



YEMEN CIVIL AVIATION REGULATIONS (YCARs)

PART V

YCAR-AIR

AIRWORTHINESS REQUIREMENTS OF AIRCRAFT

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ISSUE HISTORY AND DATE OF APPLICABILITY

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HIGHLIGHTS OF CHANGE

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FOREWORD

- 1- This Issue No.02 of YCAR PART V, Chapter 2 is dated 02 April 2021 and supersedes the January 2013 Issue.
- 2- Future developments and amendments to this chapter will follow the Notice of Proposed Amendment process, if in the view of the authority such a notice is necessary.
- 3- The Authority has adopted associated compliance guidance material wherever possible and, unless specifically stated otherwise, clarification will be based on this material or other CAMA documentation.
- 4- The main reason for this new issue is due to a Periodic review of the airworthiness of aircraft Regulations.
- 5- Details of the amendments are listed in the highlights of changes table. These amendments affect this Chapter.

CHAPTER 2

AIRWORTHINESS REQUIREMENTS OF AIRCRAFT

SECTION 1 CERTIFICATE OF AIRWORTHINESS

1.1 GENERAL

An aircraft shall not fly in or over Yemen territory unless there is in force a Certificate of Airworthiness duly issued under the law of the State in which the aircraft is registered and that any conditions subject to which the certificate was valid are complied with. The forgoing prohibition shall not apply to flights beginning and ending in the Republic of Yemen with passage over any other country, of:

- (a) a glider, if it is not being used for the public transport of passengers or aerial work;
- (b) a balloon, if it is not being used for the public transport of passengers;
- (c) a kite;
- (d) an aircraft flying with a certificate of fitness for flight or special flight permit;
or
- (e) an Ultralight or Microlight aircraft.

In the case of an aircraft registered in the Republic of Yemen, the Certificate of Airworthiness referred to in paragraph 1.1 of this Section shall be a certificate issued in accordance with the provisions of Sections 2, 3 and 4 of this Chapter.

SECTION 2 CATEGORIES OF AIRCRAFT

2.1 INTRODUCTION

The Certificate of Airworthiness or associated documents impose conditions affecting the manner in which an aircraft may be maintained and operated and the purposes for which it may be used. The conditions are imposed in the following manner:

- (a) by placing an aircraft in categories which indicate the uses for which the aircraft is approved; and
- (b) by indicating either in the Certificate of Airworthiness or in documents associated with the certificate, the detailed limitations which must be observed.

2.2 CATEGORIES AND PURPOSES

2.2.1 The Categories in which an aircraft may be placed in the Yemen are as follows:

(a) Transport Category (Passenger)

(b) Transport Category (Cargo)

(c) Aerial Work Category

(d) Private Category

2.2.2 The purposes for which the aircraft may fly are as follows:

(a) Transport Category (Passenger): any purpose;

(b) Transport Category (Cargo): any purpose, other than the public transport of passengers;

(c) Aerial Work Category: aerial work only; and

(d) Private Category: any purpose, other than public transport or aerial work.

SECTION 3 ISSUE OF CERTIFICATES OF AIRWORTHINESS

3.1 INTRODUCTION

3.1.1 The issue of a Certificate of Airworthiness to an aircraft is dependent on the aircraft being registered in the Republic of Yemen and will be subject to compliance with the type certificate procedures outlined in this Section.

3.1.2 The issue of a Certificate of Airworthiness to an aircraft constructed abroad does not include any radio apparatus that may be installed in the aircraft. Such radio apparatus must comply with the appropriate requirements of the Civil Aviation and Met. Authority.

3.1.3 The certificate of airworthiness contains the information shown in form AWF COA-006.

3.2 APPLICATION

3.2.1 Forms that may be obtained from the CAMA shall be completed at an early stage of the manufacture of the aircraft and returned to the CAMA together with the appropriate fee as detailed in the form.

3.2.2 During the course of the investigation if it is necessary for a CAMA Inspector to travel outside the Republic of Yemen, the CAMA will require the applicant to meet the additional costs involved.

3.3 GENERAL

3.3.1 The applicant shall, for every aircraft to be issued with a Republic of Yemen Certificate of Airworthiness, provide the CAMA with the appropriate Certificate of Airworthiness

issued by the State of Design and the Type Certificate Technical Data Sheet, where applicable. In cases where a Flight Manual has been issued, this shall be provided and shall conform to Republic of Yemen requirements. Additionally, the applicant may be required to provide the following particulars:

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

3.3.1.1 In the case of aircraft of a type for which a Republic of Yemen Certificate of Airworthiness has not previously been granted, where applicable, a copy of the Flight Manual shall be provided which shall conform to Republic of Yemen requirements and the relevant revisions and amendments shall be supplied.

3.3.1.2 During the investigation of the aircraft the CAMA may decide that additional requirements must be met and these will be listed as Special Conditions in writing to the applicant. Special Conditions, when established by the CAMA, will not be confidential to the applicant only and may be made available by the CAMA on request.

Note: The CAMA will require to be satisfied that due consideration has been given to any Special Conditions published by authorities who have carried out a design investigation of the type.

3.3.2 The aircraft shall be in a condition acceptable to the CAMA to enable the Inspector to inspect it as necessary.

3.3.2.1 A statement shall be issued certifying that all mandatory modifications, inspections, directives and other CAMA requirements have been complied with.

3.3.2.2 An Export Certificate of Airworthiness from the State of Design shall be issued in the case of new aircraft and a current Certificate of Airworthiness shall be provided for used aircraft. Compliance with the export requirements of the State of Registry shall be mandatory.

3.3.2.3 The exporting country shall provide a Noise Certificate.

3.3.3 All relevant records shall be made available to the CAMA for examination. No such records shall be destroyed without authorisation from the CAMA. Maintenance records forming part of the log book shall be kept for the same period as the log book, i.e. until two years after the aircraft, engine or variable-pitch propeller has been destroyed or has been permanently withdrawn from use.

3.3.4 If work on the aircraft is required to be undertaken in the Republic of Yemen, then such work shall be carried out under the supervision of an organisation approved by the CAMA for the purpose or under the supervision of an appropriately

licensed aircraft engineer. Before the work is finally certified, the Chief Inspector of the approved organisation or the licensed aircraft engineer shall be satisfied that the work has been carried out, inspected, and tested where necessary, in conformity with the specifications, drawings and instructions relating to the approved design.

3.3.5 Full particulars of the work done shall be entered in the appropriate logbook and a Certificate of Release to Service shall be attached thereto.

3.3.6 When the particulars of the work done are so voluminous that it is inconvenient to record the details in the space provided in the log book, the details shall be entered into a separate maintenance record which shall be numbered for identification purposes, certified in the same manner as that required for the relevant entry in the log book, and kept safely in order that it may be produced for examination. The reference number of such record, and particulars of the place where it may be examined, shall be inserted in the logbook together with a brief description of the work to which the record relates.

3.3.7 The aircraft shall be weighed and copies of the Weight and Centre of Gravity Schedule and, where appropriate, the Weight and Balance Report shall be provided.

Note: The CAMA may agree to the acceptance of weight and centre of gravity details obtained from current documents relating to the aircraft.

3.3.8 A Certificate of Fitness for Flight shall be issued and the aircraft shall be tested in flight to schedules approved by the CAMA. The Certificate shall be issued in duplicate and one copy kept elsewhere than in the aircraft. Particulars and results of such testing shall be provided.

3.3.9 Copies of the Maintenance, Overhaul, Repair and Crew Manuals shall be provided and, in the case of an aircraft of a type for which Republic of Yemen certification has not previously been granted, an additional set of these documents shall be supplied to the CAMA together with a complete set of all Service Bulletins issued in respect of the aircraft, engines and propellers concerned.

3.3.9.1 Before the issue of a Republic of Yemen Certificate of Airworthiness, all relevant manuals shall be amended, where necessary to include any modifications embodied and/or any other changes. A copy of the final drafts of the manuals shall be given to the CAMA for review and approval if necessary.

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

3.3.10 In accordance with the established rules, a current insurance policy for aircraft crew, passengers, third party personnel and property damage liability shall be submitted prior to the issuance of Certificate of Airworthiness.

3.3.11 To facilitate delivery of aircraft to the Republic of Yemen, the CAMA may, under appropriate circumstances, issue a Flight Permit for the aircraft to fly into the country provided that the aircraft has:

- (a) a Republic of Yemen Certificate of Registration;
- (b) a Certificate of Airworthiness for Export; and that
- (c) the aircraft meets all the build specification of the designer;

Upon the arrival of the aircraft in the Republic of Yemen the CAMA will conduct the necessary inspection on the aircraft and its documents and issue the Airworthiness Certificate

3.3.12 When an aircraft possessing a valid Certificate of Airworthiness issued by a Contracting State is entered on the Yemeni register, when CAMA issuing its Certificate of Airworthiness may consider the previous Certificate of Airworthiness as satisfactory evidence, in whole or in part, that the aircraft complies with the applicable Standards of this Annex through compliance with the appropriate airworthiness requirements.

3.3.13 When Yemen (CAMA) renders valid a Certificate of Airworthiness issued by another Contracting State, as an alternative to issuance of its own Certificate of Airworthiness, CAMA establish validity by suitable authorization to be carried with the former Certificate of Airworthiness accepting it as the equivalent of the latter. The validity of the authorization shall not extend beyond the period of validity of the Certificate of Airworthiness being rendered valid. The continuing airworthiness of the aircraft is determined in accordance with 3.4 and Section 4.

3.3.14 CAMA shall:

- a) ensure that, when it first enters on its register an aircraft of a particular type for which it is not the State of Design and issues or validates a Certificate of Airworthiness in accordance with 3.1.1 of this Section, it shall advise the State of Design that it has entered such an aircraft on its register;
- b) determine the continuing airworthiness of an aircraft in relation to the appropriate airworthiness requirements in force for that aircraft;
- c) develop or adopt requirements to ensure the continuing airworthiness of the aircraft during its service life, including requirements to ensure that the aircraft:
 - i) continues to comply with the appropriate airworthiness requirements after a modification, a repair or the installation of a replacement part; and
 - ii) is maintained in an airworthy condition and in compliance with the maintenance requirements .

- d) upon receipt of mandatory continuing airworthiness information from the State of Design, adopt the mandatory information directly or assess the information received and take appropriate action;
- e) ensure that all mandatory continuing airworthiness information which it, as the State of Registry, originated in respect of that aircraft, is transmitted to the appropriate State of Design; and
- f) ensure that, in respect of aeroplanes over 5 700 kg and helicopters over 3 175 kg maximum certificated take-off mass, there exists a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is transmitted to the organization responsible for the type design of that aircraft. Whenever this information relates to an engine or propeller, such information shall be transmitted to both the organization responsible for engine or propeller type design and the organization responsible for aircraft type design. Where a continuing airworthiness safety issue is associated with a modification, CAMA shall ensure that there exists a system whereby the above information is transmitted to the organization responsible for the design of the modification.

3.4 VALIDITY

3.4.1 A Certificate of Airworthiness issued under this Section shall remain valid for one year from the date of the issuance, and may be renewed by the CAMA for such further period as it thinks fit.

3.4.2 A Certificate of Airworthiness shall cease to be in force if:

- (a) the aircraft, or such of its equipment as is necessary for the airworthiness of the aircraft is overhauled, repaired or modified, or if any part of the aircraft or of such equipment is removed or is replaced otherwise than in a manner and with material of a type approved by the CAMA either generally in relation to a class of aircraft or to the particular aircraft; or
- (b) until the completion of any inspection of the aircraft or any such equipment as aforesaid, being an inspection made for the purpose of ascertaining whether the aircraft remains airworthy and:
 - (1) classified as mandatory by the CAMA; or
 - (2) required by a Maintenance Schedule approved by the CAMA in relation to that aircraft; or
- (c) until the completion to the satisfaction of the CAMA, of any modification of the aircraft or of any such equipment as aforesaid, being a modification required

- by the CAMA for the purpose of ensuring that the aircraft remains airworthy; or
- (d) an aircraft has sustained damage, CAMA shall judge the damage is of a nature such that is no longer airworthy as defined by the appropriate airworthiness requirements.
 - (e) If the damage is sustained or ascertained when the aircraft is in the territory of another Contracting State, the authorities of the other Contracting State shall be entitled to prevent the aircraft from resuming its flight on the condition that they shall advise the State of Registry immediately, communicating to it all details necessary to formulate the judgment referred to in (d).
 - (f) When the State of Registry considers that the damage sustained is of a nature such that the aircraft is no longer airworthy, it shall prohibit the aircraft from resuming flight until it is restored to an airworthy condition. The State of Registry may, however, in exceptional circumstances, prescribe particular limiting conditions to permit the aircraft to fly a noncommercial air transport operation to an aerodrome at which it will be restored to an airworthy condition. In prescribing particular limiting conditions the State of Registry shall consider all limitations proposed by the Contracting State that had originally, in accordance with (e), prevented the aircraft from resuming its flight. That Contracting State shall permit such flight or flights within the prescribed limitations.
 - (g) When the damage sustained is of a nature such that the aircraft is still airworthy, the aircraft shall be allowed to resume its flight.

SECTION 4 RENEWAL OF CERTIFICATE OF AIRWORTHINESS

4.1 INTRODUCTION

The renewal of a Certificate of Airworthiness shall be subject to compliance with the procedures set out in this Section.

4.2 APPLICATION

An application may be submitted to CAMA on the appropriate form up to one month prior to the expiry of the certificate. The application shall be accompanied by the fees published by CAMA.

4.3 PROCEDURES

- 4.3.1 The applicant shall make mutually acceptable arrangements for CAMA to survey the aircraft and its records
- 4.3.2 The aircraft and its records shall be in a condition acceptable to the CAMA for such inspections as are considered necessary.
- 4.3.3 The aircraft and the relevant records shall be reviewed by an appropriately approved organisation or by an appropriately licensed aircraft maintenance engineer, to

determine the work to be undertaken to maintain the airworthiness of the aircraft.

4.3.3.1 Where an inspection is carried out on an aircraft specifically for the purpose of renewal of the Certificate of Airworthiness, an Inspection Report shall be prepared by an appropriately approved organisation or by an appropriately licensed aircraft maintenance engineer, detailing the work required, and it shall be given to the CAMA.

4.3.3.2 In determining the work to be undertaken on the aircraft, due account shall be taken of the following:

4.3.3.2.1 the age, areas and types of operation and conditions of storage of the aircraft;

(b) compliance with the requirements of the Approved Maintenance Schedule;

(c) work already certified in the relevant records;

(d) the periods between overhauls, prescribed or approved by the CAMA, in respect of the aircraft and parts;

(e) such other requirements or instructions approved by the CAMA (e.g. mandatory modifications and inspections) relating to the maintenance of airworthiness;

(f) foreign airworthiness directives adopted by CAMA and those of the State of the Designer relating to the aircraft and its parts;

(g) the designer's recommendations in Service Bulletins or equivalent documents.

4.3.3.3 The CAMA may decide on the work which is necessary on the aircraft.

4.3.3.4 Documents to be made available to the CAMA during survey shall include:

4.3.3.4.1 Certification documents – Certificate of Airworthiness, Certificate of Registration, Noise Certificate, etc;

4.3.3.4.2 Weight Schedule;

4.3.3.4.3 Flight Test Report and Certificate;

4.3.3.4.4 Flight Manual or Operating Handbook;

4.3.3.4.5 Mandatory Modification Compliance Listing;

4.3.3.4.6 Log Books for airframe, engine, propeller, and APU.

4.3.3.4.7 Insurance Certificate;

4.3.3.4.8 Technical Log Book;

4.3.3.4.9 Component Life Records;

4.3.3.4.10 Worksheet for previous maintenance checks;

4.3.3.4.11 Radio Licence issued for the aircraft.

- 4.3.4 All work undertaken in connection with the renewal of the Certificate of Airworthiness of the aircraft shall be supervised either by an organisation approved by the CAMA for the purpose or by an appropriately licensed aircraft maintenance engineer, at a place where the equipment, the general conditions under which the work is undertaken, and the necessary supervisory procedures are to a standard acceptable to the CAMA. Before the work is finally certified, the approved organisation, or the licensed aircraft maintenance engineer, shall be satisfied that the work has been carried out, inspected, and tested where necessary, for conformity with the specifications, drawings and instructions relating to the approved design and with the requirements for the continuing airworthiness of the aircraft and its equipment.
- 4.3.5 The aircraft shall have been tested in flight in accordance with Section 10 of this Chapter. Where a flight test is necessary and the Certificate of Airworthiness has expired a Certificate of Fitness for Flight shall be issued as in Section 11.
- 4.3.6 In accordance with the established rules, a current insurance policy for aircraft crew, passengers, third party personnel and property damage liability shall be submitted prior to the renewal of Certificate of Airworthiness.

SECTION 5 FLIGHT MANUALS

5.1 INTRODUCTION

- 5.1.1 A Flight Manual is a document prescribed by the International Civil Aviation Organisation and is intended for use by the flight crew. The Manual contains limitations, recommended procedures and information such that adherence to it will enable the level of safety which is intended by the airworthiness requirements of the air navigation legislation to be regularly achieved. The Flight Manual forms part of the Certificate of Airworthiness.

Note: In this Section, the term 'Flight Manual' includes any document accepted in place of a Flight Manual. e.g. Owner's Manual.

- 5.1.2 Flight Manuals and amendments thereto shall be approved, amended, and published in accordance with the procedures set out in this Section.

5.2 AIRCRAFT FLIGHT MANUALS

5.2.1 Applicability

- 5.2.1.1 The requirements and procedures of this paragraph are applicable to Flight Manuals which are required to be provided as part of the registration documentation of new aircraft.

- 5.2.1.2 In respect of aircraft, the Maximum Total Weight Authorised of which does not exceed 2730 kg, a Flight Manual need not be supplied provided that:
- (a) a Flight Manual is prescribed as a mandatory part of the Certificate of Airworthiness by the Responsible Authority of the State of Origin of the aircraft; and
 - (b) the limitations, procedures and information necessary for the operation of the aircraft are promulgated in an acceptable document other than a Flight Manual.

5.2.2 General

- 5.2.2.1 Flight Manuals and all amendments thereto shall be subject to acceptance or approval, as appropriate, by the CAMA.
- 5.2.2.2 Flight Manuals provided in compliance with paragraph 5.2 shall be approved in accordance with procedures acceptable to the Responsible Authority of the State of Origin of the aircraft (hereinafter referred to as the Responsible Authority), and in addition shall comply with any Special Conditions prescribed by the CAMA.

Note: Supplements to the Flight Manual should be checked for applicability to the specific aircraft configuration and inapplicable ones removed.

- 5.2.2.3 For Flight Manuals provided in compliance with this section, the applicant shall be responsible for, and shall make the necessary arrangements to ensure the supply of any amendments which keep the Flight Manual up to date for as long as an aircraft of the type remains registered in the Republic of Yemen (see 5.2.4).
- 5.2.2.4 Flight Manuals provided in compliance with paragraph 5.2 shall be in the English language.

5.2.3 Acceptance Manual

- 5.2.3.1 The Flight Manual shall be identified either by a unique reference number, or by the exact designation of all the aircraft to which the Manual is to apply.
- 5.2.3.2 A copy of the Flight Manual shall be supplied to the CAMA for examination and acceptance in accordance with the agreed timetable.
- 5.2.3.3 A copy of the Flight Manual shall be provided for retention by the CAMA.

5.2.4 Acceptance or Approval and Publication of Amendments

The procedure for the amendment of Flight Manuals shall be in accordance with this paragraph.

- 5.2.4.1 The applicant shall supply such amendments as necessary to keep the Flight Manual up to date.
- 5.2.4.2 Amendments which are initiated by the originator and already approved by the

Responsible Authority, will require investigation by the CAMA, normally limited to the extent necessary to ensure that the amendments are consistent with the basis upon which the type of aircraft was certificated.

- 5.2.4.3 Changes which are initiated by an applicant other than the originator of the Manual, shall be sent to the CAMA for acceptance or approval either by means of a change sheet or by a supplement.

Note 1: A change sheet, which consists of an additional page or pages, is normally used to cover simple changes to existing data. It is embodied in the Flight Manual adjacent to the basic page to which the change relates.

Note 2: A supplement is normally used to introduce a new role for the aircraft or the installation of major items of equipment.

Note 3: Each change sheet or supplement shall, unless otherwise agreed by the CAMA, be produced by, and shall be submitted for approval through, an organisation approved for the purpose.

- 5.2.4.4 When the amendments have been approved by the CAMA, one copy of the amendment to be made to the Flight Manual of each particular aircraft, together with embodiment instructions, shall be sent by the originator of the Manual or applicant, as appropriate, to the owner or operator of each aircraft affected, and the CAMA shall be informed when this has been done.

- 5.2.4.5 One copy of the amendments shall be supplied to the CAMA.

SECTION 6 MAINTENANCE OF AIRCRAFT

6.1 INTRODUCTION

An aircraft registered in the Republic of Yemen in respect of which a Certificate of Airworthiness is in force shall not fly unless it has been maintained in accordance with a Maintenance Schedule approved or authorised by the CAMA and a Certificate of Maintenance Review issued certifying that a maintenance review has been carried out.

Authorised Maintenance Schedules are also required by this Section for aircraft in the Private Category and where directed in a particular case for any other aircraft.

Note 1: For the purpose of this Section, the term 'Maintenance Schedule' means the maintenance schedule together with any associated maintenance programme necessary to support the maintenance schedule. This documentation contains details of processes and procedures which support maintenance activities.

Note 2: In addition to the requirements of this Section, an aircraft shall not fly for the purpose of public transport otherwise than in accordance with an Air Operator's Certificate.

6.2 GENERAL

An aircraft registered in the Republic of Yemen shall be maintained in accordance with a Maintenance Schedule approved by the CAMA in the following circumstances:

- (a) any aircraft in respect of which a Certificate of Airworthiness in the Transport Category (Passenger), Transport Category (Cargo) or Aerial Work Category is in force;
- (b) any aircraft in respect of which a Certificate of Airworthiness in the Private Category is in force, when so prescribed on the particular Certificate of Airworthiness.

6.3 APPLICATION PROCEDURES

The Applicant shall submit for approval/authorisation a Maintenance Schedule and, where applicable, associated Maintenance Programmes which shall contain details of all the procedures by which it is proposed that the airworthiness of the aircraft will be preserved on a continuing basis.

6.3.1 Maintenance Review Board (MRB) procedures will be applied.

Note: Where an aircraft is introduced into service by MRB procedures which results in condition monitoring being stipulated as a primary maintenance process, then the submission will have to include a Condition Monitored Maintenance Programme.

6.3.2 The Operator shall make application in writing for approval of the Maintenance Schedule. A copy of the Maintenance Schedule, the Maintenance Programmes and any other documents required in a particular case, shall be forwarded with the application to the CAMA.

6.4 MAINTENANCE SCHEDULE

6.4.1 The Schedule which is submitted for approval shall contain the basic information prescribed in (a), (b) and (c) below:

(a) General:

- (1) Reference number, issue number and date.
- (2) Registered name(s) and address (es) of the owner(s)/operator(s).
- (3) Type and model (s) of aircraft, engines, auxiliary power-units, and, where applicable, propellers.
- (4) Areas of operation of the aircraft.
- (5) Class of work in relation to the areas of operation.
- (6) Details of any arrangements involving the co-operation of more than one operator, or which involve the correlation of information from other

aircraft fleets for the purpose of providing additional statistical and sampling material.

(b) Primary Maintenance Processes

In respect of each part of the aircraft, its engines and auxiliary power-units, propellers, components, accessories, equipment, instruments, electrical and radio apparatus, and all associated systems and installations (hereinafter referred to as 'an Item'), a list of the primary maintenance processes in terms of (1) to (5) below:

- (1) periods at which the item shall be inspected, together with the type and degree of inspection;
- (2) periods at which the item shall, as appropriate, be checked, cleaned, lubricated, adjusted and tested;
- (3) periods at which the item shall be overhauled or replaced by a new or overhauled item, expressed in terms of:
 - (i) criterion related to usage, e.g. a period of time, number of cycles, number of landings;
 - (ii) criterion related to condition, e.g. limits of wear, limiting dimensions.

Note: Where actual criteria are not included in the Schedule, they should be defined by cross-reference to acceptable documents e.g. Approved Maintenance Manual.

- (4) the Mandatory Life Limitations to which certain parts of aircraft, engines, propellers, auxiliary power units and systems, the failure of which could have a hazardous effect on the aircraft. For foreign products these limitations, unless otherwise agreed by CAMA, shall be identical with those specified in the Mandatory Life Limitations section of the manufacturer's recommended Maintenance Schedule.
- (5) such other processes as are agreed by the CAMA, e.g. condition monitoring (see 6.4.2).
- (6) the Approved Maintenance Schedule shall include, when applicable, a continuing structural integrity Programme.

(c) Record of Amendments

Provision for a record of the amendments shall be incorporated in the Schedule.

- 6.4.2 Where the Schedule includes a process additional to the Schedule, the additional information to be provided and included shall be decided in consultation with the CAMA.

6.4.2.1 Where the process included is condition monitoring, a programme shall be produced and shall be such as to ensure that information gained from experience available to the operator is collected, analysed and interpreted on a continuing basis as a means of implementing corrective procedures. Such a programme will be a Condition Monitored Maintenance Programme (CMM Programme) and shall include, at least, the basic information contained in (a) to (j):

- (a) the objectives of the programme in respect of Condition Monitored Maintenance;
- (b) identification of those items in the Schedule which are controlled by Condition Monitored Maintenance;
- (c) a list of definitions of significant terms;
- (d) the sources of programme information and the procedures for receiving it;
- (e) the means of displaying the programme information received, for the purposes of examination and analysis;
- (f) the method of examining, analysing and interpreting the programme information;
- (g) the procedure of implementing and monitoring appropriate actions to correct any reduction in reliability revealed by the programme;
- (h) a list of the staff responsible for the organisation and implementation of the programme;
- (i) the method of presenting the programme information to the CAMA and, where required, to the constructor;
- (j) the procedure for evaluation and review of the programme;

Note: Condition monitoring is not acceptable as the primary maintenance process for any items the failure modes of which can produce a hazardous:

- (1) increase in crew workload;
- (2) degradation of flight qualities, performance or strength of the aircraft;
- (3) fire; or
- (4) which can result in the necessity for an unscheduled landing, marginal conditions for occupants or injury to occupants.

6.4.3 Approval Document

The CAMA will signify approval of the Maintenance Schedule by issuing a Approval

Document to the applicant.

6.4.4 Amendments to Approved Maintenance Schedules and Programmes

Amendments to an Approved Maintenance Programme shall be approved by the CAMA. The data in an Approved Maintenance Schedule shall be amended by the operator to reflect the embodiment of mandatory and non-mandatory modifications and inspections, the incorporation of constructors' and manufacturers' requirements (bulletins, etc.), and the effects of maintenance experience. Amendments shall not be incorporated without the written agreement of the CAMA unless an alternative method of approving such amendments has been accepted by the CAMA.

- 6.4.4.1 Amendments required by the CAMA shall be incorporated in the Approved Maintenance Schedule or associated maintenance programmes.

6.5 AUTHORISED SCHEDULES

- 6.5.1 The Schedule submitted for authorisation shall contain the basic information prescribed in paragraphs 6.4.1 (a), (b) and (c) as appropriate to law utilisation.
- 6.5.2 The CAMA will signify the authorised use of the Schedule to the registered owner in conjunction with the issuance of his operating permit.

SECTION 7 CERTIFICATE OF MAINTENANCE REVIEW

- 7.1 An aircraft registered in the Republic of Yemen in respect of which a Certificate of Airworthiness is in force, shall not fly unless:
- (a) the aircraft together with its engine, APU, equipment and radio station is maintained in accordance with a maintenance schedule approved by the CAMA in relation to that aircraft, or, in the case of Private Category aircraft, a maintenance schedule accepted by the CAMA;
 - (b) there is in force a certificate (referred to as a Certificate of Maintenance Review) issued in accordance with the provisions of this Section and such certificate shall specify the date on which the maintenance review was carried out and the date thereafter when the next review is due. The certificate may be carried aboard the aircraft and a copy must be retained elsewhere than in the aircraft.
- 7.2 The approved maintenance schedule referred to in paragraph 7.1 of this Section shall specify the occasions on which review must be carried out for the purpose of issuing a Certificate of Maintenance Review.
- 7.3 A Certificate of Maintenance Review may be issued for the purpose of this Section only by:
- (a) the holder of a Yemen aircraft maintenance engineers licence valid in two categories, appropriately type rated for the particular aircraft and authorised as being competent to issue such certification within the terms of approval granted to an organisation by the CAMA;

- (b) a person whom the CAMA has authorised to issue a Certificate of Maintenance Review in a particular case and in accordance with that authority;
- (c) a person approved by the CAMA as being competent to issue such certificates, and in accordance with that approval.

7.4 A person referred to in paragraph 7.3 above shall not issue a Certificate of Maintenance Review unless he has first verified that:

- (a) maintenance has been carried out on the aircraft in accordance with the maintenance schedule approved for that aircraft; and
- (b) inspections and modifications required by the CAMA as required by Section 3 have been completed as certificated in the relevant Certificate of Release to Service issued in accordance with Section 8; and
- (c) defects entered in the technical log of the aircraft in accordance with Section 8 have been rectified or the rectification thereof has been deferred in accordance with procedures approved by the CAMA; and
- (d) Certificates of Release to Service have been issued in accordance with Section 8; and
- (e) for this purpose the operator of the aircraft shall make available to that person such information as is necessary.

7.5 A Certificate of Maintenance Review shall be issued in duplicate. One copy of the most recently issued certificate shall be carried in the aircraft and the other shall be kept by the operator elsewhere than in the aircraft. Subject to the provisions of this Section, the operator of the aircraft shall preserve each Certificate of Maintenance Review for a period of two years after it has been issued.

7.6 ISSUE OF CERTIFICATE OF MAINTENANCE REVIEW

7.6.1 An aircraft registered in the Yemen in respect of which a Certificate of Airworthiness is in force, shall be subject to a maintenance review at intervals not exceeding four months. At the completion of a review a Certificate of Maintenance Review shall be issued.

7.6.2 The signatory shall only issue a Certificate of Maintenance Review when satisfied, at the time of the review, that the following aspects of maintenance have been carried out:

- (a) all maintenance specified in the Maintenance Schedule has been carried out within the prescribed time period and any extension to limiting periods is in accordance with CAMA approved procedures;
- (b) all modifications and inspections deemed mandatory by the CAMA have been carried out within the prescribed time periods and any extension to limiting periods has been authorised by the CAMA. Due account must be taken of any repetitive inspections;

- (c) all defects entered in the Technical Log have been rectified or deferred in accordance with the CAMA approved procedures;
- (d) all Certificates of Release to Service have been issued in accordance with the procedures outlined in Section 8.

Note: The time intervals for the Certificate of Maintenance Review will be specified on a calendar basis only and therefore it is not necessary to be aligned with any check.

7.7 CERTIFICATE OF MAINTENANCE REVIEW FORMAT

The Certificate of Maintenance Review shall be in the following format:

CERTIFICATE OF MAINTENANCE REVIEW

AIRCRAFT TYPE: _____

NATIONALITY & REGISTRATION MARK: _____

Certified that a maintenance review of this aircraft and such of its equipment as is necessary for its airworthiness has been carried out in accordance with the requirements of the Yemen Civil Aviation Law currently in force.

The next maintenance review is due:_____Signed:_____

Approval/Licence/Authorisation: _____

Operator: _____

SECTION 8 CERTIFICATION OF OVERHAULS, REPAIRS, REPLACEMENTS, MODIFICATIONS, MANDATORY INSPECTIONS AND SCHEDULED MAINTENANCE INSPECTIONS (Certificate of Release to Service)

8.1 INTRODUCTION

8.1.1 An aircraft registered in the Republic of Yemen, being an aircraft in respect of which a Certificate of Airworthiness by the CAMA is in force, shall not fly unless there is in force a Certificate of Release to Service issued in respect of any overhauls, repairs, replacements modifications, maintenance, mandatory inspections or scheduled maintenance inspections to the aircraft or any part of the aircraft or such of its equipment as is necessary for the airworthiness of aircraft. In addition, a Certificate of Release to Service is required for all such work carried out on radio equipment and equipment specified in Chapter 1, Section 7. Certain exclusions are identified in paragraph 8.2.1 and 8.2.2.

8.1.2 The issue of a Certificate of Release to Service shall be subject to compliance with the procedures detailed in this Section.

Note: Mandatory inspections, for the purpose of this Section, are those inspections adopted or notified as mandatory by the CAMA Approved Maintenance Schedule (commonly known as check, phase, periodic, out of phase, etc.).

8.2 ISSUE OF CERTIFICATE OF RELEASE TO SERVICE

8.2.1 A Certificate of Release to Service shall be issued after overhauls, repairs, inspections (adopted or notified as mandatory inspections) have been carried out on an aircraft, which is registered in the Republic of Yemen and has a Certificate of Airworthiness in force, except as follows:

- (a) if a repair or replacement of a part of an aircraft is carried out when the aircraft is at such a place that is not reasonably practicable-
 - (1) to carry out the work in manner that a Certificate of Release to Service may be issued; or
 - (2) for the certificate to be issued at that particular place, the commander may fly the aircraft, if in his opinion it is safe to do so, to the nearest place at which a certificate may be issued;

Note: Particulars of the flight and the reasons for making it are to be given to the CAMA.

- (b) A Certificate of Release to Service is not required for any overhaul, repair, or modification carried out on the following;

- (1) first aid equipment and handbook;
- (2) timepieces;

- (3) torches;
- (4) whistles;
- (5) sea anchors;
- (6) rocket signals;
- (7) equipment for mooring, anchoring or manoeuvring aircraft on the water;
- (8) paddles;
- (9) food and water;
- (10) Spare fuses for all electrical circuits;
- (11) personal survival equipment;
- (12) megaphones.
- (13) Maps, charts, codes and other documents.

8.2.2 A Certificate of Release to Service shall be issued at the completion of any scheduled maintenance inspections required by a maintenance schedule on an aircraft which is registered in the Republic of Yemen and has a Certificate of Airworthiness.

8.2.3 A Certificate of Release to Service is not required for any scheduled maintenance inspection which recurs at periods of less than two days elapsed time unless the particular inspection has been classified as mandatory by the CAMA.

8.2.3.1 A Certificate of Release to Service issued at the completion of any scheduled maintenance inspection is to be signed in each of the licence/authorisation categories relevant to the work performed in accordance with scheduled maintenance inspections, except that the CAMA may direct for specific aircraft types that some 'X' Category certifications are not required.

8.2.4 A Certificate of Release to Service shall only be issued for overhaul, repair, replacement, modification, mandatory inspection or scheduled maintenance inspection when the signatory is (signatories are) satisfied that the work has been properly carried out, having due regard to the use of:

- (a) up-to date instruction including manuals, drawings, specifications, mandatory inspections and company procedures;
- (b) recommended tooling and test equipment which is currently calibrated, where applicable; and
- (c) a working environment appropriate to the work being carried out.

8.2.5 The Certificate of Release to Service shall contain particulars of the work done or the inspection completed and the organisation and place at which the work was carried out. Depending upon the application of the certificate, details of the aircraft type registration component type, part number and serial number shall be recorded as applicable. The certificate wording shall be as per the statement quoted in YCARs Part V, Chapter 3, YCAR 145, AMC 145.50(b)

8.2.6 The Certificate of Release to Service shall be signed by a person specified in paragraph 8.3 except that the CAMA may direct which of these persons shall sign in a particular case. The signatory/signatories shall record licence/approval authorisation reference number as appropriate, together with the date.

8.3 CERTIFICATE OF RELEASE TO SERVICE SIGNATORIES

8.3.1 A Certificate of Release to Service shall be issued only by one of the following:

- (a) the holder of a Yemen aircraft maintenance engineers licence, appropriately type rated for the particular aircraft and authorised as being competent to issue such certification under the terms of approval granted to an organisation by the CAMA;
- (b) a person whom the CAMA has authorised to issue a Certificate of Release to Service in a particular case, and in accordance with that authority; and
- (c) for aircraft below 5,700 kg MTWA and operated in the private category the holder of a Yemen Aircraft Maintenance Engineer's licence, appropriately type rated for that aircraft.

SECTION 9 DUPLICATE INSPECTIONS

9.1 The procedures outlined in this Section shall be applied following initial assembly or any disturbance of a vital point or control system as prescribed in paragraph 9.3.

9.2 DEFINITIONS

- (a) **Control System** A system which the flight path, attitude, or propulsive force of an aircraft is changed, including the flight, engine and propeller controls, the related system controls and the associated operating mechanisms.
- (b) **Duplicate Inspection** An inspection first made and certified by one qualified person and subsequently made and certified by another qualified person.
- (c) **Vital Point** Any point on an aircraft at which single mal-assembly could lead to catastrophe, i.e. result in loss of aircraft and/or in fatalities.

9.3 APPLICABILITY

9.3.1 Where vital points have been identified and included in the maintenance documents for the aircraft, such points shall be subject to duplicate inspection following initial

assembly or following any disturbance to them or to any control system.

- 9.3.2 In case vital points or control systems were not identified in the maintenance manual, the operator, in consultation with a competent design organisation, may identify and list such points and apply to the CAMA to have the list incorporated in the aircraft maintenance documents. Provided such a list is accepted by the CAMA, the operator need then carry out duplicate inspections following disturbance of the listed points only.

9.4 LIMITATION

It may not be possible to inspect the complete vital point/control system when assembled in the aircraft due to routing the controls through conduits or boxed-in sections and the pre-sealing of various units. In these cases the persons certifying the duplicate inspection shall be satisfied that a duplicate inspection has been made previously on the units and covered sections and that the sealed units are acceptable for the particular use. Such tests as are considered necessary shall be completed to determine that these particular units and sections have full, free and correct directional movement.

9.5 DUPLICATE INSPECTION PROCEDURES

- 9.5.1 A duplicate inspection of all vital points/control systems in an aircraft shall be made after initial assembly and before the first flight after overhaul, repair, replacement, modification or adjustment.

Note: Dependent on the extent of the work it may be possible to limit the duplicate inspection of a control system to that part of the system which has been disturbed.

- 9.5.2 Vital points/control systems subject to duplicate inspection must not be disturbed or readjusted after the first certified inspection and the second part of the duplicate inspection must, as nearly as possible, follow immediately after the first part.

Note 1: In some circumstances, due to peculiarities of assembly or accessibility, it may be necessary for both parts of the inspection to be made simultaneously.

Note 2: It is desirable that the inspections of a control system are made as near as is practicable to the time of the intended flight.

- 9.5.3 If a vital point/control system is disturbed after completion of the duplicate inspection, that part which has been disturbed shall again be inspected in duplicate before the aircraft flies.

- 9.5.4 The duplicate inspection shall be the final operation to establish the integrity of the vital point/control system when all the work has been completed.

Note: The inspections prescribed in this Chapter for control systems shall include an inspection to ensure that full, free and correct movement of the

controls is obtained throughout the systems relative to the movements of the crew controls. An additional inspection shall be made, when all covers and bearings are finally secured, to ensure that full, free and correct movement of the controls is obtained.

9.5.5 Persons qualified to make the first and/or second part of a duplicate inspection are as follows:

- (a) aircraft engineers holding an appropriate Yemen licence in Categories A, C, or X;
- (b) members of a CAMA approved organisation who are considered by the Quality Manager qualified to make such inspections; or
- (c) persons holding an appropriate CAMA authorisation.

SECTION 10 FLIGHT TESTING FOR RENEWEL OF CERTIFICATES OF AIRWORTHINESS

10.1 GENERAL

10.1.1 The CAMA may require a particular aircraft to undergo a flight test for the purpose of Airworthiness Certificate renewal. Flight tests shall be completed to ensure that the aircraft flight characteristics and the functioning in flight of the aircraft do not differ significantly from those acceptable to the aircraft type and as approved by the aircraft designer.

10.1.2 In order that the CAMA may accept reports on flight test matters, the qualifications and experience of personnel involved in flight testing must be acceptable to the CAMA.

10.1.3 Airworthiness flight tests may normally be conducted under the supervision of the operator or approved maintenance organisation provided that the flight crews are acceptable to the CAMA for that purpose.

Note 1: The CAMA may require that one or more inspectors attend this test and will notify the operator or the approved maintenance organisation accordingly.

Note 2: The flight crew acceptability will be evaluated against their competence, previous conduct, experience and familiarity with the appropriate test schedule, flight test techniques and safety precautions.

10.2 FLIGHT TEST RESULTS

The flight test results shall be submitted for acceptance in a format acceptable to the CAMA as follows:

FLIGHT TEST CERTIFICATE

Aircraft Type: _____

Registration: _____

Constructor's No: _____

I CERTIFY that I have tested the above aircraft to Airworthiness flight test schedule reference _____.

The following deficiencies and unsatisfactory features were revealed by the flight tests or noted at other times during the flight(s) and I consider that those annotated 'R' and /or 'FT' should be dealt with as follows:

- (a) Those annotated R should be rectified prior to the renewal of the Airworthiness Certificate or flight for hire or reward, whichever occurs first.
- (b) Those annotated FT should be re-assessed in flight, following remedial action, before the defect can be considered to be rectified.

1. _____

2. _____

3. _____

4.(etc.) _____

The above have been transcribed to: _____

For rectification and clearance

Signed: _____

Pilot: _____

Licence No: _____

Date: _____

SECTION 11 CERTIFICATE OF FITNESS FOR FLIGHT

11.1 INTRODUCTION

Certificate of Fitness for Flight is issued to enable the operator to qualify the aircraft for the issue or renewal of a Certificate of Airworthiness or the validation thereof or the approval of modification of the aircraft after an application has been made for such issue, renewal, validation, or approval as the case may be.

11.2 FITNESS FOR FLIGHT TEST RESULTS

The flight test results shall be submitted in a format acceptable to the CAMA as follows:

CERTIFICATE OF FITNESS FOR FLIGHT

It is hereby certified that the aircraft defined hereon has been inspected and is fit for flight provided it meets the conditions and limitations (*) listed below.

The certificate is valid until _____ or until the airworthiness condition of the aircraft is altered, whichever is earlier.

Aircraft Registration _____

Constructors No: _____

Engines Serial No: _____

APU Serial No: _____

Name of AME: _____

Licence No: _____

Authorisation No: _____

Signature: _____

Date: _____

- (a) The period of validity shall be stated but shall not exceed 7 days.
- (b) The Certificate shall be issued in duplicate and one copy kept elsewhere than in the aircraft.

(*) Limitations and Conditions

- (a) The certificate shall be issued in duplicate, one on board of the aircraft, the other copy be kept with the Aircraft Maintenance Record.
- (b) If the aircraft's airworthiness condition is affected during the period of validity, the certificate shall be reissued.
- (c) Flight Permit must be issued before the aircraft can conduct the intended flight.

11.2.1 Certificate of Fitness for Flight shall be issued only by:

- i. a holder of a Yemen aircraft maintenance engineers licence, appropriately type rated for the particular aircraft and authorised as being competent to issue such certification under the terms of approval granted to an organisation by the CAMA;
- ii. a person whom the CAMA has authorised to issue a Certificate of Fitness For Flight in particular case and in accordance with that authority; or
- iii. a person approved by the CAMA as being competent to issue such certificates, and in accordance with that approval.

SECTION 12 MODIFICATION RECORD BOOK

12.1 INTRODUCTION

12.1.1 The Modifications Record Book is a statement of the modification history of the aircraft to which it relates.

12.1.2 A Modification Record Book must be kept for each aircraft of more than 2730kg maximum authorised weight, registered in the Republic of Yemen.

Note: The word 'aircraft', used in the context of this Section, does not apply to engines and propellers where suitable modification records are maintained in appropriate logbooks. The Modification Record Book is considered an addition to the aircraft logbook.

12.1.3 Modification Record Books must be purchased from the Civil Aviation and Met. Authority, Yemen.

12.2 CONTENT OF THE MODIFICATION RECORD BOOK

The following shall be recorded in the Modification Record Book:

- (a) modifications made to those parts of the aircraft on which airworthiness depends;
- (b) modifications made to the aircraft which affect modifications already listed in the record book; and
- (c) major repairs, which have significantly altered the design affecting the airworthiness of the aircraft.

12.3 COMMENCING AND MAINTAINING THE MODIFICATION RECORD BOOK

12.3.1 New Aircraft Initially Registered in the Republic of Yemen

The aircraft constructor shall make available the information necessary to comply with the requirements of this Section relevant to commencement of a Modification

Records Book by specifying the modifications embodied, additional to the basic design, at the time of certification.

12.3.2 Used Aircraft

The applicant for issue of a Republic of Yemen Certificate of Airworthiness for a used aircraft shall be responsible for starting a Modification Record Book at the time of registration and shall at that time record such of the modification history of the aircraft as is considered necessary by the CAMA.

12.3.3 A Modification Record Book which is valid in the exporting country and supplied with an aircraft to be imported and registered in the Republic of Yemen may be acceptable in place of the Modification Record Book required by this Section. Such a book shall be certified as accurate and up to date by the competent airworthiness authorities of the exporting country and shall be acceptable to the CAMA in all other particulars.

12.3.4 The Modification Record Book must be up to date at issue of the Certificate of Airworthiness for a new aircraft, at the renewal of the Certificate and at the time of sale or lease of the aircraft.

12.3.5 The Modification Record Book shall be kept by the owner or operator of the aircraft and shall be made available for examination

SECTION 13 CERTIFICATE OF AIRWORTHINESS FOR EXPORT

13.1 The Certificate of Airworthiness for Export is not a statutory document, either internationally under ICAO or nationally under the Yemen Civil Aviation Law. When issued in the Yemen it signifies, as at the date of issue that, for those significant derogations from the requirements as defined in paragraph 3.2 below, the aircraft is such that Yemen Certificate of Airworthiness could be issued or renewed, as appropriate, in accordance with the requirements. Certificate of Airworthiness for Export is only issued for complete aircraft.

13.2 DEROGATIONS FROM THE REQUIREMENTS

13.2.1 The following will be listed on the reverse of the Certificate of Airworthiness for Export:

- (a) significant deviations from the approved build standard;
- (b) derogations from CAMA requirements, additional requirements, and special conditions;
- (c) mandatory modifications and inspections with which compliance has not been shown; and
- (d) in respect of equipment installed on the aircraft:
 - i such equipment which is fitted but has not been approved by the CAMA;

and

- ii equipment appropriate to the certification category where this is not fitted.

- 13.2.2 Any item listed in accordance with paragraph 13.2.1 shall be confirmed in writing to be acceptable to the responsible authority prior to the issue of the Certificate of Airworthiness for Export.

13.3 APPLICATION

An application shall be submitted to the CAMA on the appropriate form accompanied by the fees published by the CAMA.

13.4 COMPLIANCE WITH REQUIREMENTS

- 13.4.1 When the CAMA is satisfied that this Section has been complied with, the Certificate of Airworthiness for Export will be issued.
- 13.4.2 Any additional requirements and/or special conditions prescribed by the responsible Authority shall be notified to the CAMA in writing.