6.2.3 The applicant shall have no established medical history or clinical diagnosis of any of the following:

- (a) a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's Licence and rating privileges;
- (b) Epilepsy; or
- (c) Any disturbance of consciousness without satisfactory medical explanation of cause.

5.6.2.4 The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's Licence and rating privileges

5.6.2.5 The systolic and diastolic blood pressures shall be within normal limits. for those drugs, the use of which is compatible with the safe exercise of the applicant's Licence and rating privileges. The initiation of drug therapy shall require a period of temporary suspension of the medical certificate to establish the absence of significant side effects.

5.6.2.5.1 Applicants with symptomatic hypotension shall be assessed as unfit.

5.6.2.6 There shall be no significant functional nor structural abnormality of the circulatory tree.

- 5.6.2.7 There shall be no disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms.
- 5.6.2.8 Chest radiography should form part of initial chest examination to be repeated on clinical indication.
- 5.6.2.9 Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's Licence or rating privileges.
- 5.6.2.10 Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms shall be assessed as unfit.
 - 5.6.2.10.1 The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's Licence and rating privileges.
- 5.6.2.11 Applicants with active pulmonary tuberculosis shall be assessed as unfit.
 - 5.6.2.11.1 Applicants with quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin, may be assessed as fit.
- 5.6.2.12 Cases of disabling disease with important impairment of function of the gastrointestinal tract or its adnexa shall be assessed as unfit.
- 5.6.2.13 The applicant shall be required to be completely free from those hernias that might give rise to incapacitating symptoms.
- 5.6.2.14 Any sequelae of disease or surgical intervention on any part of the digestive tract or its adnexa, liable to cause incapacity in flight, in particular any obstructions due to stricture or compression, shall be assessed as unfit.
 - 5.6.2.14.1 An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa, with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the CAMA having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation.
- 5.6.2.15 Cases of metabolic, nutritional or endocrine disorders likely to interfere with the safe exercise of the applicant's Licence and rating privileges shall be assessed as unfit.

5.6.2.16 Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.

5.6.2.16.1 Applicants with non-insulin-treated diabetes shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's Licence and rating privileges

5.6.2.17 Cases of significant localized and generalized enlargement of the lymphatic glands and of diseases of the blood shall be assessed as unfit, except in cases where accredited medical conclusion indicates that the condition is not likely to affect the safe exercise of the applicant's Licence and rating privileges.

5.6.2.18 Applicants with renal or genito-urinary disease shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their Licence and rating privileges.

5.6.2.18.1 Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

5.6.2.19 Applicants with sequelae of disease of, or surgical procedures on, the kidneys or the genito-urinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's Licence or rating privileges.

5.6.2.19.1 Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

5.6.2.20 An applicant for the first issue of a Licence who has a personal history of syphilis shall be required to furnish evidence, satisfactory to the medical examiner, that the applicant has undergone adequate treatment.

5.6.2.20.1 Applicants with acquired immunodeficiency syndrome (AIDS) shall be assessed as unfit.

Note: Evaluation of applicants who are seropositive for human immunodeficiency virus (HIV) requires particular attention to their mental state, including the psychological effects of the diagnosis.

5.6.2.21 Applicants with gynaecological disorders that are likely to interfere with the safe exercise of their Licence and rating privileges shall be assessed as unfit.

5.6.2.22 Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.

5.6.2.22.1 For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with (5.6.2.22), the fit assessment should be limited to the period from the end of the (12th) week until the end of the 26th week of gestation.

5.6.2.23 Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her Licence until she has undergone reexamination and has been assessed as fit.

5.6.2.24 The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's Licence and rating privileges.

Note. Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness

5.6.2.25 There shall be:

- (a) No disturbance of vestibular function;
- (b) No significant dysfunction of the Eustachian tubes; and
- (c) No unhealed perforation of the tympanic membranes.

5.6.2.25.1 A single dry perforation of the tympanic membrane need not render the applicant unfit.

5.6.2.26 There shall be:

- (a) No nasal obstruction; and
- (b) No malformation nor any disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's Licence and rating privileges

5.6.2.27 Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

5.6.3 Visual Requirements

The medical examination shall be based on the following requirements.

5.6.3.1 The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's Licence and rating privileges.

5.6.3.2 Distant visual acuity with or without correction shall be 6/12 or better in each eye separately, and binocular visual acuity shall be 6/9 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:

- (a) Such correcting lenses are worn during the exercise of the privileges of the Licence or rating applied for or held; and
- (b) In addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's Licence.

Note. An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the CAMA. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination.

5.6.3.2.1 Applicants may use contact lenses to meet this requirement provided that:

- (a) The lenses are monofocal and non-tinted;
- (b) The lenses are well tolerated; and
- (c) A pair of suitable correcting spectacles is kept readily available during the exercise of the Licence privileges.

Note. Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each reexamination provided the history of their contact lens prescription is known.

5.6.3.2.2 Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.

5.6.3.2.3 Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those

sequelae which are likely to interfere with the safe exercise of their Licence and rating privileges.

5.6.3.2.4 The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by 5.6.3.2, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 (12 to 20 inches) cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm (39 inches).. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with (5.6.3.2); if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the Licence . When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirement

5.6.3.2.4.1 When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.

5.6.3.5 The applicant shall be required to have normal fields of vision.

5.6.3.6 The applicant with abnormal binocular function may be assessed as fit.

5.6.4 Hearing Requirements

5.6.4.1 The applicant shall be tested by voice test.

5.6.4.2 The applicant shall have the ability to hear an average conversational voice in a quiet room, using both ears, at a distance of (2) meters (6 feet) from the examiner, with the back turned to the examiner.

5.6.4.3 Alternatively, the AME may use pure –tone audiometry to assess the hearing level of the applicant.



YEMEN CIVIL AVIATION REGULATIONS (YCARs)

PART II

CHAPTER – 6 – LICENCES FOR FLIGHT DISPATCHER

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ISSUE HISTORY AND DATE OF APPLICABILITY

Issue No.	Date of issue	Date of applicability
Issue 00	June 2013	June 2013
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<p>Issue: 02 January 2020</p>	<ul style="list-style-type: none"> -Title 6.1 changed to GENERAL RULES CONCERNING FOR FLIGHT DISPATCHER LICENCES -6.1.1.2 KNOWLEDGE (i) Human performance amended -6.1.1.4 SKILL (c) amended -6.1.2 PRIVILEGES OF THE HOLDER OF THE LICENCE AND THE CONDITIONS TO BE OBSERVED IN EXERCISING SUCH PRIVILEGES added -6.1.3 DESIGNATED FLIGHT DISPATCH EXAMINER AUTHORISATION (DFDE) added

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CHAPTER 6

6.0 LICENCE – FLIGHT DISPATCHER

6.1 GENERAL RULES CONCERNING FOR FLIGHT DISPATCHER LICENCES

- (a) An applicant shall, before being issued with a Licence or rating for Flight Dispatcher Licences, meet such requirements in respect of age, knowledge, experience and skill, as are specified for that Licence or rating.
- (b) An applicant, for any Licence or rating for Flight Dispatcher, shall demonstrate, in a manner determined by the CAMA, such requirements in respect of knowledge and skill as are specified for that Licence or rating.

6.1.1 REQUIREMENTS FOR THE ISSUE OF THE LICENCE

6.1.1.1 AGE

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

6.1.1.2 KNOWLEDGE

The applicant shall have demonstrated, in a manner determined by the CAMA, a level of knowledge appropriate to the privileges granted to the holder of a Flight Dispatcher Licence, in at least the following subjects:

Air Law

- (a) Rules and regulations relevant to the holder of a Flight Dispatcher Licence; appropriate air traffic services practices and procedures.

Aircraft general knowledge

- (b) Principles of operation of aeroplane power plants, systems and instruments;
- (c) Operating limitations of aeroplanes and power plants;
- (d) Minimum equipment list.

Flight performance calculation, planning procedures and loading

- (e) Effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
- (f) Operational flight planning; fuel consumption and endurance calculations; alternate airport selection procedures; en-route cruise control; extended range operation;
- (g) Preparation and filing of air traffic services flight plans;
- (h) Basic principles of computer-assisted planning systems.

Human performance

- (i) Human performance relevant to dispatch duties, including principles of TEM;

Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).

Meteorology

- (j) Aeronautical meteorology; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
- (k) Interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information;

Navigation

- (l) Principles of air navigation with particular reference to instrument flight.

Operational procedures

- (m) Use of aeronautical documentation;
- (n) Operational procedures for the carriage of freight and dangerous goods;
- (o) Procedures relating to aircraft accidents and incidents; emergency flight procedures;
- (p) Procedures relating to unlawful interference and sabotage of aircraft.

Principles of flight

- (q) Principles of flight relating to the appropriate category of aircraft; and

Radio communication

- (r) Procedures for communicating with aircraft and relevant ground stations.

6.1.1.3 EXPERIENCE

6.1.1.3.1 The applicant shall have gained the following experience:

- (a) A total of two years' service in any one or in any combination of the capacities specified in (1) to (3) inclusive, provided that in

any combination of experience the period serviced in any capacity shall be at least one year:

(1) A flight crew member in air transportation; or

(2) A meteorologist in an organization dispatching aircraft in air transportation; or

(3) An air traffic controller; or a technical supervisor of flight operations officers or air transportation flight operations systems;
or

(b) At least one year as an assistant in the dispatching of air transport; **or**

(c) Have satisfactorily completed a course of approved training.

6.1.1.3.2 The applicant shall have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the application.

6.1.1.4 SKILL

The applicant shall have demonstrated the ability to:

(a) Make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports; provide an operationally valid briefing on weather conditions prevailing in the general neighborhood of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;

(b) Determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans;

(c) Provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a Flight Dispatcher Licence .

(d) Recognize and manage threats and errors.

Note.— Guidance material on the application of threat and error management is found in the Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG), Chapter 3, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

6.1.2 PRIVILEGES OF THE HOLDER OF THE LICENCE AND THE CONDITIONS TO BE OBSERVED IN EXERCISING SUCH PRIVILEGES

Subject to compliance with the requirements specified in YCARs Part (II) Chapter (1) Par. No (1.5), the privileges of the holder of a Flight Dispatcher Licence shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in YCAR OPS 1 and ICAO Annex 6.

6.1.3 DESIGNATED FLIGHT DISPATCH EXAMINER AUTHORISATION (DFDE)

- (a) The CAMA may appoint DFDEs to conduct tests on behalf of the CAMA.
- (b) Each operator desiring approval of a DFDE shall submit a nomination and a resume of the flight dispatcher's background to the CAMA. The CAMA may issue a letter of authority to each DFDE if that flight dispatcher has completed the appropriate training program administered by the CAMA. This letter of authority designates the holder as a DFDE and contains an expiration date.
- (c) A Designated Flight Dispatch Examiner Authorisation (DFDE) may Accept applications for, and conduct, written and practical tests necessary for issuing flight dispatcher Licences; and



YEMEN CIVIL AVIATION REGULATIONS (YCARs)

PART II

CHAPTER – 8 - LICENCES AND RATINGS FOR AIR TRAFFIC CONTROLLER

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ISSUE HISTORY AND DATE OF APPLICABILITY

Issue No.	Date of issue	Date of applicability
Issue 00	June 2013	June 2013
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HIGHLIGHTS OF CHANGE

Amendment	Subject(s)
<p>Issue: 01 November</p> <p>2018</p>	<p>Periodic review and alignment with ICAO Annex 1 latest amendment.</p> <p>Other changes made:</p> <ul style="list-style-type: none"> – Changes made “ISSUE HISTORY AND DATE OF APPLICABILITY Instead of RECORD OF AMENDMENTS” – 8.2.2.3 skill, note added as guidance material on the application of threat and error management.
<p>Issue: 02 January 2020</p>	<ul style="list-style-type: none"> – 8.2.1.2 KNOWLEDGE amended – 8.3.3 (c) ,(1) and 8.3.3.3 amended

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CHAPTER 8

LICENCE - AIR TRAFFIC CONTROLLER

8.0 STUDENT AIR TRAFFIC CONTROLLER

8.1 CAMA shall take the appropriate measures to ensure that student air traffic controllers do not constitute a hazard to air navigation.

8.1.1 MEDICAL FITNESS

A CAMA shall not permit a student air traffic controller to receive instruction in an operational environment unless that student air traffic controller holds a current Class 3 Medical Assessment.

8.2 AIR TRAFFIC CONTROLLER

8.2.1 REQUIREMENTS FOR THE ISSUE OF THE LICENCE

Before issuing an air traffic controller licence, a CAMA shall require the applicant to meet the requirements of (8.2.1) and the requirements of at least one of the ratings set out in 8.3.

8.2.1.1 AGE

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

8.2.1.2KNOWLEDGE

The applicant shall have demonstrated a level of knowledge appropriate to the holder of an air traffic controller Licence , in at least the following subjects:

Air law

- (a) Rules and regulations relevant to the air traffic controller;

Air traffic control equipment

- (b) Principles, use and limitations of equipment used in air traffic control;

General knowledge

- (c) until 2 November 2022, Principles of flight; principles of operation and functioning of aircraft, power plants and systems; aircraft performance relevant to air traffic control operations;
- (c) as of 3 November 2022, principles of flight; principles of operation and functioning of aircraft and RPAS, engines and systems; aircraft performance relevant to air traffic control operations;

Human performance

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

Note — Guidance material to design training programmes on human performance, including threat and error management, can be found in the Human Factors Training Manual (Doc 9683).

Meteorology

- (e) Aeronautical meteorology; use and appreciation of meteorological documentation and information; origin and characteristics of weather phenomena affecting flight operations and safety; altimetry;

Navigation

- (f) Principles of air navigation; principle, limitation and accuracy of navigation systems and visual aids; and

Operational procedures

- (g) Air traffic control, communication, radiotelephony and phraseology procedures (routine, non-routine and emergency); use of the relevant aeronautical documentation; safety practices associated with flight.

8.2.1.3 EXPERIENCE

The applicant shall have completed an approved training course and not less than three months of satisfactory service engaged in the actual control of air traffic under the supervision of an appropriately rated air traffic controller. The experience requirements specified for air traffic controller ratings in (8.2) may be credited as part of the experience specified in this paragraph.

8.2.1.4 MEDICAL FITNESS

The applicant shall hold a current Class 3 Medical Assessment.

8.3 AIR TRAFFIC CONTROLLER RATINGS

8.3.1 CATEGORIES OF AIR TRAFFIC CONTROLLER RATINGS

Air traffic controller ratings shall comprise the following categories:

- (a) Aerodrome Control Rating;
- (b) Approach Control Procedural Rating;
- (c) Approach Control Surveillance Rating;
- (d) Approach Precision Radar Control Rating;
- (e) Area Control Procedural Rating; and
- (f) Area Control Surveillance Rating.

Note. — The World Meteorological Organization has specified requirements for personnel making meteorological observations which apply to air traffic controllers providing such a service.

8.3.2 REQUIREMENTS FOR AIR TRAFFIC CONTROLLER RATINGS

8.3.2.1 KNOWLEDGE

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following subjects in so far as they affect the area of responsibility:

(a) Aerodrome control rating:

- (1) Aerodrome layout; physical characteristics and visual aids;
- (2) Airspace structure;
- (3) Applicable rules, procedures and source of information;
- (4) Air navigation facilities;
- (5) Air traffic control equipment and its use;
- (6) Terrain and prominent landmarks;
- (7) Characteristics of air traffic;
- (8) Weather phenomena; and
- (9) Emergency and search and rescue plans;

(b) Approach control procedural and area control procedural ratings:

- (1) Airspace structure;
- (2) Applicable rules, procedures and source of information;
- (3) Air navigation facilities;
- (4) Air traffic control equipment and its use;
- (5) Terrain and prominent landmarks;
- (6) Characteristics of air traffic and traffic flow;
- (7) Weather phenomena; and
- (8) Emergency and search and rescue plans; and

(c) Approach control surveillance, approach precision radar control and area control surveillance ratings: The applicant shall meet the requirements specified in (b) In so far as they affect the area of responsibility, and shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following additional subjects:

- 1) Principles, use and limitations of applicable ATS surveillance systems and associated equipment; and

- (2) Procedures for the provision of ATS surveillance service, as appropriate, including procedures to ensure appropriate terrain clearance.

8.3.2.2 EXPERIENCE

8.3.2.2.1 The applicant shall have:

- a) Satisfactorily completed an approved training course;
- b) Provided, satisfactorily, under the supervision of an appropriately rated air traffic controller:
 - 1) Aerodrome control rating: an aerodrome control service, for a period of not less than (90) hours or one month, whichever is greater, at the unit for which the rating is sought;
 - 2) Approach control procedural, approach control surveillance, area control procedural or area control surveillance rating: the control service for which the rating is sought, for a period of not less than (180) hours or three months, whichever is greater, at the unit for which the rating is sought; and
 - 3) Approach precision radar control rating: not less than (200) precision approaches of which not more than (100) shall have been carried out on a radar simulator approved for that purpose by the CAMA. Not less than (50) of those precision approaches shall have been carried out at the unit and on the equipment for which the rating is sought; and
 - i) If the privileges of the approach control surveillance rating include surveillance radar approach duties, the experience shall include not less than (25) plan position indicator approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an appropriately rated controller.

8.3.2.2.2 The experience specified in (8.3.2.2.1 (b)) shall have been completed within the 6-month period immediately preceding application.

8.2.2.2.3 When the applicant already holds an air traffic controller rating in another category, or the same rating for another unit, the CAMA shall determine whether the experience requirement of (8.3.2.2) can be reduced, and if so, to what extent.

8.3.2.3 SKILL

The applicant shall have demonstrated, at a level appropriate to the privileges being granted, the skill, judgment and performance required to provide a safe, orderly and expeditious control service, including the recognition and management of threats and errors.

Note.— Guidance material on the application of threat and error management is found in the Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG), Chapter 3, Attachment C, in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683) and in Cir 314, Threat and Error Management (TEM) in Air Traffic Control.

8.3.2.4 CONCURRENT ISSUANCE OF TWO AIR TRAFFIC CONTROLLER RATINGS

When two air traffic controller ratings are sought concurrently, the CAMA shall determine the applicable requirements on the basis of the requirements for each rating. These requirements shall not be less than those of the more demanding rating.

8.3.3 PRIVILEGES OF THE HOLDER OF THE AIR TRAFFIC CONTROLLER RATING(S) AND THE CONDITIONS TO BE OBSERVED IN EXERCISING SUCH PRIVILEGES

8.3.3.1 Subject to compliance with the requirements specified in YCARs Part (I) Parg. (1.5), (1.7.1) and (1.9), the privileges of the holder of an air traffic controller Licence endorsed with one or more of the under mentioned ratings shall be:

- (a) Aerodrome control rating: to provide or to supervise the provision of aerodrome control service for the aerodrome for which the Licence holder is rated;
- (b) Approach control procedural rating: to provide or to supervise the provision of approach control service for the aerodrome or aerodromes for which the Licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;
- (c) Approach control surveillance rating: to provide and/or supervise the provision of approach control service with the use of applicable ATS surveillance systems for the aerodrome or aerodromes for which the Licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;

(1) Subject to compliance with the provisions of 8.3.2.2.1 (c)), the privileges shall include the provision of surveillance radar approaches;

- (i) Approach precision radar control rating: to provide and/or supervise the provision of precision approach radar service at the aerodrome for which the Licence holder is rated;
- (ii) Area control procedural rating: to provide and/or supervise the provision of area control service within the control area or portion thereof, for which the Licence holder is rated; and
- (iii) Area control surveillance rating: to provide and/or supervise the provision of area control service with the use of an ATS surveillance

system, within the control area or portion thereof, for which the Licence holder is rated.

8.3.3.2 Before exercising the privileges indicated in (8.3.3.1), the Licence holder shall be familiar with all pertinent and current information.

8.3.3.3 A CAMA having issued an air traffic controller Licence shall not permit the holder thereof to carry out instruction in an operational environment unless such holder has received proper authorization from CAMA.

8.3.4 VALIDITY OF RATINGS

A rating shall become invalid when an air traffic controller has ceased to exercise the privileges of the rating for a period determined by the CAMA. That period shall not exceed six months. A rating shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established.

NPA COMMENT-RESPONSE TOOL (CRT)

CRT Terms of use

NPA 01-2020 RESPONSE SHEET

Please return this response sheet by E-mail: legislation.dir@cama.gov.ye and [cc: civilaviation@y.net.ye](mailto:civilaviation@y.net.ye) Please indicate your acceptance or otherwise of the proposal by ticking [✓] the appropriate box below. Any additional constructive comments, suggested amendments or alternative action will be welcome and may be provided on this response sheet or by separate correspondence.

[] The proposals are ***acceptable without change.***

[] The proposals are ***acceptable but would be improved if the following changes were made:*** (Please provide explanatory comment).

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[] The proposals are ***not acceptable but would be acceptable if the following changes were made:*** (Please provide explanatory comment).

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[] The proposals are ***not acceptable under any circumstances.*** (Please provide explanatory comment).

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Name.....Orgnaisation:.....

Address/Contact No:.....

Signed: Date: