



## **SAFETY DECISION 2020-01**

**Issue 01**

**Date of Issue: May 06, 2020**

### **SUBJECT:**

FLEXIBILITY PROVISIONS DUE TO NOVEL CORONAVIRUS FOR TRANSPORTATION OF CARGO IN PASSENGER CABIN

### **REFERENCE PUBLICATIONS:**

YCAR Part V; YCAR-OPS-1

### **APPLICABILITY:**

This SAFETY DECISION applies to Yemen AOC holders.

This Safety Decision shall be applicable from 06 May 2020 to 30 December 2020, as long as exceptional requirements exist to control the COVID-19 pandemic.

### **INTRODUCTION:**

The socio-economic impact of the novel coronavirus has already resulted in drastic restrictions and arrangements preventing the transport of goods urgently needed to support the global fight to control the spread of SARS-CoV-2.

As a result of the aforementioned circumstances, the CAMA – following guidance given by the International Civil Aviation Organization (ICAO) to enable extraordinary exemptions from existing regulations while respecting the obligation of States resulting from the ICAO Convention, based on the principle that resulting hazards need to be identified and the risks adequately mitigated.

This Safety Decision is issued to adopt additional provisions to provide flexibility to YCAR Part V (Airworthiness Requirements) and YCAR-OPS-1 (Commercial Air Transport).

### **REQUIREMENTS:**

#### **REQUIREMENT NO. 1:**

Repurposing passenger aircraft not certified for the transport of cargo requires airworthiness approval and may need coordination with the State of Design of the aircraft acceptable to the State of Registry. The State of Registry (SoR) has an obligation under ICAO Annex 8 to approve or accept modifications relevant to the continuing airworthiness of an aircraft. The SoR is also responsible for developing or adopting requirements to ensure the continuing airworthiness of the aircraft during its service life, including requirements to ensure that the aircraft continues to comply with the appropriate airworthiness requirements after modification, a repair or the installation of a replacement part.

Passenger Cabin intended to be used to transport cargo will be classified “Cargo Compartment Class A”, meaning that each part of the compartment is easily accessible in flight so that the presence of a fire would be easily discovered by a crew member.

**REQUIREMENT NO. 2:**

The carriage of cargo in passenger cabins in accordance with this SD is restricted to goods needed to support the fight against the spread of the corona virus (SARS-CoV-2).

**REQUIREMENT NO. 3:**

The carriage of cargo in passenger cabins in accordance with this SD requires an operational approval. The operator is required to submit its intention appropriately justified and supported by a comprehensive Safety Risk Analysis. Factors to be considered are inter alia:

- a) Type of cargo to be transported and inherent hazards (combustibility, size, packaging, etc.). Dangerous Goods are not permitted in passenger cabins, even if no passengers are transported.
- b) Firefighting capabilities and procedures need to ensure that the risk of a fire developing is practically eliminated and adequate provisions exist to detect and successfully fight a developing fire. This will require appropriately trained staff to supervise the cabin during flight and sufficient fire extinguishers and other firefighting equipment.

*Guidance on the application for approval to transport Cargo in a Passenger Cabin is available from CAMA.*

**REQUIREMENT NO. 4:**

- a) In the course of Requirement No. 3, any design change may be approved by an organisation holding EASA DOA.
- b) The Design Organisation approving the change as per Para a) above may classify the change as minor.
- c) The guidelines issued by EASA, FAA and the TC holder(s) shall be followed for approving the change.
- d) A copy of the change approved under the authority of this SD be sent to the CAMA for records.

**CONTACT:**

Further instructions or guidance may be obtained through:

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