



CIVIL AVIATION ADVISORY PUBLICATION (CAAP)

CAAP - 4

LICENSING

INFORMATION AND POLICY REGARDING CAMA LICENSES AND RATINGS

1. Purpose

This Civil Aviation Advisory Publication (CAAP) provides information and CAMA policy regarding flight crew and cabin crew licensing.

2. Status of this CAAP

This issue is 01 of CAAP 4 and is dated November 2018 will remain current until withdrawn or superseded.

This CAAP clarifies the eligibility for pilots to obtain Yemen pilot's Licenses and additional ratings at CAMA approved Aviation Training Organizations (ATO's).

3. Applicability

This CAAP applies to all Yemen operators and holders of flight and cabin crew licenses.

This CAAP also applies to applicants, who graduate from an approved CAMA civil or military flying school, and to holders of a foreign license seeking reciprocal recognition.

4. Contents

Paragraph	Title	Page
1	Purpose	1
2	Status	1
3	Applicability	1
4	Contents	1
5	References	2
6	License	2
7	Licensing Policy	3

8	Release of Information	8
9	Ratings Policy	8
10	Ratings	9
11	Reciprocal Recognition	24
12	Military Pilot Recognition	26
13	Medical Requirements	29
14	Appeal Process	30
15	Schedule of Fees	30

5. References

The licensing policy in this CAAP was based on reference documentation in existence and authorized in Ministry of Transportation and Yemen Civil Aviation & Meteorology Authority policy letters, as incorporated into the CAMA Personnel Licensing & Examination Department Procedure Manual

6. License

The license is made of plastic card and prepared using a specific computer software programme. The holder's photograph and signature are scanned into the programme. There is a facility to permit renewal and rating addition applications to be processed electronically. In addition the license includes the Radio Telephone Operator's license for flight crew. It remains a requirement to carry a valid license & Medical Certificate whenever exercising the privileges of the license. The license includes the following features:

I	(الجمهورية اليمنية - Republic Of Yemen) (الهيئة ألعامه للطيران المدني والارصاد - Civil Aviation & Met Authority) (قطاع سلامة الطيران - Aviation Safety Affairs Sector)
II	(عنوان الإجازة - Title of license):
III	(رقم الإجازة - License No):
IV	(الاسم - Name):
IVa	(تاريخ الميلاد - Date of birth):
V	(العنوان - Address of holder):
VI	(الجنسية - Nationality of holder):
VII	(توقيع حامل الإجازة - Signature of holder):
VIII	Issued in accordance with YCARs & Annex (1) of Chicago Convention. أصدرت وفقاً لتشريعات الطيران المدني اليمني، والملحق الأول من اتفاقية شيكاغو
XII	(الأهليات - Ratings) THIS LICENSE INCLUDES THE RADIO TELEPHONY OPERATOR LICENSE
XIII	(الملاحظات والقيود - Remarks & Limitation) ELP Level (dd/mm/yyyy) ELP Re-Evaluation Date (dd/mm/yyyy) VALID ONLY WHEN ACCOMPANIED BY CURRENT C OF T AND APPROPRIATE MEDICAL.
IX	The holder of this license is hereby authorized to exercise the privileges of (Title of Applicable License) until (dd/mm/yyyy): يخول لحامله ممارسة الامتيازات الخاصة بـ () حتى:

X	(توقيع مسئول الاجازات - Signature of PEL) Date / التاريخ:
XI	(التوقيع و الختم - Signature & Stamp)
XIV	Any other details desired by the CAMA or (No Entries)

7. Licensing Policy

The following policy applies only to flight and cabin crew licenses processed and controlled by the CAMA / Personnel Licensing & Examination Department.

7.0 Regulation

A person shall not act as a Pilot, Flight Engineer or Cabin Crew member without a valid, current and appropriate CAMA license, or, in the case of flight crew members only, a foreign license rendered valid by the CAMA .

License holders cannot exercise the privileges of their license if that license has not been renewed prior to the expiry date or if their applicable Medical Certificate is no longer valid.

7.1 Eligibility

A Commercial Pilots License (CPL) or Airline Transport Pilots License (ATPL) is issued only to persons who are flying, working and/or employed by an Operator or organization, which operates Yemen registered aircraft. **The only exception to this is for:**

- 1- Pilots who conduct an approved course of training at an approved CAMA Aviation training organization. Additionally, these individuals may retain their currency provided they do not exercise the privileges of the License within Yemen without complying with all Yemen visa requirements. Private Pilot License privileges can be issued without restriction and;
- 2- A Yemeni National / Expatriate Pilot license holder who is flying, working and/or employed by a foreign AOC holder/operator, and undergoing his regular recurrent trainings, proficiency checks, conducted abroad and acceptable to the CAMA; may get his Yemeni Pilot license issued, renewed and type rating endorsed based on foreign Pilot license. The applicants shall provide and submit the following documents to the CAMA for considerations of the case:
 - (a) Letter from the applicant / employer;
 - (b) Copy of first and last three pages of logbook;
 - (d) Copy of a current foreign license;
 - (e) Copy of a current foreign Medical Assessment / Certificate appropriate class for the category of license;
 - (f) Copy of a current Proficiency / Instrument Rating check and;
 - (g) Payment of the Applicable fee

7.2 Issue

A license shall only be issued when the following conditions are met;

(a) The applicant has successfully passed the appropriate examinations conducted by the CAMA or from a recognized Authority/Training Organization acceptable to the CAMA .

(b) The applicant meets the CAMA aeronautical and/or experience requirements for the category of license.

(c) The applicant meets the minimum and maximum age requirements for the initial issue of appropriate license. These are:

Type of License	MIN.	MAX.
Student Pilot	17 years	65 years
Private Pilot	17 years	65 years
Commercial Pilot	18 years	65 years
Air Line Transport Pilot	21 years	65 years
Flight Engineer	18 years	65 years
Cabin Crew	18 years	65 years

Note: Commercial Pilot License (CPL) and Air Line Transport Pilot License (ATPL) may be renewed to age 65 with limitations (refer paragraph 7.11). License applicants are also required to meet all other Yemen Governmental Laws (e.g. Visa, Medical, etc.).

(d) An applicant for a flight or cabin crew license has successfully completed the required CAMA Medical Assessment by a CAMA Designated Medical Examiner.

(e) The applicant must provide a letter of recommendation from the Operator or organization for all Licenses (refer paragraph 7.2.).

(f) An applicant for a flight or cabin crew license has passed a CAMA proficiency check to the standard of the license by an approved Flight Instructor, Cabin Crew Instructor, Flight Examiner, Type Rating Instructor or CAMA Inspector as appropriate.

(g) The applicant holds an acceptable valid foreign license, with an appropriate valid medical certificate, for which reciprocal recognition applies.

(h) Except for as noted above, all applicants for CAMA License will hold a resident visa/visa or shall be a Yemeni National. In all cases, the candidates shall meet all the other government formalities.

(i) The initial application must be accompanied by one passport size (minimum of 3.0 x 3.5 cm) colour photograph with Uniform & Blue background.

(j) As of 05th March 2008, applicants shall meet the applicable requirements of YCAR -OPS 1, YCAR -OPS 3 and YCAR Part II relating to English Language Proficiency.

7.3 Renewal

A license may be renewed at up to 30 days prior to the expiry date when the following conditions are met:

(a) The application (Applicable CAMA Licensing Form) is completed and authorized by the organization's management or a flying school (for non-employed license holders).

(b) The applicant maintains the appropriate Medical Assessment for the category of license.

(c) The applicant does not exceed the maximum age limitation.

(d) The applicant holds the following experience requirements;

(i) Flight crew - a current Proficiency Check (VFR, instrument, F/E)

(ii) Cabin crew - a current SEP

(e) Payment of the Applicable fee

7.4 Lapsed

A flight or cabin crew license, which has expired for less than 60 days, may be renewed for one year as above. The validity commences from the day following the expiry date. For licenses, which have expired for more than 60 days, validity commences from the date of processing. The CAMA may require additional information from the individual and the operator for whom they work when applying for the renewal of a lapsed license.

7.5 Expired

A Yemen license, which has expired for more than 2 years, must be re-issued for one year with the validity commencing from the date the license is processed.

To be re-issued, the applicant must meet the requirements of paragraphs 7.4 & 7.5 and pilots shall pass the CAMA Air Law written examination.

7.6 Lost/Stolen License

Application for the replacement of a lost or damaged license should be made to the CAMA Aviation Safety Affairs Sector / Personnel Licensing & Examination Department using CAMA License applicable Form, together with a Police report and a letter of request from the operator concerned.

A replacement license will be issued, which shall appear exactly the same as the original license, except that the validity will be same as the original license from the date of processing. Payment of the appropriate fee is required.

7.7. Authority to Fly

As a necessity to enable crew members to legally return to Yemen as a valid crew member having misplaced their license (or if stolen or destroyed) while on duty, a procedure to ensure all training and licensing aspects are current and valid has been established.

Upon notification from the captain of a crew away from base, or station manager at a destination airport, that a member of the crew has lost his/her license, an authority to act as a crew member returning to Yemen may be actioned by the CAMA after checking the license holder's file and this authority will be faxed to the operator or license holder

(a) The appropriate CAMA approved Post-holder shall complete a Temporary License Authority and send it to the captain or the crew member involved, as well as the CAMA .

(b) Should any aspect of licensing, training, medical or recency indicate that said crew member has not met all requirements to hold a valid CAMA license, no authorization to operate as a required crew member shall be granted

(c) The affected crew member must have in their personal possession a copy of the authorization before departure from the destination airport en route to Yemen.

(d) Upon arrival in Yemen, the authorization is void and shall not be utilized as a valid license to roster that crew member on further flight duties until such time as a replacement license is obtained. Application for replacement license shall include the submission of CAMA LIC applicable Form completed by the crew member.

7.8 Replacement of License

A replacement license will be issued for the prescribed fee, for lost licenses or any change in license information.

In case of change in license information license the previous License must be returned to the CAMA with the application for the new License.

In all cases of license replacement, the license will be issued for a period of one year from the date of processing, provided supporting documentation is in order.

7.9. Upgrade of Pilot License.

An application for upgrade from an aeroplane or helicopter CAMA Private Pilot License (PPL) to Commercial Pilot License (CPL) or Commercial Pilot License (CPL) to ATPL can be processed in the normal manner described in paragraph 7.3 provided the applicant has undergone the applicable CAMA written tests.

A graduate, regardless of nationality, who has conducted flying training at CAMA approved flying training facility, is eligible for recognition of frozen Airline Transport Pilot License (ATPL) subjects. These graduates may be issued with a CAMA Airline Transport Pilot License (ATPL) once they meet the experience requirements and either obtain a foreign Airline Transport Pilot License (ATPL) or successfully pass the CAMA Airline Transport Pilot License (ATPL) flight test in a simulator or aircraft from an authorized Flight Examiner, Type Rating Examiner or a CAMA Inspector.

The upgraded license will be issued with the same ratings, which appeared on the previous license (except the instrument rating on an Airline Transport Pilot License (ATPL), which is part of the license). The license number remains the same.

7.10. License Holders over the Age of 60

The following curtailment of privileges of pilot license holders aged 60 years or more apply with immediate effect:

(a) Age 60-64. The holder of a pilot license 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 license who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operation.

7.11. Carriage of License

The holder of CAMA license must carry that license whenever exercising the privileges of that license.

Pilots and F/Es on Yemen domestic operations, and all cabin crew on domestic and international operations, may be permitted to utilize a license copy, or approved system, if their license is in the possession of the CAMA .

The license must be presented upon request from an authorized CAMA Inspector or representative of a foreign authority. Should a flight or cabin crew member lose their license whilst away from Yemen, the license holder may continue on the flight(s) provided they are in possession of an Authority to Fly issued by the CAMA (refer paragraph 7.7 for further information).

7.12. License Numbering

All licenses are issued in a consecutive numbering system. Pilots who upgrade their license will retain their number, although those pilots who hold both Aeroplane and Helicopter licenses will be issued different license numbers.

Any license holder who applies for re-issuance of a lapsed or expired license will retain their original license number.

7.13 Validity of licenses, ratings, authorizations and certificates

- 1- General. The holder of a license, rating, authorization, designation, and/or certificates shall not, after the expiration date, exercise the privileges of that license;
- 2- The CAMA will issue, renew or re-issue a license, rating, authorization, designation and/or certificate when the applicant complies with the requirements of this YCARs.
- 3- All Licenses and Ratings remain valid for a period of 12 calendar months from the date of issue or renewals unless suspended, canceled and revoked
- 4- A license will remain valid until Yemen midnight of the date stated on the license. The maximum period of validity for all licenses is one year from the date of issue.
- 5- The privileges granted by a license, or by related ratings, may not be exercised unless the holder maintains competency and meets the requirements for recent experience of YCARs

- 6- Maintenance of competency shall be indicated in the airman's personal license, record (e.g. logbook) or Certificate of Test (C of T).
- 7- A pilot license will be valid only when accompanied by current Certificate of Test (C of T) and appropriate medical.

7.14. Illegal Entries on License

Any person found to have made an illegal entry or intentionally defaced a license may have action taken by the CAMA .

Action could involve a suspension, where the entry was to alter or add information to the benefit of the license holder.

A holder of a falsified license is subject to criminal proceedings.

7.15. Crediting of Flight Time

Flight time for license purposes must be obtained in certified aeroplanes or helicopters. In addition, the crediting of flight time for co-pilot when applying for Airline Transport Pilot License (ATPL) is as follows;

- (a) Entitled to be credited in full with all solo, dual instruction and pilot in command flight time towards the total flight time required for Airline Transport Pilot License (ATPL) and;
- (b) When acting as a co-pilot of an aircraft required to be operated with a co-pilot shall be entitled to be credited with not more than 50 percent of the co-pilot flight time towards the total flight time for the Airline Transport Pilot License (ATPL) and;
- (c) When acting as a co-pilot performing under the supervision of the pilot in command shall be entitled to be credited in full with this flight time towards the total flight time required for the Airline Transport Pilot License (ATPL).

8. Release of Information

It is the policy of the CAMA not to release specific information regarding license holders to the general public, although the chairman may authorize the release of personal particulars upon written request from appropriate organizations.

Requests for details involving a medical examination of a license holder cannot be released unless under legal process or for authorized insurance purposes.

Any other request for medical information must be referred to the appropriate Medical Examiner.

9. Ratings and Special Qualification Policy

9.1 Aircraft Type Designation

All group single engine and multi engine aeroplanes, turbo-jet and aeroplanes above 5700 kg, helicopters, and CAMA specified aircraft, will be added to a license in accordance with ICAO Doc 8643.

9.2 Co-pilot Type rating

The type rating for holders of a Private Pilot License (PPL) or Commercial Pilot License (CPL) is exactly the same for Captain and co-pilot. However, for co-pilots holding an Airline Transport Pilot License (ATPL) who require a type rating on an aircraft requiring two pilots, the type rating shall have “(P2)” written directly after the rating; e.g.: A320 (P2).

9.3 Addition of Aircraft Type Rating

Only those aircraft types on Yemen register may be entered on the license and the application must be accompanied with a valid Pilot or F/E Proficiency Check (or S.E.P for cabin crew). Proficiency checks must be conducted by CAMA Inspector or an approved CAMA Examiner

9.4 Reserved

9.5 Tests

Any flight test for the addition of a rating will be conducted in accordance with the CAMA Flight test standards on the type of aircraft, simulator or equipment normally operated by the candidate.

9.6 Flying with a Restricted Type Rating

An authority to fly from the CAMA is required to permit Yemen license holders to fly for up to 90 days, as a crewmember of an aircraft without holding the required unrestricted type rating.

This is a normal situation and is usually required for the training of pilots so that they can meet the regulatory requirements for the addition of a new type rating to a license.

9.7 Instrument Rating

For pilots involved in charter and airline operations, an Instrument PPC must be conducted on each aircraft type operated, although this requirement may be varied for similar types such as A330/A340, A310/A300 or Bell 212/412. For all other operations, the instrument PPC should be conducted on the largest aircraft type (by weight) normally operated by the candidate, regardless of whether operating in command or as co-pilot.

9.8 CATII/III & ILS Qualifications

A CAT II/CAT III qualification is issued only after a pilot has completed the CAMA approved training course and passed a PPC, which includes All Weather Operation simulator exercises, conducted by a Type Rating Examiner or CAMA Inspector.

9.9 Instructor Rating

All applicants for a CAMA Instructor Rating must hold a minimum of a CAMA Commercial Pilot License (CPL) and meet the requirements set forth in CAAPs (26), Instructors.

Foreign license holders, who hold a valid current instructor rating from an ICAO contracting state, must meet the above listed requirements in order for the CAMA to consider the

addition of a Flight Instructor rating to their CAMA Commercial Pilot License (CPL) / Airline Transport Pilot License (ATPL) License.

In addition an applicant will be required to complete a written test and successfully pass a flight test with an approved CAMA Flight Examiner or CAMA Inspector.

9.10 ETOPS Qualification

This qualification refers to extended range twin-engine operations over water or over isolated land areas, and is only available after the pilot has completed the approved course on an aircraft, which is ETOPS, certified. This qualification shall be reflected in the operators' initial and revalidation certificate.

9.11 Command Upgrade.

A "(P2)" rating on a License can be deleted once the holder meets the requirements and passes all required tests to hold a command rating on a specific aircraft.

10. Ratings

10.1 General.

The following ratings, in addition to specific aircraft type ratings as described in ICAO Doc 8643, can be included on a CAMA license;

(a) Pilot License – Aeroplane

(i) Aircraft type

(ii) Instrument

(iii) Flight Instructor

(b) Pilot License – Helicopter

(i) Aircraft type

(ii) Instrument

(iii) Flight Instructor

(c) Flight Engineer and Cabin Crew Licenses

(i) Aircraft type

10.2 Aircraft Class & Type Ratings

10.2.1 Class Ratings

The following applies to pilots only.

* Single-Engine S/E Land

- * Single-Engine S/E Sea
- * Multi-Engine M/E Land
- * Multi-Engine M/E Sea

10.2.2 Type Ratings

The following applies to flight and cabin crew. The following type ratings apply to all models of aeroplanes and helicopters currently on the EASA register.

Aircraft currently on the CAMA register are included in this list. The holder of an Airline Transport Pilot License (ATPL) who holds commercial (co-pilot) privileges on a particular aircraft type will have “(P2)” placed after the aircraft type rating.

1. Class Rating – Single pilot - Single/multi- engine piston aeroplane (land/sea)

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
All manufacturers	Single-engine piston (land)	(D)	SEP (land)
	Single-engine piston (land) with Variable pitch propellers (VP)		
	Single-engine piston(land) with Retractable undercarriage (RU)		
	Single-engine piston (land) with Turbo/super charged engines (T)		
	Single-engine piston (land) with Cabin pressurisation (P)		
	Single-engine piston (land) with Tail Wheels (TW)		
	Single-engine piston (land) with Electronic Flight Instrument System (EFIS)		
	Single-engine piston (land) with single lever power control (SLPC)		
	Single-engine piston (sea)	(D)	SEP (sea)
	Single-engine piston (sea) with Variable pitch propellers (VP)		
	Single-engine piston (sea) with Turbo/super charged engines(T)		
	Single-engine piston (sea) with Cabin pressurisation (P)		
	Single-engine piston (sea) with Electronic Flight Instrument System (EFIS)		
	Single-engine piston (sea) with Single lever power control(SLPC)		
All manufacturers	Multi-engine piston (land)	(D)	MEP (land)
	Multi-engine piston (sea)	(D)	MEP (sea)

2. Class Rating – Single pilot - Single-engine turboprop aeroplane (land)

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Air Tractor	AT-802/A	(HPA)	AT-802
Aero Vodochody a.s.	Ae 270	(HPA)	Aero Vodochody SET
CessnaSET	206 A/T Soloy 207 A/T Soloy 208	(D)	CessnaSET
De Havilland (AirTech canada) (Bombardier)	DHC-3Turbo-Otter DHC-2Turbo-Beaver		DHC3 DHC2
Gulfstream	Am.G-164D		GulfstreamSET
Pacific Aerospace Corporation	PAC750XL		PAC750XL
Pilatus	PC-7		Pilatus PC7
Rhein Flugzeugbau	FT 600		Rhein Flugzeugbau SET
Snow/Rockwell/Ayres	S2R turbo thrush		Snow/Ayres SET

1 Manufacturer	2 Aeroplanes		3	4 Licence Endorsement
	Model	Name		
EADS Socata		TBM 700-A (TBM 700) TBM 700-B (TBM 700) TBM 700-C1 (TBM 700) TBM 700-C2 (TBM 700) TBM 700-N (TBM 850)	(HPA)	TBM
Pilatus	PC-6	(manual stabiliser trim) (electrical stabiliser trim)	(D)	Pilatus PC6

3. Type Rating – Single pilot - Single-engine

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Pilatus	PC-7 MkII PC-9 PC-9 (M) PC-12 series	(HPA) (HPA)	PC9/PC7MkII PC12
Piper	PA-46-310P (Malibu) PA-46-350P (Malibu Mirage) PA-46-500TP (Malibu Meridian)	(HPA) (D)	PA46
Jetprop LLC Piper	PA-46 Jetprop DLX	(HPA)	PA46-DLX
Walter Extra	Extra 400	(HPA)	Extra400

4. Type Rating – Single pilot - Multi-engine turboprop (land)

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Asta GAF	Nomad -22B -24A		AstaMET
Beechcraft	90 series	(HPA) (D)	BE90/99/100/200
	99 series		
	100 series		
	200 series	(HPA) (D)	BE300/1900
	300 series		
Cessna/ Reims Aviation	1900 series		
	F406	(HPA)	C406/425
	425	(HPA)	C441
De Havilland - Canada (Bombardier)	441		
	DHC6 series		DHC6
Dornier	DO 128-6		D128
	DO 228 series		D228
	DO 28-G92		D28-G92
Embraer	Bandeirante EMB 110		EMB110
Grumman	Tracker S2FT		S2FT
Mitsubishi	MU 2B series	(HPA)	MU2B
Piaggio	P166		Piaggio 166
	P180	(HPA)	Piaggio 180
Pilatus Britten	BN2T Turbine Islander	(D)	BN2T
	BN2T - 4R MSSA		
	BN2T - 4S Defender		
Piper	PA31 series Cheyenne I/II	(HPA)	PA31/42
	PA42 series Cheyenne III	(D)	
Rockwell	AC 680T	(HPA)	Rockwell MET
	AC 690 series		
	AC 900 series		
Short (Bombardier)	SC7Skyvan		SC7Skyvan

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Swearingen/Fairchild	226 T	(HPA) (D)	SA226/227
	226 T(B)		
	226 AT		
	226 TC		
	227 TT		
	227 AC		
	227 AT		
	227 BC		

5. Type Rating – Single pilot - Multi-engine turboprop (sea)

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
<i>Not applicable to date</i>			

6. Type Rating – Single pilot - Multi-engine turbo-jet (land)

1 Manufacturer	2 Aeroplanes		3	4 Licence Endorsement
	Model	Name		
Cessna	525	CJ	(HPA) (D)	C525
	525	CJ1		
	525A	CJ2		
	525	CJ1 Plus		
	525A	CJ2 Plus	(HPA)	C510
	525B	CJ3		
	510	Citation Mustang	(HPA)	C510
Embraer		Phenom 100	(HPA)	EMB-500
Eclipse Aerospace		Eclipse 500	(HPA)	EA500

7. Type Rating – Multi Pilot

Type Rating – Multi Pilot (Continued)

1 Manufacturer	2 Aeroplanes		3	4 Licence Endorsement
	Model	Name		
Canadair (Bombardier)	BD-100-1A10	Challenger 300		CL30
	CL600-2B16	(Challenger) CL 604 CL605	(D)	CL604/605
	CL600-2B19	(CL 65 Regional Jet series) CRJ -100 -200 -440 -Challenger 850	(D)	CRJ100
	CL600-2C10	-700 -701 -702		
	CL600-2D15 CL600-2D24	-705 -900		
	Cessna		C560XL C560XLS	(D)
		C560XLS+		
		C680 Sovereign		C680
560 Encore			(D) 2	C500/550/560
560 Encore+				
2 The differences training course is valid from the Cessna 560 Encore to the Cessna 560 Encore+ for				
Dassault		Falcon 900 EX EASy Falcon 900 DX		Falcon900EX EASy
		Falcon 2000 Falcon 2000 EX 3	(D)	Falcon2000/2000EX
		Falcon 2000 EX EASy Falcon 2000 DX Falcon 2000 LX		Falcon2000EX EASy
		Falcon 7X		Falcon 7X
	3 The differences training course is valid from the Falcon 2000 to the Falcon 2000EX for crew members			
De Havilland - Canada (Bombardier)		DHC8-100 series -200 series -300 series	(D)	DHC8
		DHC8-400 series		
Embraer	ERJ 170-100 ERJ 170-200 ERJ 190-100 ERJ 190-200	Embraer 170 Embraer 175 Embraer 190 Embraer 195		EMB170

Type Rating – Multi Pilot (Continued)

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Aerospatiale/Sud Aviation	SN601 Corvette	(D)	SN601
	SE 210 III IIIR VIN		SE210/10B3/11/12
	SE 10B3		
	SE 11		
	SE 12		
Aerospatiale/Nord Aviation	Nordatlas 2501		ND25
	C160 P Transall		ND16
	260 A Nord		ND26
	262 A-B-C Nord		
Aero Spaceline	377 SGTF Super Guppy		SuperGuppy
Airbus	A300-B1 -B2 series -B4 series -C4-200 series -F4-200 series		A300
	A300-FFCC		A300FFCC
	A310 -200 series -300 series A300 - B4 600 series - C4 600 series - F4 600 series		A310/300-600
	A300-600ST/Beluga		A300-600ST
Alenia	C27J		C27J
Mitsubishi/Beech/ Raytheon	Beechjet 400 series MU 300		Beech400/MU300
Boeing	B707 -100 series -300 series	(D)	B707/720
	B720		
	B717 series		B717
	B727-100 series -200 series		B727
	B737-100 series -200 series		B737 100-200
	B747 -100 series -200 series -300 series	(D)	B747 100-300
	B747-SP		
	B747-400 series		B747 400

Type Rating – Multi Pilot (Continued)

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
British Aerospace/ AVRO	ATP Jetstream 61		Bae/ATP/Jetsrtream 61
	AVRO RJ series		
	146 -100 series		AVRORJ/Bae146
	-200 series		
British Aerospace/ AVRO	-300 series		
	BAC 1-11 -200 series		BAC1-11
	-400 series		
	-500 series		
Hawker Siddeley/ Bae/Raytheon	HS125 series		
	Bae 125-800 series	(D)	HS125
	-1000 series		
	HS 748 series		HS748
Hawker Siddeley/Bae	Jetstream 3100 series		Jetstream31/32
	3200 series		
Bae/Avro	Jetstream 41		Jetstream41
Canadair (Bombardier)	CL 215		CL215
	CL 215T		CL 215T
	CL 415		CL 415
	(Challenger series)		
	CL 600		CL600/601
	CL 601-1A		
Casa	CL 601-3A		
	C212 series		C212
	CN-235		CN235
Cessna	C650 Citation III		C650
	Citation VI		
	Citation VII		
	C750 Citation X		C750
	C 500		
	C550	(D)	C500/550/560
	CS 550		
	CS 550 Bravo		
	C 560 Encore		
	4 See table 8		
Consolidated Vultee Aircraft	CV 240-4		
	CV 340	(D)	CV240/340/440
	CV 440		
	CV 580		CV580
Dassault	Falcon 10		
	Falcon 100	(D)	Falcon 10/100
	Falcon 20 series		
	Falcon 200	(D)	Falcon 20/200
	Falcon 50		
	Falcon 900	(D)	Falcon 50/900
	Falcon 900 EX		
De Havilland - Canada (Bombardier)	DHC7		DHC7
Dornier	DO 328-100		DO 328-100
	DO 328-300		DO 328-300

Type Rating – Multi Pilot (Continued)

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Mac Donnel-Douglass	Douglas A-26B		DCA26
	Douglas -3A-S1C3G		DC3
	DC4		DC4
	DC6 series		DC6
	DC7C		DC7
Mac Donnel-Douglass/Boeing	DC8-33 -50, 60, 70 series		DC8
	DC9 10-50 series		DC9 10-50
	DC9 80 series	(D)	DC9 80/MD88/MD90
	MD 88 series		
	MD 90 series		
	DC 10 series		DC 10
Embraer	MD 11		MD 11
	EMB 120 Brasília		EMB 120
	EMB - 145 - 135, 145 series		EMB 135/145
Fokker/Fairchild	FH227		F27
	F 27A/F/J F 27 series		
	F 28 series		F 28
	F 50		F 50
	F70 F100		F70/100
Grumman Gulfstream	Grumman G-159		GulfstreamI
	Grumman G-1159	(D)	GulfstreamII/III
	Grumman G-1159A		
Handley Page	Herald series		Herald
Israel Aircraft Industry	IAI -1121 Jetcommander -1123 Commodore Jet -1124 Westwind		IAI1121/23/24
	IAI -1125 Astra		IAI1125
Junkers	Junkers 52		JU52
Lockheed	L188 Electra series A	(D)	L188 Electra
	L188 Electra series C		
	L382 G (C 130)		Hercules
	L1011 series		L1011
	L1329		Jetstar
Learjet (Bombardier)	L1049 Constellation Series		L1049
	Learjet-20 series -30 series	(D)	Learjet20/30
	Learjet-45 series		
	Learjet-55 series		
Leteckee	L410 UVP		LetL410
MBB	HFB 320		HFB320
	VFW 614		VFW-614
PT Industry	IPTN CN 235-110		IPTNCN 235
Rockwell International	NA-265 series		NA265
Saab	SAAB SF340 series		SAAB340
	SAAB 2000		SAAB2000

1 Manufacturer	2 Aeroplanes	3	4 Licence Endorsement
Short Brothers (Bombardier)	SD3 - 30	(D)	SD3-30/60
	- 60		
	SC5 Belfast		Belfast
Vickers-Armstrong	Vanguard		Vanguard
	Viscount		Viscount

8. Type Rating – Helicopter

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
Agusta			
-ME Turbine-	AB139/AW139		A139
Bell Helicopter			
- SE-Turbine -	Bell 206 L	(D)	Bell206
	Bell 206 L-1		
	Bell 206 L-3		
	Bell 206 L-4		
	Bell 407		Bell407
Eurocopter			
- SE Turbine-	AS 350 B3		AS 350
- ME Turbine-	AS 355 E	(D)	AS355
	AS 355 F		
	AS 355 F 1		
	AS 355 F 2		
	AS 355 N		
	AS 355 NP		
Sikorsky			
- ME Turbine -	S-92 A		SK92
Hélicoptères Guimbal			
-SE Piston-	Cabri G2		Cabri G2

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
Agusta			
-SE Turbine -	A 119 KOALA		A119
- ME Turbine -	A 109 A	(D)	A109
	A 109 A II		
	A 109 C		
	A 109 K2		
	A 109 E		
	A 109 LUH		
	A 109 S		
Agusta-Bell			
- SE Piston -	Agusta Bell 47G-2		Bell47
	Agusta Bell 47G-2A-1		
	Agusta Bell 47G-3B-1		
	Agusta Bell 47G-4		
	Agusta Bell 47G-4A		
	Agusta Bell 47J		
	Agusta Bell 47J-2		
	Agusta Bell 47J-3		
- SE Turbine -	Augusta Bell 206 A	(D)	Bell206
	Augusta Bell 206 B		
	Augusta Bell 206 L		
	Augusta Bell 204	(D)	Bell204/205/UH-1D
- ME Turbine -	Augusta Bell 205	(D)	Bell212/412
	Augusta Bell 212		
	Augusta Bell 412		
	Augusta Bell 412 SP		
Agusta Sikorsky			
- ME Turbine -	Agusta S-61 N 1		SK-61

Type Rating – Helicopter (Continued)

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
Bell Helicopters			
- SE Piston -	Bell 47 D Bell 47 G Bell 47 G-1 Bell 47 G-2 Bell 47 G-3 B-1 Bell 47 G-4 Bell 47 G-4A Bell 47 G-5 Bell 47 H-1 Bell 47 J Bell 47 J-2 Bell 47 J-2 A		Bell47
- SE Turbine -	Bell 47 T		Bell47T
	Bell 47 TA		
	Bell 204		
	Bell 205 A-1	(D)	Bell204/205/UH-1D
	Bell UH-1D		
	Bell UH-1H		
	Bell 206 A	(D)	Bell206
	Bell 206 B		
	Bell 206 B 2		
	Bell 206 B 3		
	Bell 206 L		
	Bell 206 L-1		
	Bell 206 L-3		
	Bell 206 L-4		
	Bell 407		Bell407
	Bell 214 B		Bell214
	Bell 214 B 1		

Type Rating – Helicopter (Continued)

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
Bell Helicopters (continued)			
- ME Turbine -	Bell 206 LT Twinranger		Bell206LT
	Bell 212	(D)	Bell212/412
	Bell 412		
	Bell 412 SP		
	Bell 412 HP		
	Bell 412 EP		
	Bell 214 ST		Bell 214ST
	Bell 222	(D)	Bell222/230/430
	Bell 222 A		
	Bell 222 B		
	Bell 222 UT		
	Bell 222 SP		
	Bell 230		
Bell 430			
Bell 427		Bell427	
Boeing-Vertol			
- ME Turbine -	Boeing 234 LR		BV234
Bristol Aircraft			
- SE Piston -	B-171-B		Bristol171B
Brantley			
- SE Piston -	B-2 B-2 B		BrantleyB2
Breda Nardi			
- SE Piston -	Breda Nardi 269		HU269
- SE Turbine -	Breda Nardi 369	1	HU369/MD500N/600N
	1 Difference training is required to fly McDonnell Douglas MD500N/MD520N/MD600N		
EH Industries			
- ME Turbine -	EH101		EH101

Type Rating – Helicopter (Continued)

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
Enstrom			
- SE Piston -	F 28 A - D F 28 C 2 F 28 F F 280 C F 280 F F 280 FX F 280 D		ENF28
- SE Turbine -	F 480		ENF480
Erickson Air-Crane Incorporated			
- ME Turbine -	S 64F		S64F
Eurocopter			
- SE Turbine -	AS 350 B AS 350 B 1 AS 350 B 2 AS 350 D AS 350 B A AS 350 BB AS 350 B 3	(D)	AS350
	EC 130 B 4		EC130B4
	EC 120		EC120
	SA 341 G		SA341/342
	SA 342 J		
	SA 3180 SA 318 B SA 318 C SA 3130 SA 313 B		SA318/SE313
	SE 3160 SE 316 B SE 316 C	(D)	SA316/319/315
	SA 319 B		
	SA 315 B		
	SA 360		SA360
	SO 1221		SO1221

Type Rating – Helicopter (Continued)

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
Eurocopter (continued)			
- ME Turbine -	AS 332 C AS 332 C 1 AS 332 L AS 332 L 1 AS 332 L 2 EC 225 LP	(D)	AS332/EC225
	BO 105 A BO 105 C BO 105 D BO 105 LS A-1 BO 105 LS A-3 BO 105 S BO 105 CBS		BO105
	EC 135 T1 CDS EC 135 P1 CDS		
	EC 135 T1 CPDS EC 135 P1 CPDS EC 135 T2 CPDS EC 135 P2 CPDS	(D)	EC135
	MBB-BK 117 A-1 MBB-BK 117 A-3 MBB-BK 117 A-4 MBB-BK 117 B-1 MBB-BK 117 B-2 MBB-BK 117 C-1 MBB-BK 117 C-2	(D)	BK117

Type Rating – Helicopter (Continued)

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
- ME Turbine -	SA 330 F SA 330 G SA 330 J		SA330
	SA 365 SA 365 C 1 SA 365 C 2 SA 365 C 3	(D)	SA365/AS365
	SA 365 N SA 365 N 1 SA 365 N 2		
	SA 365 N3		
	EC 155 B/B1		EC155
Hiller			
- SE Piston -	UH 12 A UH 12 B UH 12 E		UH12
- SE Turbine -	UH 12 T		UH 12 T
Hughes/Schweitzer			
- SE Piston -	269 A 269 B 269 C 300 C 300 CB 300 CBi		HU269
- SE Turbine -	330 SP 333		SC330
Karman			
- SE Turbine -	Karman K 1200		K1200
McDonnell Douglas Helicopters			
- SE Turbine -	Hughes 369 D Hughes 369 E Hughes 369 FF Hughes 369 HE Hughes 369 HS MD 500 N (NOTAR) MD 520 N MD 600 N	(D)	HU369/MD500N/600N
- ME Turbine -	MD 900 MD 902	(D)	MD900/902

Type Rating – Helicopter (Continued)

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
Robinson			
- SE Piston -	R 22 R 22 A R 22 B		R22
	R 44 R 44 Raven R 44 Raven II		R44
Silvercraft			
- SE Piston -	SV 4		SV4
Sikorsky			
- SE Turbine -	S 55		SK55
	S 58		SK58
	S 58 T		SK58T
	S 76 A S 76 A+ S 76 A++	(D)	SK76
	S 76 B		
	S 76 C S 76 C+ S 76 C++		
	S-61 N S-61 S		SK61
Westland			
- SE Piston -	Westland Bell 47 G3 B-1		Bell47

1 Manufacturer	2 Helicopter	3	4 Licence Endorsement
Westland Helicopters			
- SE Piston -	Westland S 55 Series 1	(D)	WHS55
- SE Turbine -	Westland S 55 Series 3		
Ministry of Aviation Industry of Russia			
-ME Piston -	Kamov KA 26 D		KA26D
	Kamov KA 32 A		KA32
- ME Turbine -	MIL Mi-8 MIL Mi 17 MIL Mi 171 MIL Mi 172		Mi8
P.Z.L Swidnik, Poland			
	MIL Mi-2		Mi2
- ME Turbine -	PZL KANIA		KANIA
	PZL W-3	(D)	W-3SOKOL
	PZL W-3A		

10.3 Additional Ratings

The following section outlines the additional ratings that may be seen on CAMA license.

10.3.1 Instrument Rating

INSTRUMENT

10.3.2 Instructor Rating

- (i) Instructor – FI (A) & FI (H)
- (ii) Instrument Rating Instructor – IRI (A) & IRI (H)
- (iii) Type Rating Instructor – TRI (A) & TRI (H)
- (iv) Class Rating Instructor – CRI (A)
- (v) Synthetic Flight Instructor – SFI (A) & SFI (H)
- (vi) Synthetic Training Instructor – STI (A) & STI (H)
- (vii) Multi Crew Co-Operation Instructor – MCCI (A)

11. Reciprocal Recognition

11.1 Eligibility

The holder of a foreign license may be granted reciprocal recognition of that license provided:

- (a) The foreign country is an ICAO Contracting State, and
- (b) The applicant meets the requirements of paragraphs 7.3 (a) – (j) (In the case of validations a pilot must possess at least a work authorization for the period of the validation), and

- (c) The license is current and valid and the medical certificate is also current and valid, and
- (d) The applicant passes the required written examination, and
- (e) Only one foreign license is used as the basis for recognition, and
- (f) Meet the requirements of YCARs-OPS 1, YCARs -OPS 3 and YCARs Part II relating to English Language Proficiency.

Note: Except for graduates from a CAMA approved training facility, a foreign pilot license will only be recognized on one occasion for the granting of a CAMA pilot license unless the applicant successfully passes the CAMA written examinations (refer to paragraph 7.10)

11.2 Rendering a Foreign License Valid (Validations)

To permit a foreign license holder to exercise the privileges of their license in Yemen without holding a CAMA license, a foreign license can be validated by the issuance of a letter of validation. The maximum validity is 90 days, and may be further extended under extenuating circumstances. Organizations requiring a validation for longer than 90 days should apply for CAMA license. It is the responsibility of the operator and foreign license holder to ensure the license, medical, proficiency and recency requirements remain valid. This validation will automatically be cancelled when either of these requirements are no longer met, or if the individual fails to meet the requirements of any other CAMA required process (e.g. issuance of work visa, or if the holder fails the Air Law written examination).

The organization requesting for rendering of a foreign license valid shall be required to ensure that the foreign license holder appears for the Air Law Exam before applying for a validation certificate. The organization shall further ensure that the pilot is rated and current on the specific aircraft type for which the validation is being sought. Also, the operator shall provide the Ground Technical/Type rating/Transition/Differences Certificate and Skill Test report (aircraft or simulator as applicable).

A request for a validation of a foreign commercial license will only be accepted upon written application from an aircraft operator. An application for validation shall meet the requirements of paragraph 11.2 of this document and shall include the original valid license, a valid medical certificate, and original log book or a copy of all pages individually certified by the foreign regulatory authority. The license must include the rating for the aircraft which the pilot, or F/E, will fly. If the pilot is required to fly as sole pilot in command, the pilot must hold a PPC acceptable to the CAMA .

11.3 Verification of foreign licenses & medicals

To convert a foreign license to a CAMA License as per ICAO Annex 1 paragraph 1.2.2.2, the CAMA shall have the verification from the Contracting State confirming the validity of the license and medical certificate issued by that State including confirmation of any accidents/incidents.

11.4 Radiotelephony Operators License

A Radiotelephony Operators License, if separate to the license, may be recognized if issued by a signatory of the International Telecommunications Union.

11.5 Level of License

Reciprocal recognition will apply only to the level of license held.

11.6 Foreign Examination Credits

Applicants who have passed foreign written examinations, but were not issued with the applicable foreign license, will not be given any exemption from CAMA requirements. An applicant for reciprocal recognition must hold valid and current license.

11.7 Ratings

Reciprocal recognition of a foreign license only extends to the type of license and aircraft type ratings that currently appear on Yemen Register and for which a valid CAMA proficiency check is submitted. Foreign instrument ratings are not accepted unless applications are accompanied by an appropriate instrument PPC form completed by a CAMA approved Examiner or a CAMA Inspector. Instructor ratings will not be added to a license until the applicant has passed the instructor rating written examination and a flight test with a CAMA Inspector.

11.8 Upgrade of License

A foreign license will only be recognized on one occasion for the granting of a CAMA license unless the applicant undergoes the CAMA exam. Refer also to Licensing Policy paragraph 7.10.

11.9 Temporary Authorizations

A foreign pilot may apply for a temporary authorization to commence Type Rating training if that pilot does not already hold a type designation on his foreign License for that specific aircraft. However the applicant must meet the requirements of paragraphs 7.3 (a) – (j) and 10.1 (a) – (f)

12. Military Pilot Recognition

12.1 Conversion Requirements

Yemen Military pilots, who have attained and satisfied the criteria for Qualified Military Pilots (QMP), are eligible to apply for the conversion for the following licenses and ratings:

- (a) A Commercial Pilot License (Commercial Pilot License (CPL) A/H)
- (b) An aircraft rating in the category and class of aircraft for which he is qualified.
- (c) An instrument rating with the appropriate aircraft rating for which he is qualified; or
- (d) A type rating, if appropriate

Eligible QMPs should apply for an assessment of flying experience to the Personnel Licensing & Examination Department, CAMA . All applications should be accompanied by:

- (e) Original military flying qualification certificates or equivalent documents

(f) Flying logbooks

Note: A rated military pilot, who has been removed from flying status for lack of proficiency, or because of disciplinary action involving aircraft operations, is not eligible for this conversion.

Military pilots from Arab Countries shall also be eligible to apply for a QMP Course in Yemen. They will be required to provide the following details to the CAMA Personnel Licensing & Examination Department before they can be allowed to join a QMP Course with a CAMA Approved Flying Training Organization in Yemen:

(g) A certificate from the Arab State Military Authority and/or the State CAA certifying the qualifications of the applicant. Any such letter shall be required to be endorsed by Yemen Embassy in the Arab Country.

(h) Certification of the flying experience by the foreign Military Authority

(i) A Certificate from the concerned Military Authority stating their 'No Objection' in case the applicant is a serving military pilot.

(j) A Certificate from the Military Authority commenting if the applicant was removed from the military service on grounds of a disciplinary action.

The above requirements shall have to be endorsed by Yemen Embassy in the Arab Country.

12.2 Criteria for Benefit under the Qualified Military Pilot Program

A rated military pilot, who has been on active or non-active flying status within the past 12 months before applying must:

(a) Have successfully completed a course of military ground training and flight training; and

(b) Possess a minimum of 500 total flying hours, of which the flying experience recorded during military flying training must fulfill the following;

(i) 100 flying hours must be pilot in command hours.

(ii) 20 flying hours must be cross-country under instruction.

(iii) 10 flying hours must be instrument under instruction or for Instrument rating, 40 flying hours of instrument under instruction.

(iv) 5 flying hours at night.

(v) A military pilot will only be eligible for an Airline Transport Pilot License (ATPL) if he has more than 500 flight hours on multi-crew transport aircraft.

(vi) A military pilot shall be required to meet the aeronautical experience requirements of the license for which they are applying. The experience shall meet the specific hours required by category (e.g. instrument, night, cross country etc.).

Note: In the event of any deficiency or shortage in meeting the above flying experience requirements, the applicant is required to gain the additional flying experience at any of the CAMA approved flying clubs or schools before attempting the abridged course.

(c) Hold CAMA Class One medical certificate.

12.3 Abridged Course

All QMPs are required to undergo an abridged course at the CAMA approved flying training school. The abridged course consisting of ground and flying training is based on following approved CAMA syllabi:

- (a) Minimum (200) hours ground training; and
- (b) Minimum (30) hours training flights in an aircraft
- (c) CAMA approved MCC course for Airline Transport Pilot License (ATPL) applicants

12.4 Commercial Pilot License (CPL) / Instrument Rating (IR) Ground Examination And Flight Tests

QMPs are required to take and pass the following ground and flying examinations.

12.4.1 Ground examination

- (a) Commercial Pilot License (CPL) or Airline Transport Pilot License (ATPL) ground examinations as applicable; and
- (b) Instrument ground examinations; and
- (c) Air Law examination.
- (d) English Language Proficiency (ELP) course and qualification

12.4.2 Flight test

- (a) CAMA proficiency check to the standard of the license conducted by an approved CAMA Flight Examiner or a CAMA Inspector; and
- (b) Instrument rating flight test conducted an approved CAMA Flight Examiner or CAMA Inspector.

12.5 Crediting Of Flight Time

The crediting of flight time for QMP when applying for Airline Transport Pilot License (ATPL) is as follows;

- (a) Entitled to be credited in full with all solo, dual instruction and pilot in command flight time towards the total flight time required for Airline Transport Pilot License (ATPL) and;

(b) When acting as a co pilot of an aircraft required to be operated with a co-pilot, shall be entitled to be credited with not more than 50 per cent of the co-pilot flight time towards the total flight time for the Airline Transport Pilot License (ATPL) and;

(c) When acting as a co-pilot performing under the supervision of the pilot in command shall be entitled to be credited in full with this flight time towards the total flight time required for the Airline Transport Pilot License (ATPL).

Note: There is no exemption or partial exemption for QMP on Airline Transport Pilot License (ATPL) ground and flight tests. A QMP must pass the required knowledge and practical tests on Airline Transport Pilot License (ATPL), or obtain a foreign Airline Transport Pilot License (ATPL), prior to the issuance of the license.

13. Medical Requirements

13.1 Requirements

The applicant must hold the appropriate Medical Certificate for the type of license required. Pilots, who subsequently are downgraded in assessment (e.g. from Class I to Class II) can only exercise the privileges appropriate to the Medical Certificate.

13.2 Medical Assessments

The following assessments are required;

- | | | |
|-----------------|---|---------------------------------------------|
| (a) Class 1 | - | ATP / Commercial Pilot License (CPL) |
| (b) Class 2 | - | Private Pilot License (PPL), Student pilots |
| (c) Class 3 | - | ATC |
| (d) Cabin Crew- | | Cabin Crew |

Note: A valid Class 1, 2 or 3 Medical Assessment shall be accepted by the CAMA in lieu of a "Cabin Crew" Medical Assessment.

13.3 Validity

A medical certificate remains valid until the last day of the month of the validity period.

13.4 Flight Crew over 40 years of Age

The policy on the transition from 1 year to 6 monthly medicals, once a flight crew member turns 40 years of age, is as follows:

(a) The period of validity for the holder of Airline Transport Pilot License and Commercial Pilot License – Aeroplane and Helicopters – who are engaged in a multi crew commercial air transport operation carrying passengers, is **twelve (12)** months until the age of 60, then the period of validity shall be reduced to **six (06)** months.

(b) The period of validity for the holder of Airline Transport Pilot License and Commercial Pilot License – Aeroplane and Helicopters – who are engaged in a single crew commercial air

transport operations carrying passengers, is **twelve (12)** months until their 40th birthday, then the period of validity shall be reduced to **six (06)** months.

(c) The medical expires at midnight of the last day of the month of validity

Note: After the expiry date, the medical certificate does not automatically downgrade to a lower class.

13.5 Cabin Crew over 40 years

The policy on the transition from 60 month to 24 month medicals, once a cabin crew member turns 40 years of age, is as follows;

(a) The medical remains valid for a 24 calendar months after the 40th birthday

(b) The medical expires at midnight of the last day of the month of validity

14. Appeal Process

A license holder or applicant is entitled to appeal against any decision, action or ruling made by the CAMA in respect to a licensing issue.

A license holder or applicant has all legal rights and remedies available to him/her under CAMA 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 license holder or applicant is made in writing to the Director of Personnel Licensing & Examination Department at the earliest opportunity.

The appeal should include the specific decision, action or ruling involved with copies of any supporting documentation.

15. Schedule of Fees

Reserved