

AIRAC AIP AMENDMENT NUMBER AIRAC NAME REPUBLIC OF RWANDA



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GEN GENERAL

GEN 0

GEN 0.1 PREFACE

1. Name of the publishing authority

The AIP Rwanda is published by authority of the Rwanda Civil Aviation Authority.

2. Applicable ICAO documents

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPs) of Annex 15 to the Convention on International Civil Aviation and the ICAO Aeronautical Information Services Manual (Doc 8126).

Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the ICAO Aeronautical Chart Manual (Doc 8697). Differences to ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7

3. Publication Media

The AIP Rwanda is published in one volume, on a printed loose-leaf paper form, online in both HTML and printable PDF versions and on CD-ROM or DVD. All aeronautical information documents are available on Rwanda Civil Aviation Authority website (www.caa.gov.rw) and Rwanda Airports Company website(www.rac.co.rw).

4. The AIP structure and established regular amendment interval

4.1 The AIP Structure

The AIP forms part of the Aeronautical Information Products, details of which are given in subsection GEN 3.1. The principal AIP structure is shown in graphic form on page GEN 0.1-3. The AIP is made up of three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

4.1.1 Part 1 - General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0 — Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP and the Table of Contents to Part 1.

GEN 1. National Regulations and Requirements—Designated Authorities; Entry, Transit and Departure of Aircraft; Entry, Transit and Departure of Passengers and Crew; Entry, Transit, and Departure of Cargo; Aircraft Instruments, Equipment and Flight Documents; Summary of National Regulations and International Agreements/Conventions; and Differences from ICAO standards, Recommended Practices and Procedures.

GEN 2. Tables and Codes — Measuring System, Aircraft Markings, Holidays; Abbreviations used in AIS Publications; Chart Symbols; Location Indicators; List of Radio Navigation Aids; Conversion Tables and Sunrise/Sunset Tables.

GEN 3. Services — Aeronautical Information Services; Aeronautical Charts; Air Traffic Services; Communication Services; Meteorological Services and Search and Rescue.

GEN 4. Charges for Aerodromes and Air Navigation Services — Aerodrome Charges; Air Navigation Service Charges; and VSAT Charges.

4.1.2 Part 2 — En route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0. Table of Contents to Part 2.

ENR 1. General Rules and Procedures — General Rules; Visual Flight Rules; Instrument Flight Rules; ATS Airspace Classification; Holding, Approach and Departure Procedures; Radar Services and Procedures; Altimeter Setting Procedures; Regional Supplementary Procedures (Doc 7030); Air Traffic Flow Management (ATFM); Flight Planning; Addressing of Flight Plan Messages; Interception of Civil Aircraft; Unlawful Interference; and Air Traffic Incidents.

ENR 2. Air Traffic Services Airspace — Detailed description of Flight information regions (FIR); Upper Flight Information Regions (UIR); Terminal Control Areas (TMA); and Other Regulated Airspace.

ENR 3. ATS Routes — Detailed description of Conventional Navigation Routes; Area Navigation (RNAV) Routes; Other Routes; and En-route Holding.

ENR 4. Radio Navigation Aids/Systems Radio Navigation Aids - En-route; Special Navigation Systems; Global Navigation Satellite System (GNSS); Name - Code Designators for Significant Points; and Aeronautical Ground Lights - En-route.

ENR 5. Navigation Warnings — Prohibited, Restricted and Danger Areas; Military Exercise and Training Areas; Other Activities of a Dangerous Nature and Other Potential Hazards; Air Navigation Obstacles - En-route; Aerial Sporting and Recreational Activities; and Bird Migration and Areas with Sensitive Fauna.

ENR 6. En-route Charts — Air Traffic Service System - En-route Chart - ICAO; Area Navigation (RNAV) - En-route Chart - ICAO; Prohibited, Restricted and Danger Areas –Index Chart.

4.1.3 Part 3 – Aerodromes (AD)

Part 3 consists of four sections containing information as briefly described hereafter.

AD 0. Table of Contents to Part 3.

AD 1. Aerodromes/Heliports - Introduction

Aerodrome/Heliport Availability; Rescue and Fire Fighting Services and Snow Plan; Index to Aerodromes and Grouping of Aerodromes.

AD 2. Aerodromes

Detailed Information about Aerodromes including Helicopter Landing Areas, if located at the aerodromes, listed under 24 subsections.

AD 3. Heliports

Detailed Information about Heliports (not located at aerodromes), listed under 23 subsections.

4.2 Regular Amendment Interval

Regular AIP amendments (AIP AMDT) will be issued once a year. The publication date will be on the first day of August of each year.

5. Copyright Policy

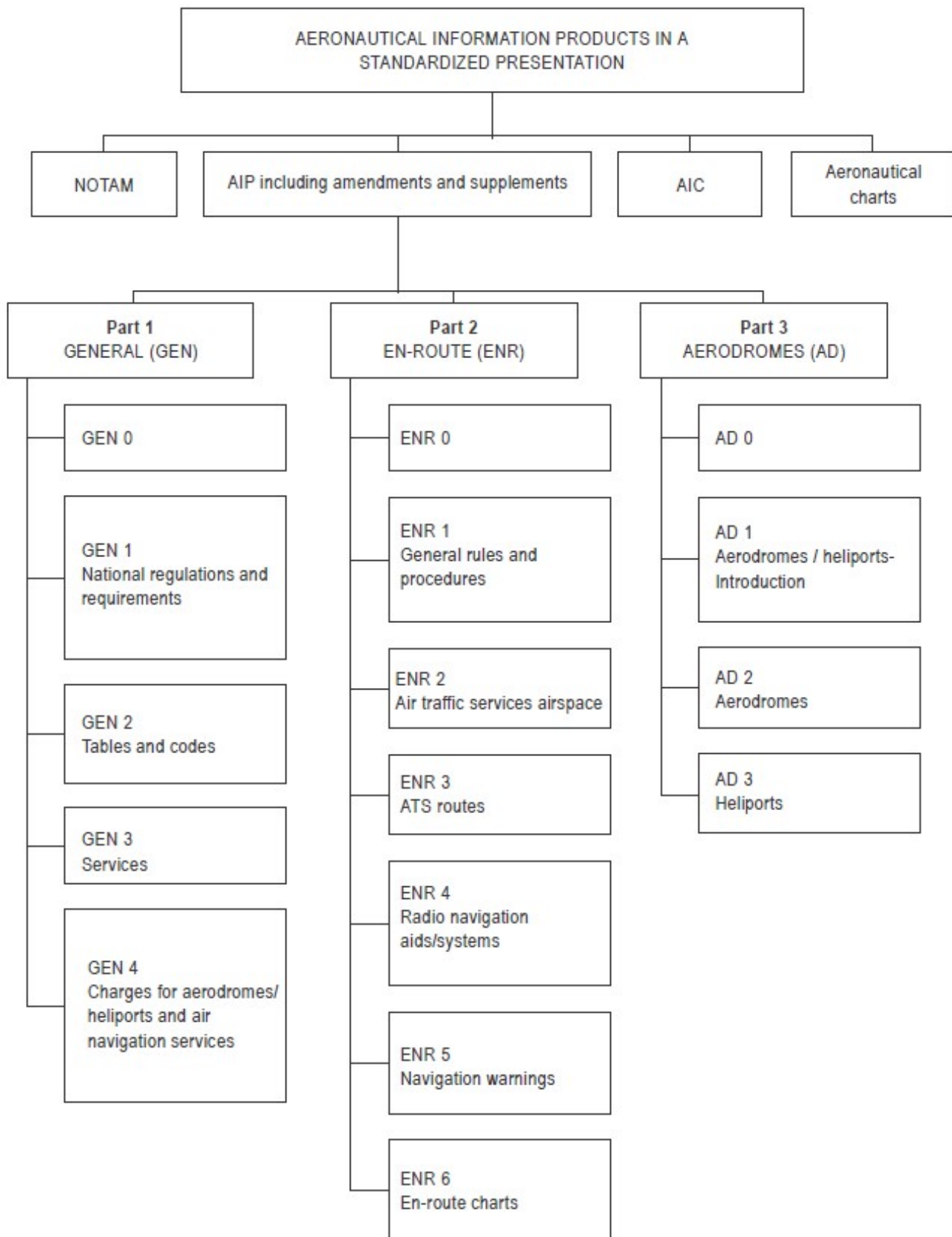
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6. Service to contact in case of detected AIP error or omissions

In the compilation of the AIP care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the aeronautical information products should be referred to:

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GEN 0.2 RECORD OF AIP AMENDMENTS

<i>AIRAC AIP AMENDMENT</i>			
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GEN 0.3 RECORD OF AIP SUPPLEMENTS

N°/Year	Subject	AIP Section (s) affected	Period of Validity	Cancellation Record
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GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1. Civil Aviation

Rwanda Civil Aviation Authority
Kigali International Airport
P.O. Box 1122, Kigali
Tel: 00250 - 252 – 585 845
E-Mail: info@caa.gov.rw
AFS: HRYRYAYX
Website: www.caa.gov.rw

2. Aeronautical Meteorology

Rwanda Airports Company
Department of Aeronautical Meteorology
P.O. Box 1171, Kigali
Tel: 00250 – 72412 3155, 785201106
E-Mail: kia.met@rac.co.rw
aero_meteo@yahoo.com
AFS: HRYRYMYX
Website: www.rac.co.rw

3. Customs Headquarter

Rwanda Revenue Authority (RRA)
6th Floor, Avenue de Lac Muhazi - Kimihurura
P.O. Box 3987, Kigali
Tel: 00250 - 252 - 595 500
Fax: 00250 - 252 - 518 535
E-mail: info@rra.gov.rw

4. Airports

Rwanda Airports Company Ltd
P. O. Box 1171
Kigali – Rwanda
Tel: +250 252 585555
E-Mail: info@rac.co.rw
Website: www.rac.co.rw

5. Air Navigation Services

Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA)
Kigali International Airport
Tel : +250 792402917
E-Mail : rwandarep@asecna.org

6. Immigration

Immigration Directorate - General of Immigration & Emigration
National Intelligence and Security Service
P.O. Box 6229, Kigali - Rwanda
Tel: 00250 - 788 152 222
E-Mail: info@migration.gov.rw

7. Health

Ministry of Health
P.O. Box 84, Kigali
Tel: 00250 - 252 - 577 458
Fax: 00250 - 252 - 576 853
E-Mail: info@moh.gov.rw

8. En-route and Aerodrome Charges

Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA)
Kigali International Airport
Tel : +250 792402917
E-Mail : rwandarep@asecna.org
AFS: HRYRYNYX

9. General Cargo & Stores

Rwanda Directorate of Magerwa
P.O. Box 380, Kigali
Tel: 00250 - 252 - 572 495/576 771
E-Mail: info@magerwa.gov.rw

10. Aviation Accident and Incident Investigation Directorate General (AAID)

Ministry of Infrastructure
PO Box 24 Kigali
E-mail: aaid@mininfra.gov.rw
Tel: 00250 – 788387125

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT**1. General**

1.1 International flights into, from or over Rwanda territory shall be subject to the current Rwanda regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

1.2 Aircraft flying into or departing from Rwanda territory shall make their first landing or final departure from an international aerodrome. (see AIP RWANDA AD 1.3, AD 2)

1.3 All aircraft flying in or overflying any portion of Rwanda Airspace must have an authorization or clearance from Rwanda, must send a flight plan copy, departure message and must establish contact with ATS Unit.

2. Scheduled flights**2.1 General**

2.1.1 For regular international scheduled flights operated by foreign airlines into or in transit across Rwanda, the following requirements must be met:

Aircraft of air transport companies of states which are signatories of ICAO Convention (Chicago, 7th December 1944) or entitled to equivalent rights under agreements concluded with Rwanda, may fly over the Rwanda territory under the conditions set in the forenamed agreements. In all cases an application for authorization shall be submitted to:

Director General of Civil Aviation
Kigali International Airport
P.O. Box 1122
Kigali - Rwanda
Tel 1: 00250 – 724 – 123 015
E-Mail: clearance@caa.gov.rw

2.2 Documentary Requirements for Clearance of Aircraft

2.2.1 It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Rwanda. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to Annex 9 and are acceptable when furnished in English or French and completed in legible handwriting. No VISAS are required in connection.

2.2.2 Aircraft Documents required (Arrival/Departure)

Required By	General Declaration	Passenger Manifest	Cargo Manifest
Immigration	1	1	
Customs	1		2
Health	1	1	1 (if food)
Security and Police	1	1	1
RCAA		2	

Note.— If no passengers are embarking (disembarking) and no articles are laden (un-laden), no aircraft documents except copies of the General Declaration need be submitted to the above authorities.

3. Non-scheduled flights**3.1 Advance Notification of Arrival**

3.1.1 Normally, a request must be submitted to the Director General of Civil Aviation not less than three working days before the intended time of flight. The online application form can be found on the RCAA website, www.caa.gov.rw under online services.

3.1.2 No flight should be initiated before making sure that a formal authorization has been issued.

3.2 Procedures for clearance acquisition**3.2.1 Commercial Flights**

Status applicable to aircraft or operators registered in ICAO member states: An authorization of these flights shall be requested from Director General of Civil Aviation at least three working days in advance. The request must include all following details:

a) Details for the aircraft:

- i. name of operator and registered owner;
- ii. nationality;
- iii. radio callsign;
- iv. type and registration mark;
- v. maximum take-off weight (MTOW)
- vi. airdropping capability and TCAS/ACAS equipped
- vii. registration, insurance, airworthiness and noise certificate (s)
- viii. routing, including dates and times in UTC of entry/exit in Kigali FIR;
- ix. purpose of flight;
- x. aerodrome and estimated time of departure
- xi. estimated time leaving Rwanda and destination;

b) Other details

- i. name of captain-in-command;
- ii. billing address of the operator
- iii. details of cargo and/or passengers
Note: — We require scanned passport copies for inbound and/or outbound passengers);
- iv. ground handling information and address of local agent / contact person
- v. payment information.

3.2.2 Overflights and Non-traffic stops.

Aircraft of airlines of ICAO member states or enjoying, through bilateral agreements concluded with Rwanda, rights equivalent to those mentioned in article 5 (paragraph 1) of the Chicago Convention, may fly over the territory of Rwanda under the conditions set in the forenamed convention or agreements, provided these countries accord the same facilities to Rwandan aircraft. However, an application for authorization shall be submitted to the Director General of Civil Aviation (see 2.1 above).

4. Aircraft registered in non-ICAO member states.

4.1 All flights within Rwanda airspace and its aerodromes are subject to special permission to be negotiated through diplomatic means.

5. Public health measures applied to aircraft.

5.1 No public health measures are required to be carried out in respect of aircraft entering Rwanda.

6. Military flights / State aircraft

6.1 Advance Notification of Arrival

Foreign military aircraft must obtain diplomatic and administrative clearance from the Government.

The Government will reply to the request with a copy to the Director General of Civil Aviation of Rwanda. Applications should be made to:

Ministry of Foreign Affairs
P.O. Box 179, Kigali
Tel: 00250 - 252 - 573 797
E-Mail: info@minafet.gov.rw

Prior permission for both military and state aircraft should be made at least 14 days before the aircraft is due to overfly or land to Rwanda and should contain the following information:

- a) type of aircraft;
- b) registration or identity marks;
- c) radio callsign;
- d) itinerary;
- e) place of landing in Rwanda, arrivals and departures or if overflying, estimated times of arrivals and departures from Rwanda and dates;
- f) name of captain;
- g) Purpose of flight.

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1. General Information for travelers seeking to visit Rwanda

From 1st January 2018, nationals of all countries receive visa on arrival at Kigali International Airport and all land borders.

Citizens of country members to the following international organizations; African Union, Commonwealth and La Francophonie get visa upon arrival and are waived visa fees for a visit of 30 days.

A citizen of East African Community Member States shall be issued a pass/entry visa free of charge upon arrival to stay for the period of six months.

The following countries to be granted 90 days' valid visa free of charge upon arrival:

Angola, Benin, Central African Republic, Chad, Cote d'Ivoire, Democratic Republic of Congo, The Federation of Saint Christopher and Nevis, Ghana, Guinea, Indonesia, Haiti, Mauritius, Philippines, Senegal, Seychelles, Sierra Leone, Sao Tome and Principe, Singapore and the state Qatar.

Citizens of all countries that are not visa exempt, have also option to submit application online or at the Rwanda Diplomatic Missions of the country of residence before departure. Those applying online have option to pay online or upon arrival.

Application for visa extension is submitted at Directorate General of Immigration and Emigration offices. Detailed requirements are set out in the Information for applicants for each class of visa.

Visitors who wish to visit simultaneously the three countries (Rwanda, Kenya and Uganda) for tourism may apply for the East Africa Tourist Visa (EATV) online, upon arrival or from Rwanda Diplomatic missions abroad. If acquiring the EATV visa before travel, your first entry point must be the country through which you applied for the visa. The East Africa Tourist Visa costs US\$100, is valid for 90 days and is multiple entry (if staying within the three countries).

2. Travel Document

A traveler should hold a valid passport or another acceptable travel document. The document must have a validity of at least 6 months on the day of entry in Rwanda.

3. Public Health Requirements

The Directorate General of immigration and Emigration may require a foreigner seeking entry into Rwanda to provide health insurance certificate if it considers that such a foreigner may require medical treatment in Rwanda.

If considered necessary, the Directorate General refuses entry to a person who appears to end up becoming a burden for the Rwandan health system.

4. Financial Requirements

A foreigner seeking a visa or a residence permit may be required to show proof of sufficient financial resources to support him/herself during his/her stay in Rwanda. If considered necessary, the Directorate General, orders a foreigner who intends to temporarily reside in Rwanda to have a guarantor to cover the costs of his/her repatriation.

5. Visas

5.1 Visitors' Visa

Eligible Person

- This type of visa is issued to person who enters the country for any valid reason other than employment.
- A foreigner who wants to enter Rwanda to seek an appropriate visa or work permit to the purpose of his/her stay.

Types of visitors' visa

A. VE-1: Visa waiver arrangement

* This type of visa is issued to person who is a national or a resident of a country with which Rwanda has a visa waiver arrangement including African Union, Common Wealth and La francophonie who enters the country for any valid reason other than employment.

- * It is issued at entry point or Rwanda embassies abroad
- * Any genuine acceptable travel document valid not less than 6 months.
- * Single entry
- * Work is not permitted
- * Change of status is allowed
- * Free of charge
- * Valid for 90 days for nationals of a country with which has visa waiver with Rwanda and 30 days for nationals of a country which is a member of African Union, Common wealth and La francophonie.

B. VP-1: Visitor's pass – EAC member states citizens

- * This type of visa is issued to a citizen of East African Community Partner States.
- * This type of visa is issued upon arrival at the border post.
- * Any genuine acceptable travel document valid not less than 6 months.
- * Single entry
- * Work is not permitted
- * Change of status is not allowed
- * May be extended in exceptional circumstances
- * Free of charge
- * Valid up to six months

C. VP-2: Visitor's pass – Citizens of other regional blocs than EAC

- * This type of visa is issued to a national of a country member of a regional organization or community with free visa other than the East African Community citizens
- * This type of visa is issued at entry point or Rwandan embassies abroad
- * Any genuine acceptable travel document valid not less than 6 months.
- * Single entry
- * Work is not permitted
- * Change of status is allowed
- * May be extended in exceptional circumstances
- * Fees is agreed upon at community or organizational level
- * Valid up to six months

D. VC: Crew member

- * This type of visa is issued to a crew member of an aircraft or boat at entry point
- * Dependents not allowed
- * This type of visa is issued at entry point or Rwandan embassies abroad
- * Any genuine travel document valid not less than 6 months
- * Free of charge
- * Single entry
- * Work is not allowed
- * Change of status not allowed
- * validity: up to seventy-two (72) hours
- * May be extended in exceptional circumstances.

E. V1-Holiday purposes

- * This visa is issued to a foreigner who visits Rwanda for holiday, sightseeing, social or recreational or other short-term reasons other than work purposes.
- * This visa is issued upon arrival at the border post, online, at immigration and emigration office, at the office of a diplomatic mission of Rwanda in the applicant's country of residence or at any other place as may be determined by the Directorate General.

- * Any genuine acceptable travel document valid not less than 6 months.
- * Fees: 50 USD for single entry and free of charge for nationals of countries with which Rwanda has a visa waiver arrangement including African Union, Common Wealth and La francophonie and 70 USD for multiple entries.
- * Single or multiple entry
- * Work is not permitted
- * Change of status is allowed
- * Valid for a period of thirty (30) days for single entry or of ninety (90) days for multiple entries.
- * May be extended in exceptional circumstances

F. V3-1 Official visit

- * This visa is issued to a foreigner who visits Rwanda for holiday, sightseeing, social or recreational or other short-term reasons other than work purposes.
- * This visa is issued upon arrival at the border post, online, at immigration and emigration office, at the office of a diplomatic mission of Rwanda in the applicant's country of residence or at any other place as may be determined by the Directorate General.
- * Any genuine acceptable travel document valid not less than 6 months.
- * Fees: 50 USD for single entry and free of charge for nationals of countries with which Rwanda has a visa waiver arrangement including African Union, Common Wealth and La francophonie and 70 USD for multiple entries.
- * Single or multiple entry
- * Work is not permitted
- * Change of status is allowed
- * Valid for a period of thirty (30) days for single entry or of ninety (90) days for multiple entries
- * May be extended in exceptional circumstances

G. V5-Conference and meetings

- * This visa is issued to a foreigner who intends to enter Rwanda for conference, meeting, workshop or any other related activity
- * This visa is issued upon arrival at the border post, online, at the Directorate General, at the office of a diplomatic mission of Rwanda in the applicant's country of residence or at any other place as may be determined by the Directorate General.
- * Any genuine acceptable travel document valid not less than 6 months.
- * Fees: 50 USD and free of charge for nationals of countries with which Rwanda has a visa waiver arrangement including African Union, Common Wealth and La francophonie.
- * Single entry
- * Work is not permitted
- * Change of status is allowed
- * Valid for thirty (30) days

H. V7-Medical treatment

- * This visa is issued to a foreigner who enters Rwanda for medical treatment or medical consultation confirmed by a recognized medical practitioner. It is also issued to his or her foreign care attendant.
- * It is issued upon arrival at the border post, online, at immigration and emigration office, the office of a diplomatic mission of Rwanda in the applicant's country of residence or at any other place as may be determined by the Directorate General.
- * Any genuine acceptable travel document valid not less than 6 months.
- * Fees: 30 USD
- * Single entry
- * Work is not allowed
- * Change of status is Allowed
- * Valid for a period of ninety (90) days.
- * Renewable

I. V8-Group tourist

- * This visa is issued to a foreigner who is travelling as a member of a group of four (4) to ten (10) tourists
- * Dependents are not allowed
- * This visa is issued at the office of a diplomatic mission of Rwanda in the applicant's country of residence, online or at any other place as may be determined by the Directorate General. It may also be issued at entry point upon showing prior approval by the Directorate General.
- * Any genuine acceptable travel document valid not less than 6 months.
- * Fees: 150 USD
- * Single entry

- * Work is not allowed
- * Change of status is not allowed
- * Valid for a period of thirty (30) days
- * May be extended in exceptional circumstances

J. V11-East African tourist visa

- * This visa is issued to a foreign tourist who intends to visit countries signatories to the agreement on the establishment of the East Africa Tourist Visa and its revenue sharing or any similar agreement
- * Dependents are not allowed
- * This visa is issued upon arrival at the border post, online, at the office of a diplomatic mission of Rwanda in the applicant's country of residence or at any other place as may be determined by the Directorate General
- * Any genuine acceptable travel document valid not less than 6 months
- * Fees: 100 USD
- * Multiple entries
- * Work is not allowed
- * Its validity, usage and number of entries depend on the agreement between concerned parties.
- * May be extended in exceptional circumstances.

K. V12-Reciprocity

- * Long-term visitor visa is issued on a reciprocal basis to a foreigner who visits Rwanda for visit, conference or any reason other than work purpose.
- * dependents are not allowed
- * This visa is issued at the office of a diplomatic mission of Rwanda in the applicant's country of residence, at the Directorate General or any other place as may be determined by the Directorate General.
- * Any genuine acceptable travel document valid not less than 6 months.
- * Fees: 160 USD
- * Multiple entries
- * Work is not allowed
- * change of status is not allowed
- * This visa is valid for a period that may be up to ten (10) years
- * Renewable up on application

5.2 Transit VISA

A foreigner who transits Rwanda through the airport to continue his or her travel is exempted from transit visa, so long as he or she does not exit the airport premises. However, he or she may be subjected to other immigration formalities.

A. VT: Transit

- * This type of visa is issued to a person who transits through Rwanda.
- * Any genuine acceptable travel document valid not less than 6 months
- * is applied for upon arrival at border post, online or at any other place as may be determined by the Directorate General of immigration and emigration
- * Single entry
- * Work is not permitted
- * Change of status is not allowed
- * Fees: 30 USD
- * Free for nationals of a country with which Rwanda has a visa waiver arrangement including African Union, Common Wealth and La francophonie
- * Valid for a period not exceeding seventy-two hours (72)

B. VE-2: Transit due to unforeseen circumstances

- * Foreigner who transit through Rwanda airport or other border post but inconvenienced, to continue his or her travel due to circumstances beyond control such as change of flight schedule, bad weather conditions or any other valid reason.
- * Issued at entry point
- * Any genuine travel document valid not less than months
- * Free of charge
- * Single entry
- * Work is not allowed
- * change of status is not allowed
- * Not exceeding seventy-two (72) hours
- * May be extended in exceptional circumstances

6. Other requirements

6.1 Entry and exit of a child

In addition to other general requirements, a child who intends to exit from Rwanda is accompanied by one of his or her parents, his or her guardian or another person authorized by the child's parents or guardian.

A transport company is authorized to transport an unaccompanied child, as long as it proves the consent from the child's parents or guardian and undertakes to assume the responsibility for the child's travel.

An unaccompanied child who enters into Rwanda is required to provide on border post, the details of a host in Rwanda approved by his parents or his or her guardian. A consent required under this Article is evidenced by a power of attorney either notarized or stamped by the Directorate General.

The Directorate General issues instructions determining additional requirements on entry and exit of a child, regardless of his or her nationality.

6.2 Exit from Rwanda

A person who intends to exit from Rwanda must have a valid travel document recognized by Rwanda and other required documents for entry to the country of destination. A person who exits from Rwanda must comply with border formalities and procedures.

6.3 Obligations of transport Companies

Any company that transports people, prior to exit or entry, presents to an immigration officer information on incoming or outgoing passengers as may be required by the Directorate General.

The Directorate General may issue instructions waiving the requirement of providing the passenger information, depending on the particular nature of the passengers or the transport companies.

6.4 Administrative Faults and Sanctions

A foreigner, who delays to submit an application for or extension of his or her visa or residence permit, whether himself or herself or for his or her children commits a fault and is liable:

1. to a fine of fifty thousand Rwandan francs (FRW 50,000) for overstay from six (6) to fifteen (15) days;
2. to a fine of seventy thousand Rwandan francs (FRW 70,000) for overstay from sixteen (16) to thirty (30) days;
3. to a fine of one hundred thousand Rwandan francs (FRW 100,000) for overstay from thirty-one (31) days to three (3) months;
4. to a fine of three hundred thousand Rwandan francs (FRW 300,000) for overstay from three (3) to six (6) months;
5. to a fine of five hundred thousand Rwandan francs (FRW 500,000) for overstay from six (6) to nine (9) months;
6. to a fine of one million Rwandan francs (FRW 1,000,000) for overstay beyond nine (9) months.

6.5 Faults related to air transport an air transport company that:

1. delays or refuses to return its passenger from Rwanda as ordered;
2. does not pay expenses spent on its passenger when it is necessary to return him or her for acting contrary to the law;
3. does not identify a foreigner with expired travel document or visa;
4. does not report an illegally landed passenger; commits a fault. It is liable to a fine of not less than two million Rwandan francs (FRW 2,000,000) but not exceeding four million Rwandan francs (FRW 4,000,000) or its equivalent in foreign currency.

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GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. CUSTOMS REQUIREMENTS CONCERNING CARGO AND OTHER ARTICLES

1.1 The invoices are required for the clearance of goods through customs.

1.1.1 Exemptions from custom duties are granted by the Commissioner General for Good and Articles, even still new, if considered by the Customs Authority as goods for domestic use, with the following exceptions:

a) New cameras, cone-cameras, etc. carried by tourists may be granted exemption without deposit, provided the owner undertakes to reexport them within three months. When they are carried by professionals, a transit permit given against payment of a deposit shall be required.

b) For weapons, a transit permit given against a payment of deposit shall be required in all cases. If weapons have to be used in Rwanda, a permit of carrying weapons is also required. Otherwise the said permit is not necessary, provided weapons are enclosed in a sealed package.

1.1.2 Temporary Importation of Goods.

Some goods may be admitted without payment of customs duties, provided an application to that end has been submitted before the arrivals of such goods, to the Commissioner General of Customs Department, with the complete information enabling him to decide whether the application is justified and with indication of the foreseeable period of admission. A special declaration to be submitted to the Import Bureau on an official form is required for the temporary importation. It does not exclude the payment of deposit.

The validity duration of the permit shall be determined in each case. If the re-exportation is not effected within that duration or its allowed extension, entry duties become payable.

1.1.3 Aircraft are on the list of goods admitted free of customs duties provided that they are re-exported without having undergone any workmanship and that free admittance authorization has been issued by the local chief of the Import Bureau. Such authorization shall be valid for six month (renewable twice).

1.1.4 Facilities allowed in the achievement of customs formalities for motor vehicles circulating between Rwanda and borderlands are also applicable "mutatis mutandis" to the aircraft.

1.2 Transit

1.2.1 As regards air cargo simply being transhipped from one flight to another flight at the same airport under customs supervision if so requested by the pilot-in-command who may also require and given any customs documents or procedures.

1.2.2 No clearance documents are required with respect to goods retained on board an aircraft for on-carriage to any destination outside Rwanda.

1.3 An Exportation Declaration is required to obtain the exportation clearance of shipments to be exported by air.

1.4 Goods in transit by air shall be cleared solely by Customs Office at Kigali International Airport. Transit permit will be required and the applicants remain responsible for any damage.

1.5 Exempted Goods

1.5.1 Items contained in the personal luggage of traveler:

a) Imported goods should not be for commercial purpose;

b) The facility shall not be granted to multiple entry applications;

c) The goods shall be the property of and accompany the passenger;

d) The goods shall be for the personal or household use of the passenger in a partner state;

e) The goods shall be of such kinds and such quantities as the proper officer may allow:

i) Spirits (including liquors) or wine, not exceeding two liters;

ii) Perfume and toilet water not exceeding in all one half liter, of which not more than a quarter may be perfume;

iii) Cigarettes, cigars, cheroots, cigarillos, tobacco and snuff not exceeding in all 250 grams in weight;

iv) Fabrics in peace are not allowed.

2. AGRICULTURAL QUARANTINE REQUIREMENTS

2.1 The international health certificate, defined by the Plant Protection Convention is required for plant import.

2.2 Veterinary certificate is required for animal import, hydrophobia vaccination certificate is specially required for dog import, stating that the dog has been vaccinated within the past 12 month.

- a) for plants: Sanitary Certificate*
 - b) for living animals: Veterinary Certificate*
- * or any other relevant document

3. CARRIAGE OF DANGEROUS GOODS

3.1 Dangerous goods shall not be carried in an aircraft except with the written permission of the Director General, Rwanda Civil Aviation Authority and subject to any condition the Director General may impose in granting such permission.

3.2 No person shall take or cause to be taken on board an aircraft or deliver or cause to be delivered for loading thereon any goods which he knows or has reasonable cause to complying with regulation, 2008 The Civil Aviation (Commercial Air Transport Operations) transportation of dangerous goods by air.

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. GENERAL

1.1 Commercial air transport aircraft operating in Rwanda must adhere to the provisions of ICAO Annex 6 - Operation of Aircraft Part I - International Commercial Air Transport Airplanes, Chapter 6 (Airplane Instruments, Equipment and Flight Documents) and Chapter 7 (Airplane Communication and Navigation Equipment).

2. SPECIAL EQUIPMENT TO BE CARRIED

2.1 In addition to the above mentioned, all aircraft operating within Kigali FIR, whereby Rwanda territory is overflown, must adhere to the provisions detailed below in accordance with the type of flight.

2.2 Types of Flight

2.2.1 Transiting

- a) Flights transiting Kigali FIR, whereby Rwanda territory is overflown.
- b) Flights to and from Rwanda, hereby a landing is to be made at Kigali International Airport.

2.2.2 Internal Flights

The required equipment for international flights are also required for internal flights.

3. EQUIPMENT TO BE CARRIED BY ALL TYPES OF FLIGHT

3.1 Communication Equipment

All aircraft must carry adequate equipment which will enable them to maintain two-way communication with the appropriate unit. The minimum required equipment is VHF R/T having appropriate frequencies.

3.2 Navigation Equipment

All aircraft flying under either IFR or VFR must carry suitable radio navigational equipment, which will enable them to be navigated in accordance with their flight plan and air traffic control clearance, and be guided in IMC to a point from which a visual landing can be made.

4. OTHER EQUIPMENT

4.1 Signalling Equipment

- a) An emergency locator transmitter (ELT);
- b) Two signal flares of the day and night type;
- c) Eight red signal cartridges and a means of firing them;
- d) A signal sheet (minimum 1x1m) in a reflecting colour;
- e) An electric hand torch.

4.2 Survival Equipment

- a) A compass;
- b) A knife;
- c) Four boxes of matches in waterproof containers;
- d) A ball of string.

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GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

Following is a list of civil aviation legislation, air navigation regulations, etc., in force in Rwanda. It is essential that anyone engaged in air operations be acquainted with the relevant regulations. Laws, Presidential and Ministerial Orders are published as per the following references in the Official Gazette of the Republic of Rwanda which can be obtained in the Office of the Prime Minister,

Secretary General of the Government
P.O. Box 1334, Kigali
According to the tariffs in force

Copies of these documents may also be obtained from the Aeronautical Information Service (Their address can be found on page GEN 3.1-1.) and on Rwanda Civil Aviation Authority website (www.caa.gov.rw).

The accident and incident investigation reports, applicable laws, regulations and the list of mandatory reportable incidents and the notification form to the AAID are documented on the Ministry of Infrastructure website: www.mininfra.gov.rw under Aviation Accident and Incident Investigation Directorate General.

In case of an accident or serious incident the operator shall notify the occurrence to the Aviation Accident and Incident Investigation Directorate General under the Ministry of Infrastructure on the following address; aaid@mininfra.gov.rw ; Tel: +250-788387125.

1. LAWS

1.1. Law No.007/2019 of 13/04/2019, Establishing Rwanda Civil Aviation Authority and Determining its Mission, Organization and Functioning.

1.2. Law No. 20/2018 of 29/04/2018, Establishing Regulations Governing Civil Aviation.

1.3. Law No. 028/2019 of 19/09/2019 Relating to Civil Aviation Security.

1.4. Law N°57/2008 of 10/09/2008 Law relating to the prohibition of manufacturing, importation, use and sale of polythene bags in Rwanda.

1.5. Law N°08/2013 of 01/03/2013 relating to the control of tobacco.

2. ORDERS

2.1. Presidential Order No. 008/01 du 31/01/2020 Ratifying the Protocol relating to an Amendment to the Convention on International Civil Aviation (Article 50(a), signed at Montreal, on 6 October 2016.

2.2. Presidential Order No. 009/01 du 31/01/2020 Ratifying the Protocol relating to an Amendment to the Convention on International Civil Aviation (Article 56), signed at Montreal, on 6 October 2016.

2.3. Presidential Order No. 011/01 du 31/01/2020 on Accession to the Convention on the Marking of Plastic Explosives for the Purpose of Detection, done at Montréal, on 1 March 1991.

2.4. Presidential Order Presidential Order No. 010/01 du 31/01/2020 on Accession to the Convention on Offences and Certain other Acts Committed on Board Aircraft, done at Montréal, on 4 April 2014.

2.5. Presidential Order No. 52/01 of 14/02/2020 on Accession to the Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft, Done at Beijing on 10 September 2010.

2.6. Presidential Order No. 51/01 of 14/02/2020 on Accession to the Convention on Accession to the Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation, Done at Beijing on 10 September 2010.

2.7. Prime Minister's Order 115/03 of 02/11/2020 relating to the National Aeronautical Search and Rescue Coordination Committee.

2.8. Prime Minister's Order N° 002/03 of 14/01/2021, determining the responsibilities, organization and functioning of the Airport Security Committee.

2.9. Prime Minister's Order N° 168/03 of 21/12/2020 determining the responsibilities, organization and functioning of the National Civil Aviation Security Committee.

2.10. Rwanda Civil Aviation Special Regulations No RSR/01/2020 of 15th November 2020 amending Ministerial Order N° 01/CAB.M/019 of 06/02/2019 establishing civil aviation regulations.

3. INTERNATIONAL CONVENTIONS

- Convention on International Civil Aviation signed in Chicago on 7th December 1944, ratified by Law of 30th April 1947 and amended by the protocol signed in Montreal on 16th October 1974, as ratified by Decree-law of 7th April 1976.
- Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation signed in Montreal on 23rd September 1971, ratified by Presidential Order No.290/16 of 15th May 1987.
- Convention for the Suppression of Unlawful Seizure of Aircraft signed in The Hague on 16th December 1970, ratified by Presidential Order No.289/16 of 15th May 1987.
- Convention on Offences and Certain Other Acts committed on Board Aircraft signed in Tokyo on 14th September 1963, ratified by Law of 23rd January 1971.
- Convention on Offences and Certain Other Acts Committed on Board Aircraft signed in Tokyo, on 14 September 1963.
- Convention on the International Recognition of Rights in Aircraft signed in Geneva on 19th June 1948 (Geneva Convention).
- Convention on the Suppression of Unlawful Seizure of Aircraft signed at the Hague on 16 December 1970.
- Protocol to Amend the Convention for the Unification of Certain Rules relating to International Carriage by Air signed in Warsaw on 12th October 1929, done at The Hague on 28th September 1955 - The Hague Protocol to the Warsaw Convention 1955.
- Warsaw Convention Supplement signed in Guadalajara on 18th September 1961.
- Cape Town Convention signed on 16th November 2001 on international interests in mobile equipment and its protocol on international interests in mobile equipment on matters specific to aircraft equipment, ratified by Law No. 35/2011 of 10/08/2011.
- Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 50(A)], signed at Montréal, On 6 October 2016.
- Protocol relating to an Amendment to the Convention on International Civil Aviation [Article 56], signed at Montréal, on 6 October 2016.
- Protocol to amend the Convention on offences and certain other acts committed on board aircraft, done at Montréal on 4 April 2014.
- Convention on the Marking of Plastic Explosives for the Purpose of Detection, done at Montréal, on 1 March 1991.
- Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft, Done at Beijing on 10 September 2010.
- Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation, Done at Beijing on 10 September 2010.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

Co-ordinates in ENR and GEN sections are published in WGS-84 system, exceptions are followed by asterisk (*). In AD section the application of WGS-84 system is listed in table AD 2.2 Aerodrome geographical and Administrative Data, Row 1.

1. **ANNEX 1 - PERSONNEL LICENSING** (Twelfth Edition) Nil
2. **ANNEX 2 - RULES OF THE AIR** (Tenth Edition)
Chapter 4
Para 4.3 - No VFR flights can be allowed:
 1. Above FL 145;
 2. Between sunset and sunrise.Flights in VFR cruising at a height of 300 meters (1000ft) or higher, above the ground or water surface will comply with the semi-circular rule, below FL 145.
3. **ANNEX 3 - METEOROLOGY** (Twentieth Edition) Nil
4. **ANNEX 4 - AERONAUTICAL CHARTS** (Eleventh Edition) Nil
5. **ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS** (Fifth Edition) Nil
6. **ANNEX 6 - OPERATION OF AIRCRAFT**
PART I (Eleventh Edition), Nil
PART II (Tenth Edition), Nil
PART III (Ninth Edition), Nil
7. **ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS** (Sixth Edition) Nil
8. **ANNEX 8 - AIRWORTHINESS OF AIRCRAFT** (Twelfth Edition) Nil
9. **ANNEX 9 - FACILITATION** (Fifteenth Edition) Nil
10. **ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS**
VOL. I (Seventh Edition), Nil
VOL. II (Seventh Edition), Nil
VOL. III (Second Edition), Nil
VOL. IV (Fifth Edition), Nil
VOL. V (Third Edition), Nil
11. **ANNEX 11 - AIR TRAFFIC SERVICES** (Fifteenth Edition) Nil
12. **ANNEX 12 - SEARCH AND RESCUE** (Eighth Edition) Nil
13. **ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION** (Eleventh Edition) Nil
14. **ANNEX 14 - AERODROMES**
VOL. I (Eighth Edition), Nil
VOL. II (Fourth Edition), Nil
15. **ANNEX 15 - AERONAUTICAL INFORMATION SERVICES** (Sixteenth Edition) Nil
16. **ANNEX 16 - ENVIRONMENTAL PROTECTION**
VOL. I "AIRCRAFT NOISE" (Eighth Edition), Nil
VOL. II "AIRCRAFT ENGINE EMISSIONS" (Fourth Edition) Nil
VOL III (First Edition) Nil
VOL IV (First Edition) Nil
17. **ANNEX 17 - SECURITY – SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE** (Tenth Edition) Nil
18. **ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR** (Fourth Edition) Nil
19. **ANNEX 19- SAFETY MANAGEMENT** (First Edition) Nil

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GEN 2 TABLES AND CODES**GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS****GEN 2.1.1 Units of measurement**

The Table of Units of measurement shown below will be used by aeronautical stations within the Kigali FIR for air and Ground operations.

Measurement of	Unit
Distance used in navigation, position reporting etc..., generally in excess of 2 NM	Nautical Miles and tenth
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees magnetic
Wind direction expect for landing and taking off	Degrees true
Visibility	Kilometers or Meters
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours & Minutes. The day of 24 hours beginning at midnight UTC.

GEN 2.1.2 Time system

Coordinated Universal Time (UTC) is used in the air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

No seasonal modifications are occurring upon the time (hours) in Rwanda. The local time in Rwanda is two (2) hours ahead of UTC (UTC+2).

GEN 2.1.3 Geodetic reference datum**2.1.3.1 Name/Designation of Datum**

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System 1984 (WGS 84) geodetic reference datum.

2.1.3.2 Area of Application

The area of application of the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Rwanda as well as the airspace over the territorial waters of Rwanda.

2.1.3.3 Use of an Asterisk to identify published geographical Coordinates

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS 84 coordinates but whose accuracy of original field work does not meet the requirements in Annex 11, Chapter 2 and Annex 14 Volumes I and II Chapter 2. Specifications for determination and reporting of WGS 84 coordinates are given in Annex 11 Chapter 2 and in Annex 14, Volumes I and II Chapter 2.

GEN 2.1.4 Aircraft nationality and registration marks

The nationality mark for aircraft registered in Rwanda is composed as follows: '9XR'. The nationality mark is followed by a hyphen and a registration mark consisting of 2 letters, e.g. '9XR-AB'.

GEN 2.1.5 Public holidays

<i>Name of holiday</i>	<i>Day</i>
New Years Day	01 January
Day after new years day	02 January
National Heroes Day	01 February
Memory of Genocide	07 April
Labour Day	01 May
Independence Day	01 July
Liberation Day	04 July
Assumption	15 August
Christmas	25 December
Boxing Day	26 December
Good Friday	Friday before Easter
Easter Monday	Monday after Easter
Umuganura Day	Friday of the first week of August
EID EL FITR	The date is announced each year by Rwanda Moslems' Association
EID AL-ADHA	The date is announced each year by Rwanda Moslems' Association.

Note 1: Except 07 April, Genocide perpetrated against the Tutsi Memorial Day, if an official public holiday falls on weekend, the following working day becomes an official public holiday.

Note 2: If two (2) consecutive official public holidays fall on weekend, the two (2) official public holidays are compensated in one (1) working day that follows.

Note 3: In case of coincidence of two (2) official public holidays, the following working day becomes an official public holiday to compensate one (1) of the two (2) coinciding public holidays.

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400.

A- A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

A	Amber
AAA	(or AAB, AAC...etc., in sequence) Amended meteorological message (message type designator)
A/A	Air-to-air
AAL	Above aerodrome level
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altostratus
ACAS	Airborne collision avoidance system
ACC	Area control centre or area control
ACCID	Notification of an aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACN	Aircraft classification number
ACP	Acceptance (message type designator)
ACPT	Accept or accepted
ACT	Active or activated or activity
AD	Aerodrome
ADA	Advisory area
ADDN	Addition or additional

ADF	Automatic direction finding equipment
ADIZ	(to be pronounced "AY-DIZ") Air defence identification zone
ADJ	Adjacent
ADR	Advisory route
ADS	Automatic dependent surveillance
ADSU	Automatic dependent surveillance unit
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFM	Yes or affirm or affirmative or that is correct
AFS	Aeronautical fixed service
AFT	After...(time or place)
AFTN	Aeronautical fixed telecommunication network
A/G	Air-to-ground
AGA	Aerodrome, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP	Air-report
AIRMET	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations

AIS	Aeronautical information services
ALA	Alighting area
ALERFA	Alert phase
ALR	Alerting (message type designator)
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating (light alternates in colour)
ALTN	Alternate (aerodrome)
AMA	Area minimum altitude
AMD	Amend or amended (used to indicate amended meteorological message; message type designator)
AMDT	Amendment (AIP amendment)
AMHS*	Air traffic services message handling system
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aerodrome mobile satellite service
ANS	Answer
AOC	Aerodrome obstacle chart
AOM*	Aerodrome operating minima
AP	Airport
APCH	Approach
APP	Approach control office or approach control or approach control service
APR	April
APRX	Approximate or approximately

APSG	After passing
APV	Approve or approved or approval
ARFOR	Area forecast (in aeronautical meteorological code)
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP	Air-report (message type designator)
ARQ	Automatic error correction
ARR	Arrive or arrival
ARR	Arrival (message type designator)
ARS	Special air-report (message type designator)
ARST	Arresting (specify (part of) aircraft arresting equipment)
AS	Altostratus
ASC	Ascent to or ascending to
ASDA	Accelerate stop distance available
ASHTAM	Special series NOTAM notifying by means of a specific format, change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations
ASPH	Asphalt
AT...	At (followed by time at which weather change is forecast to occur)
ATA	Actual time of arrival
ATC	Air traffic control (in general)
ATD	Actual time of departure
ATFM	Air traffic flow management
ATIS	Automatic terminal information service
ATM	Air traffic management

ATN Aeronautical telecommunication network

ATP At...(time or place)

ATS Air traffic services

ATTN Attention

ATZ Aerodrome traffic zone

AUG August

AUTH Authorized or authorization

AUW All up weight

AUX Auxiliary

AVASIS Abbreviated visual approach slope indicator system

AVBL Available or availability

AVG Average

AVGAS Aviation gasoline

AWTA Advise at what time able

AWY Airway

AZM Azimuth

B- A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
B Blue

BA Braking action

BASE Cloud base

BCFG Fog patches

BCN Beacon (aeronautical ground light)

BCST Broadcast

BDRY Boundary

BECMG Becoming

BFR	Before
BKN	Broken
BL...	Blowing (followed by DU= dust, SA= sand or SN= snow)
BLDG	Building
BLO	Below clouds
BLW	Below ...
BOMB	Bombing
BR	Mist
BRF	Short (used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between
C - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
C	Centre (runway identification)
C	Degrees celsius (Centigrade)
CAT	Category
CAT	Clear air turbulence
CAVOK	(to be pronounced "KAV-OH-KAY") visibility, cloud and present weather better than prescribed values or conditions
CB	(to be pronounced "CEE BEE") Cumulonimbus
CC	Cirrocumulus
CCA	(or CCB, CCC....etc.. in sequence) corrected meteorological message (message type designator)
CCO	Continuous climb operation
CD	Candela

CDN	Co-ordination (message type designator)
CDO	Continuous descent operation
CDR	Conditional route (followed by a number)
CF	Change frequency to ...
CGL	Circling guidance light(s)
CH	Channel
CHG	Modification (message type designator)
CI	Cirrus
CIDIN	Common ICAO data interchange network
CIT	Near or over large towns
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLR	Clear(s) or cleared to ... or clearance
CLSD	Close or closed or complete
CM	Centimetre
CMB	Climb to or climbing to
CMPL	Completion or completed or complete
CNL	Cancel or cancelled
CNL	Flight plan cancellation message (message type designator)

CNS	Communication, navigation and surveillance
COM	Communications
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed
CONT	Continue or continued
COOR	Co-ordinate or coordination
COP	Change over point
COR	Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)
COT	At the coast
COV	Cover or covered or covering
CPDLC	Controller-pilot data link communications
CPL	Current flight plan (message type designator)
CRZ	Cruise
CS	Cirrostratus
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
CTR	Control zone
CU	Cumulus
CUF	Cumuliform

CUST	Customs
CW	Continuous wave
CWY	Clearway
D - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
D ...	Danger area (followed by identification)
D	Downward (tendency in RVR during previous 10 minutes)
DA	Decision altitude
D-ATIS*	Data link-automatic terminal information service
DCD	Double channel duplex
DCKG	Docking
DCL*	Departure clearance via data link
DCS	Double channel simplex
DCT	Direct (in relation to flight plan clearances and type of approach)
DEC	December
DEG	Degrees
DEP	Depart or departure
DEP	Departure (message type designator)
DES	Descend to or descending to
DEST	Destination
DETRESFA	Distress phase
DEV	Deviation or deviating
DFTI	Distances from touch down indicator
DH	Decision height
DIF	Diffuse
DIST	Distance

DIV	Divert or diverting
DLA	Delay (message type designator)
DLA	Delay or delayed
DME	Distance measuring equipment
DNG	Danger or dangerous
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DR ...	Low drifting (followed by DU= dust, SA= sand or SN = snow)
DRG	During
DS	Duststorm
DSB	Double sideband
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate or deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUR	Duration
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

E - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

E	East or eastern longitude
EAT	Expected approach time
EB	Eastbound
EET	Estimated elapsed time
EFC	Expect further clearance
EHF	Extremely high frequency (30 000 to 300 000 MHz)
ELEV	Elevation
ELR	Extra long range
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
EN*	English
END	Stop-end (related to RVR)
ENE	East north east
ENG	Engine
ENR	En route
ENRT	En route
EOBT	Estimated off-block time
EQPT	Equipment
ESE	East south east
EST	Estimate or estimated or estimate (as message type designator)
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating departure

ETO	Estimated time over significant point
EV	Every
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXTD	Extend or extending
F - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
F	Fixed
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FATO	Final approach and take-off area
FAX	Facsimile transmission
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)
FC	Funnel cloud (tornado or water spout)
FCST	Forecast
FCT	Friction coefficient
FEB	February
FEW	Few
FG	Fog
FIC	Flight information centre
FIR	Flight information region
FIS	Flight information service
FISA	Automated flight information service

FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	From
FM ...	From (followed by time weather change is forecast to begin)
FMU	Flow management unit
FNA	Final approach
FPL	Filed flight plan (message type designator)
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	Front (relating to weather)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service

FST	First
FT	Feet (dimensional unit)
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain
G - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
G	Green
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GAMET	Area forecast for low-level operations
GCA	Ground controlled approach system or ground controlled approach
GCC*	Gulf cooperation council
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GMC	Ground movement control
GND	Ground
GNDCK	Ground check
GNSS	Global navigation satellite system
GP	Glide path
GR	Hail
GRASS	Grass landing area

GRIB	Processed meteorological data in the form of grid point values (aeronautical meteorological code)
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
H - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
H24	Continuous day and night service
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
HF	High frequency (3 000 to 30 000 kHz)
HGT	height or height above
HJ	Sunrise to sunset
HLDG	Holding
HN	Sunset to sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours
HS	Service available during hours of scheduled operations
HURCN	Hurricane
HVDF	High and very high frequency direction finding stations (at the same location)
HVY	Heavy

HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (cycle per second)
I - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
IAC	Instrument approach chart
IAF	Initial approach fix
IAO	In and out of clouds
IAR	Intersection of air routes
IAS	Indicated air speed
IATA	International air transport association
IBN	Identification beacon
IC	Diamond dust (very small ice crystals in suspension, also known as diamond dust)
ICE	Icing
ID	Identifier or identify
IDENT	Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
IFPS*	Initial flight plan processing system
IFR	Instrument flight rules
IGA	International general aviation
ILS	Instrument landing system
IM	Inner marker
IMC	Instrument meteorological conditions

IMG	Immigration
IMPR	Improve or improving
IMT	Immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA	Uncertainty phase
INFO	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install or installed or installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	intensify or intensifying
INTST	Intensity
IR	Ice on runway
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated

J - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

JAN	January
JTST	Jet stream
JUL	July
JUN	June
K - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
KG	Kilograms
KIAS	Knots indicated airspeed
KHZ	Kilohertz
KM	Kilometres
KMH	Kilometres per hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts
L - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
L	Left (runway identification)
L	Locator (see LM, LO)
LAM	Logical acknowledgement (message type designator)
LAN	Inland
LAT	Latitude
LCN*	Load Classification Number
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length

LF	Low frequency (30 to 300 kHz)
LGT	Light or lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LM	Locator middle
LMT	Local mean time
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	Localizer
LONG	Longitude
LORAN	Loran (long range air navigation system)
LRG	Long range
LTD	Limited
LTT	Landline teletypewriter
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
LYR	Layer or layered
M - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
M	Mach number (followed by figures)
M	Metres (preceded by figures)
MAA	Maximum authorized altitude
MAG	Magnetic

MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	March
MAR	At sea
MARS*	Multiple aircraft ramp system
MAS	Manual A1 simplex
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum crossing altitude
MCC*	Maritime coordination centre
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEHT	Minimum eye height over threshold (for visual approach slope indicator system)
MET	Meteorological or meteorology
METAR	Aviation routine weather report (in aeronautical meteorological code)
MF	Medium frequency (300 kHz to 3 000 kHz)
MHDF	Medium and high frequency direction-finding station (at the same location)
MHVDF	Medium, high and very high frequency direction-finding station (at the same location)
MHZ	Megahertz

MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
MIN	Minutes
MKR	Marker radio beacon
MLS	Microwave landing system
MM	Middle marker
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
MOD	moderate (used to indicate the intensity of weather phenomena, interference or static reports e.g. MOD RA = moderate rain)
MON	Above mountains
MON	Monday
MOTNE	Meteorological Operational Telecommunications Network Europe
MOV	Move or moving or movement
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus

MSA	Minimum sector altitude
MSG	Message
MSL	Mean sea level
MT	Mountain
MTOW	Maximum take-off weight
MTU	Metric units
MTW	Mountain waves
MVDF	Medium and very high frequency direction-finding station (at the same location)
MWO	Meteorological watch office
MX	Mixed type of ice formation (white and clear)
N - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
N	North or northern latitude
N	No distinct tendency (in RVR during previous 10 minutes)
NAT	North atlantic
NAV	Navigation
NB	North bound
NBFR	Not before
NC	No change
NDB	Non-directional radio beacon
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or that is not correct
NGT	Night
NIL	None or 1 have nothing to send to you
NM	Nautical miles

NML Normal

NNE North north east

NNW North north west

NOF International NOTAM office

NOSIG No significant change (used in trend-type landing forecasts)

NOTAM A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations

NOV November

NR Number

NRH No reply heard

NS Nimbostratus

NSC Nil significant cloud

NSW Nil significant weather

NW North-west

NWB North-westbound

NXT Next

O - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

OAC Oceanic area control centre

OAS Obstacle assessment surface

OBS Observe or observed or observation

OBSC Observe or obscured or obscuring

OBST Obstacle

OCA Obstacle clearance altitude

OCA Oceanic control area

OCC Occulting (light)

OCH Obstacle clearance height

OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OHD	Overhead
OM	Out marker
OPA	Opaque, white type of ice formation
OPC	The control indicated is operational control
OPMET	Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	Operations
O/R	On request
ORD	Indication of an order
OSV	Ocean station vessel
OTLK	Outlook (used in SIGMET message for volcanic ash and tropical cyclones)
OTP	On top
OTS	Organized track system
OUBD	Out-bound
OVC	Overcast
P - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
P ...	Prohibited area (followed by identification)
PALS	Precision approach lighting system (specify category)
PANS	Procedures for air navigation services
PAPI	Precision approach path indicator

PAR	Precision approach radar
PARL	Parallel
PAX	Passenger(s)
PBN	Performance-based navigation
PCD	Proceed or proceeding
PCN	Pavement classification number
PDG	Procedure design gradient
PE	Ice pellets
PER	Performance
PERM	Permanent
PIB	Preflight information bulletin
PJE	Parachute jumping exercise
PLA	Practice low approach
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust devils
POB	Persons on board
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog

PRI	Primary
PRKG	Parking
PROB	Probability
PROC	Procedure
PROV	Provisional
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PTN	Procedure turn
PTS	Polar track structure
PWR	Power
Q - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
QBI	Compulsory IFR flight
QDM	Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing
QUAD	Quadrant
R - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
R	Red
R ...	Restricted area (followed by identification)
R	Right (runway identification)
RA	Rain
RAC	Rules or the air and air traffic services

RAFC	Regional area forecast centre
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue co-ordination centre
RCF	Radiocommunication failure (message type designator)
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RDH	Reference datum height (for ILS)
RDL	Radial
RDO	Radio
RE ...	Recent (used to qualify weather phenomena e.g. RERA - recent rain)
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to ... or refer to ...
REG	Registration
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
ERTE	Reroute

RESA	Runway end safety area
RG	Range (lights)
RIF	Reclearance in flight
RITE	Right (direction of turn)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en-route
RLLS	Runway lead-in lighting system
RLNA	Requested level not available
RMK	Remark
RMZ*	Radio mandatory zone
RNAV	(to be pronounced "AR-NAV") Area navigation
RNG	Radio range
RNP	Required navigation performance
ROBEX	Regional OPMET bulletin exchange(scheme)
ROC	Rate of climb
ROD	Rate of descent
ROFOR	Route forecast (in aeronautical meteorological code)
RON	Receiving only
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RQMNTS	Requirements
RQP	Request flight plan (message type designator)

RQS	Request supplementary flight plan (message type designator)
RR	Report reaching
RRA	(or RRB, RRC....etc in sequence) delayed meteorological message (message type designator)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RSR	En-route surveillance radar
RTD	Delayed (used to indicate delayed meteorological message); (message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVR	Runway visual range
RWY	Runway
S - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
S	South or southern latitude
SA	Sand
SALS	Simple approach lighting system

SAN	Sanitary
SAP	As soon as possible
SAR	Search and rescue
SARPS	Standards and recommended practices (ICAO)
SAT	Saturday
SATCOM	Satellite communication
SB	Southbound
SC	Stratocumulus
SCT	Scattered
SDBY	Stand by
SE	South-east
SEB	South-eastbound
SEC	Seconds
SECT	Sector
SELCAL	Selective calling system
SEP	September
SER	Service or servicing or served
SEV	Severe (used e.g. to qualify icing and turbulence reports)
SFC	Surface
SG	Snow grains
SGL	Signal
SH ...	Showers (followed by RA=rain, SN=snow, PE=ice pellets, GR=hail, GS=small hail and or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)
SHF	Super high frequency (3 000 to 30 000 MHz)
SID	Standard instrument departure

SIF Selective identification feature

SIGMET Information concerning en-route weather phenomena which may affect the safety of operations

SIGWX Significant weather

SIMUL Simultaneous or simultaneously

SIWL Single isolated wheel load

SKC Sky clear

SKED Schedule or scheduled

SLP Speed limiting point

SLW Slow

SMC Surface movement control

SMR Surface movement radar

SN Snow

SNOWTAM A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area , by means of a specific format

SPECI Aviation selected special weather report (in aeronautical meteorological code)

SPECIAL Special meteorological report (in abbreviated plain language)

SPL Supplementary flight plan (message type designator)

SPOC SAR point in contact

SPOT Spot wind

SQ Squall

SQL Squall line

SR Sunrise

SRA Surveillance radar approach

SRE Surveillance radar element of precision approach radar system

SRG	Short range
SRR	Search and rescue region
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South south east
SSR	Secondary surveillance radar
SST	Supersonic transport
SSW	South southwest
ST	Stratus
STA	Straight-in approach
STAR	Standard instrument arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (AIP supplement)
SUPPS	Regional supplementary procedures

SVC	Service message
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWY	Stopway
T - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
T	Temperature
TA	Transition altitude
TACAN	UHF tactical air navigation aid
TAC	TACAN
TAF	Aerodrome forecast
TAIL	Tail, wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCAS	Traffic alert and collision avoidance system
TCH	Threshold crossing height
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	Temporary or temporarily
TEND	Trend forecast

TFC	Traffic
TGL	Touch-and-go landing
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIL	Until
TIP	Until past...(place)
TKOF	Take off
TL ...	Till (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TMA	Terminal control area
TNA	Turn altitude
TNH	Turn height
TO	To...(place)
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	Cloud top
TORA	Take-off run available
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits or transmitter

TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, ts used alone means thunder heard but no precipitation at the aerodrome)
TS...	Thunderstorm (followed by RA= RAIN, SN= snow, PE= ice pellets, GR= hail, GS= small hail and/or snow pellets or combinations thereof, e.g. TSRASN= thunderstorm with rain and snow)
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TWYL	Taxiway-link
TYP	Type of aircraft
TYPH	Typhoon
U - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
U	Upward (tendency in rvr during previous 10 minutes)
UAB	Until advised by...
UAC	Upper area control centre
UAR	Upper air route
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	Ultra high frequency (300 to 3 000 MHz)
UIC	Upper information centre
UIR	Upper flight information region

ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
U/S	Unserviceable
UTA	Upper control area
UTC	Co-ordinated universal time
V - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
VA	Volcanic ash
VAC	Visual approach chart
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator system
VC	Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, PO=dust-sand whirls, BLDU=blowing dust, BLSA = blowing sand or BLSN=blowing snow, e.g. VC FG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
VDGS	Visual docking guidance system
VER	Vertical
VFR	Visual flight rules
VHF	Very high frequency (30 to 300 Mhz)
VIP	Very important person
VIS	Visibility

VLF	Very low frequency (3 to 30 khz)
VLR	Very long range
VMC	Visual meteorological conditions
VOLMET	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORTAC	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTOL	Vertical take-off and landing
W - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	
W	West or western longitude
W	White
WAC	World aeronautical chart-ICAO 1:1 000 000
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WI	Within
WID	Width
WIE	With immediate effect or effective immediately

WILCO Will comply

WINTEM Forecast upper wind and temperature for aviation

WIP Work in progress

WKN Weaken or weakening

WMO World meteorological organization

WNW West north west

WO Without

WPT Way-point

WRNG Warning

WS Wind shear

WSPD Wind speed

WSW West south west

WT Weight

WTSPT Waterspout

WX Weather

X - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

X Cross

XBAR Crossbar (of approach lighting system)

XNG Crossing

XS Atmospherics

Y - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Y Yellow

YCZ Yellow caution zone (runway lighting)

YR Your

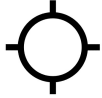







Z - A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Z Co-ordinated universal time (in meteorological messages)



GEN 2.3 CHART SYMBOLS

1. Aerodromes


1.1 Charts other than Approach Charts

Civil (land)	
Civil (water)	
Joint civil and military (land)	
Military (land)	
Military (water)	
Emergency aerodrome or aerodrome with no facilities	
Sheltered anchorage	
Heliport	



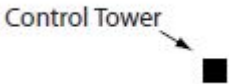





1.2 Approach charts





The aerodrome on which the procedure is based	
Aerodromes affecting the traffic pattern on the aerodrome on which the procedure is based	

1.3 Aerodrome charts








Hard surface runway	
Unpaved runway	
Stopway SWY	










2. Aerodrome installations and heights

Aerodrome Reference Point (ARP)	
Taxiways and parking areas	
Control tower	
Point light	
Barrette	
Marine light	
Obstacle light	
Aeronautical ground light	






Wind direction indicator (lighted)	
Wind direction indicator (unlighted)	
Landing direction indicator (lighted)	
Landing direction indicator (unlighted)	








3. Miscellaneous

Highest elevation chart	
Obstacle	
Lighted Obstacle	
Group obstacles	
Lighted Group obstacles	
High obstacle/Mast/Tower	
Building	

Stack	
Windsock	
Water tank	
Tree	
Airport pole, Tower, Antenna, etc. with ID number	
Restricted airspace (prohibited, restricted or danger areas)	
Common boundary of two areas	
Transmission line or overhead cable	
Fence	

4. Facilities / waypoints

Non-Directional Beacon (NDB)	
Compass rose	
Collocated VOR/DME	
Collocated VOR/TAC	
Intersections/Reporting points	

Fly-Over RNAV WPT's	
Fly-By RNAV WPT's	
Instrument landing system (ILS)	<p>PLAN VIEW </p> <p>PROFILE </p>  <p>FRONT VIEW</p>
Radio marker beacon	 

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GEN 2.4 LOCATION INDICATORS

<i>Encode</i>		<i>Decode</i>	
<i>Location</i>	<i>Indication</i>	<i>Indication</i>	<i>Location</i>
BUTARE	HRYI*	HRYG*	GISENYI
GISENYI	HRYG*	HRYI*	BUTARE
KAMEMBE	HRZA	HRYN*	NEMBA
KIGALI INTL	HRYR	HRYR	KIGALI INTL
NEMBA	HRYN*	HRYU*	RUHENGERI
RUHENGERI	HRYU*	HRZA	KAMEMBE

Note: The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

<i>Identification</i>	<i>Station name</i>	<i>Facility</i>	<i>Purpose</i>	<i>Station name</i>	<i>Facility</i>	<i>Identification</i>	<i>Purpose</i>
BKV	BUKAVU (DRC)	NDB	E	BUKAVU (DRC)	NDB	BKV	E
GOM	GOMA (DRC)	DVOR	E	GOMA (DRC)	DVOR	GOM	E
IKNB	Kigali	ILS DME	A	KIGALI	NDB	LO	A
KNM	Kigali	DVOR/DME	AE	Kigali	ILS DME	IKNB	A
LO	KIGALI	NDB	A	Kigali	DVOR/DME	KNM	AE

Notes: *A* denotes aerodrome use (see details in respective aerodrome section of Part 3, Aerodromes)

E denotes En-route use (see details in Part 2, En-route)

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GEN 2.6 CONVERSION OF UNITS OF MEASUREMENT

NM/KM 1NM = 1.852 KM		KM/NM 1 KM = 0.54 NM		FT/M 1 FT = 0.3048 M		M/FT 1 M = 3.281 FT	
NM	KM	KM	NM	FT	M	M	FT
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1 312.34
50	92.600	50	27.00	500	152.400	500	1 640.42
60	111.120	60	32.40	600	182.880	600	1 968.50
70	129.640	70	37.80	700	213.360	700	2 296.59
80	148.160	80	43.2	800	243.840	800	2 624.67
90	166.680	90	48.60	900	274.320	900	2 952.76
100	185.200	100	54.00	1 000	304.800	1 000	3 280.84
200	370.400	200	107.99	2 000	609.600	2 000	6 561.68
300	555.600	300	161.99	3 000	914.400	3 000	9 842.52
400	740.800	400	215.98	4 000	1 219.200	4 000	13 123.36
500	926.000	500	269.98	5 000	1 524.000	5 000	16 404.20
				6 000	1 828.800		
				7 000	2 133.600		
				8 000	2 438.400		
				9 000	2 743.200		
				10 000	3 048.000		

From decimal minutes of an arc to seconds of an arc							
MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

From seconds of an arc to decimal minutes of an arc							
SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

GEN 2.7 SUNRISE/SUNSET TABLES**1. Introduction**

The times in the tables are given in local time for sunrise, sunset, beginning of civil morning twilight and of civil evening twilight. The times given for the beginning of civil morning twilight and end of civil evening twilight are calculated for an altitude of sun 6% below the horizon, as commonly used.

2. Alphabetical Index

LOCATION	Aerodrome Reference	PAGE
1. HRYG - GISENYI/Gisenyi	014036S - 0291533E	GEN 2.7 - 2
2. HRYI - BUTARE/Butare	0236S - 02944E	GEN 2.7 - 4
3. HRYR - KIGALI/Kigali International	015806.41S - 0300818.19E	GEN 2.7 - 6
4. HRYU - RUHENGERI/Ruhengeri	0130S - 02938E	GEN 2.7 - 8
5. HRZA - KAMEMBE/Kamembe	022733.53S - 0285430.35E	GEN 2.7 - 10

3. Sunrise-Sunset tables

RISE AND SET OF THE SUN FOR GISENYI

DAY	JAN.		FEB.		MAR.		APR.		MAY		JUNE		JULY		AUG.		SEPT.		OCT.		NOV.		DEC.	
	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET
01	05:59	18:13	06:10	18:22	06:11	18:19	06:04	18:09	05:58	18:01	05:59	18:01	06:06	18:07	06:08	18:10	06:00	18:05	05:49	17:56	05:41	17:51	05:45	17:58
02	06:00	18:13	06:11	18:22	06:10	18:19	06:03	18:09	05:58	18:01	06:00	18:01	06:06	18:07	06:07	18:10	06:00	18:05	05:48	17:56	05:41	17:51	05:45	17:58
03	06:00	18:13	06:11	18:22	06:10	18:18	06:03	18:08	05:58	18:01	06:00	18:01	06:06	18:08	06:07	18:10	06:00	18:04	05:48	17:55	05:41	17:51	05:46	17:59
04	06:01	18:14	06:11	18:22	06:10	18:18	06:03	18:08	05:58	18:01	06:00	18:02	06:06	18:08	06:07	18:10	05:59	18:04	05:47	17:55	05:41	17:51	05:46	17:59
05	06:01	18:14	06:11	18:22	06:10	18:18	06:03	18:08	05:58	18:01	06:00	18:02	06:06	18:08	06:07	18:10	05:59	18:04	05:47	17:55	05:41	17:51	05:47	18:00
06	06:02	18:15	06:11	18:22	06:10	18:18	06:02	18:07	05:58	18:01	06:00	18:02	06:06	18:08	06:07	18:10	05:58	18:03	05:47	17:55	05:41	17:52	05:47	18:00
07	06:02	18:15	06:11	18:22	06:10	18:17	06:02	18:07	05:58	18:00	06:01	18:02	06:07	18:08	06:07	18:10	05:58	18:03	05:46	17:54	05:41	17:52	05:47	18:00
08	06:03	18:16	06:11	18:22	06:09	18:17	06:02	18:07	05:58	18:00	06:01	18:02	06:07	18:08	06:07	18:10	05:58	18:03	05:46	17:54	05:41	17:52	05:48	18:01
09	06:03	18:16	06:11	18:22	06:09	18:17	06:02	18:06	05:58	18:00	06:01	18:03	06:07	18:09	06:07	18:09	05:57	18:02	05:46	17:54	05:41	17:52	05:48	18:01
10	06:04	18:16	06:11	18:22	06:09	18:16	06:01	18:06	05:58	18:00	06:01	18:03	06:07	18:09	06:06	18:09	05:57	18:02	05:45	17:54	05:41	17:52	05:49	18:02
11	06:04	18:17	06:12	18:22	06:09	18:16	06:01	18:06	05:58	18:00	06:01	18:03	06:07	18:09	06:06	18:09	05:56	18:02	05:45	17:53	05:41	17:52	05:49	18:02
12	06:04	18:17	06:12	18:22	06:09	18:16	06:01	18:06	05:58	18:00	06:02	18:03	06:07	18:09	06:06	18:09	05:56	18:02	05:45	17:53	05:41	17:52	05:49	18:03
13	06:05	18:17	06:12	18:22	06:08	18:16	06:01	18:05	05:58	18:00	06:02	18:03	06:07	18:09	06:06	18:09	05:56	18:01	05:45	17:53	05:41	17:52	05:50	18:03
14	06:05	18:18	06:12	18:22	06:08	18:15	06:01	18:05	05:58	18:00	06:02	18:04	06:07	18:09	06:06	18:09	05:55	18:01	05:44	17:53	05:41	17:53	05:50	18:04
15	06:06	18:18	06:11	18:21	06:08	18:15	06:00	18:05	05:58	18:00	06:02	18:04	06:08	18:09	06:05	18:09	05:55	18:01	05:44	17:53	05:41	17:53	05:51	18:04
16	06:06	18:18	06:11	18:21	06:08	18:15	06:00	18:04	05:58	18:00	06:02	18:04	06:08	18:10	06:05	18:09	05:54	18:00	05:44	17:52	05:41	17:53	05:51	18:05
17	06:06	18:19	06:11	18:21	06:07	18:14	06:00	18:04	05:58	18:00	06:03	18:04	06:08	18:10	06:05	18:08	05:54	18:00	05:43	17:52	05:41	17:53	05:52	18:05
18	06:07	18:19	06:11	18:21	06:07	18:14	06:00	18:04	05:58	18:00	06:03	18:04	06:08	18:10	06:05	18:08	05:54	18:00	05:43	17:52	05:42	17:54	05:52	18:06
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CIVIL TWILIGHT FOR GISENYI

DAY	JAN.		FEB.		MAR.		APR.		MAY		JUNE		JULY		AUG.		SEPT.		OCT.		NOV.		DEC.		
	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG
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RISE AND SET OF THE SUN FOR BUTARE

DAY	JAN.		FEB.		MAR.		APR.		MAY		JUNE		JULY		AUG.		SEPT.		OCT.		NOV.		DEC.		
	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	
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CIVIL TWILIGHT FOR BUTARE

DAY	JAN.		FEB.		MAR.		APR.		MAY		JUNE		JULY		AUG.		SEPT.		OCT.		NOV.		DEC.	
	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END
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RISE AND SET OF THE SUN FOR KIGALI

DAY	JAN.		FEB.		MAR.		APR.		MAY		JUNE		JULY		AUG.		SEPT.		OCT.		NOV.		DEC.	
	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET
01	05:56	18:10	06:07	18:19	06:07	18:16	06:01	18:06	05:55	17:58	05:57	17:58	06:03	18:03	06:05	18:07	05:57	18:01	05:45	17:53	05:37	17:48	05:41	17:55
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CIVIL TWILIGHT FOR KIGALI

DAY	JAN.		FEB.		MAR.		APR.		MAY		JUNE		JULY		AUG.		SEPT.		OCT.		NOV.		DEC.	
	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END
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RISE AND SET OF THE SUN FOR RUHENGERI

DAY	JAN.		FEB.		MAR.		APR.		MAY		JUNE		JULY		AUG.		SEPT.		OCT.		NOV.		DEC.	
	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET
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29	06:09	18:20																						
30	06:09	18:20																						
31	06:09	18:20																						

CIVIL TWILIGHT FOR RUHENGERI

DAY	JAN.		FEB.		MAR.		APR.		MAY		JUNE		JULY		AUG.		SEPT.		OCT.		NOV.		DEC.		
	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG
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RISE AND SET OF THE SUN FOR KAMEMBE

DAY	JAN.		FEB.		MAR.		APR.		MAY		JUNE		JULY		AUG.		SEPT.		OCT.		NOV.		DEC.	
	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET	RISE	SET
01	05:59	18:15	06:11	18:24	06:12	18:21	06:05	18:10	06:00	18:02	06:02	18:01	06:08	18:07	06:10	18:10	06:02	18:06	05:50	17:57	05:41	17:53	05:45	18:01
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04	06:01	18:17	06:11	18:24	06:11	18:20	06:05	18:09	06:00	18:01	06:03	18:02	06:09	18:08	06:10	18:10	06:01	18:05	05:49	17:57	05:41	17:54	05:46	18:02
05	06:01	18:17	06:11	18:24	06:11	18:20	06:04	18:09	06:00	18:01	06:03	18:02	06:09	18:08	06:10	18:10	06:01	18:05	05:48	17:56	05:41	17:54	05:47	18:02
06	06:02	18:17	06:12	18:24	06:11	18:19	06:04	18:08	06:00	18:01	06:03	18:02	06:09	18:08	06:09	18:10	06:00	18:04	05:48	17:56	05:41	17:54	05:47	18:03
07	06:02	18:18	06:12	18:24	06:11	18:19	06:04	18:08	06:00	18:01	06:03	18:02	06:09	18:08	06:09	18:10	06:00	18:04	05:47	17:56	05:41	17:54	05:47	18:03
08	06:03	18:18	06:12	18:24	06:10	18:19	06:04	18:08	06:00	18:01	06:03	18:02	06:09	18:08	06:09	18:10	05:59	18:04	05:47	17:56	05:41	17:54	05:48	18:04
09	06:03	18:19	06:12	18:24	06:10	18:18	06:03	18:07	06:00	18:01	06:04	18:03	06:10	18:09	06:09	18:10	05:59	18:04	05:47	17:56	05:41	17:54	05:48	18:04
10	06:04	18:19	06:12	18:24	06:10	18:18	06:03	18:07	06:00	18:01	06:04	18:03	06:10	18:09	06:09	18:10	05:58	18:03	05:46	17:55	05:41	17:54	05:49	18:05
11	06:04	18:19	06:12	18:24	06:10	18:18	06:03	18:07	06:00	18:00	06:04	18:03	06:10	18:09	06:08	18:10	05:58	18:03	05:46	17:55	05:41	17:55	05:49	18:05
12	06:04	18:20	06:12	18:24	06:10	18:17	06:03	18:06	06:00	18:00	06:04	18:03	06:10	18:09	06:08	18:10	05:58	18:03	05:46	17:55	05:41	17:55	05:49	18:05
13	06:05	18:20	06:12	18:24	06:10	18:17	06:03	18:06	06:00	18:00	06:05	18:03	06:10	18:09	06:08	18:10	05:57	18:02	05:45	17:55	05:41	17:55	05:50	18:06
14	06:05	18:20	06:12	18:24	06:09	18:17	06:02	18:06	06:00	18:00	06:05	18:03	06:10	18:09	06:08	18:09	05:57	18:02	05:45	17:55	05:41	17:55	05:50	18:06
15	06:06	18:21	06:12	18:24	06:09	18:16	06:02	18:05	06:00	18:00	06:05	18:04	06:10	18:10	06:08	18:09	05:56	18:02	05:45	17:54	05:42	17:55	05:51	18:07
16	06:06	18:21	06:12	18:23	06:09	18:16	06:02	18:05	06:00	18:00	06:05	18:04	06:10	18:10	06:07	18:09	05:56	18:02	05:45	17:54	05:42	17:56	05:51	18:07
17	06:06	18:21	06:12	18:23	06:09	18:16	06:02	18:05	06:00	18:00	06:05	18:04	06:10	18:10	06:07	18:09	05:56	18:01	05:44	17:54	05:42	17:56	05:52	18:08
18	06:07	18:22	06:12	18:23	06:08	18:15	06:02	18:05	06:00	18:00	06:06	18:04	06:10	18:10	06:07	18:09	05:55	18:01	05:44	17:54	05:42	17:56	05:52	18:08
19	06:07	18:22	06:12	18:23	06:08	18:15	06:02	18:04	06:00	18:00	06:06	18:05	06:10	18:10	06:06	18:09	05:55	18:01	05:44	17:54	05:42	17:56	05:53	18:09
20	06:08	18:22	06:12	18:23	06:08	18:15	06:01	18:04	06:00	18:00	06:06	18:05	06:10	18:10	06:06	18:08	05:54	18:00	05:43	17:54	05:43	17:57	05:53	18:09
21	06:08	18:22	06:12	18:23	06:08	18:14	06:01	18:04	06:01	18:00	06:06	18:05	06:10	18:10	06:06	18:08	05:54	18:00	05:43	17:54	05:43	17:57	05:54	18:10
22	06:08	18:23	06:12	18:22	06:08	18:14	06:01	18:04	06:01	18:00	06:07	18:05	06:10	18:10	06:06	18:08	05:53	18:00	05:43	17:54	05:43	17:57	05:54	18:10
23	06:08	18:23	06:12	18:22	06:07	18:13	06:01	18:03	06:01	18:00	06:07	18:05	06:10	18:10	06:05	18:08	05:53	18:00	05:43	17:54	05:43	17:58	05:55	18:11
24	06:09	18:23	06:12	18:22	06:07	18:13	06:01	18:03	06:01	18:00	06:07	18:06	06:10	18:10	06:05	18:08	05:53	17:59	05:43	17:54	05:43	17:58	05:55	18:11
25	06:09	18:23	06:12	18:22	06:07	18:13	06:01	18:03	06:01	18:01	06:07	18:06	06:10	18:10	06:05	18:07	05:52	17:59	05:42	17:53	05:43	17:58	05:56	18:12
26	06:09	18:23	06:12	18:22	06:07	18:12	06:01	18:03	06:01	18:01	06:07	18:06	06:10	18:10	06:04	18:07	05:52	17:59	05:42	17:53	05:44	17:59	05:56	18:12
27	06:10	18:23	06:12	18:21	06:06	18:12	06:01	18:02	06:01	18:01	06:08	18:06	06:10	18:10	06:04	18:07	05:51	17:58	05:42	17:53	05:44	17:59	05:57	18:13
28	06:10	18:24	06:12	18:21	06:06	18:12	06:00	18:02	06:01	18:01	06:08	18:07	06:10	18:10	06:04	18:07	05:51	17:58	05:42	17:53	05:44	17:59	05:57	18:13
29	06:10	18:24			06:06	18:11	06:00	18:02	06:02	18:01	06:08	18:07	06:10	18:10	06:03	18:06	05:51	17:58	05:42	17:53	05:44	18:00	05:58	18:14
30	06:10	18:24			06:06	18:11	06:00	18:02	06:02	18:01	06:08	18:07	06:10	18:10	06:03	18:06	05:50	17:58	05:42	17:53	05:45	18:00	05:58	18:14
31	06:11	18:24			06:05	18:11			06:02	18:01			06:10	18:10	06:02	18:06			05:42	17:53			05:59	18:15

CIVIL TWILIGHT FOR KAMEMBE

DAY	JAN.		FEB.		MAR.		APR.		MAY		JUNE		JULY		AUG.		SEPT.		OCT.		NOV.		DEC.		
	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG	END	BEG
01	05:37	18:38	05:49	18:46	05:51	18:42	05:45	18:31	05:39	18:23	05:40	18:24	05:46	18:30	05:48	18:32	05:41	18:27	05:29	18:18	05:20	18:15	05:23	18:23	
02	05:37	18:38	05:49	18:46	05:51	18:41	05:44	18:31	05:39	18:23	05:40	18:24	05:46	18:30	05:48	18:32	05:41	18:26	05:29	18:18	05:20	18:15	05:23	18:23	
03	05:38	18:39	05:50	18:46	05:50	18:41	05:44	18:30	05:39	18:23	05:40	18:24	05:46	18:30	05:48	18:32	05:40	18:26	05:28	18:18	05:20	18:15	05:23	18:24	
04	05:38	18:39	05:50	18:46	05:50	18:41	05:44	18:30	05:39	18:23	05:40	18:24	05:46	18:30	05:48	18:32	05:40	18:26	05:28	18:17	05:20	18:15	05:24	18:24	
05	05:39	18:39	05:50	18:46	05:50	18:40	05:44	18:30	05:38	18:23	05:40	18:24	05:47	18:30	05:48	18:32	05:40	18:26	05:27	18:17	05:20	18:15	05:24	18:25	
06	05:39	18:40	05:50	18:46	05:50	18:40	05:43	18:29	05:38	18:23	05:41	18:24	05:47	18:31	05:48	18:32	05:39	18:25	05:27	18:17	05:20	18:15	05:25	18:25	
07	05:40	18:40	05:50	18:46	05:50	18:40	05:43	18:29	05:38	18:22	05:41	18:25	05:47	18:31	05:48	18:32	05:39	18:25	05:27	18:17	05:20	18:16	05:25	18:26	
08	05:40	18:41	05:50	18:45	05:50	18:39	05:43	18:29	05:38	18:22	05:41	18:25	05:47	18:31	05:47	18:32	05:39	18:25	05:26	18:17	05:20	18:16	05:25	18:26	
09	05:41	18:41	05:51	18:45	05:50	18:39	05:43	18:28	05:38	18:22	05:41	18:25	05:47	18:31	05:47	18:31	05:38	18:24	05:26	18:16	05:19	18:16	05:26	18:27	
10	05:41	18:41	05:51	18:45	05:49	18:39	05:42	18:28	05:38	18:22	05:41	18:25	05:47	18:31	05:47	18:31	05:38	18:24	05:26	18:16	05:19	18:16	05:26	18:27	
11	05:42	18:42	05:51	18:45	05:49	18:38	05:42	18:28	05:38	18:22	05:42	18:25	05:48	18:31	05:47	18:31	05:37	18:24	05:25	18:16	05:19	18:16	05:27	18:28	
12	05:42	18:42	05:51	18:45	05:49	18:38	05:42	18:27	05:38	18:22	05:42	18:26	05:48	18:31	05:47	18:31	05:37	18:23	05:25	18:16	05:20	18:16	05:27	18:28	
13	05:43	18:42	05:51	18:45	05:49	18:38	05:42	18:27	05:38	18:22	05:42	18:26	05:48	18:32	05:47	18:31	05:37	18:23	05:25	18:16	05:20	18:17	05:27	18:28	
14	05:43	18:43	05:51	18:45	05:49	18:37	05:42	18:27	05:38	18:22	05:42	18:26	05:48	18:32	05:46	18:31	05:36	18:23	05:24	18:16	05:20	18:17	05:28	18:29	
15	05:43	18:43	05:51	18:45	05:48	18:37	05:41	18:26	05:38	18:22	05:42	18:26	05:48	18:32	05:46	18:31	05:36	18:23	05:24	18:15	05:20	18:17	05:28	18:29	
16	05:44	18:43	05:51	18:45	05:48	18:37	05:41	18:26	05:38	18:22	05:43	18:26	05:48	18:32	05:46	18:30	05:35	18:22	05:24	18:15	05:20	18:17	05:29	18:30	
17	05:44	18:43	05:51	18:44	05:48	18:36	05:41	18:26	05:38	18:22	05:43	18:27	05:48	18:32	05:46	18:30	05:35	18:22	05:23	18:15	05:20	18:18	05:29	18:30	
18	05:45	18:44	05:51	18:44	05:48	18:36	05:41	18:26	05:38	18:22	05:43	18:27	05:48	18:32	05:45	18:30	05:34	18:22	05:23	18:15	05:20	18:18	05:30	18:31	
19	05:45	18:44	05:51	18:44	05:48	18:36	05:41	18:25	05:38	18:22	05:43	18:27	05:48	18:32	05:45	18:30	05:34	18:21	05:23	18:15	05:20	18:18	05:30	18:32	
20	05:45	18:44	05:51	18:44	05:47	18:35	05:40	18:25	05:38	18:22	05:44	18:27	05:48	18:32	05:45	18:30	05:34	18:21	05:22	18:15	05:20	18:19	05:31	18:32	
21	05:46	18:44	05:51	18:44	05:47	18:35	05:40	18:25	05:39	18:22	05:44	18:28	05:48	18:32	05:45	18:29	05:33	18:21	05:22	18:15	05:20	18:19	05:31	18:33	
22	05:46	18:44	05:51	18:43	05:47	18:35	05:40	18:25	05:39	18:22	05:44	18:28	05:48	18:32	05:44	18:29	05:33	18:20	05:22	18:15	05:21	18:19	05:32	18:33	
23	05:47	18:45	05:51	18:43	05:47	18:34	05:40	18:24	05:39	18:23	05:44	18:28	05:48	18:32	05:44	18:29	05:32	18:20	05:22	18:15	05:21	18:20	05:32	18:33	
24	05:47	18:45	05:51	18:43	05:46	18:34	05:40	18:24	05:39	18:23	05:44	18:28	05:48	18:32	05:44	18:29	05:32	18:20	05:21	18:15	05:21	18:20	05:33	18:34	
25	05:47	18:45	05:51	18:43	05:46	18:33	05:40	18:24	05:39	18:23	05:45	18:28	05:48	18:32	05:44	18:28	05:31	18:20	05:21	18:15	05:21	18:20	05:33	18:34	
26	05:47	18:45	05:51	18:42	05:46	18:33	05:39	18:24	05:39	18:23	05:45	18:29	05:48	18:32	05:43	18:28	05:31	18:19	05:21	18:15	05:21	18:21	05:34	18:35	
27	05:48	18:45	05:51	18:42	05:46	18:33	05:39	18:24	05:39	18:23	05:45	18:29	05:48	18:32	05:43	18:28	05:31	18:19	05:21	18:15	05:22	18:21	05:34	18:35	
28	05:48	18:45	05:51	18:42	05:45	18:32	05:39	18:24	05:39	18:23	05:45	18:29	05:48	18:32	05:43	18:28	05:30	18:19	05:21	18:15	05:22	18:22	05:35	18:36	
29	05:48	18:45			05:45	18:32	05:39	18:23	05:39	18:23	05:45	18:29	05:48	18:32	05:42	18:27	05:30	18:19	05:21	18:15	05:22	18:22	05:35	18:36	
30	05:49	18:45			05:45	18:32	05:39	18:23	05:40	18:23	05:46	18:29	05:48	18:32	05:42	18:27	05:29	18:18	05:20	18:15	05:23	18:22	05:36	18:37	
31	05:49	18:46			05:45	18:31			05:40	18:23		05:48	18:32	05:42	18:27		05:20	18:15				05:36	18:37		

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GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

GEN 3.1.1 Responsible service

1. The Rwanda Aeronautical Information Service at Kigali International Airport is provided by Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA). It ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility. It consists of AIS Headquarters and International NOTAM Office (NOF).

2. Rwanda AIS is located at:

Kigali International Airport
Kigali — Rwanda
Email: ais@rac.co.rw (General Enquiries)
Tel 1: +250 – 72412 3076
Tel 2: +250 – 792402917
AFS: HRYRYNYX

Principal Rwanda AIS sections and service hours are as follows:

Section	Service Hours	Address
ATS Reporting Office (ARO)	H24	ais@rac.co.rw
International NOTAM Office (NOF)	H24	notam@rac.co.rw
AIP Management (AMDT, SUP, AIC)	Monday to Friday (0700-1500)	aipmanagement@rac.co.rw
Aeronautical Charts Section	Monday to Friday (0700-1500)	cartography@rac.co.rw
AIM Quality Office	Monday to Friday (0700-1500)	aimquality@rac.co.rw

GEN 3.1.2 Area of responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of Rwanda.

GEN 3.1.3 Aeronautical publications

1. The aeronautical information is provided in the form of aeronautical information products in a standardized presentation consisting of the following elements:

- a) Aeronautical Information Publication (AIP);
- b) Amendment service to the AIP (AIP AMDT);
- c) Supplement to the AIP (AIP SUP);
- d) NOTAM;
- e) Aeronautical Information Circulars (AICs); and
- f) Aeronautical Charts.

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS).

2. Aeronautical Information Publication (AIP)

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

AIP Rwanda is published in ONE volume. The AIP is published in a loose-leaf form in English for use in international and domestic operations, whether the flight is a commercial or a private one.

3. Amendment Service to the AIP (AIP AMDT)

Amendments to the AIP are made by means of replacement sheets. Two types of AIP AMDT are produced;

a) Regular AIP amendments (AIP AMDT) will be issued once a year. The publication date will be on the first day of August of each year.

b) AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and identified by a pink cover sheet and the acronym AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. New information included on the reprinted AIP pages is annotated or identified by a vertical line in the left margin (or immediately to the left) of the change/addition.

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month (by name) and year of the publication date.

Each AIP AMDT is allocated separate serial numbers which are consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIP AMDT 01/18. Exception in case of complete AIP is published (e.g. 7th Edition).

A checklist of AIP pages containing page number/ chart title and the publication or effective date (day, month by name and year) of the information is reissued with each amendment and is an integral part of the AIP.

4. AIP Supplement (AIP SUP)

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP).

Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

AIP Supplements are separated by information subject (General—GEN, En-route—ENR and Aerodromes—AD) and are placed accordingly at the beginning of each AIP Part. Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year, i.e. SUP 3/17.

An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement. The checklist of AIP Supplements currently in force is issued in the monthly list of valid NOTAM.

5. NOTAM

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM format and is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for Kigali FIR and are distributed in two series identified by the letters A and B.

Series A NOTAM

General rules, En-route navigation and communication facilities, airspace restrictions and information concerning the international airport.

Series B NOTAM

Information on domestic aerodromes.

Pre-flight Information Bulletins (PIB), which contain a recapitulation of current NOTAM and other information of urgent character for the operator/flight crews, are available at the airport AIS unit. The extent of the information contained in the PIB is indicated under 5. of this subsection.

Series E NOTAM

Information on heliports.

Series V (ASHTAM)

Information concerning the occurrence of pre-eruption volcanic activity, or an operationally significant change in volcanic activity, the location, date and time of volcanic eruptions and horizontal and vertical extent of volcanic ash cloud, including direction of movement, flight levels and routes or portions of routes which could be affected. ASHTAM are prepared in accordance with Annex 15, Appendix 3.

6. Aeronautical Information Circulars (AICs)

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. To facilitate the use of Rwanda AIC, they are colour coded according to their subject matters as follows:

- White (W): Administrative matters e.g. License examination date fees/charges;
- Yellow (Y): Operational matters including ATS facilities and requirements;
- Pink (P): Matters which need special emphasis on safety;
- Mauve (M): Danger area Maps/Charts
- Green (G): Maps and Charts; AIC's are issued in one series and given international distribution.

Each AIC is numbered consecutively within each series on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC, e.g. AIC A 1/22. A checklist of AIC currently in force is issued as an AIC once a year.

7. Checklist and List of Valid NOTAM

A checklist of valid NOTAM is issued monthly via AFS. The checklist is followed by a printed summary of NOTAM distributed by mail to all recipients of the Integrated Aeronautical Information Package. It contains a plain language presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIP SUP and AIC that will become effective.

8. Sale of Publications

Subscriptions to AIP amendments are valid for one period of 12 months beginning the first of January of the current year.

All request of information about prices and sales conditions of the aeronautical publications and their amendments subscription, must be sent to the following address:

ASECNA
Délégation de l'ASECNA à Paris
75, rue la Boétie - 75008 PARIS
Adresse télégraphique commerciale : DIRASECNA - PARIS
Téléphone : (33) 1 44.95.07.07
Télécopie : (33) 1 42 25 73 11

Internet : <https://aim.asecna.aero>
Email : dexpaim@asecna.org
RSFTA : LFPSKXX

GEN 3.1.4 AIRAC system

1. In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC SYSTEM. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP.

2. The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force as a reminder in the PIB for a period of fourteen days.

If no information was submitted for publication at the AIRAC date, a NIL notification will be originated and distributed by the NOTAM checklist.

Schedule of AIRAC Effective Dates

2023	2024	2025	2026	2027	2028	2029	2030
26 Jan	25 Jan	23 Jan	22 Jan	21 Jan	20 Jan	18 Jan	17 Jan
23 Feb	22 Feb	20 Feb	19 Feb	18 Feb	17 Feb	15 Feb	14 Feb
23 Mar	21 Mar	20 Mar	19 Mar	18 Mar	16 Mar	15 Mar	14 Mar
20 Apr	18 Apr	17 Apr	16 Apr	15 Apr	13 Apr	12 Apr	11 Apr
18 May	16 May	15 May	14 May	13 May	11 May	10 May	09 May
15 Jun	13 Jun	12 Jun	11 Jun	10 Jun	08 Jun	07 Jun	06 Jun
13 Jul	11 Jul	10 Jul	09 Jul	08 Jul	06 Jul	05 Jul	04 Jul
10 Aug	08 Aug	07 Aug	06 Aug	05 Aug	03 Aug	02 Aug	01 Aug
07 Sep	05 Sep	04 Sep	03 Sep	02 Sep	31 Aug	30 Aug	29 Aug
05 Oct	03 Oct	02 Oct	01 Oct	30 Sep	28 Sep	27 Sep	26 Sep
02 Nov	31 Oct	30 Oct	29 Oct	28 Oct	26 Oct	25 Oct	24 Oct
30 Nov	28 Nov	27 Nov	26 Nov	25 Nov	23 Nov	22 Nov	21 Nov
28 Dec	26 Dec	25 Dec	24 Dec	23 Dec	21 Dec	20 Dec	19 Dec

GEN 3.1.5 Pre-flight information service at aerodromes/heliports

At Kigali International Airport the PIB is made available according to daily flight requirements. It contains the most recent aeronautical information from neighboring countries and Kenya. Furthermore, the briefing office is favorably prepared for self-briefing.

5.1 Pre-flight information

Available at aerodromes as detailed below:

Aerodrome: Kigali International Airport

Briefing coverage:

All states within the ICAO AFI, EUR, MID, NAT, SAM, Asia and Pacific.

5.2 Daily pre-flight information bulletins

Route bulletins and list of valid NOTAM are available for distribution at the Kigali aerodrome AIS unit.

GEN 3.1.6 Digital data sets

NIL

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GEN 3.2 AERONAUTICAL CHARTS

GEN 3.2.1 Responsible services

In order to satisfy the requirements of aeronautical users as regards to aeronautical charts, the Agency for the Air Navigation Safety in Africa and Madagascar (ASECNA) provides a large collection of cartographic documents, established with the context of ICAO Annex 4 provisions, to serve the international requirements.

GEN 3.2.2 Maintenance of charts

The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Information concerning the planning for or issuance of new maps and charts is notified by Aeronautical Information Circular.

If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

GEN 3.2.3 Purchase arrangements

The cartographic documents and various documents published by ASECNA are on sale by correspondence order to be addressed to:

ASECNA
Direction de l'Exploitation de la Navigation Aérienne
32 Avenue Jean-Jaures
BP 3144 Dakar - SENEGAL
Téléphone : (221) 33.869.56.70 - (221) 77.529.88.00
Fax : (221) 33.820.74.95
Web : <https://aim.asecna.aero>
E-mail : dexpaim@asecna.org - dnaai@asecna.org

For more information on Sale of publications visit the following ; https://aim.asecna.aero/html/eAIP/FR-_00GEN-3.2-07-fr-FR.html#_00GEN-3.2-07

GEN 3.2.4 Aeronautical chart series available

1. The following series of aeronautical charts are produced:

- a) Aeronautical Charts- ICAO 1:500,000
- b) Instrument Approach and Landing Charts- ICAO
- c) Visual Approach and Landing Charts- ICAO
- d) Aerodrome Obstacle Charts- ICAO "Type A"
- e) Aerodrome Obstacle Charts- ICAO "Type B"
- f) Precision Approach Terrain Chart- ICAO (Precision approach CAT II);
- g) Aerodrome Charts- ICAO
- h) Aircraft Parking/Docking Charts- ICAO
- i) Standard Departure Charts - Instrument- ICAO
- j) Standard Arrival Charts - Instrument- ICAO
- k) ATC Surveillance Minimum Altitude chart-ICAO
- l) En-route Chart-ICAO

2. General description of each series

- a) Aeronautical Charts - ICAO 1: 500,000

These charts constitute the contribution made by Rwanda to the Aeronautical Chart - ICAO 1:500,000 series and are required for preflight planning as well as pilotage. The aeronautical data shown have been kept to a minimum, consistent with the use of the chart for visual air navigation. It includes a selection of aerodromes obstacles, elements of the ATS system, prohibited, restricted and danger areas, and radio navigation aids.

- b) Instrument Approach Charts - ICAO

Instrument Approach Charts are available for all aerodromes open to International Civil Aviation where instrument approach procedures have been established. Their function is to provide the pilot with a graphic presentation of instrument approach; missed approach and, where appropriate, holding procedures to the aerodrome of intended landing.

c) Visual Approach Charts - ICAO

Visual Approach Charts conforming to the specifications of Annex 4 are available for some aerodromes listed in the AIP. Their function is to provide the pilot with a graphic presentation of the approach to an aerodrome by visual reference and to provide an illustration of the aerodrome which will facilitate the approach to the runway of intended landing.

d) Aerodrome Obstacle Charts - ICAO Type A

This chart provide the data necessary to enable an operator to comply with the operating limitations of Annex 6 chapter 5 through the determination of minimum safe heights and procedures to use in the event of an emergency during take-off or landing.

e) Aerodrome Obstacle Charts - ICAO Type B

This chart provide information to satisfy the determination of minimum safe altitudes/heights including those for circling procedures; determination of procedures for use in the event of an emergency during take-off or landing; the application of obstacle clearing and marking criteria; and the provision of source material for aeronautical charts.

f) Precision Approach Terrain Chart — ICAO.

This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. This chart is produced for all precision approach Cat II runway.

g) Aerodrome Charts - ICAO

Aerodrome Charts are available for aerodromes listed in GEN 3.2-2. The charts provide flight crews with information that will facilitate the ground movement of aircraft to and from the run-ways and aprons and to portray the major flight operation facilities at the aerodrome.

h) Aircraft Parking/Docking Charts - ICAO

These charts are produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome chart - ICAO.

i) Standard Departure Charts Instrument –ICAO

These charts are produced whenever a standard instrument departure procedure has been published. The aeronautical data shown include the aerodrome of departure, prohibited, restricted and danger areas and the air traffic services system. These charts provide the flight crew with information that will enable them to comply with the designated standard departure from the Take-off phase to the En-route phase.

j) Standard Arrival Charts Instrument – ICAO

These charts are produced whenever a standard instrument arrival procedure has been published. The aeronautical data shown include the aerodrome of landing, prohibited, restricted and danger areas and the air traffic services system. These charts provide the flight crew with information that will enable them to comply with the designated standard arrival from the En-route phase to the approach phase.

k) ATC Surveillance Minimum Altitude chart- ICAO

This chart is supplementary to the Area Chart and provides information which will enable flight crews to monitor and cross-check altitudes assigned while under radar control.

l) En-Route Chart-ICAO

This chart is produced for the entire Kigali FIR. The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.

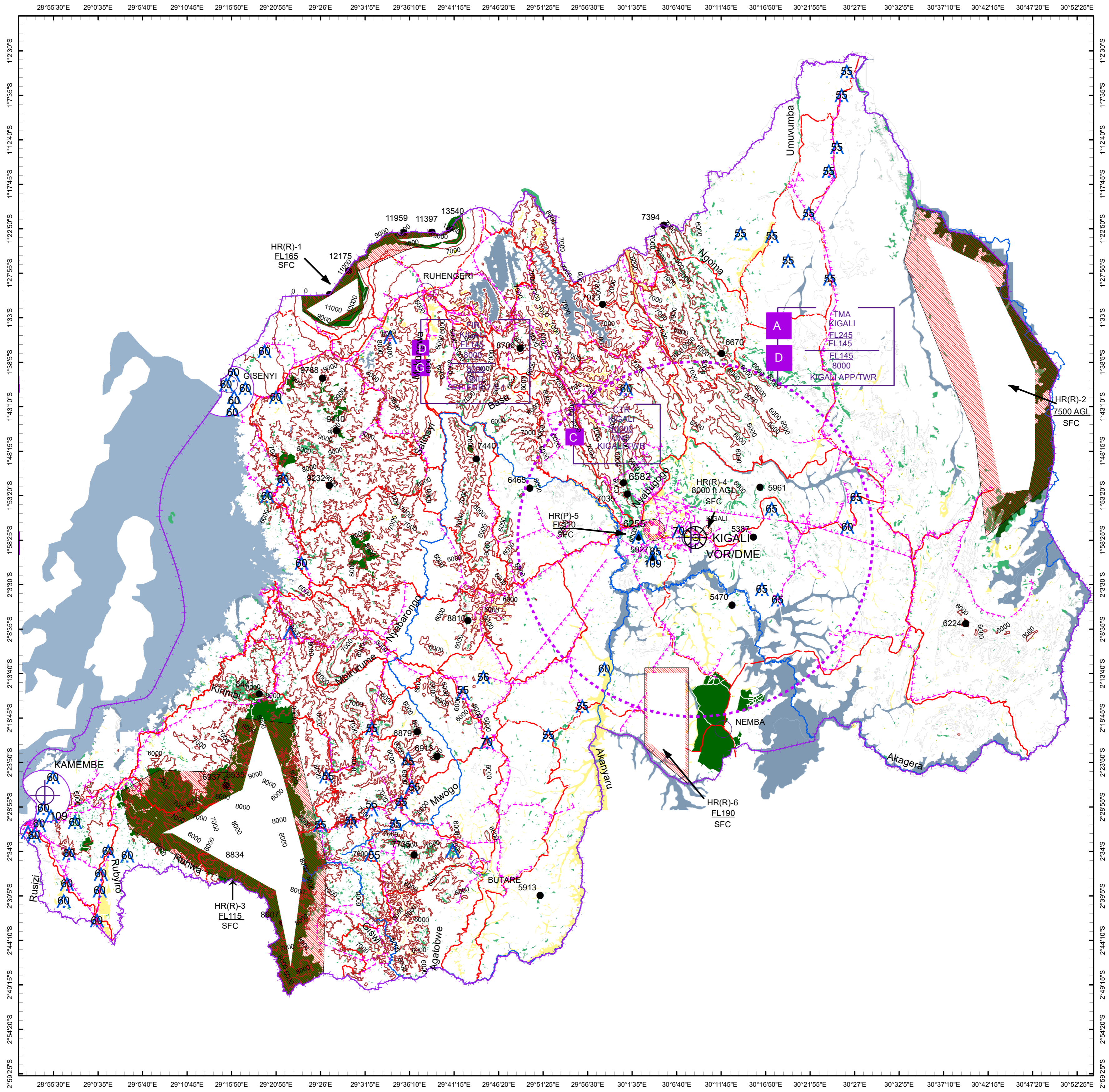
GEN 3.2.5 List of aeronautical charts available

Title of Series	Scale	Name	Number	Price per sheet	Date	
Aeronautical Chart -ICAO	1 : 500,000	Aeronautical Chart		See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24	
EN-Route Chart -ICAO	1 : 500,000	EN-Route Chart	ENR 6.1-1	See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24	
ATC Surveillance Minimum Altitude - ICAO	1 : 500,000	ATC Surveillance Minimum Altitude	AD 2 HRYR-31	See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24	
Instrument Approach Chart- ICAO (IAC)	KIGALI/ Kigali Intl					
	1 : 2,500 1 : 500	PATC-RWY 28	AD 2 HRYR-19	See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24	
	1 : 250,000 1 : 250,000 1 : 250,000 1 : 250,000 1 : 250,000 1 : 250,000	ILS Z RWY 28 ILS Y RWY 28 RNAV (GNSS) RWY 28 VOR Z RWY 28 VOR Y RWY 28 ILS X RWY 28 CAT II	AD 2 HRYR-33 AD 2 HRYR-35 AD 2 HRYR-37 AD 2 HRYR-41 AD 2 HRYR-43 AD 2 HRYR-45		25 JAN 24 25 JAN 24 25 JAN 24 25 JAN 24 25 JAN 24 25 JAN 24	
	KAMEMBE/Kamembe					
	1:600,000	RNAV (GNSS) RWY 20	AD 2 HRZA-11		See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24
	Standard Departure Chart Instrument ICAO (SID)	KIGALI/ Kigali Intl				
1 : 250,000		RNAV (GNSS) RWY 10	AD 2 HRYR-21		See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24
KAMEMBE/Kamembe						
1:500,000	KAROS 2D RWY 02	AD 2 HRZA-9		25 JAN 24		
Standard Arrival Chart Instrument - ICAO (STAR)	KIGALI/ Kigali Intl					
	1 : 250,000	RNAV STAR RWY 28	AD 2 HRYR-25	See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24	
1 : 250,000	RWY 28	AD 2 HRYR-29			25 JAN 24	
Visual Approach Charts - ICAO (VAC)	1 : 10,000	BUTARE/Butare	AD 2 HRYI-7	See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24	
	1 : 100,000	GISENYI/Gisenyi	AD 2 HRYG-9		25 JAN 24	
	1 : 10,000	KAMEMBE/Kamembe	AD 2 HRZA-13		25 JAN 24	
	1 : 200,000	KIGALI/Kigali Intl	AD 2 HRYR-47		25 JAN 24	
	1 : 25,000	NEMBA/Nemba	AD 2 HRYN-7		25 JAN 24	
	1 : 10,000	RUHENGERI/ Ruhengeri	AD 2 HRYU-7		25 JAN 24	

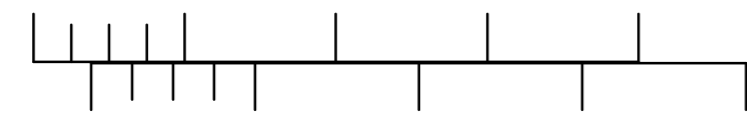
Title of Series	Scale	Name	Number	Price per sheet	Date
Aerodrome Obstacle Chart - ICAO Type A & B (AOC)	KIGALI / Kigali Intl				
	1 : 20,000 1 : 20,000	AOC TYPE A RWY 10/28 AOC TYPE B RWY 10/28	AD 2 HRYR-15 AD 2 HRYR-17	See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24
Aerodrome Chart ICAO (ADC)	1 : 8,000	KIGALI/ Kigali Intl	AD 2 HRYR-11	See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24
	1 : 10,000	GISENYI/Gisenyi	AD 2 HRYG-7		25 JAN 24
	1 : 12,000	KAMEM-BE/Kamembe	AD 2 HRZA-7		25 JAN 24
Aircraft Parking/ Docking Chart - ICAO (APDC)	1 : 8,000	KIGALI/ Kigali Intl	AD 2 HRYR-13	See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24

GEN 3.2.6 Index to the Aeronautical Chart — ICAO 1:500 000

AERONAUTICAL CHART- ICAO 1:500,000



10 5 0 10 20 30 Kilometers



4.5 2.25 4.5 9 13.5 Nautical Miles

Legend

- | | | |
|----------------------|------------------------|------------------------------|
| Airstrips | Aerodrome traffic Zone | Restricted, Prohibited Areas |
| Aerodromes | Political Boundary | Built-up area |
| Communication Towers | National road | Forest plantation |
| DVOR/DME | FIR Boundary | Irrigation |
| Spot Heights | TMA | Natural forest |
| Control Zone | PowerLine | Lakes |
| Rivers | Contour Lines | |

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GEN 3.2.7 Topographical charts

NIL

GEN 3.2.8 Corrections to charts not contained in the AIP

Charts	Location	Corrections
NIL	NIL	NIL

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GEN 3.3 AIR TRAFFIC SERVICES

GEN 3.3.1 Responsible service

The Agency for the Air Navigation Safety in Africa and Madagascar (ASECNA) is responsible for the provision of air traffic services within the area indicated under 2 below.

Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA)
Air Traffic Services
Kigali International Airport
Kigali- Rwanda
Tel 1: +250 - 252 - 585499
Tel 2: +250 792402917
AFS: HRYRZTZX, HRYRZAZX
E-Mail: atm@rac.co.rw

The services are provided in accordance with the provisions contained in Rwanda Civil Aviation related Regulations.

Differences to these provisions are detailed in subsection GEN 1.7.

GEN 3.3.2 Area of responsibility

Air traffic services are provided for the entire territory of Rwanda up to unlimited, including its territorial waters.

GEN 3.3.3 Types of services

The following types of services are provided:

- a) Flight Information Service (FIS);
- b) Alerting Service (ALRS) and
- c) Air Traffic Control Service:
 - Area Control Service Provided by Kigali ACC (Radar and non-Radar);
 - Approach Control Service (Radar and non-Radar) and
 - Aerodrome Control Service.

NOTE: The responsibility for Approach control service is delegated to Kigali ACC.

- d) Automatic Terminal Information Service (ATIS) is provide at HRYR and HRZA aerodromes.

GEN 3.3.4 Coordination between the Operator and ATS

Co-ordination between the operator and air traffic services is effected in accordance with Rwanda Civil Aviation Regulations.

GEN 3.3.5 Minimum flight altitudes

The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined so as to ensure a minimum vertical clearance above the controlling obstacle in the area concerned.

GEN 3.3.6 ATS units address list

Unit Name	Postal Address	Telephone Number	Fax Number	E-mail Address	AFS Address
1	2	3	4	5	6
KIGALI ACC	-	00250 -252 - 585499	Nil	atm@rac.co.rw	HRYRZQZX
KIGALI TWR	-	00250 -252 - 585499	Nil	atm@rac.co.rw	HRYRZTZX
KAMEMBE TWR	P.O.BOX 1171, Kigali	00250 -252- 537777	Nil	kamembe.tower@rac.co.rw	HRZAZTZX
GISENYI TWR	P.O.BOX 1171, Kigali	00250 -252-540866	Nil	Nil	Nil

GEN 3.4 COMMUNICATION SERVICES

GEN 3.4.1 Responsible service

The Communication, Navigation and Surveillance (CNS) is responsible for the provision of telecommunication and navigation facility services.

Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA)
Kigali- Rwanda
Tel 1: 00250 –724123136
Tel 2: +250 792402917
E-mail: cns@rac.co.rw

The service is provided in accordance with the provisions contained in Rwanda Civil Aviation Regulations Part 21, (Aeronautical telecommunications) and the following ICAO documents:

- Doc 8400 - Procedures for Air Navigation Services ICAO Abbreviations and Codes (PANS-ABC)
- Doc 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services
- Doc 7030 - Regional Supplementary Procedures
- Doc 7910 - Location Indicators

GEN 3.4.2 Area of responsibility

Communication services are provided for the entire Kigali FIR. Arrangements for such services on a continuing basis should be made with the Persons responsible of communication services for the application of the regulations concerning the design, type and installation of aircraft radio stations.

GEN 3.4.3 Types of service

1. Radio Navigation Services

The following types of radio aids to navigation are available:

- i. LF/MF non-directional radio beacon (NDB)
- ii. Instrument Landing System (ILS)
- iii. Doppler Very High Frequency Omnidirectional Radio Range (DVOR)
- iv. Distance-measuring equipment (DME)
- v. Landing DME

The coordinates listed in ENR 4.1 refer to the transmitting antennas.

2. Mobile/Fixed Service

Mobile Service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published operational hours unless otherwise notified.

An aircraft should normally communicate with the air-ground control radio station that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control radio station.

Fixed Service

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if they satisfy the requirements of Rwanda Civil Aviation Regulations.

3. Broadcasting Service

Aerodrome Terminal Information Service (D-ATIS) on 128.700 MHz frequency for Kigali International Airport and 127.650 MHz for Kamembe aerodrome.

4. Language used

English.

5. Where detailed information can be obtained

Details of the various facilities available for the en-route traffic can be found in Part 2, ENR 4.

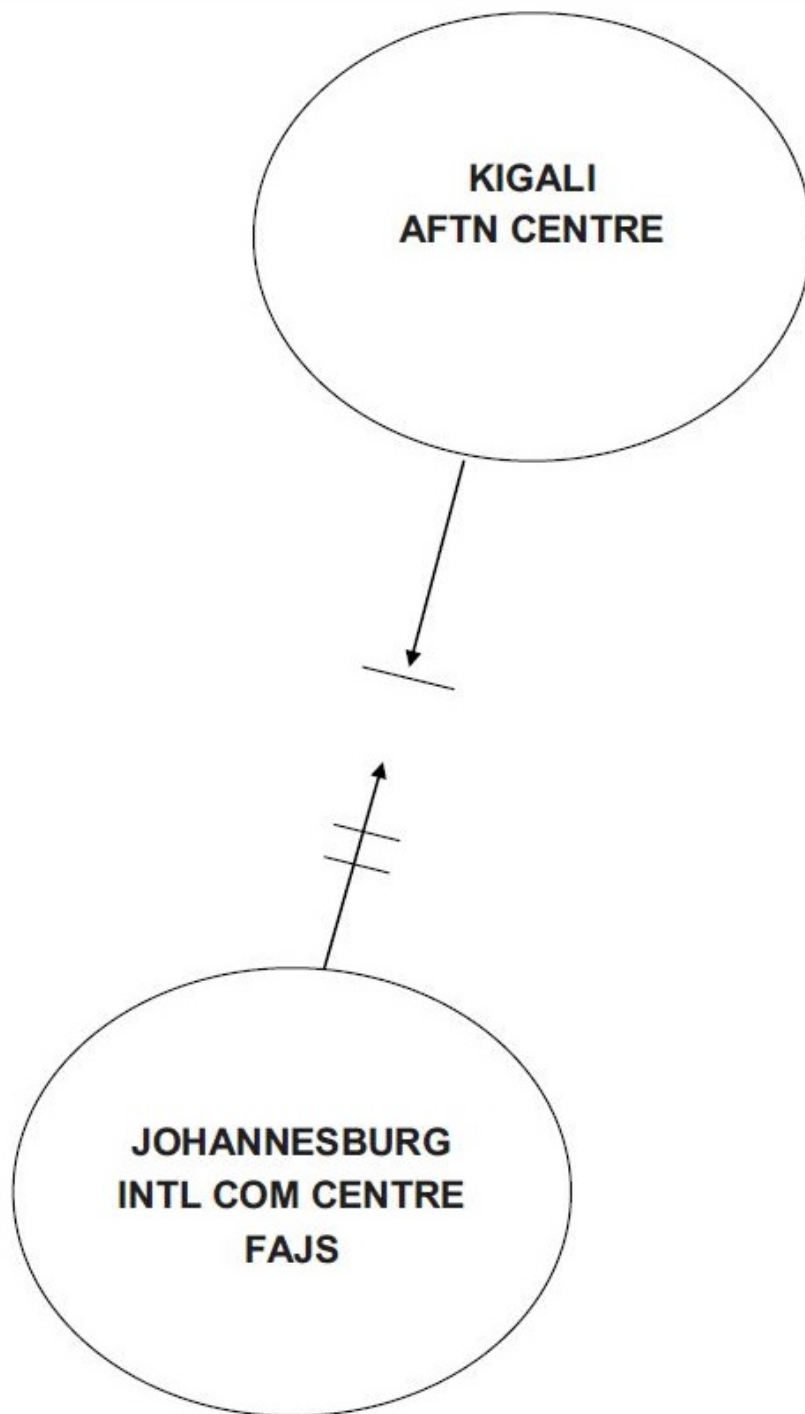
Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

GEN 3.4.4 Requirements and conditions

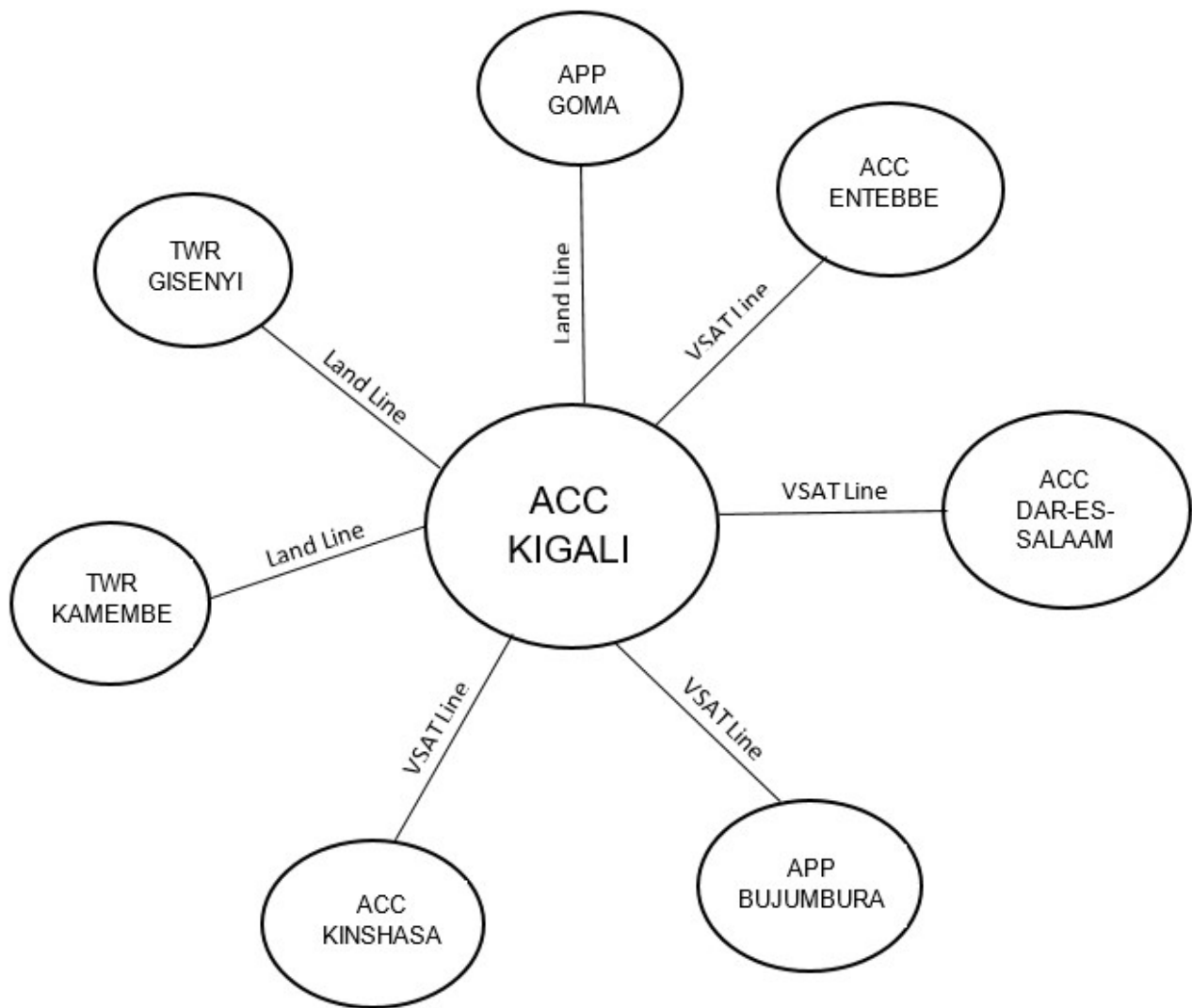
Nil

GEN 3.4.5 Miscellaneous

Aeronautical Fixed Services: Telegraph



Aeronautical Fixed Services: Telephone



GEN 3.5 METEOROLOGICAL SERVICES

GEN 3.5.1 Responsible service

The Meteorological Services at Kigali International Airport are provided by:

Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA)

Kigali International Airport

Kigali- Rwanda

Tel 1: +250 -72412 3155

Tel 2: +250 -78520 1106

Tel 3: +250 -792402917

E-mail: kia.met@rac.co.rw

aero_meteo@yahoo.com

AFS: HRYRYMYX

The service is provided in accordance with the provisions contained in Rwanda Civil Aviation Regulations (RCARs), Part 24 and Rwanda Civil Aviation Technical Standards (RCATS-MET) and the following ICAO documents:

ANNEX 3: "Meteorological Services for International Air Navigation".

Doc 8896: Manual of Aeronautical Meteorological Practice

Doc 7030: "Regional Supplementary Procedures"

Any difference to these provisions shall be detailed in subsection GEN 1.7.

GEN 3.5.2 Area of responsibility

Aeronautical Meteorology service is provided within the Kigali FIR.

GEN 3.5.3 Meteorological observation and reports

Table GEN 3.5.3 Meteorological observations and reports

Name of Station Location Indicator	Type & frequency of observation / automatic observing equipment	Type of MET reports & availability of trend forecast	Observation system & site(s)	Hours of Operation	Climatological Information
1	2	3	4	5	6
KIGALI Kigali Int'l Airport HRYR	Semi-Hourly plus special observa- tions Wind direction and speed at 10 m above ground level AWOS, Automatic Wind- shear warnings SADIS ftp Doppler Weather Radar, D-ATIS, AMSS, Lightening detec- tor.	METAR, SPECI, MET Report, Spe- cial Report, AF, SYNOP Plain language, Take-off data fore- cast Low level Sig- nificant weather charts (SIGWX). Supplementary: Trend forecast Wind-shear warn- ings	AWOS available at RWY 28 and RWY10 Surface wind Cup anemometer (see AD chart) RVR FS11P: Avail- able at RWY28 and mid runway. Airport ceilometer available Thermometer.	H24	Climatological tables available
KAMEMBE Airport HRZA	Semi-Hourly plus special observa- tions Wind direction and speed at 10 m above ground level AWOS	METAR, SPECI, MET Re- port, Special Re- port, TAF. Supplementary: Trend forecast, SYNOP Plain language	AWOS available at RWY 20 and RWY 02 Surface wind Cup anemometer 30 m right RWY20, next to aircraft parking and TWR. RVR/FS11P: Avail- able at RWY20 and mid runway. Airport ceilometer available	H12	Climatological tables available
GISENYI Gisenyi HRYG	Hourly plus special observations Wind direction and speed at 10 m above ground level	METAR, SPECI, MET Re- port, Special Re- port, SYNOP. Plain language	Cup anemometer	H12	Climatological tables available
RUHENGARI Ruhengeri HRYU	Hourly plus special observations Wind direction and speed at 10 m above ground level	METAR, SPECI, Special Report, SYNOP Plain language	Cup anemometer	H12	Climatological tables available
BUTARE Butare HRYI	AWS Wind direction and speed at 10 m above ground level	-	Cup anemometer	H12	NIL

GEN 3.5.4 Types of service

Personal briefing and consultation for flight crew members is provided only at KIGALI International. For some other aerodromes, consultation is available by dialing the following telephone number:

HRYR Meteorological Office
Tel: +250-724123155/785201106

1. Pre-flight Information

Limited flight documentation is normally provided for domestic flights. For international flights, the flight documentation comprises a significant weather chart, an upper wind and upper air temperature chart and the latest available aerodrome forecast for the destination and its alternate aerodromes.

Meteorological information to aircraft in flight is passed through the appropriate ATS unit whenever they are requested.

2. Meteorological Procedures for International Air Navigation.

The meteorological service of International Air Navigation is conducted in conformity with the Rwanda Civil Aviation Regulations (RCARs) Part 24, Rwanda Civil Aviation Technical Standards, (RCATS) and the procedures as contained in the following ICAO documents as amended from time to time.

a) Annex 3: Meteorological Service for International Air Navigation

b) DOC 7030: Regional Supplementary Procedures

3. Advance Operational Planning

Requests for meteorological information required for planning new routes and schedules or other major questions effecting future of air navigation operations or policy should, in all cases, be addressed to the appropriate authority.

4. Complaints or comments on the meteorological service

All users of the meteorological services for air navigation should submit, promptly to the appropriate authority any complaints or comments on the service.

Aircrew should realize, however, that complaints can be investigated only if accompanied by full details of the flight, the forecast and/or other information issued and the respects in which the forecast and other information has been provided inaccurate.

For domestic flights, the MET information may be exchanged depending on the point-to-point communication availability. For international flights, the flight documentation comprises a significant weather chart, an upper wind and upper air temperature chart and the latest available aerodrome forecast for the destination and its alternate aerodromes.

GEN 3.5.5 Notification Required from Operators

Notification from operators in respect to briefing, consultation, flight documentation and other meteorological information needed as per ICAO Annex 3, Chapter 2.3 shall be communicated to Meteorological Office, Kigali International airport at least two hours prior to flight.

GEN 3.5.6 Aircraft Reports

Special aircraft observation shall be made and reported to ATC unit whenever the following conditions are encountered;

- a) Moderate or Severe turbulence;
- b) Obscured/embedded thunderstorms, with or without hail,
- c) Volcanic ash cloud
- d) Pre-eruption activity or a volcanic eruption

e) Windshear during climb out or approach phases

GEN 3.5.7 VOLMET Services

Nil

GEN 3.5.8 SIGMET and AIRMET service

Table GEN 3.5.8 SIGMET and AIRMET service

Name of MWO/ location indicators	Hours	FIR or CTA served	Validity	Specific SIGMET procedures	AIRMET procedures	ATS unit served	Additional information
1	2	3	4	5	6	7	8
KIGALI	H24	KIGALI FIR	SIG-MET /4 HR	SIG-MET : WS	NIL	Kigali ACC and APP	NIL
KIGALI	H24	KIGALI FIR	SIGMET / 6 HR	SIG-MET : WV	NIL	Kigali ACC and APP	NIL

1. SIGMET and Aerodrome Warning Services

For the safety of aircraft operations, the Meteorological watch office (MWO) at Kigali International airport maintains continuous watch over meteorological conditions affecting flight operations within KIGALI FIR. As such, the MWO prepares and supplies SIGMET information to its associated ATS units and other Meteorological watch offices when certain meteorological and other phenomena occur or are expected to occur, including volcanic ash clouds.

If the MWO receives information on pre-eruption volcanic activity, a volcanic eruption or a volcanic ash cloud for which a SIGMET has not already been issued, the MWO supplies this information to its associated ACC and VAAC.

The SIGMETs are issued in abbreviated plain language using ICAO abbreviations. Their period of validity is generally not more than 4 hours for SIGMET for weather phenomena other than Volcanic Ash and 6 hours for SIGMET of VA.

The aerodrome MWO also provides aerodrome warnings for Kigali International Airport. This service provides information on meteorological conditions, which could adversely affect aircraft on the ground, including parked aircraft and aerodrome facilities and services.

GEN 3.5.9 Other automated meteorological service

Table GEN 3.5.9 Other automated meteorological services

Service name 1	Information available 2	Area, route and aerodrome coverage 3	Telephone, telefax numbers, e-mail and website remarks 4
Aeronautical Meteorology Service Kigali International Airport	<ul style="list-style-type: none"> • METAR/SPECI including Trend forecast for Aerodromes of departure and intended landing, for take-off, en-route and destination alternate aerodrome. • TAF or amended TAF for Aerodromes of departure and intended landing, for take-off, en-route and destination alternate aerodrome. • SIGMET information and Special air reports relevant to the whole routes. <ul style="list-style-type: none"> - Aerodrome warnings - Volcanic Ash information. - Significant weather charts (SIGWX). - Forecast of: <ul style="list-style-type: none"> - Upper wind and upper air temperature - Geopotential altitude of flight levels - Flight level and temperature of Tropopause - Wind direction, speed and flight level of maximum 	All en-routes	TEL : +250-724123155 +250-785201106 AFS : HRYRYMYX

Meteorological products: Meteorological Flight folder including charts at different flight levels available.

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GEN 3.6 SEARCH AND RESCUE

GEN 3.6.1 Responsible service(s)

1. Aeronautical search and rescue service in Rwanda is conducted within Kigali FIR under the coordination of Rescue coordination Center (RCC) from Rwanda Airports Company.

2. Rescue units and search facilities are made available by the Rwanda government agencies, non-government and private organisations as required.

When SAR operations are needed, a Rescue Coordination Centre is established in Rwanda Airports Company's technical bloc.

The address is as follows:

Rescue Coordination Centre
Kigali International Airport
P.O. Box 1171, Kigali
Tel 1: 00250 - 252 - 640 054
Tel 2: +250 - 726952801
E-Mail: kigalircc@rac.co.rw

COSPAS-SARSAT ADDRESS

Email: kigalircc@rac.co.rw
SPOC: National SAR Advisor
Tel 1: +250 - 726952801
Tel 2: 00250 - 252 - 640 054

ATM Manager

Tel: +250 - 724123032
AFTN: HRYRYFYX

The service is provided in accordance with the provisions contained in Rwanda Civil Aviation Regulations Part 32 (Search and Rescue) and the following ICAO Documents:

- a) Doc 7030— Regional Supplementary Procedures for Alerting and Search and Rescue Service applicable in AFI region
- b) Doc 9731— Search and Rescue Manual

GEN 3.6.2 Area of responsibility

The rescue coordination center is responsible for SAR operations within Kigali SAR region.

Starting from Point 010328.2S 0302822.8E Clockwise along territorial boundary of Rwanda then back to point 010328.2S 0302822.8E

Vertical limits: SFC to UNL

GEN 3.6.3 Type of service

Various elements of the National Police, and military are also available for search and rescue missions, when required.

All aircraft which are to be deployed for SAR operations are equipped so as to be able to communicate on Aeronautical Emergency 121.500 MHz.

1. Notification of Rescue Coordination Centres (RCCs)

The notification shall contain such as following information as is available in the order listed:

- a) INCERFA, ALERFA or DETRESFA as appropriate to the phase of the emergency
- b) Agency and person calling
- c) Nature of the emergency
- d) Significant information from the flight plan
- e) Unit which made last contact, time and means used

- f) Last position report and how determined
- g) Colour and distinctive marks of aircraft
- h) Dangerous goods carried as cargo
- i) Any action taken by reporting office
- j) Other pertinent marks

Table GEN 3.6.3 Search and Rescue Units

Name	Location	Address	Facilities	Remarks
1	2	3	4	5
RCC/ Kigali RCC	015806.41S 0300818.19E	Tel: 00250-252640054 E-mail: kigalir-cc@rac.co.rw	Communica- tion facilities	Available 24 HRS
RSC-Kamembe	022733.53S 0285430.35E	Tel : 00250-724123148 00250-252537777 E-mail: kamem-be.tower@rac.co.rw	Communica- tion facilities	Available 12 HRS
RSC - Gisenyi	014036S 0291533E	Tel:00250-724123143 00250-252540866	Communica- tion facilities	NIL

GEN 3.6.4 SAR agreements

1. Search and rescue agreement have been signed between East-African partner states concerning cooperation and coordination, setting for the conditions for entry of each others' search and rescue units and equipment into their respective territories upon request.

Requests for the entry of aircraft, equipment and personnel from other States to engage in the search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Rescue Coordination Centre, giving full details of the projected mission and its rationale.

The rescue coordination centre immediately acknowledges the acceptance of such a request and indicates the conditions, if any, under which the projected mission must be undertaken.

GEN 3.6.5 Conditions of availability

The SAR service and facilities in Rwanda are available to the neighboring States upon request through Rescue Coordination Center when they are not engaged in search and rescue operations.

GEN 3.6.6 Procedures and signals used

1. Procedures and signals used by aircraft.

Procedures for pilots-in-command intercepting a distress call or message are outlined in Part 32 of Rwanda Civil Aviation Regulations.

2. Communications

Transmission and reception of distress messages within the Kigali Search and Rescue region are handled in accordance with Rwanda Civil Aviation Technical Standards, Aeronautical Telecommunication Services, communication procedures.

For communications during search and rescue operations, the codes and abbreviations published in ICAO Abbreviations and Codes (Doc 8400) are used.

The frequency 121.5 MHz is guarded continuously during the hours of service at Kigali Area Control Center/Approach control.

In addition, the aerodrome control towers will on request guard the frequency 121.5 MHz..

3. Search and Rescue Signals

The search and rescue signals to be used are those prescribed in Part 32 of Civil Aviation Regulations.

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES**GEN 4.1 AERODROME/HELIPORT CHARGES****GEN 4.1.1 Landing of Aircraft**

The charges set out hereunder are common to the following Government aerodromes which have been notified of landing of civil aircraft. The concerned aerodromes that are managed by Rwanda Airports Company are: KAMEMBE, GISENYI, BUTARE, RUHENGERI and NEMBA.

1. Landing of Aircraft Maximum permissible take-off weight allowed as specified under the regulations of the state in which the aircraft is registered.

Landing charges at above public aerodromes in Rwanda based on Maximum take-off weight (MTOW) authorized.

a) Domestic and international flights

Aircraft weight	Charge per 1000 kg or part thereof
Up to 50,000 kg	4.50 US\$
Over 50,000 kg	4.90 US\$

b) Helicopter landing

All helicopters landing on the above public aerodromes will be subject to 50% of landing fee outlined above.

c) Lighting charges

For use of lighting facilities at the aerodromes managed by RAC, an additional charge of the landing charge will be levied for each landing or take-off made at night when lighting may be used. Where take-off is within 90 minutes of landing the total charge for both movements will only be 50% of landing fee. Full lighting is charged where take-off exceeds 90 minutes of landing.

The landing charges in table (a) and Lighting charges in (c) above at Kigali International Airport will be collected by RAC until **31st December, 2023**.

2. Aeronautical charges for ASECNA community activities in Rwanda.

The charges set out hereunder are applicable to the ASECNA managed aerodrome which have been notified of landing of civil aircraft. The concerned aerodrome is KIGALI INTERNATIONAL AIRPORT. These charges will take effect from **1st January, 2024**.

a) Landing charges

Weight (in tons)	TRAFFIC RATE (in €)	INTERNATIONAL RATE (in €)
1 - 14 T	0.29	1.53
15 - 25 T	1,14	1.53
26 - 75 T	2.30	3.07
76 - 150 T	2.91	4.30
More than 150T	2.75	4.03

b) Use of runway lighting facilities charges

Weight (in tons)	Prices (in €)
Up to 75 T	131.50
More than 75T	166.57

GEN 4.1.2 Parking, hangarage and long-term storage of aircraft

1. Parking of Aircraft

Basis: Maximum take-off weight (MTOW) authorized. First 6 hours free; thereafter any period of 24 hours or part thereof is counted as one day.

Aircraft weight	Charges per journey in Kigali
up to 9,000 kg	6.00 US\$
9,001 – 27,000 kg	9.00 US\$
27,001– 70,000 kg	13.00 US\$
70,001– 115,000 kg	21.00 US\$
115,001– 165,000 kg	31.00 US\$
165,001– 270,000 kg	41.00 US\$
Over 270,000 kg	101.00 US\$

2. Hangarage Charges

The charge for hangarage is the double of that for parking.

3. Long-term Storage

The owner or user of a civil aircraft of which the space occupied will be less than 200 square meters may, for the stay of such an aircraft on the aerodrome, apply to the Managing Director of Rwanda Airports Company (RAC). A monthly contract may become effective on the day of arrival of the aircraft. Such a contract is automatically renewed with the same monthly tariffs. Notification will be required one month in advance from any party wishing to abolish the contract. The fees pursuant to a monthly contract must be paid in advance in the manner indicated by the Managing Director of Rwanda Airports Company.

GEN 4.1.3 Passenger service fee

Any departing passenger 2 years of age and above shall pay the airport service charge at a rate of 40.00 \$ (USD) or equivalent in any convertible currency for each international departing passenger and 10.00 \$ (USD) for domestic departing passenger . Airport service fee is payable by the operator (to be included in the passenger flight ticket).

GEN 4.1.4 Security

Any departing passenger 2 years of age and above pays the security charge at a rate of 10.00 \$ (USD) or equivalent in any convertible currency for each domestic and international departing passenger. Security fee is payable by the operator (to be included in the passenger flight ticket).

GEN 4.1.5 Noise-related items

Nil.

GEN 4.1.6 Other

1. Special aircraft security guard fees

Aircraft owner/operator/airline that requests for security of his/her own aircraft should send a letter to Rwanda Airports Company. RAC provides a security guard positioned to aircraft 24 hour per day from arrival to departure to ensure that no unauthorized individuals or vehicles gain access to the aircraft or the immediate surrounding area. The operator pays USD 25 per hour for that special security guard service.

2. SADC VSAT Charges

The Rwanda Airports Company (RAC) and Air Traffic and Navigation Services (ATNS) South Africa have entered into a bi-lateral agreement for the provision of the SADC VSAT II Network to facilitate the provision of aeronautical telecommunication services by the RAC. In relation to the provision of this service, the RAC has authorized ATNS to collect a charge of **USD \$9.60** for all international flights crossing, terminating, exiting, or departing from the HRYR FIR.

SADC VSAT charge Invoices must be settled in USD currency directly to the International Air Transport Association (IATA) to the following bank account:

United Bank of Switzerland

Swift: UBSWCHZH12A

For IATA USD Bank A/C No. 332.208.53K- (Rubrique ATC USD) 8 Rue du Rhône - 1211

Geneva 2 Dépôt Switzerland.

GEN 4.1.7 Exemptions and reductions

1. Exemptions

- a) Aircraft owned or operated by the Government of Rwanda.
- b) Aircraft being used by foreign diplomatic mission including presidential and military aircraft used for official mission towards the Government of Rwanda and so cleared by the Minister of Foreign Affairs and Co-operation.
- c) Aircraft forced to return to the aerodrome of departure for reasons of safety if no intermediate landing is made.
- d) Aircraft diverting to avoid imminent danger e.g. Unlawful Interference.
- e) Aircraft landing solely for customs, health and immigration or air traffic control purposes provided that no passenger, cargo and mail are disembarked or embarked and no fuel uplifted and the exemption claimed in advance.
- f) Test flights subject to prior notification. Aircraft exempted in writing by the Minister in charge of civil aviation.

GEN 4.1.8 Methods of payment

1. RAC Charges

All foreign aircraft operators pay in foreign convertible currencies. Scheduled flights are billed on a monthly basis through IATA.

For non-scheduled flights, payments are made through deposit or transfer to the RAC bank account. Payments may also be made through debit or credit cards. A point of Sale (POS) machine is available at the briefing office for these payments.

All charges are net of transfer charges. The payment should be topped up with transfer charges to ensure RAC receives the amounts stipulated above.

Below is the RAC account details for the above payments;

RAC bank address:

BANK OF KIGALI

Beneficiary: Rwanda Airports Company Ltd

Account number: 100016726286 USD

Swift code: BK1GRWRW

2. ASECNA Charges

Aeronautical charges for ASECNA community activities in Rwanda should be made to:

ASECNA Bank Account :

Bank Name : ECOBANK Rwanda

Account Name: ASECNA

Account Number : 6775022513 (EURO)

Swift Code : ECOCRWRWXXX

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GEN 4.2 AIR NAVIGATION SERVICES CHARGES**GEN 4.2.1 Approach control**

The charges will be collected by ASECNA, in addition to the landing and lighting charges at Kigali International Airport with effect from **1st January, 2024**.

GEN 4.2.2 Route air navigation services

For aircraft overflying within Kigali Flight Information Region (FIR), a charge shall be paid for each flight in accordance with the table below.

1. Charge for use of navigation aids and en route services (overflight charges) Table of Prices.

Aircraft weight	Nature of flight			Amount of charge
	National (*)	Regional (**)	International	
Less than 4 tons	0 Euros			Flight exempted
From 4 to 14 Tons	91.92 Euros		220.76 Euros	Fixed price
More than 14 Tons	71.75 Euros	88.31 Euros	110.38 Euros	To be multiplied by the corresponding coefficient according to the distance travelled

2. Table of coefficients according to the distance traveled

Weight (in tons)	DISTANCE (in KM)			
	0-750 KM	751-2000 KM	2001-3500 KM	More than 3500 KM
15 - 20 T	1	5	12	20
21 - 50 T	1.2	6	14.4	24
51 - 90 T	1.4	7	16.8	28
91 - 140 T	1.6	8	19.2	32
141 - 200 T	1.8	9	21.6	36
201 - 270 T	2	10	24	40
271 - 350 T	2.15	10.75	25.8	43
351 - 440 T	2.3	11.5	27.6	46
441 - 540 T	2.45	12.25	29.4	49
541 - 650 T	2.6	13	31.2	52

GEN 4.2.3 Cost basis for air navigation services and exemptions/reductions**1. Cost basis for air navigation services**

Nil

GEN 4.2.4 Methods of payment

The owner and user of an aircraft are jointly and severally responsible for payment of the charges.

All charges are net of transfer charges. The payment should be topped up with transfer charges to ensure ASECNA receives the full amount. This fee is paid on ASECNA Account number below:

Bank Account Information

ASECNA Bank Account :

Bank Name : ECOBANK Rwanda

Account Name: ASECNA

Account Number : 6775022513 (EURO)

Swift Code : ECOCRWRWXXX

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

Reference to ICAO documents

The air traffic rules and procedures applicable to air traffic in Kigali FIR conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the procedures for Air Navigation Services – Air Traffic Management applicable to aircraft and of the regional supplementary procedures applicable to the Africa - Indian Ocean Region, except for the differences listed in GEN 1.7.

1. Minimum safe height

Aircraft shall not be flown below the minimum safe height except when necessary for take-off and landing. The minimum heights for VFR and IFR flights shall be those specified in Rwanda Civil Aviation Regulations. For flights conducted for special purposes, Rwanda Civil Aviation Authority may grant exemptions.

2. Dropping of objects

The dropping of objects or spraying of other substances out of or from aircraft is prohibited. This does not apply to ballast in the form of water or fine sand, fuel, tow ropes, tow banners and similar objects if dropped or discharged at places where no danger to persons or property exists. Rwanda Civil Aviation authority may grant exemptions to the interdiction if no danger to persons or property exists.

The dropping of mail may be carried out in agreement with the Rwanda Civil Aviation authority.

3. Acrobatic flying

A person shall not operate an aircraft in acrobatic flight except under conditions prescribed by the Authority and as indicated by relevant information, advice or clearance from the appropriate air traffic services unit.

4. Towing and advertising flights

Advertising flights with towed objects require permission from Civil Aviation Authority. Permission shall be granted only if:

- a) The pilot holds the rating for towing;
- b) The aircraft is equipped with calibrated barograph for recording altitudes during flight;
- c) During the proposed flight not more than three aircraft are flying in formation, in which case a distance of at least 60 m shall be maintained both between the towed object of the preceding aircraft and the following aircraft, as well as between the aircraft;
- d) The legal liability insurance also explicitly covers the towing of objects.

5. Times and units of measurement

Universal time coordinated (UTC) shall be applied to flight operations. The Units of Measurement to be used are specified in GEN 2.1 and RCARs Part 38 (Unit of Measurement).

6. Airspace structure

Within the Flight Information Region, the competent authority establishes the controlled and uncontrolled airspace according to the extent of the Air Traffic Services maintained there, on the basis of the classification described in subsection ENR 1.4.

7. Prohibited areas and Flight restrictions

The competent authority establishes the prohibited and restricted areas, if necessary, for the prevention of danger to public safety or order, especially for the safety of air traffic. The areas are published in the AIP ENR 5.1.

8. Take-offs and landings

Take-off and landing of aeroplanes, gliders, rotorcraft and airships and powered gliders outside aerodromes are authorized and a permission from the competent authority is required. The authority granting the permission may ask the applicant to provide evidence of the consent of the terrain/land owner or of other entitled parties.

9. Ascents of balloons, kites, airships and gliders

The ascent of captive balloons is permitted only with the consent of the Rwanda Civil Aviation Authority. The requirements for flying balloons, including captive balloons, kites, airships and gliders are in accordance with Part 40 of Rwanda Civil Aviation Regulations.

10. Radio navigation equipment failure

1. Procedures for Pilots

1.1 If part of aircraft's radio navigation equipment fails but two-way communication can still be maintained with ATC, the pilot must inform ATC of the failure and report his altitude and approximate position. ATC may, at its discretion, authorize the pilot to continue his flight in or into controlled airspace. When radar is available it may be used to provide navigational assistance to the pilot.

1.2 If no authorization to proceed is given by ATC, the pilot should leave, or avoid controlled airspace and areas of dense traffic and:

a) If in visual meteorological conditions:

i) Continue to fly in visual meteorological conditions;

ii) Land at the nearest suitable aerodrome; and

iii) Report arrival by the most expeditious means to the appropriate air traffic control unit; or

b) If in instrument meteorological conditions or when it does not appear feasible to complete the flight in accordance with a) above:

i) Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan. Operate secondary radar transponder on mode A, Code 7600, with Mode C;

ii) Proceed according to the flight plan route to the appropriate designated navigation aid serving the destination aerodrome and, when required to ensure compliance with (III) below, hold over this aid until commencement of descent;

iii) Commence descent from the navigation aid specified in (II) above, at or as close as possible to, the EAT last received and acknowledge; at or as close as possible to, the ETA resulting from the current flight plan;

iv) Complete a normal instrument approach as specified for the designated navigation aid;

v) Land, if possible, within 30 minutes after the ETA or the last acknowledged EAT whichever is later.

2. Action taken by ATC when an Aircraft has Radio Communications Failure

2.1 As soon as it is known that two-way communication has failed, action shall be taken to ascertain whether the aircraft is able to receive transmissions from the air traffic control unit by requesting it to execute a specified manoeuvre which can be observed by radar or to transmit, if possible, a specified signal in order to indicate acknowledgement.

2.2 If the aircraft fails to indicate that it is able to receive and acknowledge transmissions, separation shall be maintained between the aircraft having the communication failure and other aircraft.

2.3 Action taken to ensure suitable separation shall cease when:

a) It is determined that the aircraft is following a procedure differing from the known one;

b) Through the use of electronic or other aids, air traffic control units determine that action differing from the required one;

c) Positive information is received that the aircraft has landed.

2.4 As soon as it is known that two-way communication has failed, appropriate information describing the action taken by the air traffic control unit, or instructions justified by any emergency situation, shall be transmitted blind for the attention of the aircraft concerned, on the frequencies available on which the aircraft is believed to be listening, including the voice frequencies of available radio navigation or approach aids. Information shall also be given concerning:

a) Weather conditions favourable to a cloud-breaking procedure in areas where congested traffic may be avoided; and

b) Weather conditions at suitable aerodromes.

2.5 Pertinent information shall be given to other aircraft in the vicinity of the presumed position of the aircraft experiencing the failure.

2.6 As soon as it is known that an aircraft, which is operating in its area of responsibility, is experiencing an apparent radio communication failure, an air traffic services unit shall forward information concerning the radio communication failure to all air traffic service units concerned along the route of flight.

The ACC shall take steps to obtain information on the alternate aerodrome(s) and other relevant information specified in the filed flight plan, if such information is not available.

3. If circumstances indicate that a controlled flight experiencing a communication failure might proceed to (one of) the alternate aerodrome(s) specified in the filed flight plan, the air traffic control unit(s) serving the alternate aerodrome(s) and any other air traffic control units that might be affected by a possible diversion shall be informed of the circumstances of the failure and requested to attempt to establish communication with the aircraft at a time when the aircraft could possibly be within communication range.

This shall apply particularly when, by agreement with the operator or a designated representative, a clearance has been transmitted blind to the aircraft concerned to proceed to an alternate aerodrome, or when weather conditions at the aerodrome of the intended landing are such that a diversion to an alternate is considered likely.

3.1 When an air traffic control unit receives information that an aircraft, after experiencing a communication failure has re-established communication or has landed, that unit shall inform the air traffic services unit in whose area the aircraft was operating at the time the failure occurred, and other air traffic service units concerned along the route of flight, giving necessary information for the continuation of control if the aircraft is continuing in flight.

3.2 If the aircraft has not reported within thirty minutes after:

- a) The ETA furnished by the pilot;
- b) The ETA calculated by the ACC; or
- c) The last acknowledged expected approach time,

Whichever is latest, pertinent information concerning the aircraft shall be forwarded to aircraft operators, or their designated representatives, and pilots-in-command of any aircraft concerned and normal control resumed if they so desire. It is the responsibility of the aircraft operators, or their designated representatives, and pilot-in-command of aircraft to determine whether they will resume normal operations or take other action.

11. Separation standards

The separation minima shall be selected from those prescribed by the provisions of the PANS-ATM (DOC 4444) and the Regional Supplementary Procedures (DOC 7030)

12. Civil Aviation Regulations for Unmanned Aircraft Systems.

These regulations provide for an enhanced regulatory and permit framework for drone operations in Rwanda. For more details, please refer to Part 27 of Rwanda Civil Aviation Regulations found on RCAA website: www.caa.gov.rw.

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ENR 1.2 VISUAL FLIGHT RULES

1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the table below;

Airspace class	C D	G	
		Above 900 M (3 000 FT) AMSL Or Above 300 M (1 000 FT) Above Terrain, Whichever is the higher	At and below 900 M (3 000 FT) AMSL or 300 M (1 000 FT) above terrain, whichever is the higher
Distance from cloud	1 500 m horizontally 300 m (1 000 FT) vertically	Clear of cloud and in sight of the surface	
Flight visibility	8 km at and above 3 050 M (10 000 FT) AMSL 5 km below 3 050 M (10 000 FT) AMSL	5 km	
When the height of the transition altitude is lower than 3 050 M (10 000 FT) AMSL, FL 100 should be used in lieu of 10 000 FT.			

2. Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take-off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

- a) When the ceiling is less than 450 m (1500 ft); or
- b) When the ground visibility is less than 5 km.

3. VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority.

4. Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:

- a) Above FL145
- b) At transonic and supersonic speeds.

5. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:

- a) Over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft;
- b) Elsewhere than as specified in 5 a), at a height less than 150 m (500 ft) above the ground or water.

6. Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight shall be conducted at a flight level appropriate to the track as specified in the tables of cruising levels.

7. VFR flights shall comply with the provisions of 3.6 of ICAO Annex 2:

- a) When operated within Class C or D airspace;
- b) When forming part of aerodrome traffic at controlled aerodromes; or
- c) When operated as special VFR flights.

8. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:

- a) Over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft;
- b) Elsewhere than as specified in 5 a), at a height less than 150 m (500 ft) above the ground or water.

9. Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight shall be conducted at a flight level appropriate to the track as specified in the tables of cruising levels.

10. An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:

- a) If a flight plan is submitted and is available to Kigali Area Control Center, communicate the necessary changes to be effected to its current flight plan; or
- b) When so required by 3.3 of ICAO Annex 2, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR inside the controlled airspace and defined airways.

11. VFR flights

11.1 A Visual Approach Chart (VAC) showing the city of Kigali and the runway at Kigali International Airport including the Prohibited Area HR(P)-5 and VFR reporting points, is attached to the AIP in AD 2 HRYR section and below are reporting points for VFR extracted from it.

11.2 Aircraft will report overhead reporting points indicated on the VAC and identified as shown in the following table.

Name of points	Identification of points	Coordinates	KNM VOR/DME Reference	
			Radial (Calculated)	NM (Calculated)
ALPHA	ZIG-ZAG ROAD NORTH/EAST OF HR(P)-5	01545.98S 0300751.85E	R-346	4.1 NM
BRAVO	RUGENDE INTERSECTION OF ROADS EAST OF HR(P)-5	01570.58S 0301433.5E	R-078	5.8 NM
CHARLIE	NYAMATA ROAD, NYABARONGO BRIDGE SOUTH/EAST OF HR(P)-5	020344.39S 030052.61E	R-212	6.7 NM

ENR 1.3 INSTRUMENT FLIGHT RULES

1. RULES APPLICABLE TO ALL IFR FLIGHTS

1.1 Aircraft Equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.2 Minimum Levels

Except when necessary for take-off or landing or when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level that is not below the minimum flight altitude established within each sector or along each ATS route.

a) Over high terrain and in mountainous areas, at a level which is at least 600 m (2000 ft) above the highest obstacle located within 8km of the estimated position of the aircraft;

b) Elsewhere than as specified in a), at a level which is at least 300 m (1000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.

NOTE: The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.

1.3 Change from IFR Flight to VFR Flight

1.3.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

2. RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

2.1 IFR flights shall comply with the provisions of 3.6 of ICAO Annex 2 to the Convention on International Civil Aviation when operated in controlled airspace.

An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level selected from the tables of cruising levels in Appendix 3 of ICAO Annex 2, except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in the Aeronautical Information Publication (AIP).

NOTE: When at or above FL290, aircraft flying magnetic track shall maintain RVSM levels.

2.2 RVSM TABLE

When between FL290 and FL410 inclusive, aircraft flying magnetic tracks shall maintain RVSM Levels as indicated in the table below.

WESTBOUND	RVSM AIRSPACE LEVEL	EASTBOUND
	FL410	→
←	FL400	
	FL390	→
←	FL380	
	FL370	→
←	FL360	
	FL350	→
←	FL340	
	FL330	→
←	FL320	
	FL310	→
←	FL300	
	FL290	→

NOTE: This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight provided that coordination has been arranged in advance with the adjacent FIR, wherein the flight has to continue.

3. RULES APPLICABLE TO IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE

Nil

ENR 1.4 ATS AIRSPACE CLASSIFICATION

ENR 1.4.1 ATS airspace classification

ATS airspaces are classified and designated in accordance with the following:

Class A: IFR flights only are permitted, all flights are subject to air traffic control service and are separated from each other.

Class B: IFR and VFR flights are permitted, all flights are provided with air traffic control service and are separated from each other.

Class C: IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D: IFR and VFR flights are permitted and all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

Class E: IFR and VFR flights are permitted, IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical. Class E shall not be used for control zones.

Class F: IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

Class G: IFR and VFR flights are permitted and receive flight information service if requested

The Requirements for the flights within each class of airspace are as shown in the following table:

Class	Type of Flight	Separation provided	Service provided	VMC visibility & distance from cloud minimum	Speed Limitation	Radio communication Requirement Clearance	Subject to ATC
A	IFR only	All aircraft	Air Traffic Control Service	Not applicable	Not applicable	Continuous two-way	Yes
B*	IFR	All aircraft	Air Traffic Control Service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR			8 km at and above 3050 m (10000 ft) AMSL; 5 km below 3050 m (10000 ft) AMSL; Clear of clouds			

Class	Type of Flight	Separation provided	Service provided	VMC visibility & distance from cloud minimum	Speed Limitation	Radio communication Requirement Clearance	Subject to ATC
C	IFR	IFR from IFR IFR from VFR	Air Traffic Control Service	Not applicable	Not applicable	Continuous	Yes
	VFR	VFR from IFR	1. Air Traffic Control Service for separation from IFR; 2. VFR/VFR Traffic Information (and traffic avoidance advice on request).	8 km at and above 3050 m (10000 ft) AMSL; 5 km below 3050 m (10000 ft) AMSL; 1500 m horizontal; 300 m vertical distance from cloud.	250 kt IAS below 3050 m (10000 ft) AMSL	two-way	
D	IFR	IFR from IFR	Air Traffic Control Service including Traffic Information about VFR flights (and traffic avoidance advice on request)	Not applicable	250 kt IAS below 3050 m (10000 ft) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic Information between VFR and IFR flights (and traffic avoidance advice on request)	8 km at and above 3050 m (10000 ft) AMSL; 5 km below 3050 m (10000 ft) AMSL; 1500 m horizontal; 300 m vertical distance from cloud.			
E*	IFR	IFR from IFR	Air Traffic Control Service and Traffic Information about VFR flights as far as practical	Not applicable	250 kt IAS below 3050 m (10000 ft) AMSL	Continuous two-way	Yes

Class	Type of Flight	Separation provided	Service provided	VMC visibility & distance from cloud minimum	Speed Limitation	Radio communication Requirement Clearance	Subject to ATC
	VFR	Nil	Traffic Information as far as practical	8 km at and above 3050 m(10000 ft) AMSL; 5 km below 3050 m (10000 ft) AMSL; 1500 m horizontal; 300 m vertical distance from cloud.		No	No
F*	IFR	IFR from IFR As far as practical	Air Traffic Advisory Service; Flight Information Service	Not applicable	250 kt IAS below 3050 m (10000 ft) AMSL	Continuous two-way	No
	VFR	Nil	Flight Information Service	8 km at and above 3050 m (10000 ft) AMSL; 5 km below 3050 m (10000 ft) AMSL; 1500 m horizontal; 300 m vertical distance from cloud. At and below 900 m AMSL or 300 m above terrain whichever is higher; 5 km clear of cloud and in sight of ground or water.		No	

Class	Type of Flight	Separation provided	Service provided	VMC visibility & distance from cloud minimum	Speed Limitation	Radio communication Requirement Clearance	Subject to ATC
G	IFR	Nil	Flight Information Service	Not applicable	250 kt IAS below 3050 m (10000 ft) AMSL	Continuous two-way	No
	VFR			8 km at and above 3050 m (10000 ft) AMSL; 5 km below 3050 m (10000 ft) AMSL; 1500 m horizontal 300 m vertical distance from cloud. At and below 900 m AMSL or 300 m above terrain whichever is higher; 5 km clear of cloud and insight of ground or water.		No	
<p>When the transition altitude is lower than 3050 m (10000 ft) AMSL, FL100 should be used in lieu of 10000 ft. * Note: Class of airspace (B), (E) and (F) are not used in KIGALI FIR.</p>							

ENR 1.4.2 ATS airspaces description

Nil

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

ENR 1.5.1 General

1. The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168 - Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS).

2. At Kigali International Airport the normal procedure is based on the ILS - DVOR/DME procedure. The second procedure is based on the DVOR/DME if the ILS is not in operation.

ENR 1.5.2 Arriving Flights

1. IFR flights entering and landing within Kigali Control Zone will be cleared to a specified holding point and instructed to commence the approach. The terms of this clearance shall be adhered to until further instructions are received from area control centre. If the clearance limit is reached before further instructions have been received, holding procedure shall continue until the expected approach time.

2. Due to the limited airspace available, it is important that the approaches to the patterns and the holding procedures be carried out as precisely as possible. Pilots are strongly requested to inform ATC if for any reason the approach and/or holding cannot be performed as required.

ENR 1.5.3 Departing Flights

1. IFR flights departing from controlled aerodromes will receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination. Flights departing from non-controlled aerodromes shall join the controlled airspace after receiving an ATC clearance if requested and the flight plan items shall be given by radio to ATC personnel.

2. Detailed instructions with regard to routes, turns, etc. will be part of the clearance.

3. Holding;

Holding area refers to the area within which the aircraft should be contained on better than 98 percent probability. Holding pattern refers to the basic race track pattern. Factors taken into account to calculate the holding area includes:

- I) Ground equipment tolerance;
- II) Airborne equipment tolerance;
- III) Wind and temperature values within 95 percent probability;
- IV) The airspeeds, rates of turn and procedures given below.

4. Turns;

All turns are to be made at a bank angle of 25° or at a rate of 3% per second whichever requires the less bank.

At the holding pattern ETMAP and ESVAV all turns are made to the right.

While turns shall be made to the left at holding patterns GESOL and OKPOP.

5. Timing;

Outbound timing shall be 1 minute up to and including FL140 and 1.5 minutes above FL140.

Outbound timing is to commence from abeam the fix or reporting point or on attaining the outbound heading, whichever is the later.

6. Procedure;

Having reached the fix, turn on to the outbound heading for appropriate period of time. On second arrival over the fix, turn to follow the holding pattern.

7. Minimum Holding Altitude;

The minimum holding altitude at which holding procedures may be performed shall not be less than 1000 ft above all obstacles in that holding pattern's obstacle assessment.

8. Airspeeds, Rates of Turn and Procedure Table

Flight Level (FL)	Propeller Aircraft	Jet Aircraft	
		Normal Condition	Turbulence Condition
Above 6000 ft up to FL140(4250 m) inclusive	170 kt	230 kt (425 km/h)	280 kt (520 km/h) or Mach 0.5 whichever is less. The speed of 280 kt (Mach 0.5) reserved for turbulence conditions shall be used for holding only after prior clearance with ATC.
Above FL140 (4250 m) to FL200 (6100 m)	175 kt	240 kt (445 km/h)	
Above FL200 (6100 m) to FL340 (10350 m) inclusive	265 kt (490 km/h)		
Above FL340(10350 m)	Mach 0.83		Mach 0.83

ENR 1.5.4 Other relevant information and procedures

Nil

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

ENR 1.6.1 Establishment of ATC Radar Surveillance within Kigali FIR.

1. Area radar and approach radar services are established within Kigali FIR daily on a 24-hour basis. Details of the established ATC radar unit are as here below:

- a) Call sign: Kigali Radar
- b) Frequency: 124.3 MHz.
- c) Lateral limits: Along the entire Rwanda Political boundary
- d) Vertical limits: Upper limit - UNL
Lower limit - 8000ft

ENR 1.6.2 Application of radar control service

1 Radar identification will be achieved according to the provisions specified by ICAO.

2. Radar control services are provided in controlled airspaces to aircraft operating within Kigali FIR. The services to be provided include:

- a) Radar separation of arriving, departing and en-route traffic;
- b) Radar monitoring of arriving, departing and en-route traffic to provide information on any significant deviation from the normal flight path;
- c) Radar vectoring when required;
- d) Assistance to aircraft in emergency;
- e) Assistance to aircraft crossing controlled airspace
- f) Warnings and position information on other aircraft considered to constitute a hazard;
- g) Information to assist in the navigation of aircraft.

3. The minimum horizontal radar separations provided are:

- a) 10 NM En-route

4. Terrain Clearance

4.1 ATC Radar Controllers ensure that levels assigned to IFR flights when in receipt of a Radar Control Service will provide the minimum terrain clearances applicable for each sector.

4.2 Radar Controllers have no responsibility for the terrain clearance of, and do not assign levels to Aircraft operating Special VFR or VFR within controlled airspace which accept radar vectors.

5. ATC Surveillance Minimum Altitude Charts (ATCSMAC)

The purpose of the ATCSMAC is to provide information that will enable flight crews to Monitor and cross check altitudes assigned whilst receiving vectoring instructions from Air traffic controllers. ATCSMAC is provided in AD 2 HRYP.

ENR 1.6.3 SSR Operating Procedures

1. All aircraft about to enter Kigali FIR from an adjacent region where the operation of transponders has not been required and have not received specific instructions from Kigali Radar concerning the setting of the transponder shall operate the SSR transponder on code A2000 until assigned a specific code by the radar controller.

2. All aircraft intending to fly within Kigali FIR should have and operate their SSR transponders with altitude reporting facility, Mode C.

3. System of SSR code assignment

1. SSR code assignment in Kigali FIR is undertaken by use of the Enhanced originating region Code Assignment Method (e-ORCAM).

2. Special Purpose Mode A/3 Codes

The following codes are reserved internationally for special purposes and should be selected as follows:

- i. Code 7700: To indicate an emergency
- ii. Code 7600: To indicate a Radio Failure
- iii. Code 7500: To indicate unlawful interference with the planned operation of a flight.

3. The following SSR code series are allocated to Kigali FIR:

No	Domestic	International
1	1220-1237	1000-1017
2	6700-6777	6000-6077

ENR 1.6.4 Mode S Aircraft Identification

To comply with ICAO airborne equipment requirements, all Mode S transponder equipped aircraft Engaged in international civil aviation must incorporate an Aircraft Identification Feature (Flight Identity or Flight ID) and ensure correct setting of Aircraft Identification. Incorrect Aircraft Identification settings compromise the safety and the benefits associated with Mode S and will prohibit Automatic flight plan correlation, which could affect subsequent ATC clearances and sequencing.

1. Emergency Procedures

If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to Mode A/3, Code 77 (or 7700).

2. Radar failure procedures

a) In the event of complete failure of the ATS surveillance system where air-ground communications remain, the controller will establish procedural separation between the aircraft and limit the number of aircraft permitted to enter the area.

b) As an emergency measure, use of flight levels spaced by 500ft may be resorted to temporarily if standard procedural separation cannot be provided immediately.

3. Radio communication failure (Air-ground communication failure)

a) When a controlled aircraft experiencing complete communication failure is operating or expected to operate in an area and at flight levels where an ATS surveillance service is applied, separation used for ATS surveillance will continue to be used.

b) However, if the aircraft experiencing the communication failure is not identified, separation shall be applied between identified aircraft and all unidentified aircraft observed along the expected route of the aircraft with the communication failure, until such time as it is known, or can safely be assumed, that the aircraft with radio communication failure has passed through the airspace concerned, has landed, or has proceeded elsewhere.

4. Transponder Failure

4.1 Failure before intended departure

When an aircraft experiencing transponder failure after departure and is operating or expected to operate in an area where the carriage of a functioning transponder with specified capabilities is mandatory, the ATC units concerned should endeavour to provide for continuation of the flight to the aerodrome of first intended landing in accordance with the flight plan. However, in certain traffic situations, either in terminal areas or en-route, continuation of the flight may not be possible, particularly when failure is detected shortly after take-off, the aircraft may then be required to return to the departure aerodrome or to land at the nearest suitable aerodrome acceptable to the operator concerned and to ATC.

4.2 Failure after departure

In case of a transponder failure which is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned should be permitted to proceed, as directly as possible, to the nearest suitable aerodrome where repair can be made. When granting clearance to such aircraft, ATC should take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.

5. Unlawful interference procedure

Pilots of aircraft in flight subjected to unlawful interference shall endeavour to set the transponder to Mode A, Code 7500 to make the situation known, unless circumstances warrant the use of Mode A/B, Code 77 (or 7700).

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. INTRODUCTION

The altimeter setting procedures in use generally conform to those contained in ICAO Doc 8168, Vol. I, Part 6 and are given in full below. Differences are shown in quotation marks.

The transition altitude is given on the instrument approach charts.

QNH reports and temperature information for use in determining adequate terrain clearance are available from the air traffic services units. QNH values are given in Hectopascal.

2. BASIC ALTIMETER SETTING PROCEDURES

2.1 General

2.1.1 A transition altitude is specified for Kigali International Airport and it is higher than 450 m above the aerodrome.

2.1.2 Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical positioning is expressed in terms of altitude when descending and in terms of flight levels when ascending.

2.1.3 Flight level zero is located at the atmospheric pressure level of 1013.2 hPa (29.92 in). Consecutive flight levels are separated by a pressure interval corresponding to 500 ft (152.4 m) in the standard atmosphere.

Note: Examples of the relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being approximate:

Flight Level Number	Altimeter Indication	
	Feet	Metres
10	1 000	300
15	1 500	450
20	2 000	600
50	5 000	1 500
100	10,000	3050
150	15,000	4550
170	17,000	5150
200	20,000	6100
etc.	etc.	etc.

2.2 Take-off and Climb

2.2.1 A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.

2.2.2 Vertical positioning of aircraft in climb is expressed in terms of altitudes until reaching the transition altitude above which vertical positioning is expressed in terms of flight levels.

2.3 Vertical Separation En-route

2.3.1 Vertical separation during en-route flight shall be expressed in terms of flight levels at all times during an IFR flight and at night.

2.3.2 IFR flights, and VFR flights above 10,000 ft (3050 m), when in level cruising flight, shall be flown at such flight levels, corresponding to the magnetic tracks shown in the following table, so as to provide the required terrain clearance:

Track							
From 000° to 179°				From 180° to 359°			
IFR Flight Altitude		VFR Flight Altitude		IFR Flight Altitude		VFR Flight Altitude	
FL	Feet	FL	Feet	FL	Feet	FL	Feet
50	5000	55	5500	60	6000	65	6500
70	7000	75	7500	80	8000	85	8500
90	9000	95	9500	100	10,000	105	10,500
110	11,000	115	11,500	120	12,000	125	12,500
130	13,000	135	13,500	140	14,000	145	14,500
150	15,000	155	15,500	160	16,000	165	16,500
170	17,000	175	17,500	180	18,000	185	18,500
190	19,000	195	19,500	200	20,000		
210	21,000			220	22,000		
230	23,000			240	24,000		
250	25,000			260	26,000		
270	27,000			280	28,000		
290	29,000			300	30,000		
310	31,000			320	32,000		
330	33,000			340	34,000		
etc.	etc.			etc.	etc.		

NOTE: Some of the lower level in the above table may not be usable due to terrain clearance requirements.

2.4 Approach and Landing

2.4.1 A QNH altimeter setting is made available in approach clearance and in clearance to enter the aerodrome circuit.

2.4.2 The air traffic services at Kigali International Airport may also provide on request, the QFE (and the QNE in geopotential meters).

2.4.3 Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the transition level below which vertical positioning is controlled by reference to altitudes.

2.5 Missed Approach

2.5.1 The relevant portions of 2.1.2, 2.2 and 2.4 shall be applied in the event of a missed approach.

2.5.2 The related procedures are put on the respective approach charts.

3. DESCRIPTION OF ALTIMETER SETTING REGION

The altimeter setting is identical all over the Kigali FIR.

4. PROCEDURES APPLICABLE TO OPERATORS (INCLUDING PILOT)

4.1 Flight Planning

The levels at which a flight is to be conducted shall be specified in a flight plan:

- a) In terms of flight levels if the flight is to be conducted at or above the transition level; and
- b) In terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

The flight level and levels selected for a flight should ensure adequate terrain clearance at all points along the route flown, should meet air traffic services requirements, and should comply with the semi-circular rule.

Note: 1. Short flights in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude. Filed flight plan is not required for flights within aerodrome circuit.

Note: 2. Flight levels specified in a plan by number and in terms of feet or meters as is case with altitudes.

5. TABLE OF CRUISING LEVELS

Cruising levels to be maintained when so required are as follows:

Track											
From 000° to 179°						From 180° to 359°					
IFR Flight Altitude			VFR Flight Altitude			IFR Flight Altitude			VFR Flight Altitude		
FL	Feet	Meters	FL	Feet	Meters	FL	Feet	Meters	FL	Feet	Meters
50	5000	1500	55	5500	1700	60	6000	1850	65	6500	2000
70	7000	2150	75	7500	2300	80	8000	2450	85	8500	2600
90	9000	2750	95	9500	2900	100	10,000	3050	105	10,500	3200
110	11,000	3500	115	11,500	3500	120	12,000	3650	125	12,500	3800
130	13,000	3950	135	13,500	4100	140	14,000	4250	145	14,500	4400
150	15,000	4550				160	16,000	4900	165	16,500	5050
170	17,000	5200				180	18,000	5500			
190	19,000	5800				200	20,000	6100			
210	21,000	6400				220	22,000	6700			
230	23,000	7000				240	24,000	7300			
250	25,000	7600				260	26,000	7900			
270	27,000	8250				280	28,000	8550			
290	29,000	8850				300	30,000	9150			
310	31,000	9450				320	32,000	9750			
330	33,000	10,050				340	34,000	10,350			
350	35,000	10,650				360	36,000	10,950			
370	37,000	11,300				380	38,000	11,600			
390	39,000	11,900				400	40,000	12,200			
410	41,000	12,500				430	43,000	13,100			
450	45,000	13,700				470	47,000	14,350			
490	49,000	14,950				510	51,000	15,550			
etc.	etc.	etc.				etc.	etc.	etc.			

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ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

The Supplementary Procedures in force are given in their entirety. Differences are shown in quotation marks.

FLIGHT RULES

All flights will be conducted in accordance with the Instrument Flight Rules (IFR) even not operating in instrument meteorological conditions, when operated at or above FL150.

1. VISUAL FLIGHT RULES (VFR) (ICAO ANNEX 2, 4.8)

VFR Flights to be operated within a control zone established at an aerodrome serving international flight and in specified portions of the associated terminal control area shall:

- a) Have two-way radio communication;
- b) Obtain permission from the appropriate air traffic control unit, and Report positions as required.

2. ROUTES AND FLIGHT PLANS

As far as practicable, domestic overflying aircraft will be cleared to operate a direct flight between any two aerodromes within Kigali FIR. The message of position report abeam Kigali shall indicate the distance from KNM DVOR/DME.

3. AIR-TO-GROUND COMMUNICATION AND POSITION REPORTS

A permanent watch on appropriate ATC radio frequencies is mandatory for all flights within controlled and uncontrolled airspace.

All aircraft flying IFR or VFR must establish a suitable radio communication with Kigali ACC as soon as possible before entering in Kigali FIR. A position report will be transmitted by each aircraft coming in or getting out of Kigali FIR.

4. ALTIMETER SETTING

The transition level remains the same, since no significant variations are being observed in atmospheric pressure. Should any abnormal conditions occur, ad hoc reports to ATS units will be done by the Aeronautical Meteorological office.

5. ADHERENCE TO ATC APPROVED ROUTE (ANNEX 2, 3.6.2.2)

If an aircraft has inadvertently deviated from the route specified in its ATC clearance, action shall be taken to regain track as soon as practicable.

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ENR 1.9 AIR TRAFFIC FLOW AND MANAGEMENT (ATFM) AND AIRSPACE MANAGEMENT
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ENR 1.10 FLIGHT PLANNING

(Restriction, limitation or advisory information)

1. PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN

1.1 A flight plan shall be submitted in accordance with ICAO Annex 2, 3.3.1, prior to operating:

- a) any IFR flight;
- b) any VFR flight
 - Departing from or destined for an aerodrome within a control zone;
 - Crossing - flying through Kigali CTR;
 - Across the FIR boundary, i.e. international flights.

1.2 Time of Submission

A flight plan shall be submitted at least 60 minutes but not more than 120 hours prior to departure, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information.

1.3 Place of Submission

a) Flight plans shall be submitted at the Air Traffic Services Reporting Office (ARO) at the departure aerodrome via online at <http://cronos.rac.co.rw/cronos-portal/#!/auth/login>, or pilots/their representatives should complete and sign the Flight Plan form (ICAO format) and submit it to the ATS Unit at the aerodrome of departure.

b) If departing from an aerodrome which has no communication with the international airport, the pilot has to transmit as soon as possible the items of his flight plan through the air-to-ground radio frequencies to Area control centre.

1.4 VFR Flight Plan for Alerting Service Purposes

The alerting service is, in principle, provided to all flights known by ATS units.

1.5 Contents and Form of a Flight Plan

a) ICAO Flight Plan Forms are available at Airport Reporting Offices of controlled aerodromes. The instructions for completing those forms shall be followed appropriately.

b) All aircraft are requested to enter or leave the Kigali FIR using one of the reporting points along the approved ATS routes. The position report overhead the FIR boundary must be communicated in air-to-ground messages.

c) When a flight plan is submitted by telephone, radiotelephone, the sequence of items in the Flight Plan Form shall be strictly followed.

1.6 Adherence to ATS Route Structure

No IFR flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from Kigali ATC.

1.7 Authorization for Special Flights

Flights of a specific mission, such as survey flights, scientific research flights, etc., may be exempted from the restriction specified above. A request for exemption shall be mailed so as to be received at least one week before the intended day of operation to Kigali.

1.8 Maximum Cruising Flight Levels predetermined within the Great Lakes Region

Along the following ATS routes, predetermined IFR flight levels for non-coordinated flights are assigned as below:

AIRWAY	DIRECTION	FL
L432	Bujumbura - Kigali	FL150
	Kigali - Bujumbura	FL160
B531	Goma - Kigali	FL150
	Kigali - Goma	FL160
B607	Bujumbura - Goma	FL150
	Goma - Bujumbura	FL160

NOTE: Instructions are given to departing aircraft to contact the approach control unit of the receiving FIR/TMA as soon as possible.

2. REPETITIVE FLIGHT PLAN SYSTEM

Nil

3. CHANGES TO THE SUBMITTED FLIGHT PLAN

3.1 All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit.

In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has been cancelled.

NOTE 1: If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

NOTE 2: If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA.

3.2 Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately.

3.3 Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan). Significant changes to a flight plan for an uncontrolled VFR flight include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

3.4 Arrival Report (Closing a Flight Plan)

After landing at an aerodrome which is not the destination aerodrome (diversionary landing), the local ATS unit shall be specifically informed accordingly.

A report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival and destination aerodromes. Arrival reports shall contain the following elements of information:

- Aircraft identification;
- Departure aerodrome;
- Destination aerodrome;
- time of arrival.

In the case of diversion, insert the "arrival aerodrome" between "destination aerodrome" and "time of arrival".

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic into or via Kigali FIR shall be addressed as stated below in order to warrant correct relay and delivery as follows:

Category of flight (IFR, VFR or both)	Route (into or via FIR)	Message Address
1	2	3
IFR Flights	Into or via Kigali FIR	HRYRZQZX, HRYRZAZX HRYRZTZX, HRYRZPZX
VFR Flights		

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ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. INTERCEPTION PROCEDURES

1.1 The following procedures and visual signals apply over the territory and territorial waters of Rwanda in the event of interception of an aircraft. An aircraft which is intercepted by another aircraft shall immediately:

- a) Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals.
- b) Notify, if possible, the appropriate air traffic service unit;
- c) Attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.500 MHz, giving the identity of intercepted aircraft and the nature of flight; if no contact has been established and if practicable, repeat this call on the emergency frequency 243 MHz;
- d) If equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by appropriate air traffic service unit.

1.2 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in the following table, transmitting each phrase twice:

Phrase	Pronunciation ¹	Meaning
CALL SIGN (call sign) ²	KOL SA-IN (call sign)	My call sign is (call sign)
WILCO	VILL-KO	Understood. Will comply
CAN NOT	KANN NOTT	Unable to comply
REPEAT	REE-PEET	Repeat your instruction
AM LOST	AM LOSST	Position unknown
MAYDAY	MAYDAY	I am in distress
HIJACK ³	HI-JACK	I have been hijacked
LAND (Place name)	LAAND (Place name)	I request to land at (place name)
DESCEND	DEE-SEND	I require descent

¹ Syllables to be emphasized are printed in bold letters.

² The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.

³ Circumstances may not always permit, nor make desirable the use of the phrase "HIJACK."

NOTE: The word "interception" in this context does not include intercept and escort service provided, on request, to an aircraft in distress in accordance with the Search and Rescue Manual (Doc 7333).

1.3 The phrases shown in the table below shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph.

1.4 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signal, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

1.5 If any instructions received by radio from any sources conflict with those given by intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

1.6 The visual signals for use in the event of interception are detailed on page ENR 1.12-2.

Phrase	Pronunciation ¹	Meaning
CALL SIGN	KOL SA-IN	What is your call sign?
FOLLOW	FOL-LO	Follow me
DESCEND	DEE-SEND	Descend for landing
YOU LAND	YOU LAAND	Land at this aerodrome
PROCEED	PRO-SEED	You may proceed

¹Syllables to be emphasized are printed in bold letters.

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

Signals initiated by the intercepting aircraft and responses by intercepted aircraft				
Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
1	<p>DAY or NIGHT - Rocking aircraft and flashing landing lights at irregular intervals (and landing lights in case of helicopters) from position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left, (or to the right in case of a helicopter) on the desired heading.</p> <p>NOTE 1: Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.</p> <p>NOTE 2: If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.</p>	<p>You have been intercepted. Follow me.</p>	<p>DAY or NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals and following. NOTE: Additional action required to be taken by the intercepted aircraft is prescribed in Annex 2, Chapter 3.3.8.</p>	<p>Understood, will comply.</p>
2	<p>DAY or NIGHT - An abrupt break-away manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.</p>	<p>You may proceed.</p>	<p>DAY or NIGHT - Rocking the aircraft.</p>	<p>Understood, will comply.</p>

Signals initiated by the intercepting aircraft and responses by intercepted aircraft				
Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
3	DAY or NIGHT - Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT - Lowering landing gear (if fitted), showing steady landing lights and following the intercepting aircraft. If, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply.
Signals initiated by the intercepted aircraft and responses by interceptor				
Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	Meaning
4	DAY or NIGHT - Raising the landing gear (if fitted) and flashing landing lights while passing over the runway in use or helicopters landing area at a height exceeding 300 m (1000 ft) but not exceeding 600 m (2000 ft) (in case of a helicopter, at a height exceeding 50 m (170 ft) but not exceeding 100 m (330 ft)) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT - If it is desired that the intercepted aircraft follows the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. Understood, you may proceed.
5	DAY or NIGHT - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT - Irregular flashing of all available lights.	In distress.	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft.	Understood.

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ENR 1.13 UNLAWFUL INTERFERENCE

1. GENERAL

The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2. PROCEDURES

2.1 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible.

2.2 When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

a) Attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as onboard transponders, data links, etc. should also be used when it is advantageous to do so and circumstances permit; and

b) Proceed at a level which differs from the cruising levels normally used for IFR flight in the area by 300 m (1000 ft) if above FL290 or by 150 m (500 ft) if below FL290.

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ENR 1.14 AIR TRAFFIC INCIDENTS

1. DEFINITION OF AIR TRAFFIC INCIDENTS

1.1 **Air Traffic Incident** is used to mean a serious occurrence related to the provision of air traffic services, such as:

- a) aircraft proximity (AIRPROX),
- b) serious difficulty resulting in a hazard to aircraft caused, for example, by:
 - 1. Faulty procedures,
 - 2. Non-compliance with procedures, or
 - 3. Failure of ground facilities.

1.1.1 Definitions for Aircraft Proximity and AIRPROX.

Aircraft Proximity. A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

Risk of collision. The risk classification of aircraft proximity in which serious risk of collision has existed.

Safety not assured. The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

No risk of collision. The risk classification of aircraft proximity in which no risk of collision has existed.

Risk not determined. The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

AIRPROX. The code word used in an Air Traffic Incident Report to designate aircraft proximity.

1.2 Air traffic incidents are designated and identified in reports as follows:

TYPE	DESIGNATION
Air Traffic Incident	Incident
as a) above	AIRPROX (aircraft proximity)
as b) 1. and 2. above	Procedure
as b) 3. above	Facility

2. USE OF THE AIR TRAFFIC INCIDENT REPORT FORM

The Air Traffic Incident Report Form (see model on pages ENR 1.14-2 to 1.14-5) is intended for use:

a) by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.

NOTE: The form, if available on board, may also be of use in providing a pattern for making the initial report in flight.

b) by an ATS unit for recording an Air Traffic Incident Report received by radio, telephone or teleprinter.

NOTE: The form may be used as the format for the text of a message to be transmitted over the AFS Network.

3. REPORTING PROCEDURES (INCLUDING IN-FLIGHT PROCEDURES)

3.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident:

a) During flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately,

b) As promptly as possible after landing submit a completed Air Traffic Incident Report Form

1) for confirming a report of an incident made initially as in (a) above, or for making the initial report on such an incident if it had not been possible to report it by radio;

2) for reporting an incident which did not require immediate notification at the time of occurrence.

3.2 An initial report made by radio should contain the following information:

- a) Aircraft identification;
- b) Type of incident, e.g. aircraft proximity;
- c) The incident; 1. a) and b); 2. a), b), c), d), n); 3. a), b), c), i); 4. a), b);
- d) Miscellaneous: 1. e.).

3.3 The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to the ATS Reporting Office of the aerodrome of first landing; then, be forwarded to The Directorate of Transports. The pilot should complete the Air Traffic Incident Report Form, supplementing the details of the initial reports as necessary.

3.4 The incident report will be submitted at Kigali if the daily program plans a landing at that airport.

4. PURPOSE OF REPORTING AND HANDLING OF THE FORM

4.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as “risk of collision”, “safety not assured”, “no risk of collision” or “risk not determined”.

4.2 The purpose of the form is to provide investigatory authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

AIR TRAFFIC INCIDENT REPORT FORM

For use when submitting and receiving reports on air traffic incidents. In an initial report by radio, shaded items should be included.

A — AIRCRAFT IDENTIFICATION	B — TYPE OF INCIDENT
	AIRPROX / PROCEDURE / FACILITY*
C — THE INCIDENT	
1. General	
a) Date / time of incident _____ UTC	
b) Position _____	
2. Own aircraft	
a) Heading and route _____	
b) True airspeed _____ measured in () kt _____ () km/h _____	
c) Level and altimeter setting	
d) Aircraft climbing or descending	
() Level flight	() Climbing
() Descending	
e) Aircraft bank angle	
() Wings level	() Slight bank
() Steep bank	() Moderate bank
() Inverted	() Unknown
f) Aircraft direction of bank	
() Left	() Right
() Unknown	
g) Restrictions to visibility (select as many as required)	
() Sun glare	() Windscreen pillar
() Other cockpit structure	() None
() Dirty windscreen	
h) Use of aircraft lighting (select as many as required)	
() Navigation lights	() Strobe lights
() Red anti-collision lights	() Landing / taxi lights
() Other	() None
() Cabin lights	() Logo (tail fin) lights
i) Traffic avoidance advice issued by ATS	
() Yes, based on radar	() Yes, based on visual sighting
() No	() Yes, based on other information
j) Traffic information issued	
() Yes, based on radar	() Yes, based on visual sighting
() No	() Yes, based on other information
k) Airborne collision avoidance system — ACAS	
() Not carried	() Type
() Resolution advisory issued	() Traffic advisory issued
() Traffic advisory or resolution advisory not issued	

* Delete as appropriate

l)	Radar identification			
	<input type="checkbox"/> No radar available	<input type="checkbox"/> Radar identification	<input type="checkbox"/> No radar identification	
m)	Other aircraft sighted			
	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Wrong aircraft sighted	
n)	Avoiding action taken			
	<input type="checkbox"/> Yes	<input type="checkbox"/> No		
o)	Type of flight plan	IFR / VFR / none*		
3. Other aircraft				
a)	Type and call sign / registration (if known) _____			
b)	If a) above not known, describe below			
	<input type="checkbox"/> High wing	<input type="checkbox"/> Mid wing	<input type="checkbox"/> Low wing	
	<input type="checkbox"/> Rotorcraft			
	<input type="checkbox"/> 1 engine	<input type="checkbox"/> 2 engines	<input type="checkbox"/> 3 engines	
	<input type="checkbox"/> 4 engines	<input type="checkbox"/> More than 4 engines		
	Marking, colour or other available details			

c)	Aircraft climbing or descending			
	<input type="checkbox"/> Level flight	<input type="checkbox"/> Climbing	<input type="checkbox"/> Descending	
	<input type="checkbox"/> Unknown			
d)	Aircraft bank angle			
	<input type="checkbox"/> Wings level	<input type="checkbox"/> Slight bank	<input type="checkbox"/> Moderate bank	
	<input type="checkbox"/> Steep bank	<input type="checkbox"/> Inverted	<input type="checkbox"/> Unknown	
e)	Aircraft direction of bank			
	<input type="checkbox"/> Left	<input type="checkbox"/> Right	<input type="checkbox"/> Unknown	
f)	Lights displayed			
	<input type="checkbox"/> Navigation lights	<input type="checkbox"/> Strobe lights	<input type="checkbox"/> Cabin lights	
	<input type="checkbox"/> Red anti-collision lights	<input type="checkbox"/> Landing / taxi lights	<input type="checkbox"/> Logo (tail fin) lights	
	<input type="checkbox"/> Other	<input type="checkbox"/> None	<input type="checkbox"/> Unknown	
g)	Traffic avoidance advice issued by ATS			
	<input type="checkbox"/> Yes, based on radar	<input type="checkbox"/> Yes, based on visual sighting	<input type="checkbox"/> Yes, based on other information	
	<input type="checkbox"/> No	<input type="checkbox"/> Unknown		
h)	Traffic information issued			
	<input type="checkbox"/> Yes, based on radar	<input type="checkbox"/> Yes, based on visual sighting	<input type="checkbox"/> Yes, based on other information	
	<input type="checkbox"/> No	<input type="checkbox"/> Unknown		
i)	Avoiding action taken			
	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	

* Delete as appropriate

Instructions for the Completion of the Air Traffic Incident Report Form

Item	
A	Aircraft identification of the aircraft filing the report.
B	An AIRPROX report should be filed immediately by radio.
C1	Date / time UTC and position in bearing and distance from a navigation aid or in LAT/LONG.
C2	Information regarding aircraft filing the report, tick as necessary.
C2 c)	e. g. FL350 / 1013 hPa or 2500 FT / QNH 1007 hPa or 1200 FT / QFE 998 hPa.
C3	Information regarding the other aircraft involved.
C4	Passing distance - state units used.
C6	Attach additional papers as required. The diagrams may be used to show aircraft's positions.
D1 f)	State name of ATS unit and date time / time in UTC
D1 g)	Date and time in UTC.
E2	Include details of ATS unit such as service provided, radiotelephony frequency, SSR Codes assigned and altimeter setting. Use diagram to show the aircraft's position and attach additional papers as required.

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ENR 2.1 FIR, UIR, TMA AND CTA

<i>Name</i> <i>Lateral limits</i> <i>Vertical limits</i> <i>Class of Airspace</i>	<i>Unit provid- ing service</i>	<i>Call sign lan- guages area and condi- tions of use hours of service</i>	<i>Frequency and Purpose</i>	<i>Remarks</i>
1	2	3	4	5
Kigali FIR Starting from the point 010328.20S 0302822.80E clock- wise along territorial boundary of Rwanda then back to point 010328.20S 0302822.80E AIRSPACE CLASS A UNL/FL145 AIRSPACE CLASS C 10000FT AMSL/0 FT AGL AIRSPACE CLASS D FL145/8000 FT AMSL AIRSPACE CLASS G 8000FT AMSL/0 FT AGL	KIGALI ACC	Kigali Control English H24	124.30 MHZ	121.500 MHz (Emergency Frequency Use)
Kigali UIR Starting from the point 010328.20S 0302822.80E clock- wise along territorial boundary of Rwanda then back to point 010328.20S 0302822.80E AIRSPACE CLASS A UNL/FL245	KIGALI ACC	Kigali Control English H24	124.30 MHZ	Nil
Kigali TMA Starting from the point 010328.20S 0302822.80E clock- wise along territorial boundary of Rwanda then back to point 010328.20S 0302822.80E AIRSPACE CLASS A FL245/ FL145 AIRSPACE CLASS D FL145/8000 FT AMSL	KIGALI ACC	Kigali Control English H24	124.30 MHZ	NIL
Kigali CTR Circular area centered on 015806.83S 0300851.20E within a 20 NM radius. AIRSPACE CLASS C 10000FT AMSL/GND	KIGALI TWR	Kigali TWR English H24	118.30 MHZ	NIL
Gisenyi ATZ Starting from the point 013835.59S 0291548.03E along territorial boundary of RWANDA up to 014349.90S 0291317.19E counter clockwise arc of a cir- cle of 3 NM radius centred on 014036.00S 0291533.00E to to point of origin. 6500FT AMSL/GND	GISENYI TWR	Gisenyi TWR English HJ	121.80 MHZ	NIL

<i>Name</i> <i>Lateral limits</i> <i>Vertical limits</i> <i>Class of Airspace</i>	<i>Unit provid- ing service</i>	<i>Call sign lan- guages area and condi- tions of use hours of service</i>	<i>Frequency and Purpose</i>	<i>Remarks</i>
1	2	3	4	5
Kamembe ATZ Starting from the point 022552.92S 0285200.98E along territorial boundary of RWANDA up to 023019.82S 0285319.37E counter clockwise arc of a cir- cle of 3 NM radius centred on 022744.52S 0285428.47E to to point of origin. AIRSPACE CLASS D 9000FT AMSL/GND	KAMEM- BE TWR	Kamembe TWR English HJ	120.70 MHZ	NIL

ENR 2.2 OTHER REGULATED AIRSPACE

NIL

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ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length	Upper limit Lower limit MEA Airspace class	Lateral limits (NM) MOCA	Direction of cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
B527						
▲ EGREK 010444.49S 0302259.45E						
	194° 014° 42.0 NM	FL245 FL120 Class A	10	↑	↓	For continuation see AIP UGANDA
△ IBNIN 014529.38S 0301211.64E						
	194° 014° 4.0 NM	FL245 FL120 Class A	10	↑	↓	Kigali ACC 124.300 MHz
△ APMUM 014943.77S 0301104.32E						
	194° 014° 9.0 NM	FL245 FL120 Class A	10	↑	↓	Kigali ACC VHF 124.300 Mhz
▲ Kigali DVOR/DME 'KNM' 015806.83S 0300851.21E						

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length	Upper limit Lower limit MEA Airspace class	Lateral limits (NM) MOCA	Direction of cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
B531						
▲ DATAN 020555.22S 0305346.27E						
	279° 099° 33.0 NM	FL245 FL120 Class A	10	↑	↓	For continuation see AIP TANZANIA
▲ OKPOP 020021.30S 0302138.73E						
	279° 099° 13.0 NM	FL245 FL120 Class A	10	↑	↓	Kigali ACC VHF 124.300 MHz
▲ Kigali DVOR/DME 'KNM' 015806.83S 0300851.21E						
	287° 107° 13.0 NM	FL245 FL120 Class A	10	↑	↓	Kigali ACC VHF 124.300 MHz
Δ ETLIT 015409.65S 0295628.69E						
	287° 107° 29.0 NM	FL245 FL120 Class A	10	↑	↓	Kigali ACC VHF 124.300 MHz
▲ RANAG 014516.84S 0292842.44E						
	287° 108° 15.0 NM	FL245 FL120 Class A	10			For continuation see AIP D.R CONGO
▲ GOMA (DRC) DVOR 'GOM' 014042.97S 0291425.85E						

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length	Upper limit Lower limit MEA Airspace class	Lateral limits (NM) MOCA	Direction of cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
B607						
▲ KIVUR 023720.00S 0291700.00E						
	355° 175° 5.0 NM	FL245 FL120 Class A	10	↑	↓	For continuation see AIP BURUNDI
Δ LABAG 023154.32S 0291655.90E						
	355° 175° 20.0 NM	FL245 FL120 Class A	10	↑	↓	Kigali ACC VHF 124.300 MHz
▲ KAROS 021153.29S 0291557.19E						
	355° 175° 16.0 NM	FL245 FL120 Class A	10	↑	↓	Kigali ACC VHF 124.300 MHz
Δ MITON 015546.31S 0291509.96E						
	355° 175° 15.0 NM	FL245 FL120 Class A	10	↑	↓	For continuation see AIP D.R.CONGO
▲ GOMA (DRC) DVOR 'GOM' 014042.97S 0291425.85E						

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length	Upper limit Lower limit MEA Airspace class	Lateral limits (NM) MOCA	Direction of cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
UB527						
▲EGREK 010444.49S 0302259.45E						
	194° 014° 42.0 NM	UNL FL245 Class A	50	↑	↓	For continuation see AIP UGANDA
Δ IBNIN 014529.38S 0301211.64E						
	194° 014° 4.0 NM	UNL FL245 Class A	50	↑	↓	Kigali ACC VHF 124.300 MHz
Δ APMUM 014943.77S 0301104.32E						
	194° 014° 9.0 NM	UNL FL245 Class A	50	↑	↓	Kigali ACC VHF 124.300 MHz
▲Kigali DVOR/DME 'KNM' 015806.83S 0300851.21E						

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length	Upper limit Lower limit MEA Airspace class	Lateral limits (NM) MOCA	Direction of cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
UB531						
▲ DATAN 020555.22S 0305346.27E						
	279° 099° 33.0 NM	UNL FL245 Class A	50	↑	↓	For continuation see AIP TANZANIA
▲ OKPOP 020021.30S 0302138.73E						
	279° 099° 13.0 NM	UNL FL245 Class A	50	↑	↓	Kigali ACC VHF 124.300 MHz
▲ Kigali DVOR/DME 'KNM' 015806.83S 0300851.21E						
	287° 107° 13.0 NM	UNL FL245 Class A	50	↑	↓	Kigali ACC VHF 124.300 MHz
△ ETLIT 015409.65S 0295628.69E						
	287° 107° 29.0 NM	UNL FL245 Class A	50	↑	↓	Kigali ACC VHF 124.300 MHz
▲ RANAG 014516.84S 0292842.44E						
	287° 108° 15.0 NM	UNL FL245 Class A	50			For continuation see AIP D.R CONGO
▲ GOMA (DRC) DVOR 'GOM' 014042.97S 0291425.85E						

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length	Upper limit Lower limit MEA Airspace class	Lateral limits (NM) MOCA	Direction of cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
UB607						
▲KIVUR 023720.00S 0291700.00E						
	355° 175° 5.0 NM	UNL FL245 Class A	50	↑	↓	For continuation see AIP BURUNDI
Δ LABAG 023154.32S 0291655.90E						
	355° 175° 20.0 NM	UNL FL245 Class A	50	↑	↓	Kigali ACC VHF 124.300 MHz
▲KAROS 021153.29S 0291557.19E						
	355° 175° 16.0 NM	UNL FL245 Class A	50	↑	↓	Kigali ACC VHF 124.300 MHz
Δ MITON 015546.31S 0291509.96E						
	355° 175° 15.0 NM	UNL FL245 Class A	50	↑	↓	For continuation see AIP D.R.CONGO
▲GOMA (DRC) DVOR 'GOM' 014042.97S 0291425.85E						

ENR 3.2 AREA NAVIGATION ROUTES

Route designator Name of significant points Coordinates	Waypoint Formation (Angle and Distance Indication) Elevation of DME antenna	Reference Track MAG Rev Track MAG Length	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5		6	7
L432 (RNAV 10)							
▲ ALSAR 012704.42S 0304440.25E	47NM 4892 FT						
		228° 048° 34.0 NM	FL245 FL120 Class A	↑	↓	(10)	For continuation see AIP UGANDA
▲ ETMAP 014935.38S 0301841.58E							
		228° 048° 13.0 NM	FL245 FL120 Class A	↑	↓	(10)	Kigali ACC VHF 124.300 MHz MRA FL120
▲ Kigali DVOR/DME 'KNM' 015806.83S 0300851.21E							
		210° 030° 10.0 NM	FL245 FL120 Class A			(10)	Kigali ACC VHF 124.300 MHz MRA FL120
▲ GADBO 020645.59S 0300340.75E							
		210° 030° 3.0 NM	FL245 FL120 Class A			(10)	Kigali ACC VHF 124.300 MHz MRA FL120
Δ UDLOP 020918.21S 0300209.11E							
		210° 030° 7.0 NM	FL245 FL120 Class A	↑	↓	(10)	Kigali ACC VHF 124.300 MHz MRA FL120
Δ XABOB 021519.88S							

Route designator Name of significant points Coordinates	Waypoint Formation (Angle and Distance Indication) Elevation of DME antenna	Reference Track MAG Rev Track MAG Length	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5		6	7
0295832.87E							
		210° <hr/> 030° 38.0 NM	FL245 <hr/> FL120 Class A	↑	↓	(10)	For continuation see AIP BURUNDI
▲ GAVDA 024802.45S 0293857.27E	58 NM 4892 FT						

ENR 3.2 AREA NAVIGATION ROUTES

Route designator Name of significant points Coordinates	Waypoint Formation (Angle and Distance Indication) Elevation of DME antenna	Reference Track MAG Rev Track MAG Length	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5		6	7
L442 (RNAV 10)							
▲ BOSAD 015426.28S 0304913.26E	41 NM 4892 FT						
		$\frac{264^\circ}{084^\circ}$ 28.0 NM	$\frac{FL245}{FL120}$ Class A	↑	↓	(10)	For continuation see AIP TANZANIA
△ XAKDO 015656.27S 0302147.10E							
		$\frac{264^\circ}{084^\circ}$ 13.0 NM	$\frac{FL245}{FL120}$ Class A	↑	↓	(10)	Kigali ACC VHF 124.300 MHz
▲ Kigali DVOR/DME 'KNM' 015806.83S 0300851.21E							
		$\frac{255^\circ}{075^\circ}$ 13.0 NM	$\frac{FL245}{FL120}$ Class A	↑	↓	(10)	Kigali ACC VHF 124.300 MHz
△ IMSEP 020123.33S 0295617.02E							
		$\frac{255^\circ}{075^\circ}$ 42.0 NM	$\frac{FL245}{FL120}$ Class A	↑	↓	(10)	Kigali ACC VHF 124.300 MHz
▲ KAROS 021153.29S 0291557.19E							
		$\frac{255^\circ}{075^\circ}$ 28.0 NM	$\frac{FL245}{FL120}$ Class A	↑	↓	(10)	For continuation see AIP D.R.CONGO
▲ BUKAVU (DRC) NDB 'BKV'	83 NM 4892 FT						

Route designator Name of significant points Coordinates	Waypoint Formation (Angle and Distance Indication) Elevation of DME antenna	Reference Track MAG Rev Track MAG Length	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5		6	7
021858.21S 0284842.45E							

ENR 3.2 AREA NAVIGATION ROUTES

Route designator Name of significant points Coordinates	Waypoint Formation (Angle and Distance Indication) Elevation of DME antenna	Reference Track MAG Rev Track MAG Length	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5		6	7
UL432 (RNAV10)							
▲ ALSAR 012704.42S 0304440.25E	47 NM 4892 FT						
		228° 048° 34.0 NM	UNL FL245 Class A	↑	↓	(10)	For continuation see AIP UGANDA
▲ ETMAP 014935.38S 0301841.58E							
		228° 048° 13.0 NM	UNL FL245 Class A	↑	↓	(10)	Kigali ACC VHF 124.300 MHz
▲ Kigali DVOR/DME 'KNM' 015806.83S 0300851.21E							
		210° 030° 10.0 NM	UNL FL245 Class A			(10)	Kigali ACC VHF 124.300 MHz
▲ GADBO 020645.59S 0300340.75E							
		210° 030° 3.0 NM	UNL FL245 Class A			(10)	Kigali ACC VHF 124.300 MHz
Δ UDLOP 020918.21S 0300209.11E							
		210° 030° 7.0 NM	UNL FL245 Class A	↑	↓	(10)	Kigali ACC VHF 124.300 MHz
Δ XABOB 021519.88S							

Route designator Name of significant points Coordinates	Waypoint Formation (Angle and Distance Indication) Elevation of DME antenna	Reference Track MAG Rev Track MAG Length	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5		6	7
0295832.87E							
		$\frac{210^\circ}{030^\circ}$ 38.0 NM	$\frac{\text{UNL}}{\text{FL245}}$ Class A	↑	↓	(10)	For continuation see AIP BURUNDI
▲ GAVDA 024802.45S 0293857.27E	58 NM 4892 FT						

ENR 3.2 AREA NAVIGATION ROUTES

Route designator Name of significant points Coordinates	Waypoint Formation (Angle and Distance Indication) Elevation of DME antenna	Reference Track MAG Rev Track MAG Length	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5		6	7
UL442 (RNAV10)							
▲ BOSAD 015426.28S 0304913.26E	41 NM 4892 FT						
		$\frac{264^\circ}{084^\circ}$ 28.0 NM	$\frac{UNL}{FL245}$ Class A	↑	↓	(10)	For continuation see AIP TANZANIA
△ XAKDO 015656.27S 0302147.10E							
		$\frac{264^\circ}{084^\circ}$ 13.0 NM	$\frac{UNL}{FL245}$ Class A	↑	↓	(10)	Kigali ACC VHF 124.300 MHz
▲ Kigali DVOR/DME 'KNM' 015806.83S 0300851.21E							
		$\frac{255^\circ}{075^\circ}$ 13.0 NM	$\frac{UNL}{FL245}$ Class A	↑	↓	(10)	Kigali ACC VHF 124.300 MHz
△ IMSEP 020123.33S 0295617.02E							
		$\frac{255^\circ}{075^\circ}$ 42.0 NM	$\frac{UNL}{FL245}$ Class A	↑	↓	(10)	Kigali ACC VHF 124.300 MHz
▲ KAROS 021153.29S 0291557.19E							
		$\frac{255^\circ}{075^\circ}$ 28.0 NM	$\frac{UNL}{FL245}$ Class A	↑	↓	(10)	For continuation see AIP D.R.CONGO
▲ BUKAVU (DRC) NDB 'BKV'	83 NM 4892 FT						

Route designator Name of significant points Coordinates	Waypoint Formation (Angle and Distance Indication) Elevation of DME antenna	Reference Track MAG Rev Track MAG Length	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5		6	7
021858.21S 0284842.45E							

ENR 3.2 AREA NAVIGATION ROUTES

Route designator Name of significant points Coordinates	Waypoint Formation (Angle and Distance Indication) Elevation of DME antenna	Reference Track MAG Rev Track MAG Length	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5	6	7	
UY198 (RNAV10)							
▲ Kigali DVOR/DME 'KNM' 015806.83S 0300851.21E	24 NM 4892 FT						
		192° ----- 012° 24.0 NM	UNL ----- FL245 Class A	↑	↓	(10)	Kigali ACC VHF 124.300 MHz For continuation see AIP TAN-ZANIA/BURUNDI
▲ ETMIX 022243.91S 0300325.62E							

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ENR 3.3 OTHER ROUTES

NIL

ENR 3.4 EN-ROUTE HOLDING

NIL

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

<i>Name of station (VAR) (VOR declination)</i>	<i>Ident</i>	<i>Frequency (CH)</i>	<i>Hours of operation</i>	<i>Coordinates</i>	<i>Elevation DME Antenna</i>	<i>Coverage Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>
BUKAVU (DRC) NDB (01° E)	BKV	514.00 KHZ	H24	021858.21S 0284842.45E	—	
GOMA (DRC) DVOR (01° E)	GOM	116.50 MHZ	H24	014042.97S 0291425.85E	—	
Kigali DVOR/DME (01° E)	KNM	114.90 MHZ CH 96X	H24	015806.83S 0300851.21E	4892 FT (1491 M)	Coverage 145 NM

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ENR 4.2 SPECIAL NAVIGATION SYSTEMS

Nil

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ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM

Nil

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ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

<i>Name-code Designator</i>	<i>Coordinates</i>	<i>ATS Route or other route</i>	<i>Remarks</i>
1	2	3	4
ALSAR	012704.42S 0304440.25E	L432 (RNAV 10), UL432 (RNAV10)	ALSAR 1C, ALSAR 1A, ALSAR 1D
APMUM	014943.77S 0301104.32E	B527, UB527	RANAG 1D
APNEV	021645.20S 0290857.96E	-	IAF RNP APCH RWY 20 HRZA
BOSAD	015426.28S 0304913.26E	L442 (RNAV 10), UL442 (RNAV10)	BOSAD 1C, BOSAD 1A, BOSAD 1D
DATAN	020555.22S 0305346.27E	B531, UB531	DATAN 1C, DATAN 1A, DATAN 1D
DUSBA	020026.79S 0302137.79E	-	CAT II IAF/IF AND HLDG RWY 28 HRYR
EGREK	010444.49S 0302259.45E	B527, UB527	EGREK 1C, EGREK 1A, EGREK 1D
EGTOG	022623.49S 0285452.86E	-	RNAV MA WAYPOINT RWY 20 HRZA
EPNUN	023121.95S 0285323.61E	-	MA WAYPOINT RWY 20 HRZA
ERBUB	023506.35S 0285740.87E	-	MA TURNING WAYPOINT RWY 20 HRZA
ESRIT	022242.03S 0285559.09E	-	FAF RNP APCH RWY 20 HRZA
ETLIT	015409.65S 0295628.69E	B531, UB531	ALSAR 1C, RANAG 1C
ETMAP	014935.38S 0301841.58E	L432 (RNAV 10), UL432 (RNAV10)	ALSAR 1C
ETMIX	022243.91S 0300325.62E	UY198 (RNAV10)	
GADBO	020645.59S 0300340.75E	L432 (RNAV 10), UL432 (RNAV10)	KAROS 1A, KAROS 1D
GAVDA	024802.45S 0293857.27E	L432 (RNAV 10), UL432 (RNAV10)	GAVDA 1C, GAVDA 1A, GAVDA 1D
GESOL	020840.95S 0301629.21E	-	CAT I IAF/IF AND MISSED APPCH HLDG POINT
IBNIN	014529.38S 0301211.64E	B527, UB527	EGREK 1C
IMSEP	020123.33S 0295617.02E	L442 (RNAV 10), UL442 (RNAV10)	KAROS 1C
KAROS	021153.29S 0291557.19E	B607, L442 (RNAV 10), UB607, UL442 (RNAV10)	KAROS 1C, KAROS 1A, KAROS 1D, KAROS 2D
KIVUR	023720.00S 0291700.00E	B607, UB607	
LABAG	023154.32S 0291655.90E	B607, UB607	
MITON	015546.31S 0291509.96E	B607, UB607	
OKPOP	020021.30S 0302138.73E	B531, UB531	DATAN 1C, BOSAD 1C
RANAG	014516.84S 0292842.44E	B531, UB531	RANAG 1C, RANAG 1A, RANAD 1D
UDLOP	020918.21S 0300209.11E	L432 (RNAV 10), UL432 (RNAV10)	GAVDA 1C
UDMEK	014520.34S 0300608.17E	-	ILS CAT II MISSED AP-PCH TURNING WAY-POINT RWY 28 HRYR
XABOB	021519.88S 0295832.87E	L432 (RNAV 10), UL432 (RNAV10)	GAVDA 1A, GAVDA 1D

Name-code Designator	Coordinates	ATS Route or other route	Remarks
1	2	3	4
XAKDO	015656.27S 0302147.10E	L442 (RNAV 10), UL442 (RNAV10)	BOSAD 1C
XALNO	022630.30S 0290258.19E	-	MA TURNING WAYPOINT RWY 20 HRZA

ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE

<i>Name IDENT (coordinates)</i>	<i>Type and intensity (1 000 Candelas)</i>	<i>Characteristics</i>	<i>Operating hours</i>	<i>Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>
KIGALI TWR 015754.00S 0300801.00E	AD BCN W 160 G20	ALTN FLG W/ G EV 5 SEC	HN: O/R IMC	NIL

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ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

<i>Identification, Name & Lateral Limits</i>	<i>Upper Limit Lower Limit</i>	<i>Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)</i>
1	2	3
HR(P)-5 Kigali Centre Ville Circular area centered on 015715.00S 0300405.00E within a 1.2 NM radius.	FL110 <hr/> GND	Overfly not permitted over Kigali city centre.
<i>Identification, Name & Lateral Limits</i>	<i>Upper Limit Lower Limit</i>	<i>Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)</i>
1	2	3
HR(R)-2 Akagera National Park Starting from the point 0120.18S 03034.13E - 0126.48S 03032.62E - 0140.77S 03038.25E - 0146.27S 03040.68E - 0148.47S 03040.97E - 0157.97S 03041.97E - 0152.14S 03049.17E along territorial boundary of RWANDA up to to point of ori- gin.	7500 FT AMSL <hr/> GND	Overfly not permitted below 7500FT AMSL
HR(R)-6 Bugesera Starting from the point 0226.28S 03007.99E - 0222.08S 03003.00E - 0213.00S 03003.00E - 0213.00S 03008.00E to point of origin.	FL190 <hr/> GND	Overfly is permitted below FL190 with ATC authorization
HR(R)-4 Ndera Circular area centered on 015715.00S 0301009.00E within a 0.5 NM radius.	8000 FT AGL <hr/> GND	Overfly not permitted over psychiatric hospital
HR(R)-3 Nyungwe National Park Starting from the point 0247.89S 02926.32E - 0235.18S 02926.63E - 0219.40S 02922.70E - 0218.68S 02916.70E - 0224.97S 02915.35E - 0224.68S 02907.57E - 0227.10S 02903.22E - 0231.40S 02904.13E - 0236.15S 02912.43E - 0237.26S 02915.56E along territorial bound- ary of RWANDA up to to point of origin.	FL115 <hr/> GND	Overfly not permitted below FL115
HR(R)-1 Volcanoes National Park Starting from the point 0130.48S 02923.80E - 0130.47S 02923.80E - 0132.20S 02923.98E - 0133.90S 02927.07E - 0131.83S 02930.92E - 0127.70S 02930.20E - 0124.92S 02936.55E - 0124.33S 02939.85E - 0121.97S 02941.43E along ter- ritorial boundary of RWANDA up to to point of origin.	FL165 <hr/> GND	Overfly not permitted below FL165 Volcanic chain: 14800ft/4507m

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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENSE IDENTIFICATION ZONE

<i>Name & Lateral Limits</i>	<i>Upper/lower limits and system/means of activation announcement INFO for CIV FLT</i>	<i>Remarks Time of ACT Risk of interception (ADIZ)</i>
1	2	3
Bugesera Starting from the point 0226.28S 03007.99E - 0222.08S 03003.00E - 0213.00S 03003.00E - 0213.00S 03008.00E to point of origin.	FL190 <hr/> GND	Overfly is permitted below FL190 with ATC authorization

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ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS
NIL

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ENR 5.4 AIR NAVIGATION OBSTACLES - AREA 1
(Height 100 m AGL or higher)

DESIGNATION	TYPE OBSTACLE	COORDINATES	HEIGHT/ ELEVATION GND (METER)	OBST. LGT TYPE/COLOUR	Remark
1	2	3	4	5	6
Rebero Ra- dio Tower / Kigali	MAST	S015942.31 E0300415.30	109/1883	OBST/R	NIL

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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

Nil

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ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1. BIRD MIGRATION

1.1 There are no significant and periodic birds shifting which should be considered as a hazard to air navigation.

1.2 However, birds may move to the aerodromes from time to time in such a manner that it would not be able to determine accurately the number or the altitude of those birds. The presence of birds at aerodromes occurs during the rainy seasons and bigger numbers are seen at the beginning and towards the end of those periods, groups of black kites, pied crow and black headed heron are mostly seen.

1.3 Reporting of Bird Strike

1.3.1 General

To achieve more comprehensive statistics of bird strikes, the Civil Aviation Administration is collecting information; all pilots on flights within Kigali FIR are therefore requested to report to the Civil Aviation Administration all cases of bird strike or incidents where a risk of bird strike has been present.

1.3.2 Reporting

To facilitate the reporting of incidents, a Bird Strike Reporting Form has been produced and may be obtained at the International Airport Briefing Office. Any supplementary information on the circumstances under which the incident took place should also be added.

2. AREAS WITH SENSITIVE FAUNA

2.1 Many species of birds as well as mammals are sensitive to noise from aircraft and overflying their breeding and resting places may be critical. Overflying of such areas at heights below 1000 ft (300 m) shall be avoided.

2.2 The areas are shown on the index chart on page ENR 6.9-1.

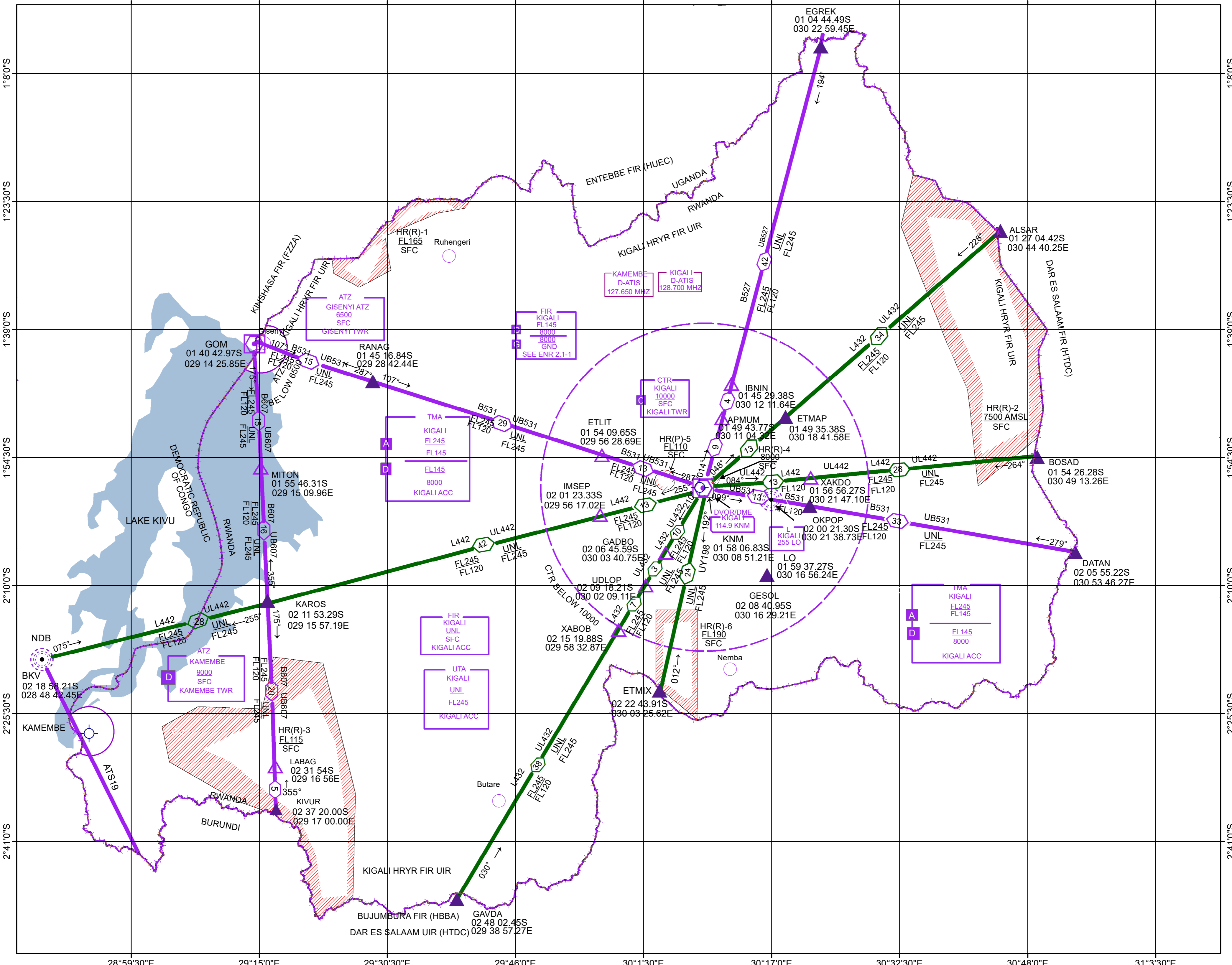
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ENR 6 ENROUTE CHARTS

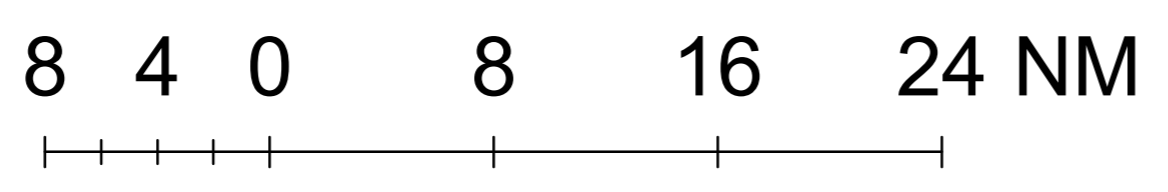
<i>Charts</i>	<i>Pages</i>
ENR 6.1 ENROUTE CHART-ICAO.pdf	ENR 6.1 - 1
ENR 6.3 PROHIBITED AND RESTRICTED AREAS - INDEX CHART.pdf	ENR 6.3 - 1
ENR 6.4 MILITARY EXERCISE TRAINING AREAS-INDEX CHART.pdf	ENR 6.4 - 1
ENR 6.7 RADIO FACILITY-INDEX CHART.pdf	ENR 6.7 - 1
ENR 6.9 BIRD CONCENTRATIONS AND AREAS WITH SENSITIVE FAUNA-INDEX CHAR.pdf	ENR 6.9 - 1

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ENROUTE CHART-ICAO



SCALE 1:500,000



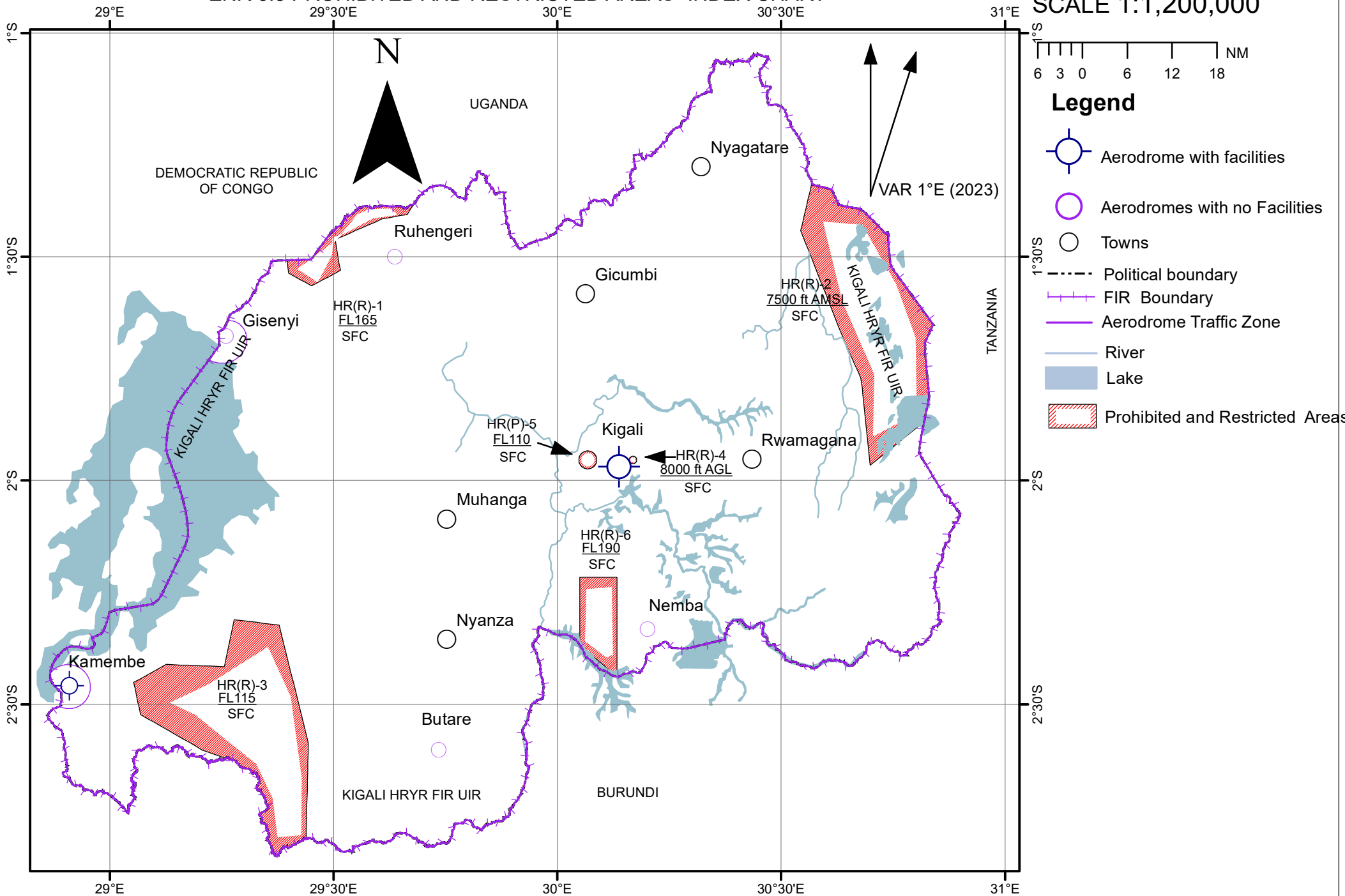
Legend

- Aerodrome with facilities
- NDB
- Aerodromes with no facilities
- Compulsory Reporting Points
- Non Compulsory Reporting Points
- DVOR/DME
- Conventional route distances in NM
- RNAV route distances in NM
- Political Boundary
- TMA
- FIR Boundary
- Control Zone
- RNAV Routes
- Conventional Routes
- Aerodrome traffic Zone
- Prohibited/Restricted Areas
- Lake

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ENR 6.3 PROHIBITED AND RESTRICTED AREAS- INDEX CHART

SCALE 1:1,200,000



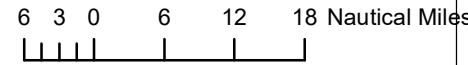
Legend

- Aerodrome with facilities
- Aerodromes with no Facilities
- Towns
- Political boundary
- FIR Boundary
- Aerodrome Traffic Zone
- River
- Lake
- Prohibited and Restricted Areas

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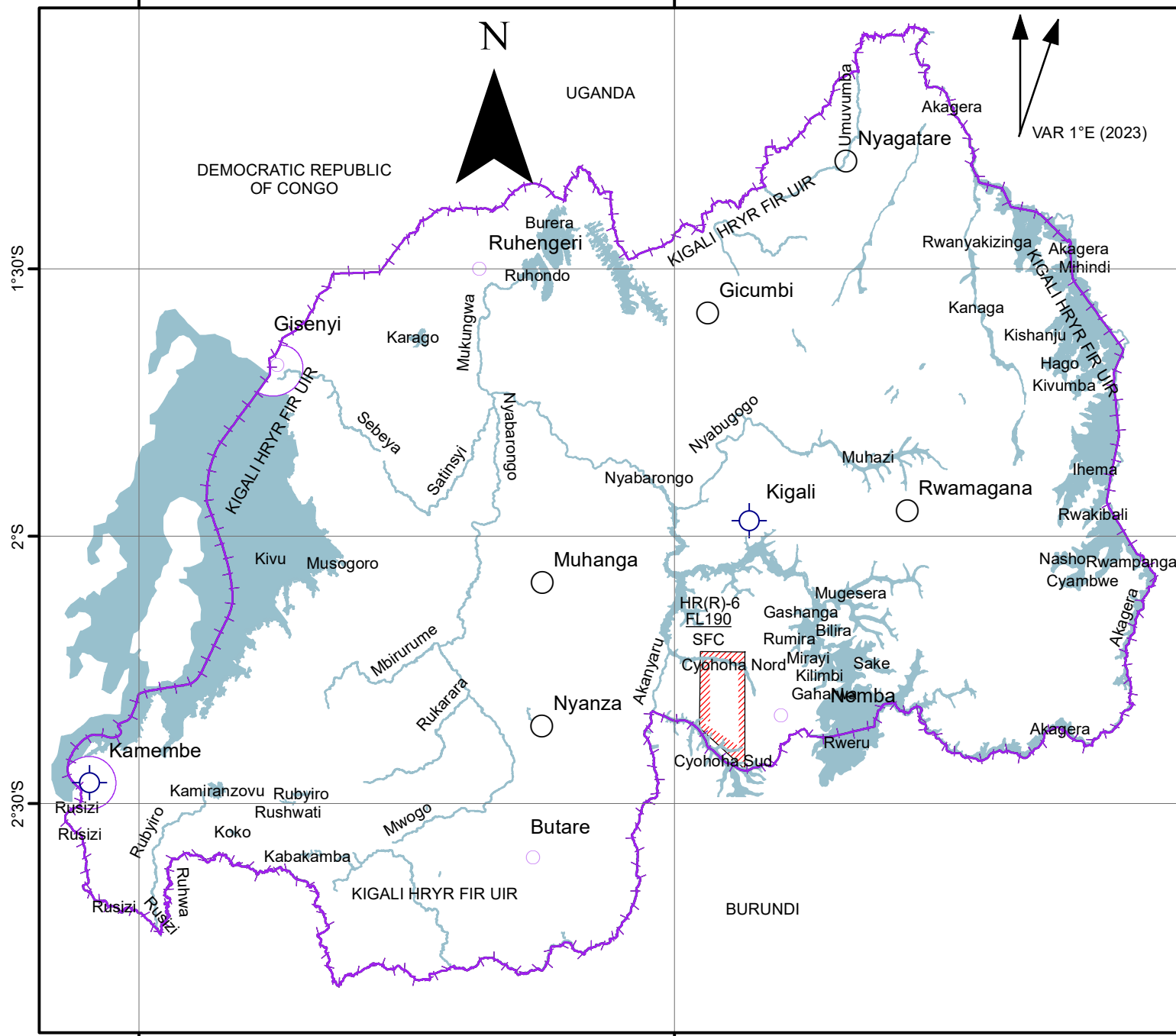
ENR 6.4 MILITARY EXERCISE TRAINING AREAS-INDEX CHART

Scale 1:1,200,000



Legend

- Aerodrome with facilities
- Aerodromes with no facilities
- Towns
- FIR Boundary
- Political boundary
- Aerodrome Traffic Zone
- River
- Lake
- Restricted Area



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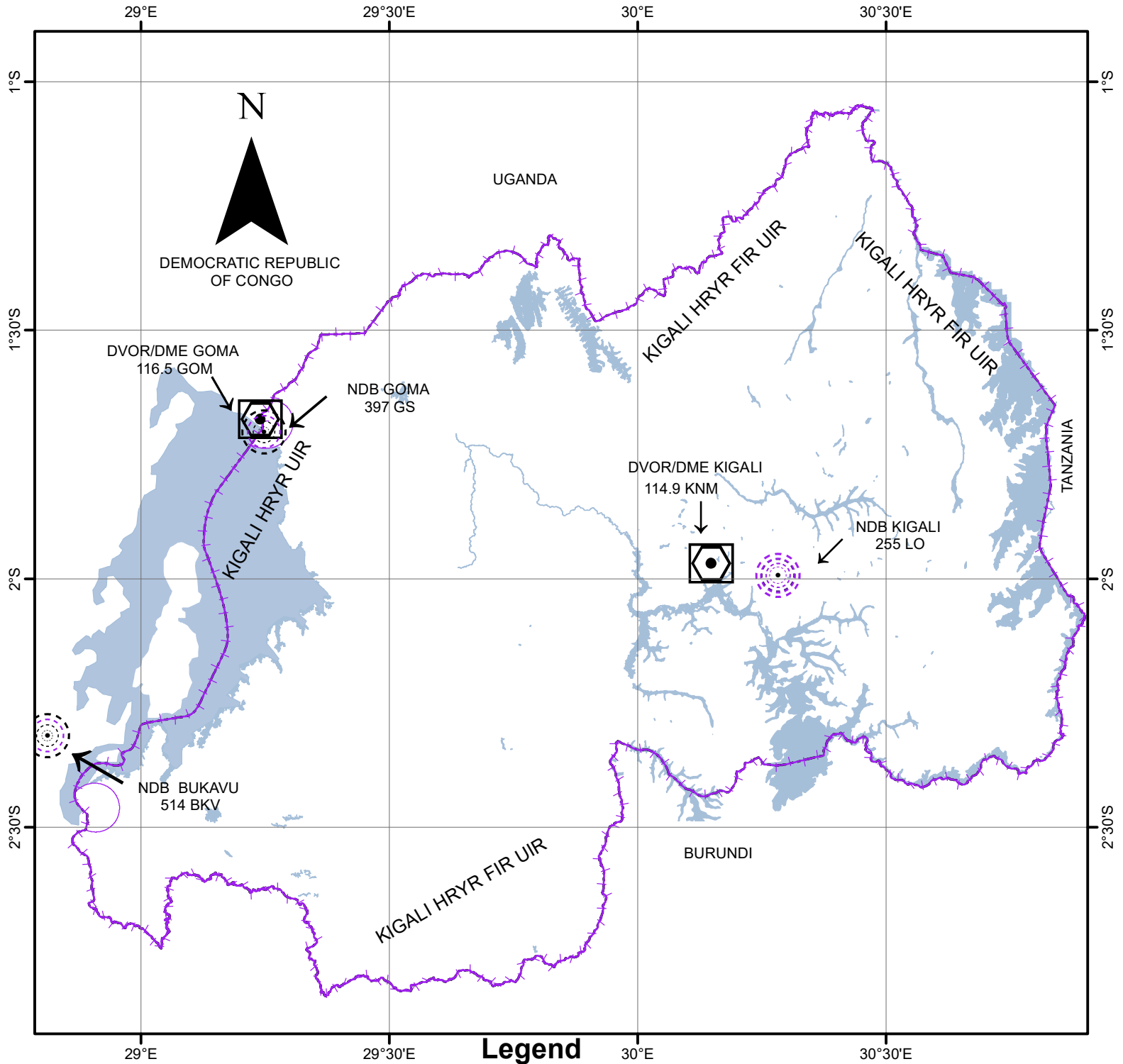
ENR 6.5 OTHER ACTIVITIES OF DANGEROUS NATURE - INDEX CHART
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ENR 6.6 AERIAL SPORTING AND RECREATIONAL ACTIVITIES - INDEX CHART
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ENR 6.7 RADIO FACILITY-INDEX CHART



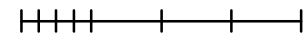
Legend

-  DVOR/DME
-  NDB
-  Political boundary
-  River
-  Aerodrome Traffic Zone
-  FIR Boundary
-  River
-  Lake

SCALE

1:1,200,000

6 3 0 6 12 18 Nautical Miles



VAR 1° E (2023)

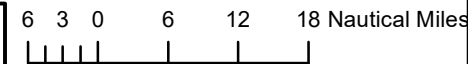
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ENR 6.8 BIRD MIGRATION ROUTES - INDEX CHART
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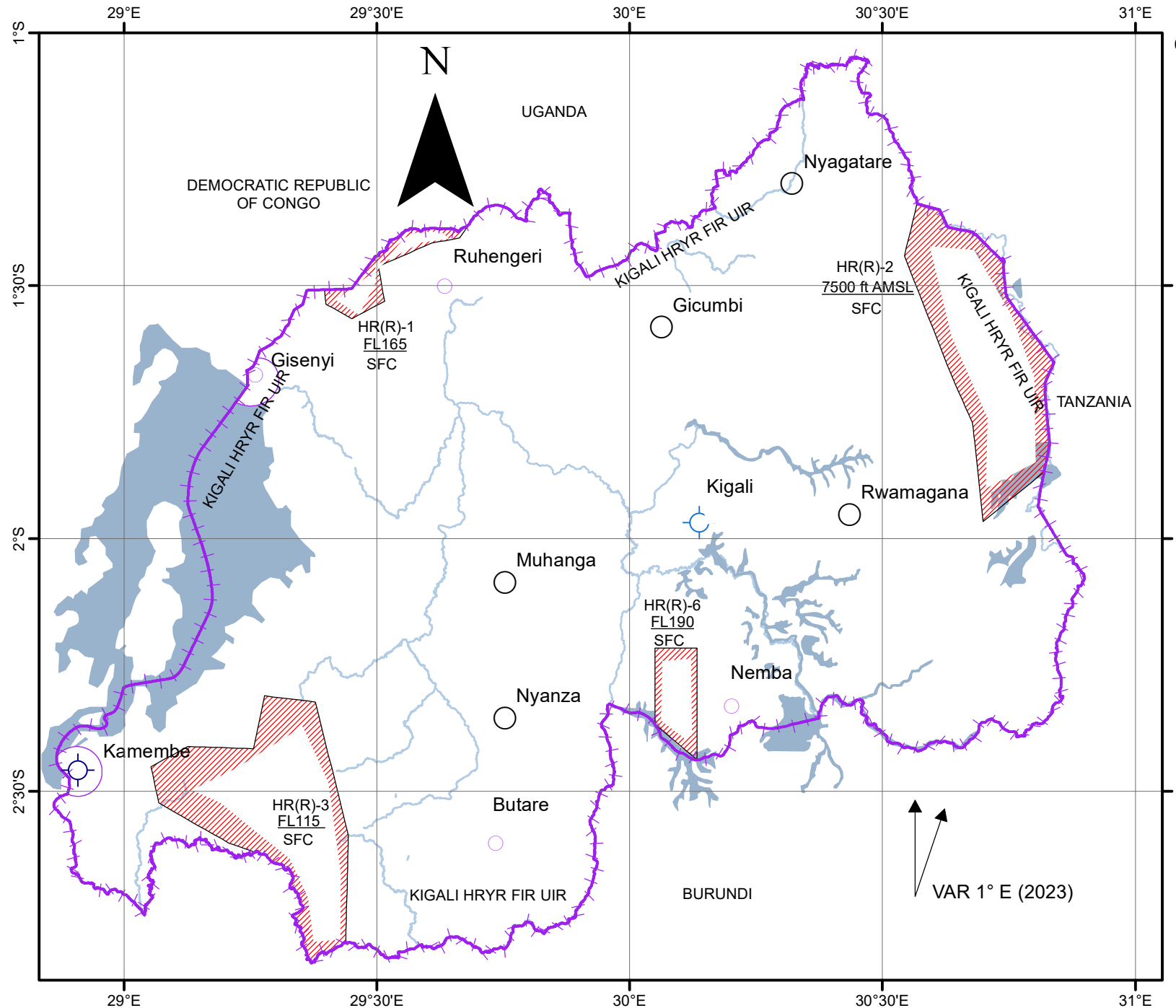
ENR 6.9 BIRD CONCENTRATIONS AND AREAS WITH SENSITIVE FAUNA-INDEX CHART

Scale 1:1,200,000



Legend

- Aerodrome with Facilities
- Aerodromes with no Facilities
- Towns
- River
- FIR Boundary
- Political boundary
- Aerodrome Traffic Zone
- Lake
- Restricted Area



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AD 3 Heliports	AD 3 - 1

AD 1 AERODROMES/HELIPORTS INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY

AD 1.1.1 General conditions

General conditions under which aerodromes/heliports and associated facilities are available for use

Commercial flights are not permitted to take-off from or land at any aerodrome/heliport not listed in this AIP except in cases of emergency or when special permission has been obtained from the appropriate authority.

Landings made other than at an international aerodrome/heliport or a designated alternate aerodrome/heliport

If a landing is made other than at an international aerodrome/heliport or a designated alternate aerodrome/heliport, the pilot-in-command shall report the landing as soon as practicable to the appropriate Air Traffic Control Unit, health, customs and immigration authorities at the international aerodrome at which the landing was scheduled to take place. This notification may be made through any available communication means.

The pilot-in-command shall be responsible for ensuring that:

- a) if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;
- b) Cargo, baggage and mail are not removed from the aircraft except as provided below;
- c) Any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial. This is done in coordination with appropriate authority.

Traffic of persons and vehicles on aerodromes

Demarcation of zones

The grounds of each aerodrome are divided into two zones:

- a) a public zone comprising the part of the aerodrome open to the public; and
- b) a restricted zone comprising the rest of the aerodrome/heliport

Movement of persons

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome/heliport. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to; passengers, staff of the public authorities, airlines operators and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome/heliport is subject to the conditions prescribed by the air navigation regulations and by the special rules laid down by the aerodrome administration.

Policing

Police services exist at aerodromes and airports. However, care and protection of aircraft, vehicles, equipment and goods used at the aerodrome/heliport are not the responsibility of the State or any concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

Use of the Heliports

Nil

Landing, parking and storage of aircraft on aerodromes/heliports under the management of Rwanda Airports Company.

The conditions under which aircraft may land and be parked, housed or otherwise dealt with at any of the aerodromes/heliports under the management of Rwanda Airports Company are as follows:

- a) The fees and charges for the landing, parking or housing of aircraft shall be those published from time to time by the Rwanda Civil Aviation Authority hereinafter referred to as "RCAA" in the AIP or AIC.

The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of RAC at any aerodrome under the management of RAC shall, unless otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the RAC for that aerodrome.

b) The fees and charges referred to shall accrue from day to day and shall be payable to the RAC. RAC shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.

c) Neither RAC nor any servant or agent of the government shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss and damage may arise, occurring while the aircraft is on any aerodrome/heliport under the management of RAC or is in the course of landing at or taking off from any of such aerodrome.

Applicable ICAO documents

The Standards and Recommended Practices of Annex 14. Volumes I and II are applied and any differences noticed shall be reported in chapter GEN 1.7.

AD 1.1.2 Civil use of military air bases

Nil

AD 1.1.3 Low visibility procedures (LVP)

CAT II/III OPERATIONS AT AERODROMES

PROCEDURES FOR CONTROL OF TRAFFIC WHEN ILS CATEGORY II APPROACH IS IN USE AT KIA

During periods of reduced visibility, it is necessary to introduce procedures to ensure that high levels of safety are maintained in the aircraft movement and that runway operations are properly safeguarded.

Meteorological Office is responsible of determining whether there is low visibility at Kigali international Airport. RVR is used to determine both horizontal and vertical visibility of the runway.

After determining that there is a low visibility, the MET Officer on duty will immediately notify aerodrome controller at KIA.

Upon receiving such information, the aerodrome control tower will inform the area control unit when procedures for ILS CAT II and low visibility operations will be applied and also when such procedures are no longer in force.

In addition to the actions above by ATC after he/she is informed of low visibility by Met office, the aerodrome Controller on duty shall also inform the following of the activation of LVPs;

- Airside Coordinator / Operations Officer on duty;
- The Marshaller on duty and;
- RFFS shift leader on duty.

ILS category II will be in use when RVR is below 800m but not less than 300m, decision height lower than 60m (200ft), but not lower than 30m (100ft).

RVR value for takeoff will be 500m

Aerodrome controller will switch on CAT II aeronautical ground lights and ensure continuous monitoring of air field ground lights display;

Aerodrome controller will report any relevant equipment failure and degradation, without delay, to the flight crew concerned, the area control unit, and aerodrome operator.

Procedures for the control of traffic on the manoeuvring area;

The runway-holding positions to be used;	A, B and C
The minimum distance between an arriving and a departing aircraft to ensure protection of the sensitive and critical areas;	Only one aircraft movement at time during departure or arrival will be allowed.
Ensuring that aircraft and vehicles have vacated the runway	Aircraft and vehicles will maintain two-way communication with aerodrome controller and report vacating the runway.
Separation of aircraft and vehicles;	Withdraw all vehicles and personnel involved in construction, maintenance and other non-essential activities.
Spacing between successive approaching aircraft;	One aircraft will be cleared for approach and the rest will be holding in their respective holding patterns.
Action(s) to be taken in the event low visibility operations need to be discontinued, e.g. due to equipment failures; and	ILS CAT II will be suspended and revert to ILS CAT I

AD 1.1.4 Aerodrome operating minima

Nil

AD 1.1.5 Other information**Friction measuring device used and friction level below which the runway is declared slippery when it is wet.**

1. Surface friction tester: ASFT CFMET-5
2. Minimum friction value: 0.5 with the tire pressure of 2.1 bar and driving speed of 65KM/h.

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AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN**AD 1.2.1 RESCUE AND FIRE FIGHTING SERVICES**

At aerodromes approved for scheduled and/or nonscheduled traffic aeroplanes carrying passengers, Rescue and Fire Fighting Services are established in accordance with the regulations for Civil Aviation.

Information about whether there is service and what the extent of that service is, is given on the relevant page for each aerodrome.

Scheduled or non-scheduled traffic of aeroplanes carrying passengers are not allowed to use aerodromes without Rescue and Fire Fighting Services.

Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

Rescue and Fire Fighting Services	
Aerodrome category	Amount of water in liters for production of performance level B foam
3	1800
4	3600
5	8100
6	11800
7	18200
8	27300
9	36400

AD 1.2.2 SNOW PLAN

Nil

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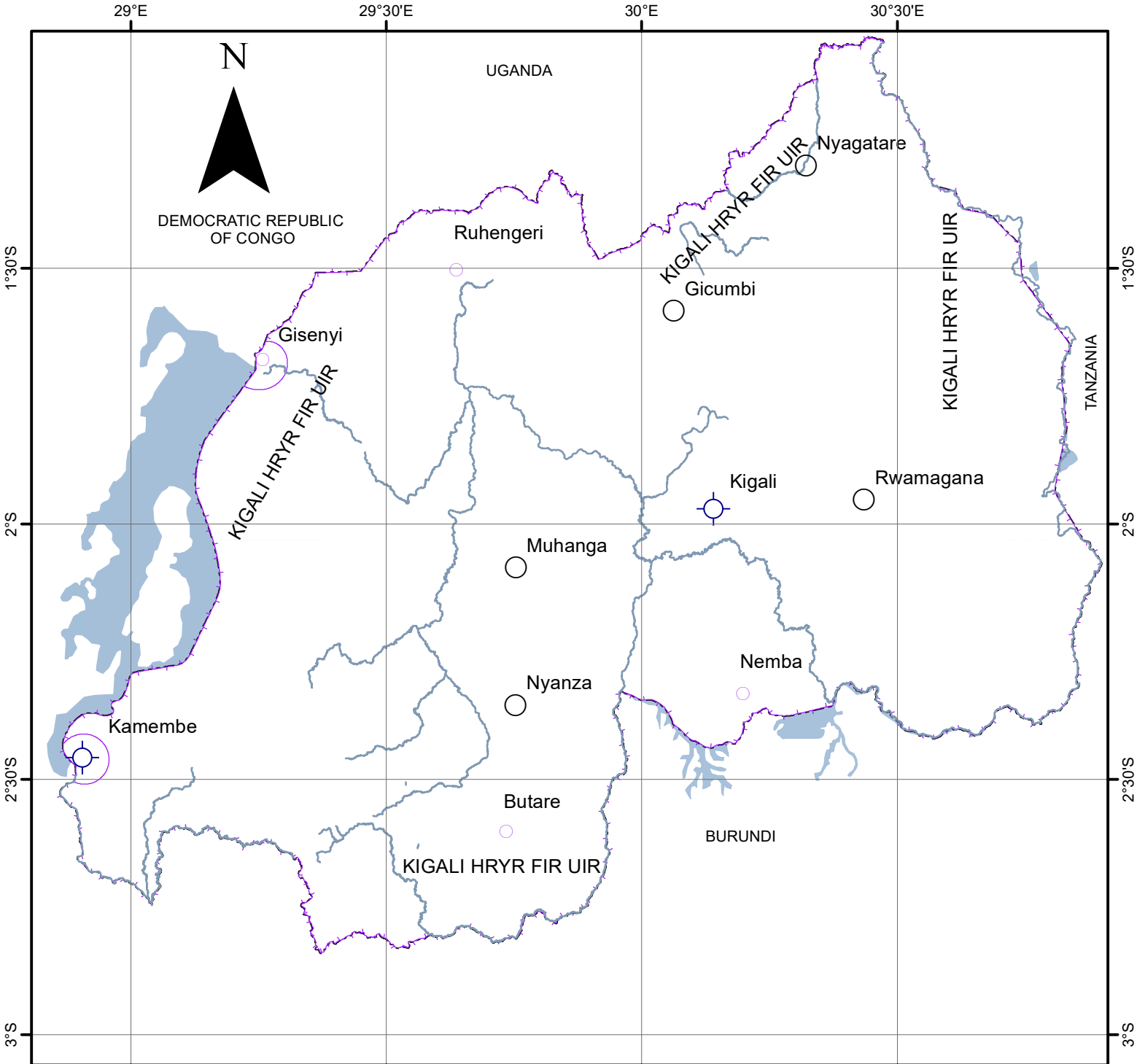
AD 1.3 INDEX TO AERODROMES

<i>Aerodrome/heliport name Location indicator</i>	<i>Type of traffic permitted to use the aerodrome/heliport</i>			<i>Reference to AD Section and remarks</i>
	<i>International - National (INTL - NTL)</i>	<i>IFR-VFR</i>	<i>S = Scheduled NS = Non-Scheduled P = Private</i>	
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>
BUTARE HRYI*	NTL	VFR	NS-P	AD 2 HRYI
GISENYI HRYG*	NTL	VFR	NS-P	AD 2 HRYG
KAMEMBE HRZA	NTL	IFR - VFR	S-NS-P	AD 2 HRZA
KIGALI INTL HRYR	INTL-NTL	IFR - VFR	S-NS-P	AD 2 HRYR
NEMBA HRYN*	NTL	VFR	NS-P	AD 2 HRYN
RUHENGERI HRYU*	NTL	VFR	NS-P	AD 2 HRYU

* The location indicator marked with an asterisk (*) cannot be used in the address component of AFS messages.

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AERODROMES-INDEX CHART



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DEMOCRATIC REPUBLIC
OF CONGO

UGANDA

Ruhengeri

KIGALI HRYR FIR UIR
Gicumbi

Nyagatare

KIGALI HRYR FIR UIR

TANZANIA

KIGALI HRYR FIR UIR

Gisenyi

Kigali

Rwamagana

Muhanga

Nemba

Nyanza









Kamembe

Butare

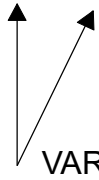
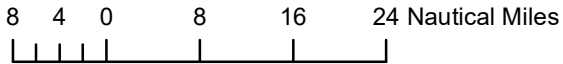
KIGALI HRYR FIR UIR

BURUNDI

Legend

-  Aerodrome with Facilities
-  Aerodromes with no Facilities
-  Towns
-  FIR Boundary
-  Political boundary
-  Aerodrome Traffic Zone
-  River
-  Lake

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AD 1.4 GROUPING OF AERODROMES

The criteria applied by Rwanda in grouping aerodromes for the provision of information in this AIP are as follows:

1. International Aerodromes

The aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigration, health and similar procedures are carried out and where air traffic services are available on a regular basis. Kigali International airport is the only International airport in Rwanda.

2. National Aerodromes/heliports

All aerodromes available only for domestic air traffic, including those military aerodromes/heliports where civil air traffic is allowed under certain conditions.

National aerodromes in Rwanda are Kamembe, Butare, Gisenyi, Namba and Ruhengeri

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AD 1.5 CERTIFICATION OF AERODROMES

Aerodrome name Location indicator	Date of certification	Validity of certification	Remark
1	2	3	4
KIGALI INTERNATIONAL AIRPORT HRYR	30 December 2021	2 years	Certified by RCAA
KAMEMBE AERODROME HRZA	Not certified		
GISENYI AERODROME HRYG*	Not certified		
RUHENGERI AERODROME HRYU*	Not certified		
BUTARE AERODROME HRYI*	Not certified		
NEMBA AERODROME HRYN*	Not certified		

* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

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HRYG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HRYG - GISENYI

HRYG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	014036.00S 0291533.00E Aprx 30 m from the terminal building
2	Direction and distance from (city)	North East 1 NM (1.9 km) from Rubavu City Centre
3	Elevation / Reference temperature (Mean Low temperature)	Elev: 5082 FT (1549 M) / T: 20.9° C (Mean Low T: NIL)
4	Geoid undulation at AD ELEV PSN	20.0 FT
5	MAG VAR / Annual change	2° E (2023)
6	AD Administration, address, telephone, telefax, telex, AFS	Rwanda Airports Company Ltd Tel: 0252540866 Tower Tel: 0252540888 Aerodrome Met Office Tel: 0252540877 Aerodrome Operations Office
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	NIL

HRYG AD 2.3 OPERATIONAL HOURS

1	AD Administration	Monday to Friday 0700 -1000 and 1100 -1500
2	Customs and immigration	O/R
3	Health and sanitation	O/R
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	HJ
6	MET Briefing Office	HJ
7	ATS	HJ
8	Fuelling	NIL
9	Handling	NIL
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

HRYG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel / oil types	Fuel: NIL Oil: NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

HRYG AD 2.5 PASSENGER FACILITIES

1	Hotels	In the City
2	Restaurants	In the City
3	Transportation	O/R
4	Medical facilities	In the City
5	Bank and Post Office	Bank: In the City Post: In the City
6	Tourist Office	NIL
7	Remarks	NIL

HRYG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	CAT 5 / 0500-1500
2	<i>Rescue equipment</i>	NIL
3	<i>Capability for removal of disabled aircraft</i>	NIL
4	<i>Remarks</i>	NIL

HRYG AD 2.7 SEASONAL AVAILABILITY

1	<i>Types of clearing equipment</i>	NIL
2	<i>Clearance priorities</i>	NIL
3	<i>Remarks</i>	NIL

HRYG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	<i>Apron surface and strength</i>	<i>Designator</i>	<i>Surface</i>	<i>Strength</i>	
		Gisenyi Apron	Asphalt	AUW 11	
2	<i>Taxiway width, surface and strength</i>	<i>Designator of TWY</i>	<i>Width</i>	<i>Surface</i>	<i>Strength</i>
		Taxiway	23 M	Asphalt	AUW 11
3	<i>Altimeter checkpoint location and elevation</i>	NIL			
4	<i>VOR checkpoints</i>	NIL			
5	<i>INS checkpoints</i>	NIL			
6	<i>Remarks</i>	NIL			

HRYG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</i>	NIL
2	<i>RWY and TWY markings and LGT</i>	NIL
3	<i>Stop bars and runway guard lights</i>	NIL
4	<i>Other runway protection measures</i>	NIL
5	<i>Remarks</i>	NIL

HRYG AD 2.10 AERODROME OBSTACLES

<i>In Area 2</i>					
<i>OBST ID / Designation</i>	<i>OBST type</i>	<i>OBST position</i>	<i>ELEV/ HGT</i>	<i>Markings/ Type, colour</i>	<i>Remarks</i>
<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>
Telecommunication Antenna Gisenyi	Antenna	014035.53S 0291547.63E	5447 FT / 1660 M	Red/ White	RWY 01 for LDG and RWY 19 for TKOF are recom- mended Mountain- ous area to the right of RWY 01
Telecommunication antenna Red/ White	ANTENNA	014106.60S 0291521.90E	5154 FT / 1571 M	Red/ White	RWY 01 for LDG and RWY 19 for TKOF are recom- mended Mountain- ous area to the right of RWY 01
<i>In Area 3</i>					
<i>OBST ID / Designation</i>	<i>OBST type</i>	<i>OBST position</i>	<i>ELEV/ HGT</i>	<i>Markings/ Type, colour</i>	<i>Remarks</i>
<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>
NIL					

HRYG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET Office</i>	Gisenyi Aerodrome
2	<i>Hours of service MET Office outside hours</i>	HJ NIL
3	<i>Office responsible for TAF preparation Period of validity</i>	NIL
4	<i>Trend forecast Interval of issuance</i>	NIL
5	<i>Briefing/consultation provided</i>	Personal Consultation
6	<i>Flight documentation Language(s) used</i>	Plain language METAR / Copy in French on request English
7	<i>Charts and other information available for briefing or consultation</i>	NIL
8	<i>Supplementary equipment available for providing information</i>	NIL
9	<i>ATS units provided with information</i>	GISENYI TWR
10	<i>Additional information (limitation of ser- vice, etc.)</i>	NIL

HRYG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>RWY Des-ignator</i>	<i>TRUE BRG</i>	<i>Dimension of RWY (M)</i>		<i>Strength (PCN) and surface of RWY and SWY</i>		<i>THR coordinates RWY end coordinates THR geoid undulation</i>		<i>THR eleva-tion and high-est elevation of TDZ of preci-sion APP RWY</i>
1	2	3		4		5		6
01	010.00°	1015 x 22		AUW 11 Asphalt SWY: NIL		014054.31S 0291534.72E END: NIL GUND: 20.0 FT		THR 5051 FT (1540 M) TDZ: NIL
19	190.00°	1015 x 22		AUW 11 Asphalt SWY: NIL		014021.75S 0291534.72E END: NIL GUND: 20.0 FT		THR 5101 FT (1555 M) TDZ: NIL
<i>RWY Des-ignator</i>	<i>Slope of RWY-SWY</i>	<i>SWY dimen-sions (M)</i>	<i>CWY dimen-sions (M)</i>	<i>Strip dimen-sions (M)</i>	<i>RESA dimen-sions (M)</i>	<i>Location/ description of arrest-ing system</i>		<i>OFZ</i>
1	7	8	9	10	11	12	13	
01	+1.5%	NIL	27 x 85	1102 x 85	NIL	NIL		NIL
19	-1.5%	NIL	60 x 85	1102 x 85	NIL	NIL		NIL
<i>RWY Des-ignator</i>	<i>Remarks</i>							
1	14							
01	Elevations are in orthometrical heights.							
19	Elevations are in orthometrical heights.							

HRYG AD 2.13 DECLARED DISTANCES

<i>RWY Des-ignator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
01	1015	1075	1015	1015	Caution due to high terrain in case of overshooting.
19	1015	1042	1015	1015	Caution due to high terrain in case of overshooting.

HRYG AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY Des-ignator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ, LGT LEN</i>	<i>RWY Centre Line LGT Length, spac-ing, colour, INTST</i>
1	2	3	4	5	6
01	NIL	NIL	NIL	NIL	NIL
19	NIL	NIL	NIL	NIL	NIL
<i>RWY Des-ignator</i>	<i>RWY edge LGT LEN, spacing colour INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN colour</i>	<i>Remarks</i>	
1	7	8	9	10	
01	NIL	NIL	NIL	NIL	
19	NIL	NIL	NIL	NIL	

HRYG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	Secondary Power Supply to all lighting at AD. Switch-over time: Instantly.
5	Remarks	NIL

HRYG AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

HRYG AD 2.17 ATS AIRSPACE

Designation and lateral limits	Vertical limits	Airspace classification	ATS unit call sign Language(s)	Transition altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
Gisenyi ATZ Starting from the point 013835.59S 0291548.03E along territorial boundary of RWANDA up to 014349.90S 0291317.19E counter clockwise arc of a circle of 3 NM radius centred on 014036.00S 0291533.00E to to point of origin.	6500 FT AMSL GND	NIL	Gisenyi TWR English	NIL	HJ	NIL

HRYG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Callsign	Frequency	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
TWR	Gisenyi TWR	121.800 MHZ	NIL	NIL	HJ	Coordination of traffic between Gisenyi and Goma is mandatory

HRYG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS DECL	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from GBAS reference Point	Remarks
1	2	3	4	5	6	7	8
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

HRYG AD 2.20 LOCAL AERODROME REGULATIONS

Nil

HRYG AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

HRYG AD 2.22 FLIGHT PROCEDURES

Gisenyi aerodrome is normally open to VFR traffic; however, coordination of traffic between Gisenyi and Goma is mandatory.

1. Procedures for IFR flights within Gisenyi ATZ

Nil

2. Gisenyi ATZ

a) Lateral limits

Starting from the point 013835.59S 0291548.03E along territorial boundary of RWANDA up to 014349.90S 0291317.19E counter clockwise arc of a circle of 3 NM radius centred on 014036.00S 0291533.00E to point of origin.

Surface / 6500 ft

b) Aerodrome Circuit

Nil

3. VFR REPORTING POINTS

3.1 VFR routes within Gisenyi ATZ

Arrival and departure routes for VFR traffic are established as depicted on the Visual Approach Chart.

HRYG AD 2.23 ADDITIONAL INFORMATION

As the aerodrome is located near Lake Kivu, birds may pass through without staying for a long period of time.

HRYG AD 2.24 CHARTS RELATED TO AN AERODROME

<i>Charts</i>	<i>Pages</i>
HRYG AERODROME CHART-ICAO.pdf	AD 2 HRYG - 7
HRYG VISUAL APPROACH CHART-ICAO.pdf	AD 2 HRYG - 9

Aerodrome Chart-ICAO

AD ELEV 5082 FT

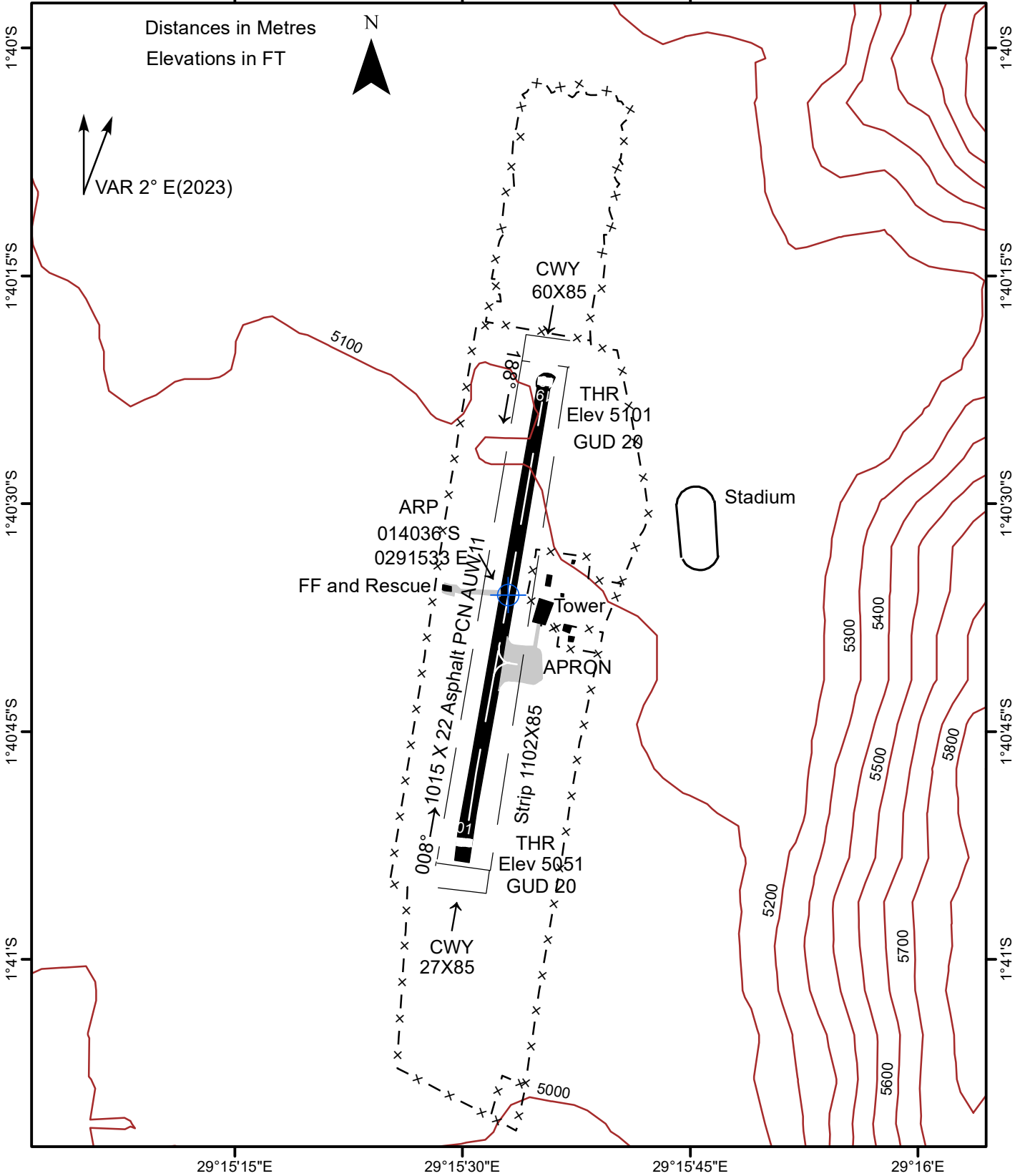
HRYI, RWANDA
Gisenyi

29°15'15"E

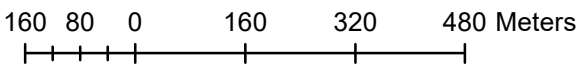
29°15'30"E

29°15'45"E

29°16"E



SCALE 1:11,000

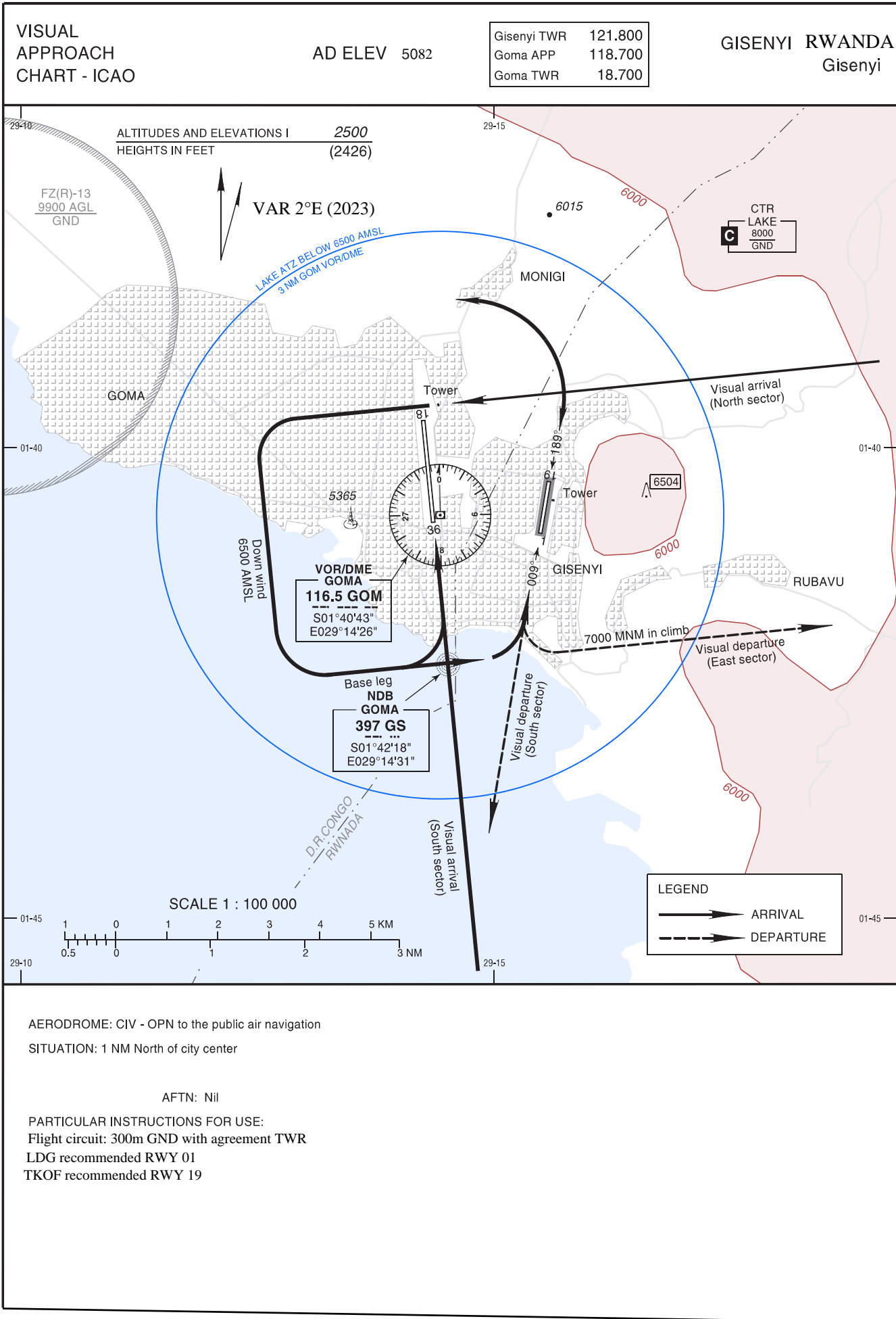


Legend

- ARP
- Contour Lines
- Fence
- Apron
- Runway
- Buildings
- CWY, Strip

RWY	DIRECTION	THRESHOLD	DECLARED DISTANCES			
			TORA	TODA	ASDA	LDA
01	008 MAG	014054.31S 0291529.16E	1015m	1075m	1015m	1015m
19	188 MAG	014021.75S 0291534.72E	1015m	1042m	1015m	1015m

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AERODROME: CIV - OPN to the public air navigation
SITUATION: 1 NM North of city center

AFTN: Nil

PARTICULAR INSTRUCTIONS FOR USE:
Flight circuit: 300m GND with agreement TWR
LDG recommended RWY 01
TKOF recommended RWY 19

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HRYG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

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HRYI AD 2.1 AERODROME LOCATION INDICATOR AND NAME**HRYI - BUTARE****HRYI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	023600.00S 0294400.00E NIL
2	Direction and distance from (city)	In the vicinity of town
3	Elevation / Reference temperature (Mean Low temperature)	Elev: 5801 FT (1768 M) / T: NIL (Mean Low T: NIL)
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR / Annual change	1° E (2023)
6	AD Administration, address, telephone, telex, AFS	Rwanda Airports Company Ltd Tel: (+250) 724123118 Tel: (+250)724123088
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	NIL

HRYI AD 2.3 OPERATIONAL HOURS

1	AD Administration	NIL
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

HRYI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel / oil types	Fuel: NIL Oil: NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

HRYI AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	O/R
4	Medical facilities	In the city
5	Bank and Post Office	Bank: In the city Post: In the city
6	Tourist Office	NIL
7	Remarks	NIL

HRYI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	NIL
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

HRYI AD 2.7 SEASONAL AVAILABILITY

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

HRYI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Designator		Surface		Strength	
		NIL		NIL		NIL	
2	Taxiway width, surface and strength	Designator of TWY		Width	Surface		Strength
		Nil		NIL	NIL		NIL
3	Altimeter checkpoint location and elevation	NIL					
4	VOR checkpoints	NIL					
5	INS checkpoints	NIL					
6	Remarks	NIL					

HRYI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	NIL
2	RWY and TWY markings and LGT	NIL
3	Stop bars and runway guard lights	NIL
4	Other runway protection measures	NIL
5	Remarks	NIL

HRYI AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	OBST type	OBST position	ELEV/ HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					
In Area 3					
OBST ID / Designation	OBST type	OBST position	ELEV/ HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

HRYI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	NIL
3	Office responsible for TAF preparation Period of validity	NIL
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	NIL
10	Additional information (limitation of ser- vice, etc.)	NIL

HRYI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Des-ignator	TRUE BRG	Dimension of RWY (M)		Strength (PCN) and surface of RWY and SWY		THR coordinates RWY end coordinates THR geoid undulation		THR eleva-tion and high-est elevation of TDZ of preci-sion APP RWY
1	2	3		4		5		6
09	085.00°	860 x 25		Asphalt SWY: NIL		NIL END: NIL GUND: NIL		THR: NIL TDZ: NIL
27	265.00°	860 x 25		Asphalt SWY: NIL		NIL END: NIL GUND: NIL		THR: NIL TDZ: NIL
RWY Des-ignator	Slope of RWY-SWY	SWY dimen-sions (M)	CWY dimen-sions (M)	Strip dimen-sions (M)	RESA dimen-sions (M)	Location/ description of arrest- ing system		OFZ
1	7	8	9	10	11	12		13
09	-2.5%	NIL	60 x 80	920 x 150	NIL	NIL		NIL
27	+2.5%	NIL	60 x 80	920 x 150	NIL	NIL		NIL
RWY Des-ignator	Remarks							
1	14							
09	NIL							
27	NIL							

HRYI AD 2.13 DECLARED DISTANCES

RWY Des-ignator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	860	920	860	860	NIL
27	860	920	860	860	NIL

HRYP AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY Designator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ, LGT LEN</i>	<i>RWY Centre Line LGT Length, spacing, colour, INTST</i>
1	2	3	4	5	6
09	NIL	NIL	NIL	NIL	NIL
27	NIL	NIL	NIL	NIL	NIL
<i>RWY Designator</i>	<i>RWY edge LGT LEN, spacing colour INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN colour</i>	<i>Remarks</i>	
1	7	8	9	10	
09	NIL	NIL	NIL	NIL	
27	NIL	NIL	NIL	NIL	

HRYP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN/IBN location, characteristics and hours of operation</i>	ABN: NIL IBN: NIL
2	<i>LDI location and LGT Anemometer location and LGT</i>	NIL
3	<i>TWY edge and centre line lighting</i>	Taxiway edge: Nil Taxiway centre line: Nil
4	<i>Secondary power supply/switch-over time</i>	NIL
5	<i>Remarks</i>	NIL

HRYP AD 2.16 HELICOPTER LANDING AREA

1	<i>Coordinates TLOF or THR of FATO Geoid undulation</i>	NIL
2	<i>TLOF and/or FATO elevation M/FT</i>	NIL
3	<i>TLOF and FATO area dimensions, surface, strength, marking</i>	NIL
4	<i>True BRG of FATO</i>	NIL
5	<i>Declared distance available</i>	NIL
6	<i>APP and FATO lighting</i>	NIL
7	<i>Remarks</i>	NIL

HRYP AD 2.17 ATS AIRSPACE

<i>Designation and lateral limits</i>	<i>Vertical limits</i>	<i>Airspace classification</i>	<i>ATS unit call sign Language(s)</i>	<i>Transition altitude</i>	<i>Hours of applicability</i>	<i>Remarks</i>
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

HRYP AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Callsign</i>	<i>Frequency</i>	<i>SATVOICE</i>	<i>Logon address</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

HRYI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid MAG VAR CAT of ILS/MLS DECL</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of trans- mitting anten- na coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Service volume radius from GBAS reference Point</i>	<i>Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

HRYI AD 2.20 LOCAL AERODROME REGULATIONS

Nil

HRYI AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

HRYI AD 2.22 FLIGHT PROCEDURES

1. PROCEDURE FOR VFR FLIGHTS

1.1 In flight circuit: 300 m AGL.

1.2 Landing on RWY 27 and take-off on RWY 09 recommended.

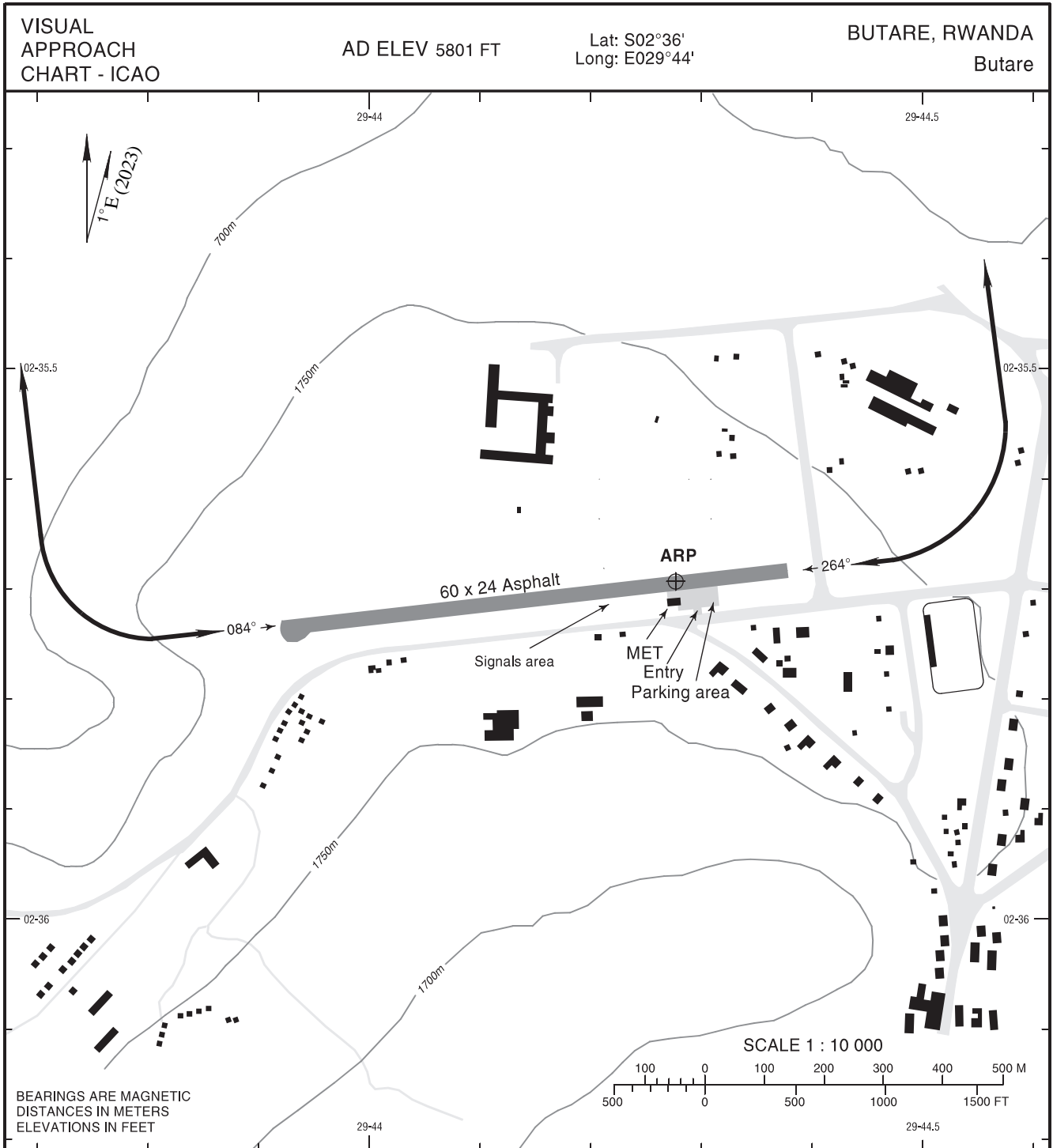
HRYI AD 2.23 ADDITIONAL INFORMATION

Nil

HRYI AD 2.24 CHARTS RELATED TO AN AERODROME

<i>Charts</i>	<i>Pages</i>
HRYP VISUAL APPROACH CHART.pdf	AD 2 HRYI - 7

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AERODROME: CIV - OPN to the public air navigation

SITUATION: In the vicinity of town

REPORTING OFFICE: APP: NIL

TWR: NIL

TEL: NIL

AFTN: NIL

PARTICULAR INSTRUCTIONS FOR USE:

Flight circuit: 300 m GND

LDG recommended RWY 27

TKOF recommended RWY 09

ATTENTION: AD not enclosed

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HRYI AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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HRYN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HRYN - NEMBA

HRYN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	022000.00S 0301200.00E NIL
2	Direction and distance from (city)	16.7 NM SE of Nyamata City.
3	Elevation / Reference temperature (Mean Low temperature)	Elev: 4905 FT (1495 M) / T: NIL (Mean Low T: NIL)
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR / Annual change	1° E (2023)
6	AD Administration, address, telephone, telex, AFS	Rwanda Airports Company Tel: (+250) 724123118 Tel: (+250) 724123088
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	1.5 NM S Frontier post Rwanda-Burundi

HRYN AD 2.3 OPERATIONAL HOURS

1	AD Administration	Monday to Friday 0700-1000 and 1100-1500
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

HRYN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel / oil types	Fuel: NIL Oil: NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

HRYN AD 2.5 PASSENGER FACILITIES

1	Hotels	NIL
2	Restaurants	NIL
3	Transportation	NIL
4	Medical facilities	NIL
5	Bank and Post Office	Bank: NIL Post: NIL
6	Tourist Office	NIL
7	Remarks	NIL

HRYN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	NIL
2	Rescue equipment	NIL

3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

HRYN AD 2.7 SEASONAL AVAILABILITY

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

HRYN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Designator	Surface	Strength	
		Nemba Apron	NIL	NIL	
2	Taxiway width, surface and strength	Designator of TWY	Width	Surface	Strength
		NIL	NIL	NIL	NIL
3	Altimeter checkpoint location and elevation	NIL			
4	VOR checkpoints	NIL			
5	INS checkpoints	NIL			
6	Remarks	NIL			

HRYN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	NIL
2	RWY and TWY markings and LGT	NIL
3	Stop bars and runway guard lights	NIL
4	Other runway protection measures	NIL
5	Remarks	NIL

HRYN AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	OBST type	OBST position	ELEV/ HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					
In Area 3					
OBST ID / Designation	OBST type	OBST position	ELEV/ HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

HRYN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	NIL
3	Office responsible for TAF preparation Period of validity	NIL
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL

7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	NIL
10	Additional information (limitation of service, etc.)	NIL

HRYN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)		Strength (PCN) and surface of RWY and SWY		THR coordinates RWY end coordinates THR geoid undulation		THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3		4		5		6
13	131.00°	1100 x 25		Laterite SWY: NIL		NIL END: NIL GUND: NIL		THR: NIL TDZ: NIL
31	311.00°	1100 x 25		Laterite SWY: NIL		NIL END: NIL GUND: NIL		THR: NIL TDZ: NIL
RWY Designator	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/description of arresting system		OFZ
1	7	8	9	10	11	12		13
13	+2%	NIL	60 x 80	1160 x 150	NIL	NIL		NIL
31	-2%	NIL	60 x 80	1160 x 150	NIL	NIL		NIL
RWY Designator	Remarks							
1	14							
13	NIL							
31	NIL							

HRYN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13	1100	1160	1100	1100	NIL
31	1100	1160	1100	1100	NIL

HRYN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST
1	2	3	4	5	6
13	NIL	NIL	NIL	NIL	NIL
31	NIL	NIL	NIL	NIL	NIL
RWY Designator	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN colour	Remarks	
1	7	8	9	10	
13	NIL	NIL	NIL	NIL	
31	NIL	NIL	NIL	NIL	

HRYN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN/IBN location, characteristics and hours of operation</i>	NIL
2	<i>LDI location and LGT Anemometer location and LGT</i>	NIL
3	<i>TWY edge and centre line lighting</i>	NIL
4	<i>Secondary power supply/switch-over time</i>	NIL
5	<i>Remarks</i>	NIL

HRYN AD 2.16 HELICOPTER LANDING AREA

1	<i>Coordinates TLOF or THR of FATO Geoid undulation</i>	NIL
2	<i>TLOF and/or FATO elevation M/FT</i>	NIL
3	<i>TLOF and FATO area dimensions, surface, strength, marking</i>	NIL
4	<i>True BRG of FATO</i>	NIL
5	<i>Declared distance available</i>	NIL
6	<i>APP and FATO lighting</i>	NIL
7	<i>Remarks</i>	NIL

HRYN AD 2.17 ATS AIRSPACE

<i>Designation and lateral limits</i>	<i>Vertical limits</i>	<i>Airspace classification</i>	<i>ATS unit call sign Language(s)</i>	<i>Transition altitude</i>	<i>Hours of applicability</i>	<i>Remarks</i>
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

HRYN AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Callsign</i>	<i>Frequency</i>	<i>SATVOICE</i>	<i>Logon address</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

HRYN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid MAG VAR CAT of ILS/MLS DECL</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Service volume radius from GBAS reference Point</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

HRYN AD 2.20 LOCAL AERODROME REGULATIONS

NIL

HRYN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

HRYN AD 2.22 FLIGHT PROCEDURES

1. PROCEDURE FOR VFR FLIGHTS

1.1 In flight circuit: 300 m AGL

1.2 Landing on RWY 31 and take-off on RWY 13 recommended.

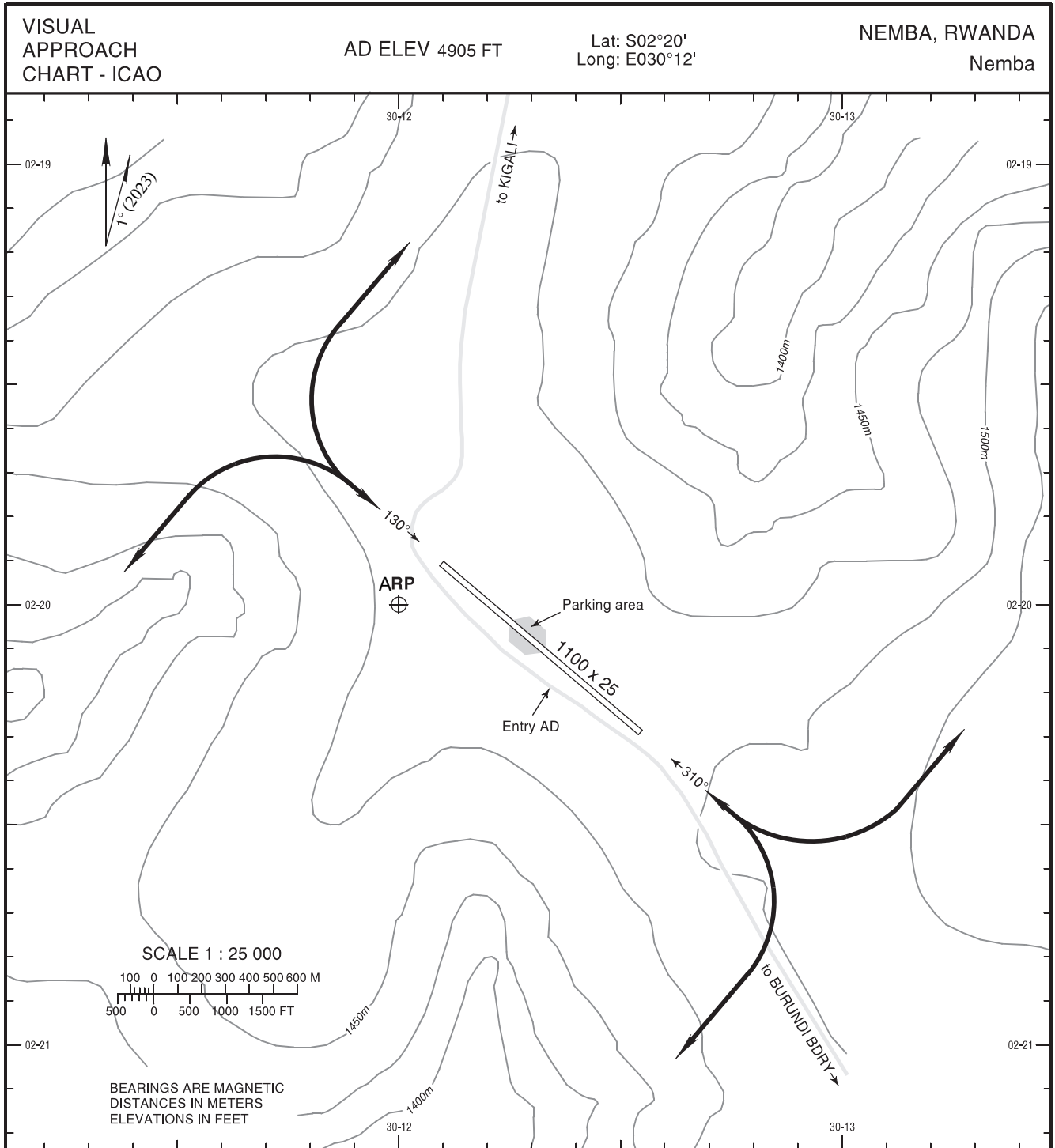
HRYN AD 2.23 ADDITIONAL INFORMATION

NIL

HRYN AD 2.24 CHARTS RELATED TO AN AERODROME

<i>Charts</i>	<i>Pages</i>
HRYN VISAUL APPROACH CHART.pdf	AD 2 HRYN - 7

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AERODROME: CIV - OPN to the public air navigation
SITUATION: 1.5 NM NW BDRY Rwanda - Burundi and 1.5 NM S frontier post.
REPORTING OFFICE: APP: NIL
TWR: NIL
TEL: NIL
AFTN: NIL

PARTICULAR INSTRUCTIONS FOR USE:
Flight circuit: 300 m GND
LDG recommended RWY 31
TKOF recommended RWY 13
ATTENTION: AD not enclosed

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HRYN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

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HRYR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HRYR - KIGALI INTL

HRYR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	015806.41S 0300818.19E Centre of RWY/1640 M from THR 28
2	Direction and distance from (city)	278°, 10 km from Kigali City Centre
3	Elevation / Reference temperature (Mean Low temperature)	Elev: 4883 FT (1488 M) / T: 23° C (Mean Low T: NIL)
4	Geoid undulation at AD ELEV PSN	8.7 M
5	MAG VAR / Annual change	1° E (2023)
6	AD Administration, address, telephone, telefax, telex, AFS	Rwanda Airports Company Ltd Tel: 00250 252 585555 Tel: 00250 - 724 - 123 139 AFS: HRYRYDYX email: operations@rac.co.rw Website: www.rac.co.rw
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Surrounded by high mountains to the North and the West

HRYR AD 2.3 OPERATIONAL HOURS

1	AD Administration	Monday to Friday 0700 -1000 and 1100 -1500
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

HRYR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Trucks/loaders. Up to 23 tons handling possible.
2	Fuel / oil types	Fuel: JET A1 Oil: NIL
3	Fuelling facilities/capacity	Fuel depot: 2 Million litres capacity 1 Million litres standby reserve Fuelling trucks(5): 1 truck x 17,000 litres, 900L/m 1 truck x 35,000 litres, 900L/m 1 truck x 35,000 litres, 1500L/m 2 trucks x 65,000 litres, 2000L/m
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	One divided into two, 46.5m of width for each, 44.53m of length. Main gate: 105 m wide
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Handling services provided by RwandAir. H24:PN Tel: 00250-252-514077/252-585472 Fax: 00250-252-514077

HRYR AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	Near airport and in the city.
2	<i>Restaurants</i>	At AD (snacks), near the airport and in the city.
3	<i>Transportation</i>	Buses, taxis and car hire from AD.
4	<i>Medical facilities</i>	First aid at AD. Hospitals nearby and in the city.
5	<i>Bank and Post Office</i>	Bank: At AD Monday to Friday 0700-2000; Saturday 0700-1100 and 1500-1800; Sunday 0700-1100 ATM machine: H24 Forex Bureau: H24 Post: Post Office: DLY 0700-1000 and 1100-1500
6	<i>Tourist Office</i>	At AD Monday to Friday 0700 -1500; Saturday and Sunday 0600 -1000 Public Holidays closed Tel: 00250 - 252 - 788 519 900 In the city.Tel: 00250 - 252 - 573 396
7	<i>Remarks</i>	NIL

HRYR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	CAT 9 - H24
2	<i>Rescue equipment</i>	6 ARFF trucks all equiped with Rescue and firefighting equipment (equipment to CAT 9 requirements) and ambulances at closer hospitals.
3	<i>Capability for removal of disabled aircraft</i>	The aircraft recovery equipment is available and able to recover aircraft up to code E
4	<i>Remarks</i>	NIL

HRYR AD 2.7 SEASONAL AVAILABILITY

1	<i>Types of clearing equipment</i>	NIL
2	<i>Clearance priorities</i>	NIL
3	<i>Remarks</i>	NIL

HRYR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	<i>Apron surface and strength</i>	<i>Designator</i>	<i>Surface</i>	<i>Strength</i>	
		Apron North	Asphalt	PCN 64/F/B/W/U	
		Apron South A	Asphalt	PCN 36/F/B/X/T	
		Apron South B	Asphalt	PCN 36/F/B/X/T	
2	<i>Taxiway width, surface and strength</i>	<i>Designator of TWY</i>	<i>Width</i>	<i>Surface</i>	<i>Strength</i>
		A	23 M	Asphalt	PCN 67/F/B/X/T
		B	23 M	Asphalt	PCN 64/F/B/W/U
		C	23 M	Asphalt	PCN 45/F/B/X/T
		D	18 M	Asphalt	PCN 36/F/B/X/T
		E	18 M	Asphalt	PCN 36/F/B/X/T
		F	18 M	Asphalt	PCN 36/F/B/X/T
		G	29.24 M	Asphalt	PCN 36/F/B/X/U
		H	29.24 M	Asphalt	PCN 36/F/B/X/T
		J	28.29 M	Asphalt	PCN 36/F/B/X/T
3	<i>Altimeter checkpoint location and elevation</i>	Location: Bays of which co-ordinates are mentioned on parking chart Elevation: See parking chart			
4	<i>VOR checkpoints</i>	NIL			
5	<i>INS checkpoints</i>	NIL			
6	<i>Remarks</i>	NIL			

HRYP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Sign at intersection of TWY and RWY. Lead - in lines at apron. Nose - in guidance markings to/at aircraft stands.
2	RWY and TWY markings and LGT	RWY Designation. THR, centerline, edge, RWY end as appropriate - marked and/or lighted.Centerline, holding positions at all RWY/TWY intersections marked.
3	Stop bars and runway guard lights	Stop bars are available at taxiways.
4	Other runway protection measures	NIL
5	Remarks	Assisted by marshallers and/or follow-me-car as appropriate. Nose-out guidance markings available for light aircraft for general Aviation stands.

HRYP AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	OBST type	OBST position	ELEV/ HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Lighting pylons Stadium	LIGHTING PYLONS	015720.71S 0300650.03E	5090 FT / 1551 M	Lighting pylons stadium Red	Instru-ment APP RWY 28 WGS 84 Ellipsoid heights
Relief and buildings	Relief and Building	015734.71S 0300634.69E	4979 FT / 1518 M	Relief and buildings	Instru-ment APP RWY 28 WGS 84 Ellipsoid heights
Radio broadcasting antennas	ANTENNA	015448.19S 0300653.40E	5179 FT / 1579 M	Radio broad-casting antennas Red	Instru-ment APP RWY 28 WGS 84 Ellipsoid heights
In Area 3					
OBST ID / Designation	OBST type	OBST position	ELEV/ HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

HRYP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AD MET Office
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Period of validity	AD Met Office 06, 12, 18, 24 hrs
4	Trend forecast Interval of issuance	Trend 30 minutes
5	Briefing/consultation provided	Personal consultation
6	Flight documentation Language(s) used	Charts, abbreviated plain language text/English

7	<i>Charts and other information available for briefing or consultation</i>	Upper and low level significant weather charts (SIGWX, Wind and temperature (WITEM))
8	<i>Supplementary equipment available for providing information</i>	D-ATIS with frequency number 128.700 MHz, SADIS, AMSS, and Low Level Wind-shear sensors Doppler weather radar
9	<i>ATS units provided with information</i>	Kigali TWR and Kigali ACC
10	<i>Additional information (limitation of service, etc.)</i>	Take-off data forecast.

HRYP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>RWY Designator</i>	<i>TRUE BRG</i>	<i>Dimension of RWY (M)</i>		<i>Strength (PCN) and surface of RWY and SWY</i>		<i>THR coordinates RWY end coordinates THR geoid undulation</i>		<i>THR elevation and highest elevation of TDZ of precision APP RWY</i>
1	2	3	4	5	6	7	8	9
10	100.00°	3500 x 45		PCN 64/F/B/W/U Asphalt SWY: NIL		015757.91S 0300729.69E 015816.82S 0300917.57E GUND: 26.3 FT		THR 4878 FT (1487 M) TDZ 4882 FT (1488 M)
28	280.00°	3500 x 45		PCN 64/F/B/W/U Asphalt SWY: NIL		015815.58S 0300910.52E 015757.24S 0300725.95E GUND: 29.0 FT		THR 4873.98 FT (1486 M) TDZ 4875 FT (1486 M)
<i>RWY Designator</i>	<i>Slope of RWY-SWY</i>	<i>SWY dimensions (M)</i>	<i>CWY dimensions (M)</i>	<i>Strip dimensions (M)</i>	<i>RESA dimensions (M)</i>	<i>Location/description of arresting system</i>		<i>OFZ</i>
1	7	8	9	10	11	12	13	14
10	-0.28% / 0.1% (1140m) (1360m)	NIL	451 x 150	3740 x 300	90 x 90	NIL		YES
28	0.1% / -0.28% (1360m) (1140m)	NIL	400 x 150	3740 x 300	90 x 90	NIL		YES
<i>RWY Designator</i>	<i>Remarks</i>							
1	14							
10	RWY is not allowed for landing (take-off only), except with ATC authorisation. Threshold displacement of 118 m Dimensions in conventional geographic measurements.							
28	RWY is not allowed for take-off (landing only), except with ATC authorisation. Threshold displacement of 218 m Dimensions in conventional geographic measurements.							

HRYP AD 2.13 DECLARED DISTANCES

<i>RWY Des-ignator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
10	3402	3853	3402	3284	Dimensions in conventional geographic measurements. At intersection of RWY and TWY departure not allowed to all jets and ACFT of MTOW 30 tons or more; and those which are not compliant to Annex 16. Half turn on RWY not allowed for ACFT of MTOW 30 tons or more.
28	3382	3782	3382	3164	Dimensions in conventional geographic measurements. At intersection of RWY and TWY departure not allowed to all jets and ACFT of MTOW 30 tons or more; and those which are not compliant to Annex 16. Half turn on RWY not allowed for ACFT of MTOW 30 tons or more.

HRYP AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY Des-ignator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ, LGT LEN</i>	<i>RWY Centre Line LGT Length, spacing, colour, INTST</i>
1	2	3	4	5	6
10	NIL	Green	PAPI Left side/3°	White 900 m	3500 M, 15 M White LIH
28	PALS 600 M LIH 6.6 A	Green	PAPI Left side/3°	White 900 m	3500 M, 15 M White LIH
<i>RWY Des-ignator</i>	<i>RWY edge LGT LEN, spacing colour INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN colour</i>	<i>Remarks</i>	
1	7	8	9	10	
10	3500 M, 60 M White LIH	Red	NIL	NIL	

<i>RWY Des-ignator</i>	<i>RWY edge LGT LEN, spacing colour INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN colour</i>	<i>Remarks</i>
1	7	8	9	10
28	3500 M, 60 M White LIH	Red	NIL	NIL

HRYP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN/IBN location, characteristics and hours of operation</i>	ABN: At tower building, FLG W/G EV 5/ Sec IBN: NIL IMC, O/R or ATC discretion
2	<i>LDI location and LGT Anemometer location and LGT</i>	NIL
3	<i>TWY edge and centre line lighting</i>	Taxiway edge: A Blue Lights B Blue Lights C Blue Lights
4	<i>Secondary power supply/switch-over time</i>	Secondary power supply to all lighting at AD. Switch-over time: Instantly. Switch-over time, instantly.
5	<i>Remarks</i>	NIL

HRYP AD 2.16 HELICOPTER LANDING AREA

1	<i>Coordinates TLOF or THR of FATO Geoid undulation</i>	NIL
2	<i>TLOF and/or FATO elevation M/FT</i>	NIL
3	<i>TLOF and FATO area dimensions, surface, strength, marking</i>	NIL
4	<i>True BRG of FATO</i>	NIL
5	<i>Declared distance available</i>	NIL
6	<i>APP and FATO lighting</i>	NIL
7	<i>Remarks</i>	NIL

HRYP AD 2.17 ATS AIRSPACE

<i>Designation and lateral limits</i>	<i>Vertical limits</i>	<i>Airspace classification</i>	<i>ATS unit call sign Lan-guage(s)</i>	<i>Transition altitude</i>	<i>Hours of ap-plicability</i>	<i>Remarks</i>
1	2	3	4	5	6	7
Kigali CTR Circular area centered on 015806.83S 0300851.20E within a 20 NM radius.	10000 FT AMSL GND	C	Kigali TWR English	9000 FT AMSL	H24	NIL

HRYP AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Callsign</i>	<i>Frequency</i>	<i>SATVOICE</i>	<i>Logon address</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5	6	7
ACC	KIGALI ACC	124.300 MHZ	NIL	NIL	H24	Primary Fre- quency Secondary Fre- quency
	KIGALI RADAR	125.300 MHZ			H24	
D-ATIS	KIGALI ATIS	128.700 MHZ	NIL	NIL	H24	Broadcasting Frquency
GND	Surface Movement Control (SMC)	121.700 MHZ	NIL	NIL	H24	Domestic Fre- quency

Service designation	Callsign	Frequency	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
TWR	Kigali TWR	118.300 MHz	NIL	NIL	H24	Primary Frequency

HRYP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS DECL	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from GBAS reference Point	Remarks
1	2	3	4	5	6	7	8
LOC 28 (01° E) ILS	IKNB	109.900 MHz	H24	015756.30S 0300720.48E	NIL	NIL	NIL
GP 28 (01° E) ILS	IKNB	333.800 MHz	H24	015817.40S 0300900.13E	NIL	NIL	Glideslope 3°
DME 28 (01° E) ILS	IKNB	997.000 MHz	H24	015817.40S 0300900.13E	4921 FT	NIL	NIL
DVOR/DME (01° E)	KNM	114.900 MHz CH 96X	H24	015806.83S 0300851.21E	4892 FT	NIL	Coverage 145 NM
NDB (01° E)	LO	255.000 KHZ	H24	015937.27S 0301656.24E	NIL	NIL	14590 m THR RWY 28 Coverage: 25 km

HRYP AD 2.20 LOCAL AERODROME REGULATIONS

20.1 Airport regulations

20.1.1 When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given to each aircraft by the TWR or SMC.

20.1.2 The TWR has means of direct communication with the refuelling unit. Notification of need of fuel has to be given well in advance, before entering the apron.

20.1.3 All categories of operation like embarkation and disembarkation of passengers and cargo, for domestic or international flight, on commercial or private business including training and technical flights must take place at the main apron facing to the terminal building, unless otherwise exempted by the airport authority.

20.1.4 All aircraft of AUW (All Up Weight) of 30 tons or plus are not allowed to make half-turn on the runway, such a manoeuvre has to be done on the runway turn pad located at the end of the runway.

20.2 Taxiing to and from stands

20.2.1 If the traffic permits, a temporary parking of short duration may be allowed in front of the terminal building to aircraft of the general aviation for the purpose of loading and offloading. If it is foreseeable that the operations need much more time, the pilot in command has to inform the TWR or the marshaller in order to allocate a convenient stand for such an aircraft.

20.2.2 Aircraft taxiing on the apron need to be so cleared either by the TWR or SMC whose frequencies are 118.300 MHz and 121.700 MHz

20.2.3 The handling of cargo is done on parking bay number 4A, 4B, 5A and 5B as far as practicable.

20.3 Parking area for small aircraft (General aviation)

A separate parking area is established to the southern part of the apron, whereas only those aircraft of general aviation are accepted.

20.4 Parking area for helicopters

Usually, the parking guidance for helicopters is assisted from the control tower in respect of the purpose of the flight.

20.5 Apron - taxiing during winter conditions

Nil

20.6 Taxiing-limitations

Nil

20.7 School and training flights - technical test flights - use of runways

The permanent watch on appropriate frequencies is mandatory. Flights have to comply with ATC instructions. They are not allowed between sunset and sunrise unless otherwise authorized by the Chief of ATC.

20.8 Helicopter traffic - limitation

Nil

20.9 Removal of disabled aircraft from runways

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense. They cannot contest whatever means used, or claim any damage against the airport administration.

HRYR AD 2.21 NOISE ABATEMENT PROCEDURES

No special procedures are set up with regard to limitations of aircraft movement because of noise developed by engines. However, the airport authority and the air traffic control services may suggest an alteration of aircraft movements under exceptional circumstances.

HRYR AD 2.22 FLIGHT PROCEDURES

Some aircraft using Kigali airport are not compliant advised to keep away from Kigali City Center. Always with regard to the noise limitations. They are strongly landing on RWY 28; take-off on RWY 10.

HRYR AD 2.23 ADDITIONAL INFORMATION

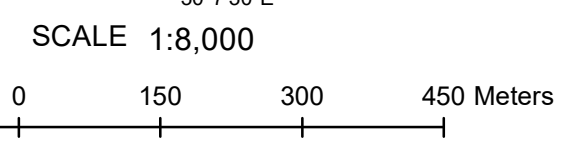
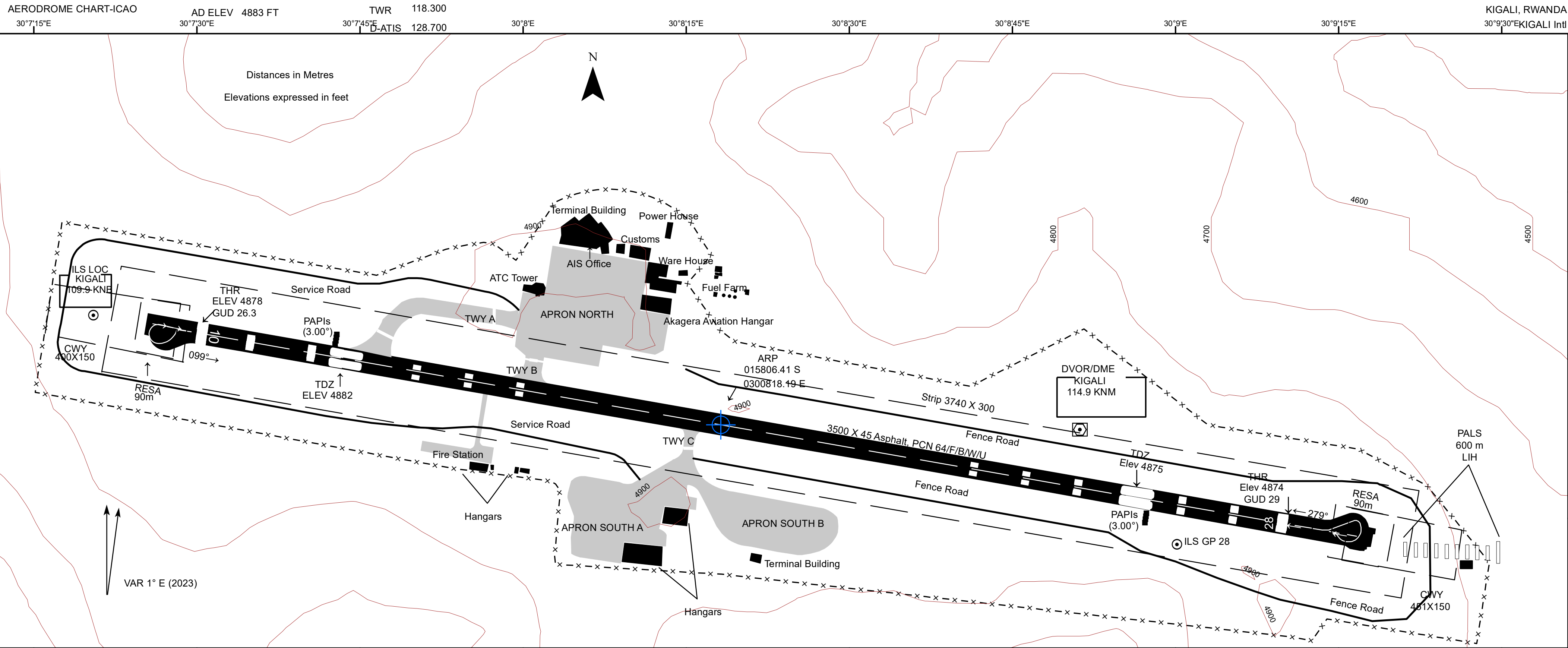
Nil

HRYR AD 2.24 CHARTS RELATED TO AN AERODROME

<i>Charts</i>	<i>Pages</i>
HRYR AERODROME CHART-ICAO.pdf	AD 2 HRYR - 11
HRYR PARKING _DOCKING CHART-ICAO.pdf	AD 2 HRYR - 13
HRYR AERODROME OBSTACLE CHART -ICAO TYPE- A.pdf	AD 2 HRYR - 15
HRYR AERODROME OBSTACLE CHART -ICAO TYPE- B.pdf	AD 2 HRYR - 17
HRYR PRECISION APPROACH TERRAIN CHART-ICAO.pdf	AD 2 HRYR - 19
HRYR SIDS CHART-ICAO.pdf	AD 2 HRYR - 21
HRYR ROUTE DESCRIPTION SID RWY 10.pdf	AD 2 HRYR - 23
HRYR STAR RNAV RWY 28-ICAO.pdf	AD 2 HRYR - 25
HRYR ROUTE DESCRIPTION ARRIVAL RWY 28.pdf	AD 2 HRYR - 27
HRYR STAR RWY 28.pdf	AD 2 HRYR - 29
ATC SURVEILLANCE MINIMUM ALTITUDE CHART-ICAO.pdf	AD 2 HRYR - 31
INSTRUMENT APPROACH CHART ILS Z RWY 28-ICAO.pdf	AD 2 HRYR - 33
INSTRUMENT APPROACH CHART ILS Y RWY 28-ICAO.pdf	AD 2 HRYR - 35
INSTRUMENT APPROACH RNAV GNSS RWY 28-ICAO.pdf	AD 2 HRYR - 37
HOLDING INSTRUCTIONS RNAV (GNSS) RWY 28.pdf	AD 2 HRYR - 39
INSTRUMENT APPROACH CHART VOR Z RWY 28-ICAO.pdf	AD 2 HRYR - 41

<i>Charts</i>	<i>Pages</i>
INSTRUMENT APPROACH CHART VOR Y RWY 28-ICAO.pdf	AD 2 HRYR - 43
INSTRUMENT APPROACH CHART ILS X RWY 28-ICAO.pdf	AD 2 HRYR - 45
HRYR VISUAL APPROACH CHART-ICAO.pdf	AD 2 HRYR - 47

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- Legend**
- PAPIs
 - ⊙ LOC/GP
 - ⊠ DVOR/DME
 - ⊕ ARP
 - Approach Lights
 - Service/Fence Road
 - - - - - Fence
 - Buildings
 - Contour Lines
 - Clearway/Runway Strip
 - Runway
 - Apron and Taxiway

AERODROME LIGHTING

RWY 10: PAPI (3.00°)
 REDL LIH (60m white)
 RENL (Red)
 STWL (Red)
 TWY: TWY Edge LGT

Turning Pads QFU 10, 28 and TWY with blue omnidirectional LGT.

RWY 28: ALSI LIH (420)
 PAPI (3.00°)
 REDL LIH (60m white)
 RENL (Red)
 STWL (Red)

RWY Centre Line Lights (white 15 m spacing)
 Note: Aircraft will be turning in RESA
 GUD (Geoid Undulation) the height of the geoid (MSL) above the reference ellipsoid (WGS-84) at the stated position.

SPECIAL REQUIREMENTS

Half turn on Runway not allowed to all aircraft whose Maximum take-off exceeds 30 Tones.

Turn must be done on the turn around area at the far end of the runway.

Take-off from the RWY and TWY intersection not allowed.

Landing not allowed on RWY 10 (Take-off only), except with ATC authorisation

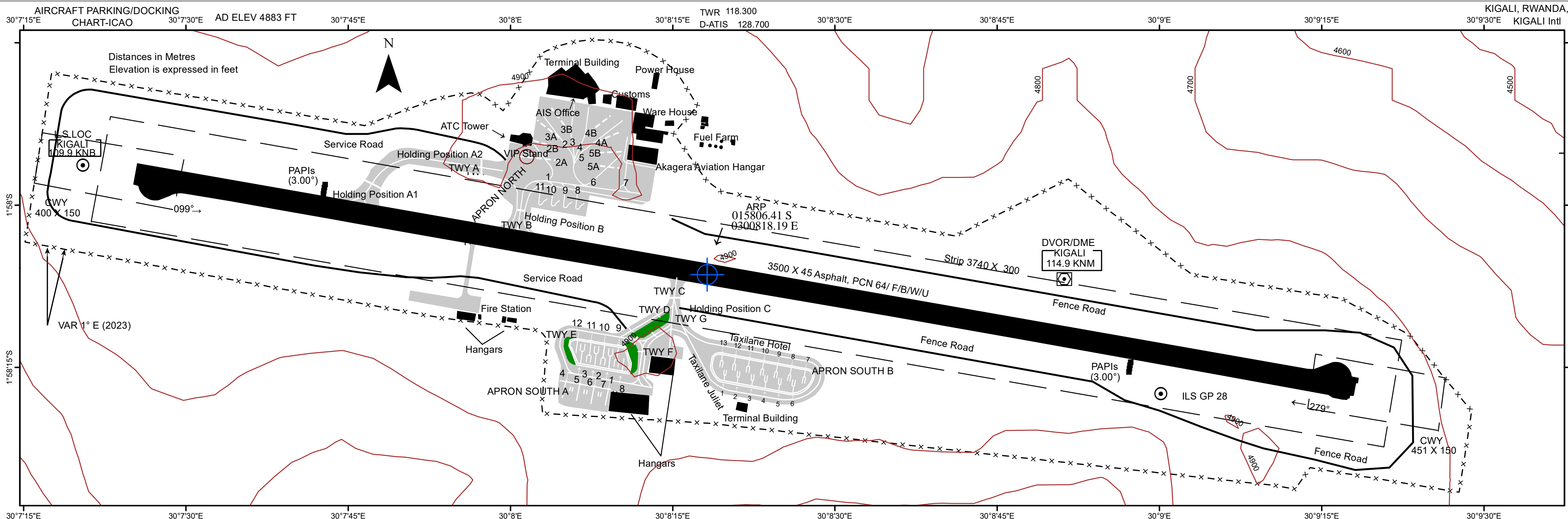
TWY A- 67/F/B/X/T
 TWY B- 64/F/B/W/U
 TWY C- 45/F/B/X/T
 TWY D/E/F- 36/F/B/X/T
 TWY G/H/J- 36/F/B/X/T
 APRON NORTH- 64/F/B/W/U
 APRON SOUTH A / B- 36/F/B/X/T

RWY	DIRECTION	THRESHOLD	DECLARED DISTANCES			
			TORA	TODA	ASDA	LDA
10	099° MAG	015757.908 S 0300729.69 E	3402	3853	3402	3284
28	279° MAG	015815.58 S 0300910.52 E	3382	3782	3382	3164

Provision of RESA

RWY Designation	Undershoot RESA	Overshoot RESA
10	90	90
28	90	90

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SCALE: 1:8,000

APRON NORTH						APRON SOUTH A				APRON SOUTH B					
Primary Parking Stands (Solid Lines)		Secondary Parking Stands (Broken Lines)		Parking Stands		Parking Stands		Parking Stands		Parking Stands		Parking Stands			
Stnds	S,E	Elev(m)	Stnds	S,E	Elev(m)	Stnds	Substands	S,E	Elev(m)	Stnds	Substands	S,E	Elev(m)		
1	015754.71S, 0300802.68E	1491.8	2A	015755.51S, 0300802.33E	1491.4	4	1	015817.69S, 03085.01E	1485.9	12	1	015813.97S, 03085.99E	1486.9		
2	015751.77S, 0300803.38E	1491.1	2B	015754.07S, 0300802.67E	1491.9		2	015817.71S, 03085.01E	1485.9		2	015814.00S, 03085.98E	1486.9		
3	015751.17S, 0300806.20E	1490.6	3A	015752.49S, 0300803.22E	1491.4		3	015817.83S, 03084.99E	1485.9		3	015814.11S, 03085.96E	1486.9		
4	015751.40S, 0300807.54E	1490.4	3B	015751.44S, 0300804.43E	1490.9		4	015817.89S, 03084.98E	1485.9		4	015814.18S, 03085.95E	1486.9		
5	015752.89S, 0300810.02E	1490.2	4B	015752.24S, 0300809.14E	1490.3		5	015817.92S, 03084.97E	1485.9		5	015814.21S, 03085.94E	1486.9		
6	015756.01S, 0300809.93E	1490.8	4A	015753.73S, 0300809.67S	1490.5		1	015814.08S, 03086.60E	1487.1		1	015815.14S, 030819.93E	1485.6		
7	015756.49S, 0300810.90E	1490.4	5B	015755.31S, 0300809.93E	1490.9		2	015814.05S, 03086.61E	1487.0		2	015815.11S, 030819.96E	1485.6		
8	015759.99S, 03086.87E	1489.8	5A	015756.77S, 0300809.79E	1490.7		3	015813.93S, 03086.63E	1487.1		3	015815.01S, 030819.96E	1485.7		
9	015759.79S, 03085.77 E	1489.8					4	015813.87S, 03086.64E	1487.1		4	015814.95S, 030820.00E	1485.7		
10	015759.60S, 03084.65E	1489.7					5	015813.84S, 03086.64E	1487.1		5	015814.91S, 030820.00E	1485.7		
11	015759.42S, 03083.52E	1489.6					1	015814.29S, 03087.84E	1487.4		1	015815.37S, 030821.22E	1485.1		
APRON SOUTH A						APRON SOUTH B									
Parking Stands						Parking Stands									
Stnds	Substands	S,E	Elev(m)	Stnds	Substands	S,E	Elev(m)	Stnds	Substands	S,E	Elev(m)	Stnds	Substands	S,E	Elev(m)
1	1	015818.34S, 03088.73E	1487.0	1	1	015814.63S, 03089.69E	1487.9	1	1	015815.63S, 030822.52E	1484.5	1	1	015815.90S, 030824.46E	1483.8
	2	015818.37S, 03088.72E	1487.0		2	015814.65S, 03089.69E	1487.9		2	015815.24S, 030821.26E	1485.1		2	015815.93S, 030824.46E	1483.8
	3	015818.48S, 03088.70E	1487.0		3	015814.70S, 030810.32E	1488.0		3	015815.18S, 030821.26E	1485.1		3	015816.06S, 030824.42E	1483.7
	4	015818.55S, 03088.69E	1487.0		4	015814.59S, 030810.34E	1488.0		4	015815.41S, 030822.55E	1484.6		4	015816.16S, 030825.72E	1483.3
	5	015818.58S, 03088.69E	1487.0		5	015814.53S, 030810.35E	1488.1		5	015815.41S, 030822.55E	1484.6		5	015816.35S, 030825.72E	1483.3
2	1	015818.12S, 03087.49E	1486.6	1	1	015814.50S, 030810.36E	1488.1	1	1	015815.14S, 030821.29E	1485.2	1	1	015816.29S, 030825.72E	1483.3
	2	015818.15S, 03087.49E	1486.6		2	015814.73S, 030810.31E	1488.0		2	015815.24S, 030821.26E	1485.1		2	015816.39S, 030827.04E	1482.9
	3	015818.27S, 03087.47E	1486.6		3	015814.70S, 030810.32E	1488.0		3	015815.37S, 030821.22E	1485.1		3	015816.52S, 030827.01E	1482.9
	4	015818.33S, 03087.45E	1486.6		4	015814.59S, 030810.34E	1488.0		4	015815.41S, 030822.55E	1484.6		4	015816.58S, 030827.01E	1482.9
	5	015818.36S, 03087.45E	1486.6		5	015814.53S, 030810.35E	1488.1		5	015815.18S, 030821.26E	1485.1		5	015816.62S, 030827.01E	1482.9
3	1	015817.91S, 03086.25E	1486.3	1	1	015814.28S, 03089.12E	1487.8	1	1	015815.14S, 030821.29E	1485.2	1	1	015816.62S, 030827.01E	1482.9
	2	015817.93S, 03086.25E	1486.3		2	015814.28S, 03089.12E	1487.8		2	015815.24S, 030821.26E	1485.1		2	015816.62S, 030827.01E	1482.9
	3	015818.05S, 03086.23E	1486.3		3	015814.73S, 030810.31E	1488.0		3	015815.24S, 030821.26E	1485.1		3	015816.62S, 030827.01E	1482.9
	4	015818.11S, 03086.22E	1486.2		4	015814.70S, 030810.32E	1488.0		4	015815.18S, 030821.26E	1485.1		4	015816.62S, 030827.01E	1482.9
	5	015818.14S, 03086.21E	1486.2		5	015814.53S, 030810.35E	1488.1		5	015815.18S, 030821.26E	1485.1		5	015816.62S, 030827.01E	1482.9

APRON NORTH

Aircraft parking at apron north starts nose-in from 2B to 5B. Nose-out parking from 8-11 (Gen parking).

The aircraft parking stands at Kigali Intl airport apron north are superimposed where:

Primary parking stands are served by solid lead-in lines and are mostly intended for the most critical aircraft (ICAO Code E) except stands 1 and 7 intended for code D aircraft.

Secondary parking stands are served by broken lead-in lines and solely intended for medium aircraft (the largest being code C). These stands are only used when the corresponding primary stands are not occupied.

- Pilots are advised to park as instructed.

APRON SOUTH A, B

All Aircraft parking at Apron South A, B should park nose-in.

Apart from parking stand 6 on Apron south B that is stand alone and which accommodates C208 and parking stands 2,8 and 12 on Apron south B which have substands 1-4 that accommodates different types of aircraft, all other parking stands have parking substands 1-5 where all parking substands (1-5) accommodate different types of aircraft

Parking Stands 1,3,4,5,7,9,10,11,13

Substands	Types of Aircraft
1	737-1-2-3-4-5-6-7/A319
2	A320
3	737-8
4	737-9
5	DC9/MD87

Parking Stands 2,8,12

substands	Types of aircraft
1	737-1-2-3-5-6-7/A319
2	737-8
3	737-9
4	DC9/MD87

Pilots are advised to park as instructed.

Aircraft code E and F can be accommodated in south Apron (B) following ATC authorization

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AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

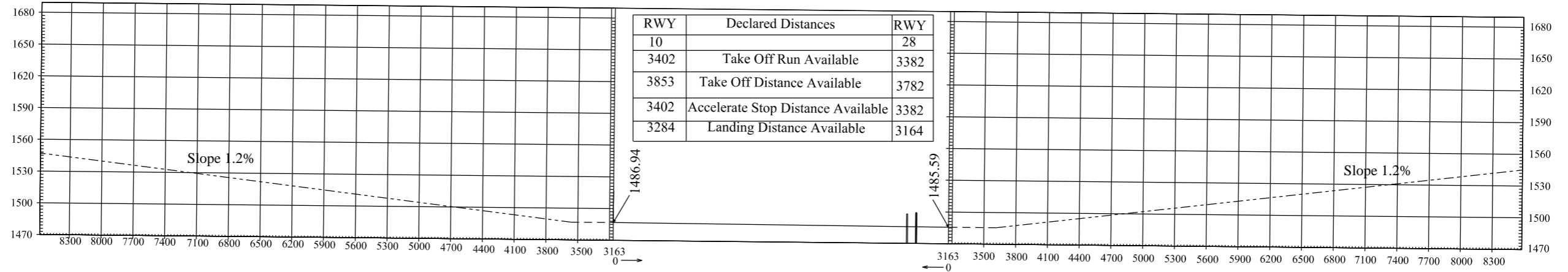
HRYP
KIGALI
RWY 10/28

DIMENSIONS AND ELEVATIONS IN METERS

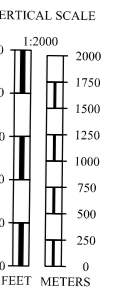
Magnetic variation 1° E 2023



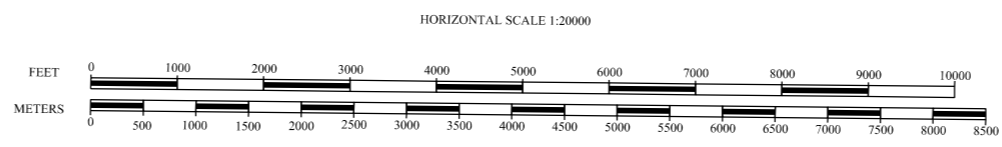
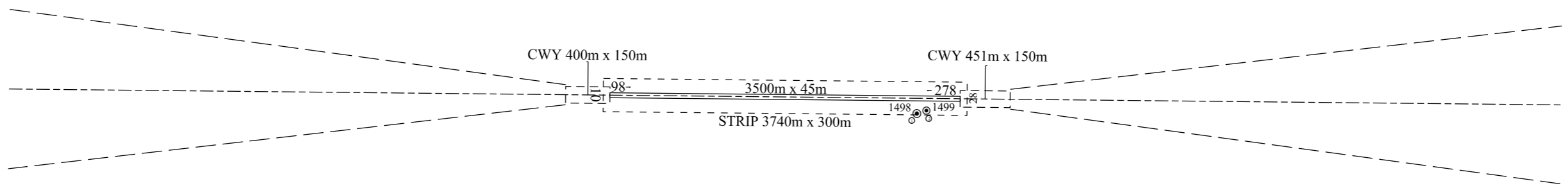
Annual rate of change:
1°20' E



RWY	Declared Distances	RWY
10		28
3402	Take Off Run Available	3382
3853	Take Off Distance Available	3782
3402	Accelerate Stop Distance Available	3382
3284	Landing Distance Available	3164



LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA ETC	⊙



AMENDMENT RECORD		
NO	DATE	ENTERED BY

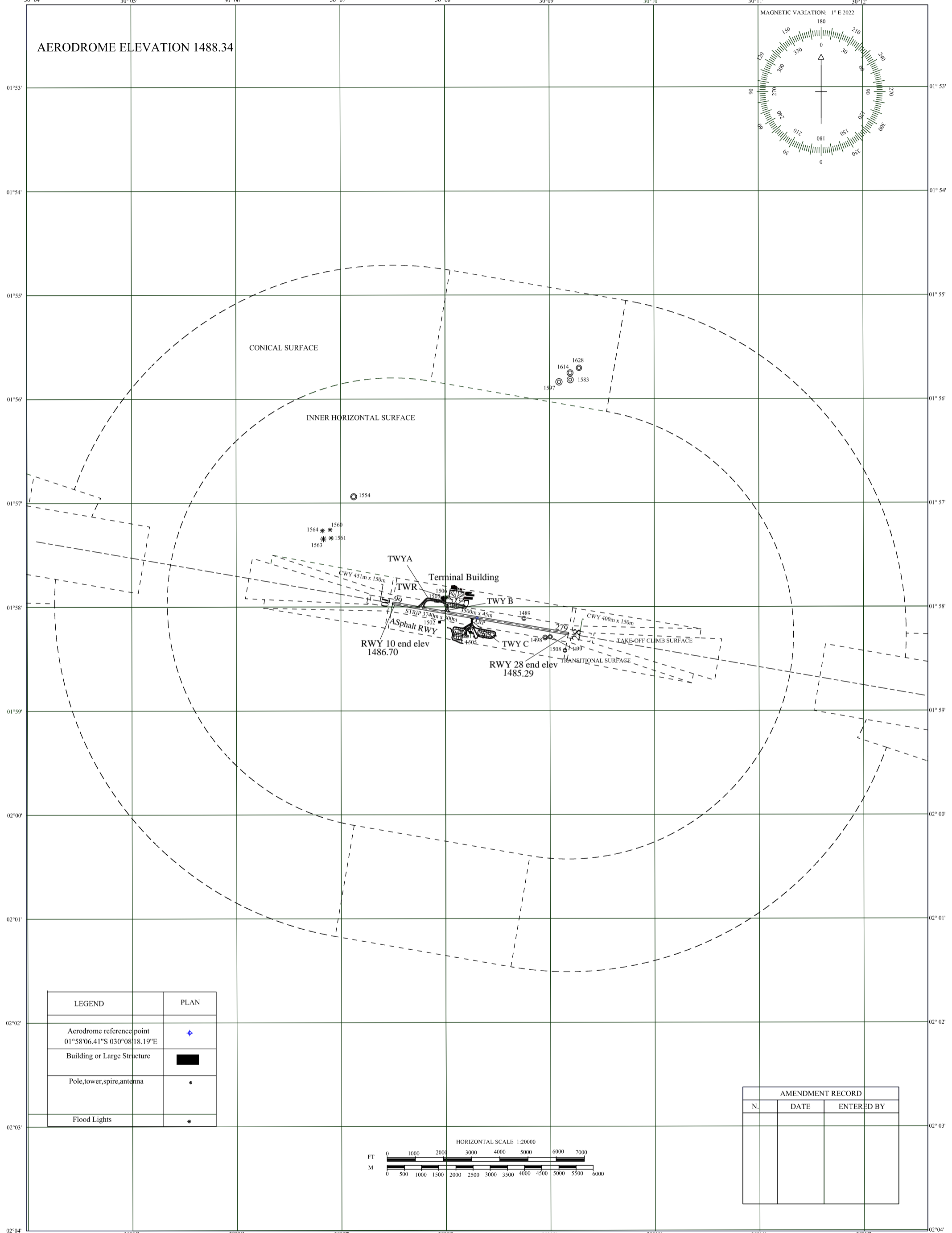
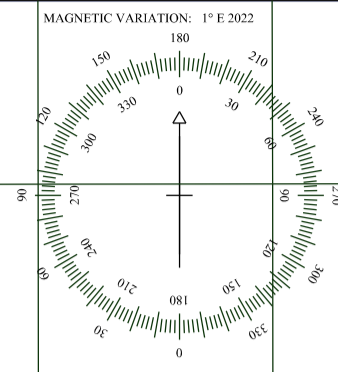
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DIMENSIONS AND ELEVATIONS IN METERS

AERODROME OBSTACLE CHART - ICAO TYPE B

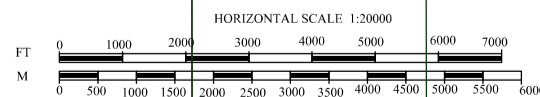
HRYP-RWY 10/28

AERODROME ELEVATION 1488.34



LEGEND	PLAN
Aerodrome reference point 01°58'06.41"S 030°08'18.19"E	+
Building or Large Structure	■
Pole, tower, spire, antenna	•
Flood Lights	*

AMENDMENT RECORD		
N.	DATE	ENTERED BY

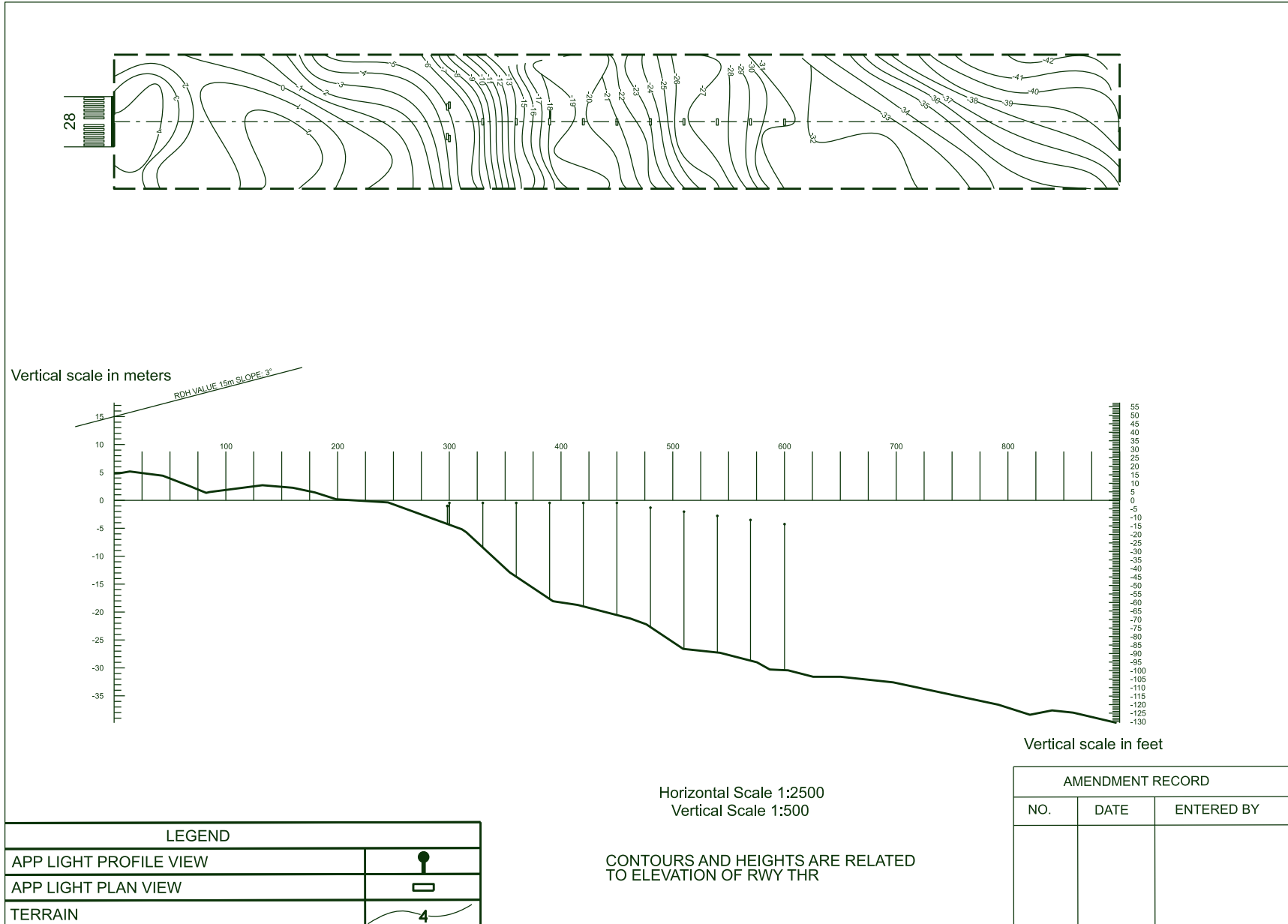


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KIGALI, RWANDA
HRYP
RWY 10/28
RWY 28

DIMENSION AND
ELEVATION IN METRES

Precision Approach Terrain Chart- ICAO



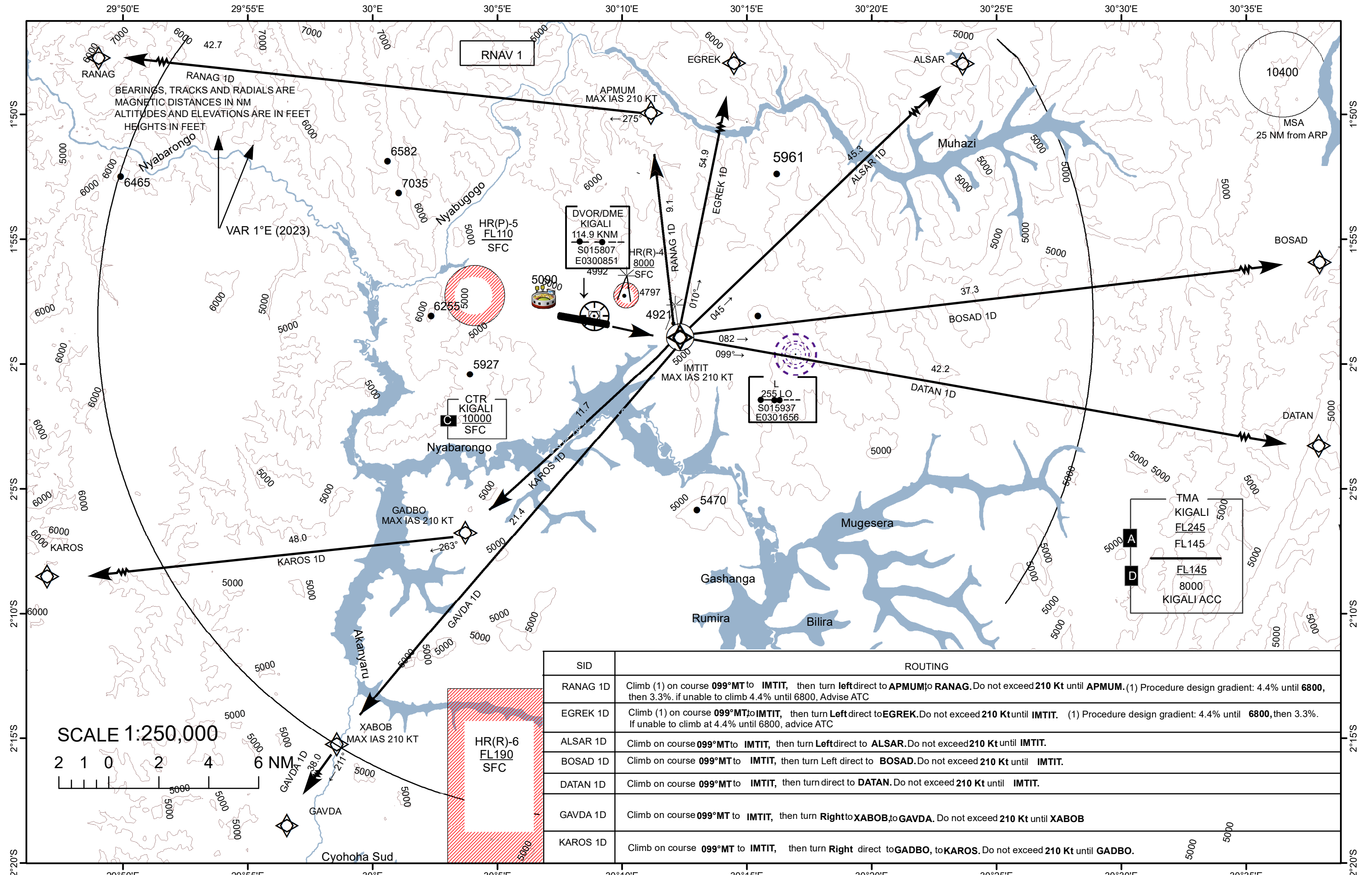
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STANDARD DEPARTURE
CHART INSTRUMENT
(SIDS)-ICAO

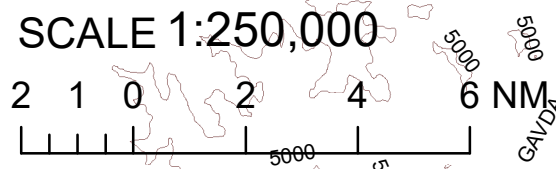
AD ELEV 4883 FT
Trans Alt 9000
Trans Level FL110

RANAG 1D, EGREK 1D, ALSAR 1D, BOSAD 1D, DATAN 1D, GAVDA 1D, KAROS 1D DEPARTURE

KIGALI, RWANDA
Kigali Intl
RNAV SID RWY 10



SID	ROUTING
RANAG 1D	Climb (1) on course 099°MT to IMTIT , then turn left direct to APMUM , to RANAG . Do not exceed 210 Kt until APMUM . (1) Procedure design gradient: 4.4% until 6800 , then 3.3%. if unable to climb 4.4% until 6800, Advise ATC
EGREK 1D	Climb (1) on course 099°MT to IMTIT , then turn Left direct to EGREK . Do not exceed 210 Kt until IMTIT . (1) Procedure design gradient: 4.4% until 6800 , then 3.3%. If unable to climb at 4.4% until 6800, advice ATC
ALSAR 1D	Climb on course 099°MT to IMTIT , then turn Left direct to ALSAR . Do not exceed 210 Kt until IMTIT .
BOSAD 1D	Climb on course 099°MT to IMTIT , then turn Left direct to BOSAD . Do not exceed 210 Kt until IMTIT .
DATAN 1D	Climb on course 099°MT to IMTIT , then turn direct to DATAN . Do not exceed 210 Kt until IMTIT .
GAVDA 1D	Climb on course 099°MT to IMTIT , then turn Right to XABOB , to GAVDA . Do not exceed 210 Kt until XABOB
KAROS 1D	Climb on course 099°MT to IMTIT , then turn Right direct to GADBO , to KAROS . Do not exceed 210 Kt until GADBO .



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Route Description: RNAV SID RWY 10

Path descriptor	Waypoint identifier	Flyover	Course Magnetic	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation Specification
RANAG 1D									
CF	IMTIT	Y	099.9°			210 kt	1°E	4.8*	RNAV1
DF	APMUM	N		LEFT		210kt	1°E		RNAV1
TF	RANAG	N	275.0°				1°E	42.7*	RNAV1
EGREK 1D									
CF	IMTIT	Y	099.9°			210 kt	1°E	4.8*	RNAV1
TF	EGREK	N	010.3°				1°E	12.3*	RNAV1
ALSAR 1D									
CF	IMTIT	Y	099.9°			210 kt	1°E	4.8*	RNAV1
TF	ALSAR	N	044.8°				1°E	45.3*	RNAV1
BOSAD 1D									
CF	IMTIT	Y	099.9°			210 kt	1°E	4.8*	RNAV1
TF	BOSAD	N	082.3°				1°E	37.3*	RNAV1
DATAN 1D									
CF	IMTIT	Y	099.9°			210 kt	1°E	4.8*	RNAV1
TF	DATAN	N	098.7°				1°E	42.2*	RNAV1
GAVDA 1D									
CF	IMTIT	Y	099.9°			210 kt	1°E	4.8*	RNAV1
DF	XABOB	N		RIGHT		210kt	1°E		RNAV1
TF	GAVDA	N	210.1°				1°E	38.0*	RNAV1
KAROS 1D									
CF	IMTIT	Y	099.9°			210 kt	1°E	4.8*	RNAV1
DF	GADBO	N		RIGHT		210 kt	1°E		RNAV1
TF	KAROS	N	262.9°				1°E	48.1*	RNAV1

(*) Direct distance (NM) between waypoints

Aeronautical Data Tabulation: RNAV (GNSS) DEPARTURE RWY 10

Waypoint	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
RWY 10	015816.8 S	0300917.6 E	0158.280 S	03009.293 E	
IMTIT	015847.9 S	0301214.7 E	0158.798 S	03012.245 E	
APMUM	014943.8 S	0301104.3 E	0149.730 S	03011.072 E	
RANAG	014516.8 S	0292842.4 E	0145.281 S	02928.707 E	
EGREK	010444.5 S	0302259.5 E	0104.742 S	03022.991 E	
ALSAR	012704.4 S	0304440.3 E	0127.074 S	03044.671 E	
BOSAD	015426.3 S	0304913.3 E	0154.438 S	03049.221 E	
DATAN	020555.2 S	0305346.3 E	0205.920 S	03053.771 E	
XABOB	021519.9 S	0295832.9 E	0215.331 S	02958.548 E	
GAVDA	024802.5 S	0293857.3 E	0248.041 S	02938.955 E	
GADBO	020645.6 S	0300340.8 E	0206.760 S	03003.679 E	
KAROS	021153.3 S	0291557.2 E	0211.888 S	02915.953 E	

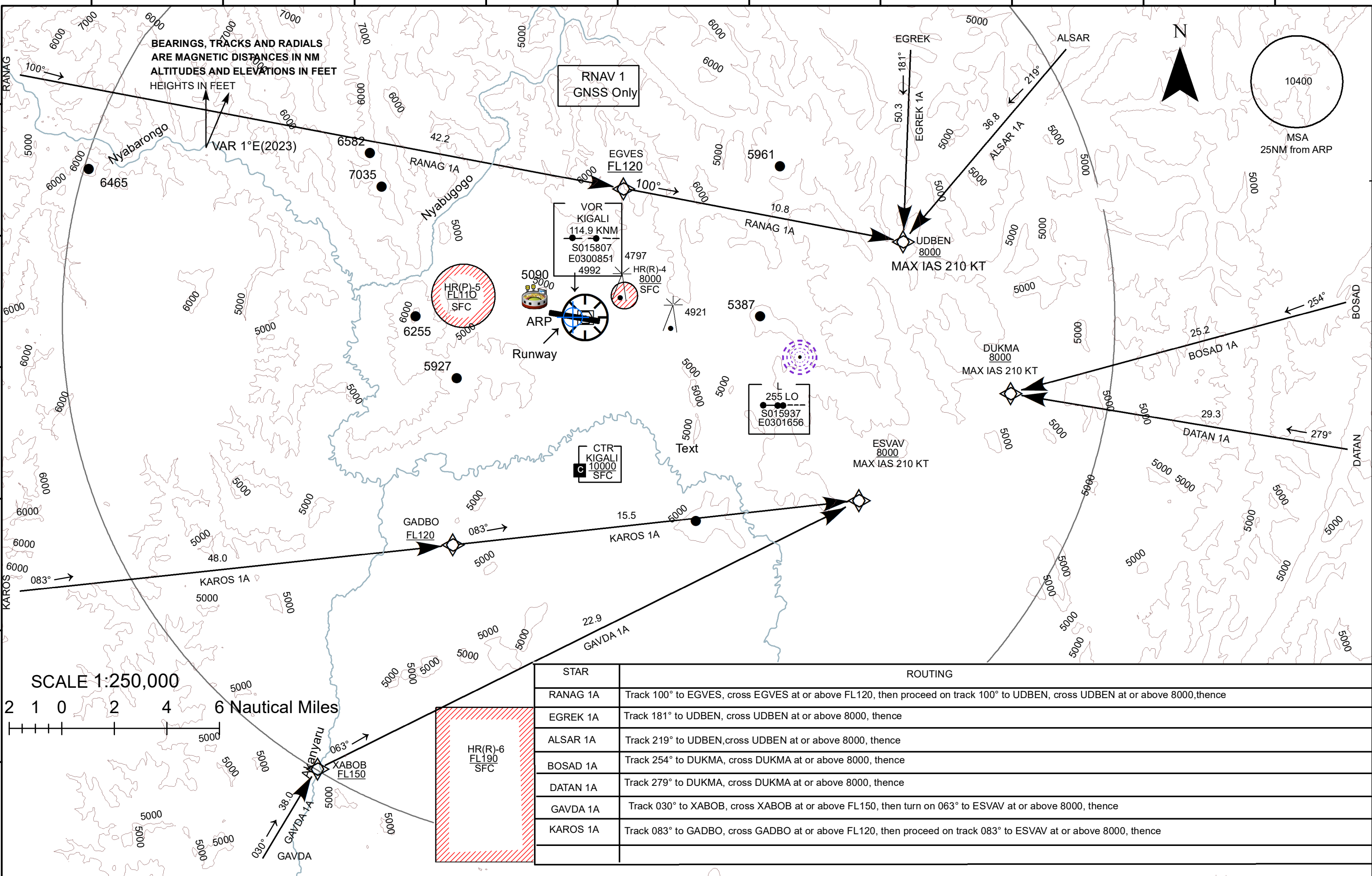
STANDARD ARRIVAL CHART-INSTRUMENT (STAR)-ICAO
AD ELEV 4883 FT
Trans Alt 9000
Trans Level FL110
D-ATIS 128.700
ACC 124.300
TWR 118.300

RANAG 1A, EGREK 1A, ALSAR 1A, BOSAD 1A, DATAN 1A, GAVDA 1A, KAROS 1A ARRIVAL

KIGALI, RWANDA
Kigali Intl
RNAV STAR RWY 28

BEARINGS, TRACKS AND RADIALS
ARE MAGNETIC DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET
HEIGHTS IN FEET

VAR 1°E(2023)



STAR	ROUTING
RANAG 1A	Track 100° to EGVES, cross EGVES at or above FL120, then proceed on track 100° to UDBEN, cross UDBEN at or above 8000, thence
EGREK 1A	Track 181° to UDBEN, cross UDBEN at or above 8000, thence
ALSAR 1A	Track 219° to UDBEN, cross UDBEN at or above 8000, thence
BOSAD 1A	Track 254° to DUKMA, cross DUKMA at or above 8000, thence
DATAN 1A	Track 279° to DUKMA, cross DUKMA at or above 8000, thence
GAVDA 1A	Track 030° to XABOB, cross XABOB at or above FL150, then turn on 063° to ESVAV at or above 8000, thence
KAROS 1A	Track 083° to GADBO, cross GADBO at or above FL120, then proceed on track 083° to ESVAV at or above 8000, thence

SCALE 1:250,000

2 1 0 2 4 6 Nautical Miles

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Route Description: UDBEN TRANSITION RNAV (GNSS) ARRIVAL RWY 28

Path descriptor	Waypoint identifier	Flyover	Course Magnetic	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation Specification
IF	RANAG	N					1°E		RNAV 1
TF	EGVES	N	099.73°		+ FL120		1°E	42.25*	RNAV 1
TF	UDBEN	N	099.70°		+ 8000	210	1°E	10.84*	RNAV 1
EGREK 1A									
IF	EGREK	N					1°E		RNAV 1
TF	UDBEN	N	181.50°		+ 8000	210	1°E	50.26*	RNAV 1
ALSAR 1A									
IF	ALSAR	N					1°E		RNAV 1
TF	UDBEN	N	219.49°		+ 8000	210	1°E	36.80*	RNAV 1

* Direct distance (NM) between waypoints.

Route Description: DUKMA TRANSITION RNAV (GNSS) ARRIVAL RWY 28

Path descriptor	Waypoint identifier	Flyover	Course Magnetic	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation Specification
BOSAD 1A									
IF	BOSAD	N					1°E		RNAV 1
TF	DUKMA	N	253.97°		+ 8000	210	1°E	25.25*	RNAV 1
DATAN 1A									
IF	DATAN	N					1°E		RNAV 1
TF	DUKMA	N	278.57°		+ 8000	210	1°E	29.35*	RNAV 1

* Direct distance (NM) between waypoints.

Route Description: ESVAV TRANSITION RNAV (GNSS) ARRIVAL RWY 28

Path descriptor	Waypoint identifier	Flyover	Course Magnetic	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation Specification
GAVDA 1A									
IF	GAVDA	N					1°E		RNAV 1
TF	XABOB	N	030.07°		+ FL150		1°E	38.00*	RNAV 1
TF	ESVAV	N	062.67°		+ 8000	210	1°E	22.95*	RNAV 1
KAROS 1A									
IF	KAROS	N					1°E		RNAV 1
TF	GADBO	N	082.92°		+ FL120		1°E	48.05*	RNAV 1
TF	ESVAV	N	082.89°		+ 8000	210	1°E	15.52*	RNAV 1

* Direct distance (NM) between waypoints.

Aeronautical Data Tabulation: RNAV (GNSS) ARRIVAL RWY 28

Waypoint	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
RANAG	014516.8 S	0292842.4 E	0145.281 S	02928.707 E	
EGVES	015310.4 S	0301009.8 E	0153.174 S	03010.163 E	
EGREK	010444.5 S	0302259.5 E	0104.742 S	03022.991 E	
ALSAR	012704.4 S	0304440.2 E	0127.074 S	03044.671 E	
UDBEN	015511.9 S	0302048.3 E	0155.198 S	03020.805 E	
BOSAD	015426.3 S	0304913.3 E	0154.438 S	03049.221 E	
DATAN	020555.2 S	0305346.3 E	0205.920 S	03053.771 E	
DUKMA	020100.8 S	0302452.1 E	0201.014 S	03024.868 E	
GAVDA	024802.5 S	0293857.3 E	0248.041 S	02938.955 E	
XABOB	021519.9 S	0295832.9 E	0215.331 S	02958.548 E	
KAROS	021153.3 S	0291557.2 E	0211.888 S	02915.953 E	
GADBO	020645.6 S	0300340.8 E	0206.760 S	03003.679 E	
ESVAV	020505.9 S	0301905.5 E	0205.098 S	03019.092 E	

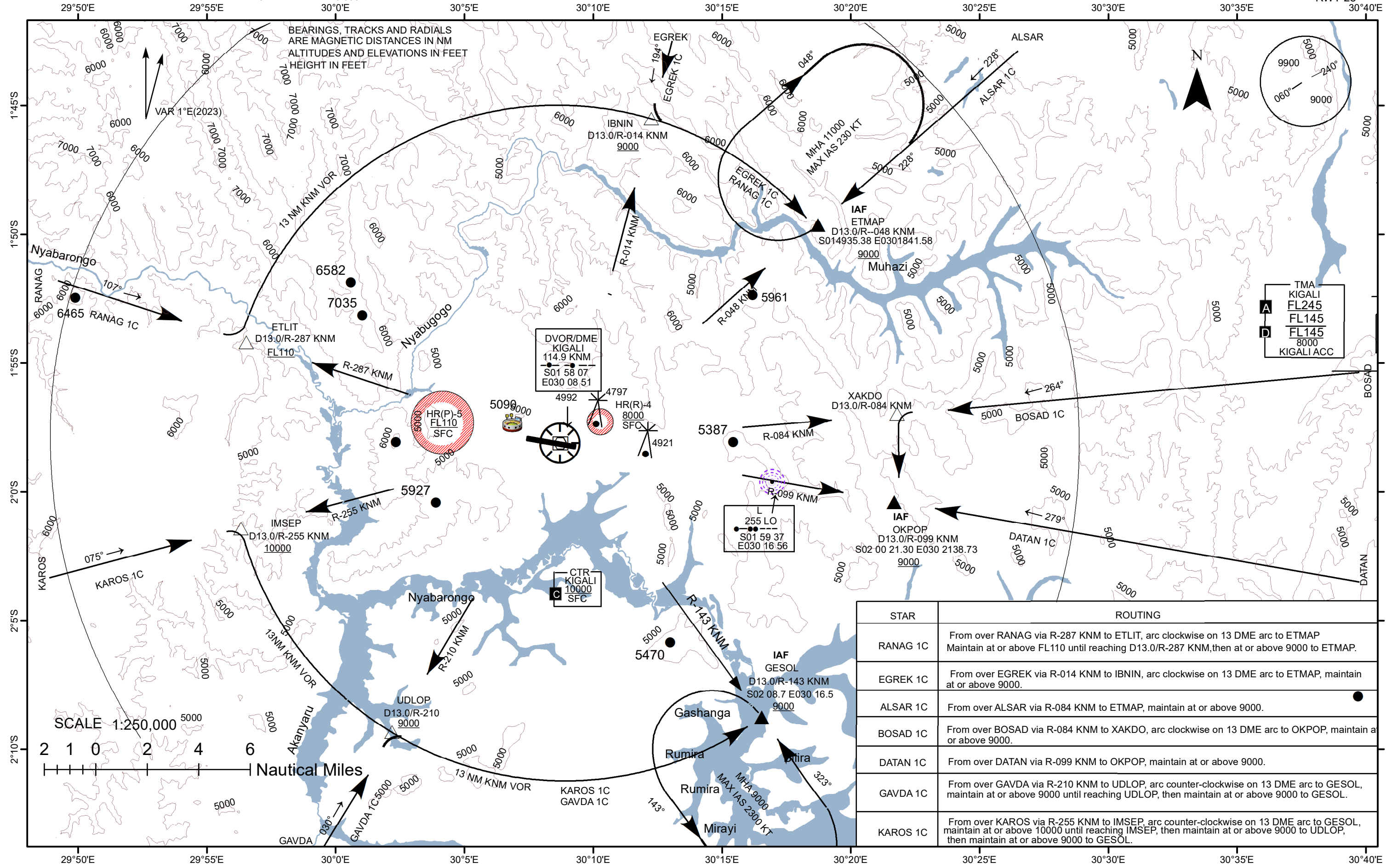
STANDARD ARRIVAL
CHART INSTRUMENT-ICAO

AD ELEV 4883 FT
Trans Alt 9000
Trans Level FL110

D-ATIS 128.700
ACC 124.300
TWR 118.300

RANAG 1C, EGREK 1C, ALSAR 1C, BOSAD 1C, DATAN 1C, GAVDA 1C, KAROS 1C ARRIVAL

KIGALI, RWANDA
Kigali Intl
RWY 28



STAR	ROUTING
RANAG 1C	From over RANAG via R-287 KNM to ETLIT, arc clockwise on 13 DME arc to ETMAP Maintain at or above FL110 until reaching D13.0/R-287 KNM, then at or above 9000 to ETMAP.
EGREK 1C	From over EGREK via R-014 KNM to IBNIN, arc clockwise on 13 DME arc to ETMAP, maintain at or above 9000.
ALSAR 1C	From over ALSAR via R-084 KNM to ETMAP, maintain at or above 9000.
BOSAD 1C	From over BOSAD via R-084 KNM to XAKDO, arc clockwise on 13 DME arc to OKPOP, maintain at or above 9000.
DATAN 1C	From over DATAN via R-099 KNM to OKPOP, maintain at or above 9000.
GAVDA 1C	From over GAVDA via R-210 KNM to UDLOP, arc counter-clockwise on 13 DME arc to GESOL, maintain at or above 9000 until reaching UDLOP, then maintain at or above 9000 to GESOL.
KAROS 1C	From over KAROS via R-255 KNM to IMSEP, arc counter-clockwise on 13 DME arc to GESOL, maintain at or above 10000 until reaching IMSEP, then maintain at or above 9000 to GESOL.

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ATC Surveillance Minimum Altitude Chart - ICAO

AIP
RWANDA
KIGALI, RWANDA
KIGALI Radar (APP)
125.300

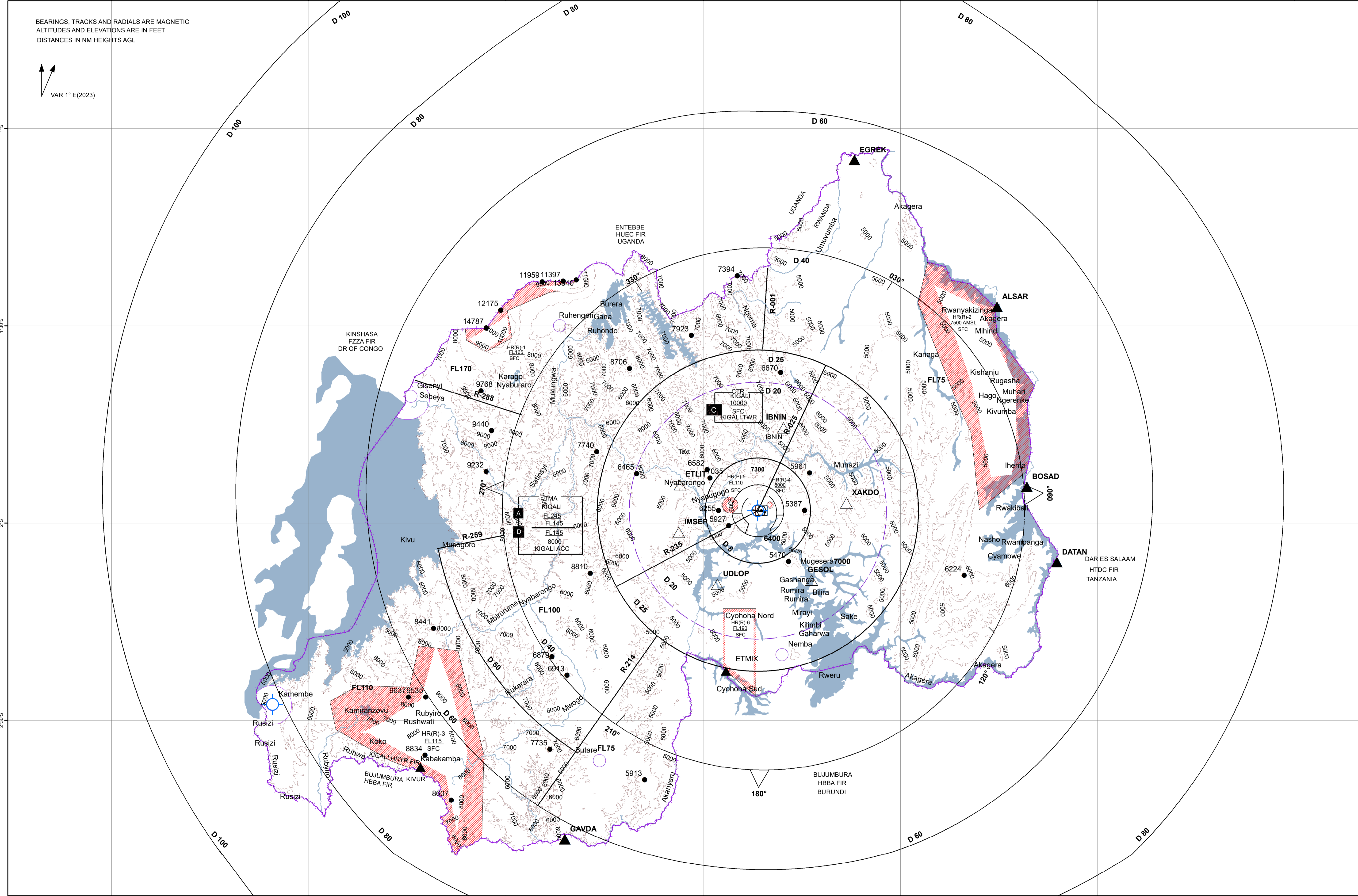
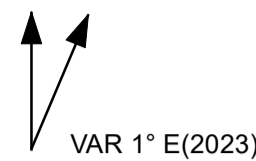
AERODROME ELEV: 4883
28°30'E

Alt set: hpa (QFE on request)
Trans Level: FL110
Trans Alt: 9000

ACC: 124.300
TWR: 118.300
D-ATIS: 128.700

AD 2 HRYR-31
25 JAN 2024

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES IN NM HEIGHTS AGL

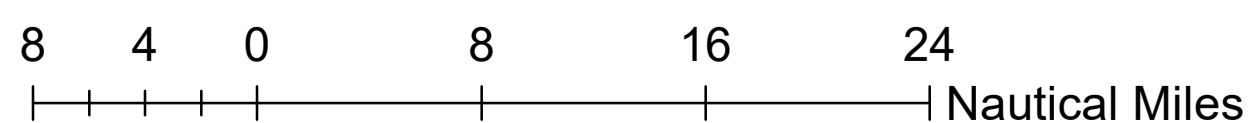


ATC SURVEILLANCE MINIMUM ALTITUDES

- 6400 in the sector defined by lateral limits: R-025KNM/8NM thence clockwise along an arc of circle of radius 8NM centered on KNM until intercepting R-235KNM and back to KNM.
- 7300 in the sector defined by the lateral limits: R-235KNM/8NM thence clockwise along an arc of circle of radius 8NM centered on KNM until intercepting R-025KNM and back to KNM.
- 7000 in the sector defined by lateral limits: R-025KNM/25NM thence clockwise along an arc of circle of radius 25NM centered on KNM until intercepting R-235KNM and back to KNM.
- 8100 in the sector defined by lateral limits: R-235KNM/25NM thence clockwise along an arc of circle of radius 25NM centered on KNM until intercepting R-025KNM and back to KNM.
- FL75 in the sector defined by lateral limits: R-001KNM/25NM along R-001KNM to TMA boundary thence clockwise along TMA boundary until intercepting R-214KNM
- FL100 in the sector defined by lateral limits: R-214KNM/50NM thence clockwise along an arc of circle of radius 50NM centered on KNM until intercepting R-259KNM to R-259KNM/40NM thence clockwise along an arc of circle of radius 40NM centered on KNM until TMA boundary thence along the TMA boundary intercepting R-001KNM.
- FL110 in the sector defined by lateral limits: R-214KNM/50NM along R-214KNM to TMA boundary thence clockwise along the TMA boundary until intercepting R-288KNM to R-288KNM/40NM to R-259KNM/40NM to R-259KNM/50NM to R-214KNM/50NM.
- FL170 in the sector defined by lateral limits: R-288KNM/40NM thence clockwise along the TMA boundary then along an arc of a circle radius 40NM centered on KNM to R-288KNM/40NM.

Loss of Communication Procedures
Controlled ACFT experiencing complete radio communication failure shall be separated from other identified ACFT using applicable horizontal and vertical separations.

SCALE 1:500,000



Legend

- Aerodromes with no facilities
- DVOR/DME
- Non Compulsory Reporting Points
- Compulsory reporting points
- Spot Heights
- Aerodromes with facilities
- Contour Lines
- Rivers
- Control Zone
- Country Boundary
- FIR Boundary
- Prohibited HR(P) and Restricted HR(R) Areas
- Lake

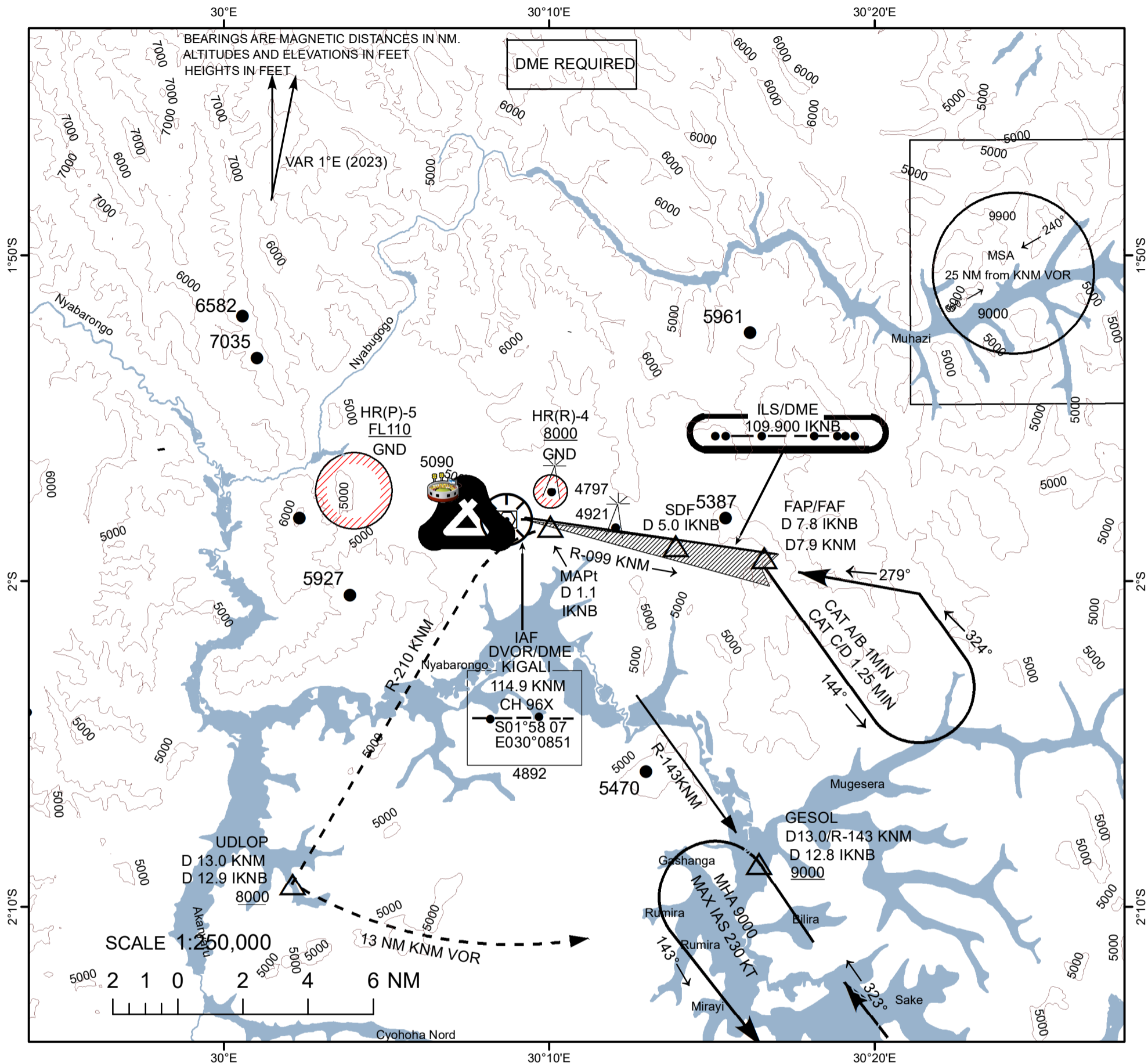
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INSTRUMENT APPROACH
CHART-ICAO

AD ELEV: 4883 FT
D THR 28 ELEV 4874 FT
and DTHR 10 ELEV 4878 FT

ACC: 124.300
TWR: 118.300
D-ATIS: 128.700

KIGALI, RWANDA
Kigali Intl
ILS z RWY 28

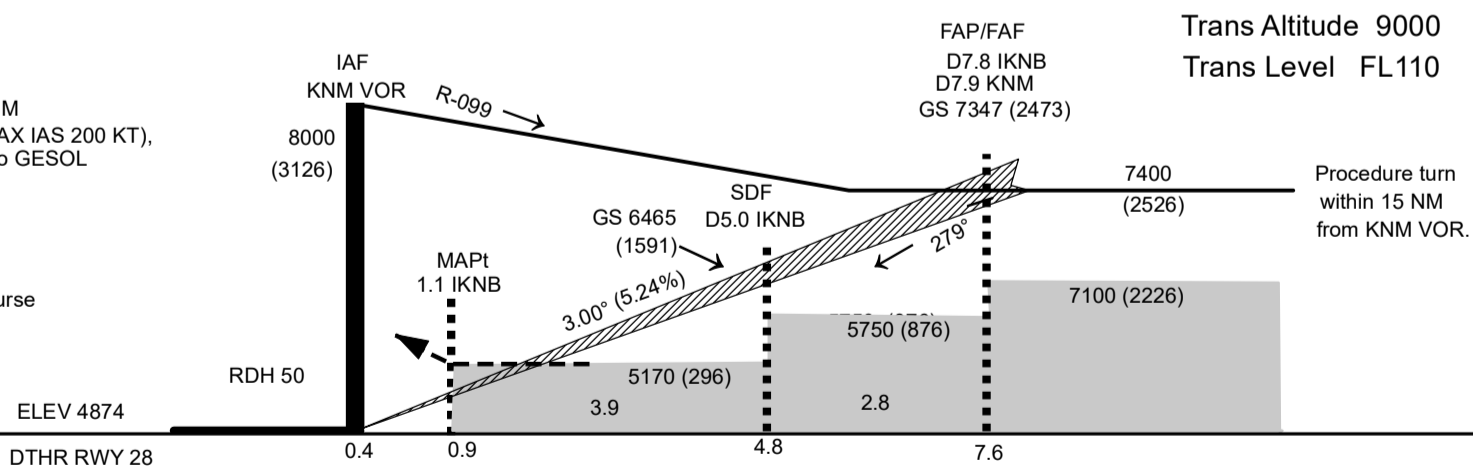


MISSED APPROACH:

Climbing left turn to 8000 via R-210 KNM to UDLOP/D13.0/KNM/D12.9/IKNB (MAX IAS 200 KT), the via 13 DME arc counter clockwise to GESOL (MAX IAS 210 KT) and hold.

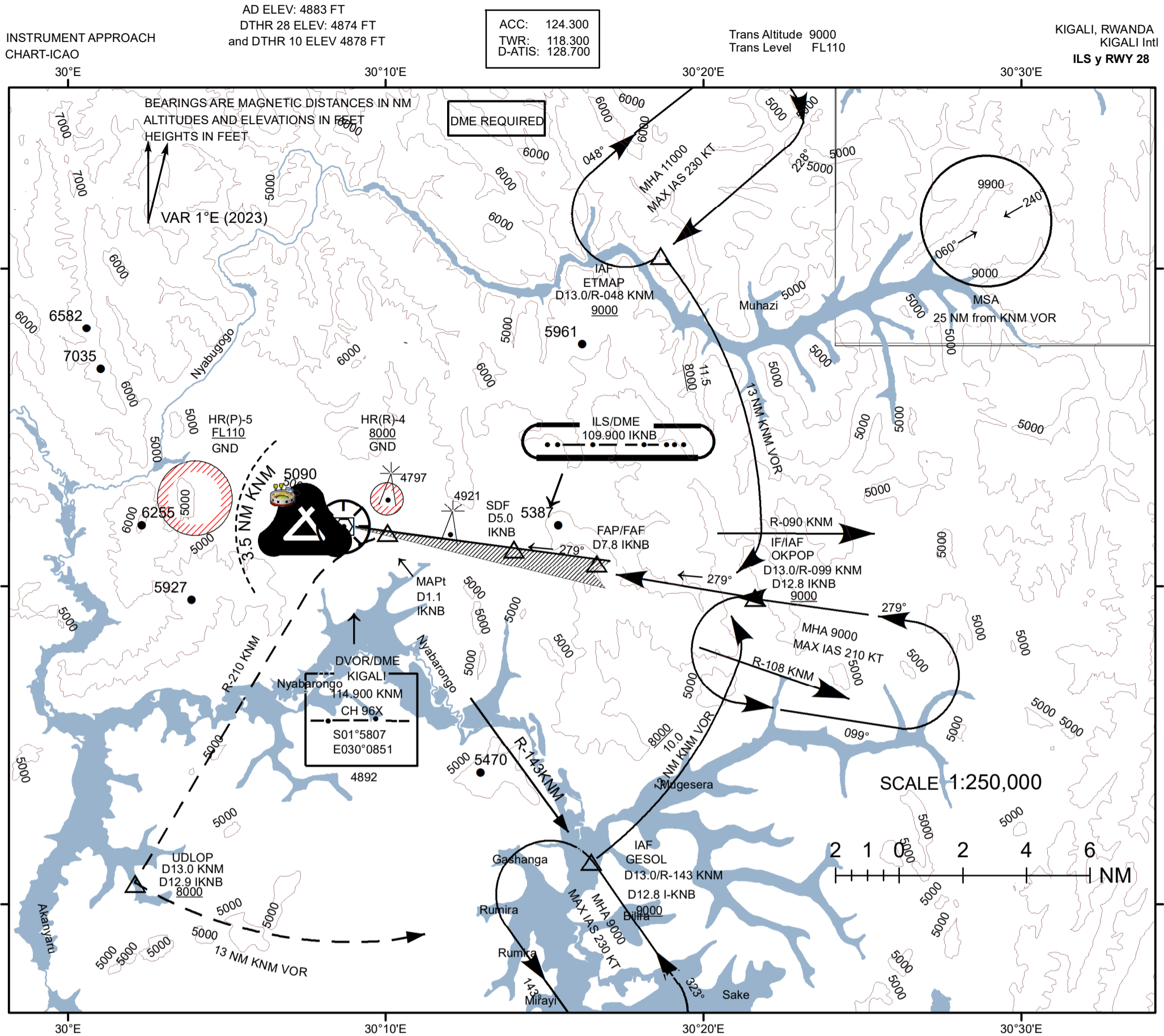
NOTE:

use IKNB DME when on localizer course



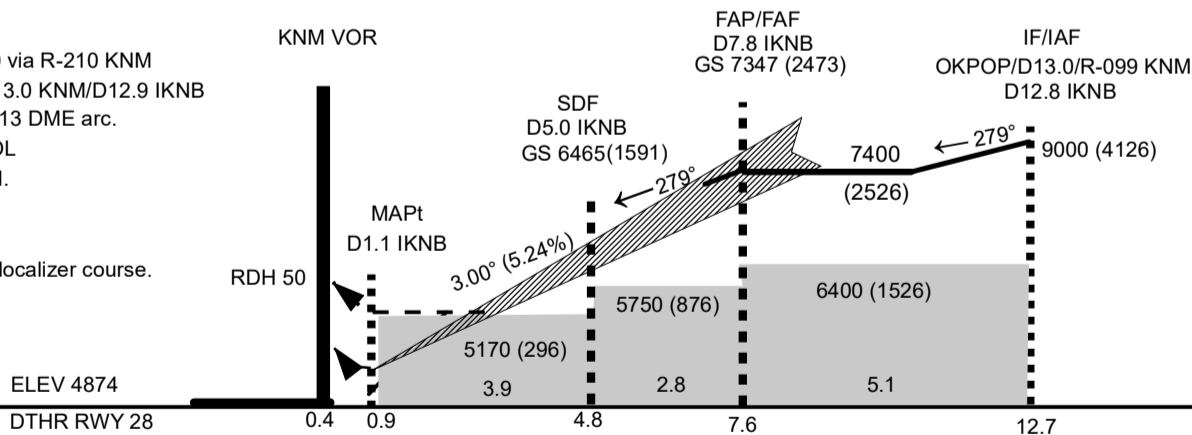
STRAIGHT-IN APPROACH		A	B	C	D	CIRCLING (HAA)*		A	B	C	D	
CAT I ILS/DME	OCA (H)		5074 (200)	5078 (204)	5090 (216)		OCA (H)	5800 (917)	6000 (1117)	6500 (1617)	6700 (1817)	
	VIS		800 M				VIS	2400 M	2800 M	5000 M	5200 M	
	W/O ALS		1600 M				W/O ALS	2400 M	2800 M	5000 M	5200 M	
GP INOP	w SDF	OCA (H)	5170 (296)				* Circling not authorised at night. * Circling north West not authorised. NOTES: 1. KNM DVOR/DME Required. 2. IAF MAX IAS 210 KT. 3. Timing not authorised for defining the MAPt. 4. Use IKNB DME when on localiser course. 5. When control TWR closed procedure not authorized. 6. DME Required.					VIS for Take-off CAT A/B/C: 500 CAT /D: 500
		VIS	1200 M									
	W/O ALS	2000 M										
	OCA (H)	5750 (876)										
w/o SDF	VIS	1600M	2000 M	4000 M	4400 M							
	W/O ALS	2400M	2800 M	4800 M	5200 M							

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MISSED APPROACH:
Climbing LEFT turn to 8000 via R-210 KNM
R-210 KNM TO UDLOP/D13.0 KNM/D12.9 IKNB
(MAX IAS 200 KT), the via 13 DME arc.
counter-clockwise to GESOL
(MAX IAS 210 KT) and hold.

NOTE:
USE IKNB DME when on localizer course.



STRAIGHT-IN APPROACH		A	B	C	D	CIRCLING (HAA)*					
CAT I ILS/DME	OCA (H)	5074 (200)		5078 (204)	5090 (216)	OCA (H)	5800 (917)	6000 (1117)	6500 (1617)	6700 (1817)	
	VIS	800 M				VIS	2400 M	2800 M	5000 M	5200 M	
	w/o ALS	1600 M				w/o ALS	2400 M	2800 M	5000 M	5200 M	
GP INOP	wSDF	OCA (H)	5170 (296)				*Circling not authorized at night, *Circling north west not authorized. 1. KNM VOR/DME required. 2. IAF MAX IAS 210 KT. 3. Timing not authorised for defining MAPt. 4. use I-KNB DME when on Localizer course. 5. when control TWR closed procedure not authorized. 6. Missed APPC requires minimum climb of 5.0% 304 (fpm) till, 6000, if unable advise ATC. 7. DME Required				VIS for take-off CAT A/B/C: 500 CAT D:500
		VIS	1200 M								
	w/o ALS	2000 M									
	w/o SDF	OCA (H)	5750 (876)								
		VIS	1600 M	2000 M	4000 M	4400 M					
w/o ALS	2400 M	2800 M	4800 M	5200 M							

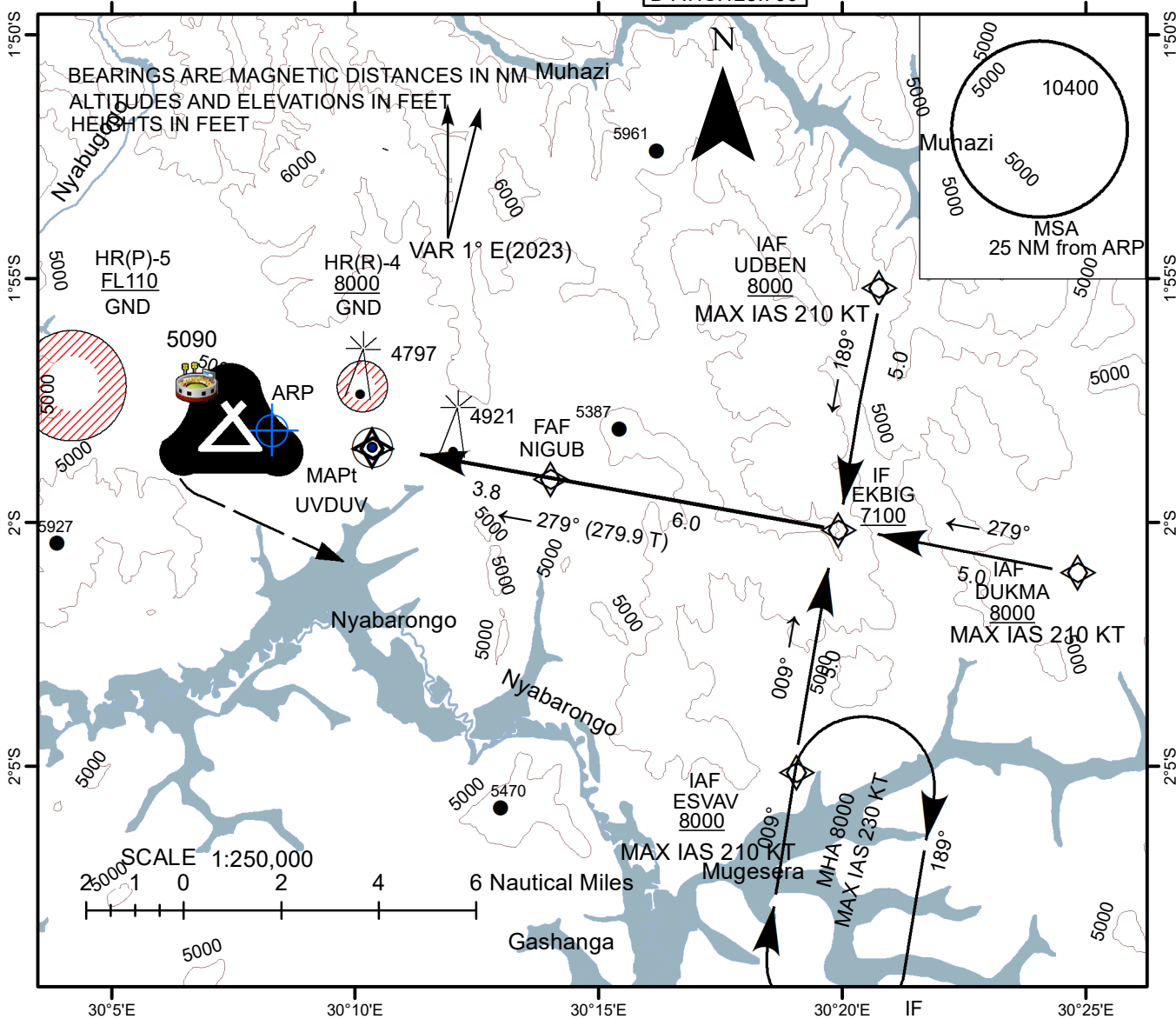
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INSTRUMENT APPROACH CHART-ICAO

AD ELEV: 4883 FT
DTHR 28 ELEV 4874 FT
and DTHR 10 ELEV 4878

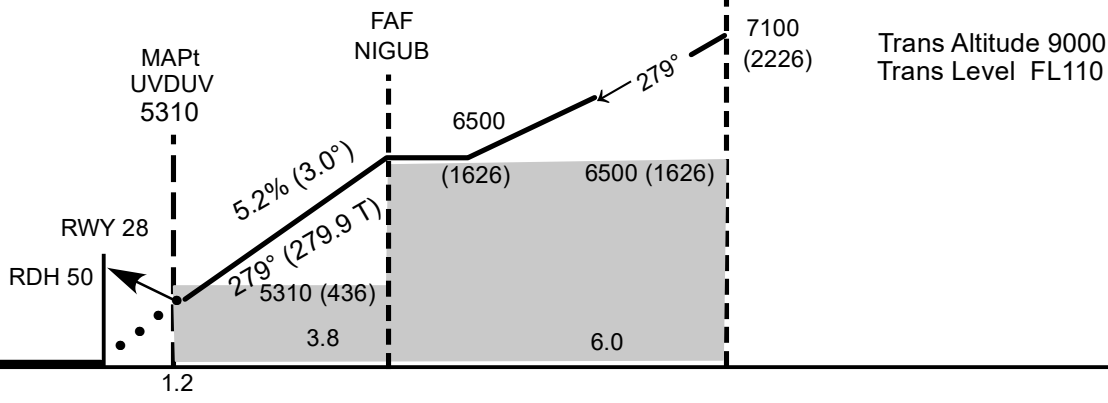
ACC: 124.300
TWR: 118.300
D-ATIS: 128.700

KIGALI, RWANDA
RNAV(GNSS) RWY 28



MISSED APPROACH

Climbing LEFT turn to 8000
direct ESVAV and hold.
MAX IAS 210 KT.



STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCA(H)	5310(436)	5310(436)	5440(566)	5530(656)
LNAV	OCA(H)	5310(436)	5310(436)	5480(606)	5540(666)
CIRCLING (HAA)*		A	B	C	D
	OCA(H)	5390(507)	5990(1107)	6580(1697)	6650(1767)
	VIS,w/o ALS	1900M	2800,2800	3700M	4600M

ADVISORY INFORMATION ONLY					
Dist to RWY 28 (NM)	FAF	4	3	2	1
Altitude	6500	6200	5880	5560	5240
VIS for take-off CAT A/B/C/D:500					
NOTES					
1. No turn before MAPt.					
2. When local altimeter setting not received, Procedure NA.					
3. For uncompensated Baro-VNAV system, Procedure NA below -15°C(5°F).					
4. When control TWR closed, procedure not authorized.					

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Holding Instruction/Areas RNAV (GNSS) RWY 28

Path Descriptor	Waypoint Identifier	Course °M	Leg Distance	Turn Direction	Minimum Altitude	Maximum Altitude	Speed	Magnetic Variation	Navigation Specification
Hold	ESVAV	009	5.0 NM	R	8000		230 kt	1.0°E	RNAV 1

Route Description: RNAV (GNSS) RWY 28

Path Terminator	Waypoint Identifier	Flyover	Course / Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/TCH	Navigation Specification
IF	ESVAV	N		1.0°E			+8000	210 kt		RNAV 1
FT	EKBIG	N	009°	1.0°E	5.0	left	+7100			RNAV 1
FT	NIGUB	N	278.88°	1.0°E	6.0		+6500			RNAV 1
FT	UVDUV	Y	278.88°	1.0°E	3.8		@5310		3.0°/50'	RNAV 1
DF	ESVAV	Y		1.0°E		left		210 kt		RNAV 1

Path Terminator	Waypoint Identifier	Flyover	Course / Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/TCH	Navigation Specification
IF	UDBEN	N		1.0°E			+8000	210 kt		RNAV 1
FT	EKBIG	N	188.88°	1.0°E	5.0	right	+7100			RNAV 1
FT	NIGUB	N	278.88°	1.0°E	6.0		+6500			RNAV 1
FT	UVDUV	Y	278.88°	1.0°E	3.8		@5310		3.0°/50'	RNAV 1
DF	ESVAV	Y		1.0°E		left		210 kt		RNAV 1

Path Terminator	Waypoint Identifier	Flyover	Course / Track °M	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed	VPA/TCH	Navigation Specification
IF	DUKMA	N		1.0°E			+8000	210 kt		RNAV 1
FT	EKBIG	N	278.88°	1.0°E	5.0		+7100			RNAV 1
FT	NIGUB	N	278.88°	1.0°E	6.0		+6500			RNAV 1
FT	UVDUV	Y	278.88°	1.0°E	3.8		@5310		3.0°/50'	RNAV 1
DF	ESVAV	Y		1.0°E		left		210 kt		RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) RWY 28

Waypoint	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
ESVAV (IAF)	020505.9 S	0301905.5 E	0205.098 S	03019.092 E	
DUKMA (IAF)	020100.8 S	0302452.1 E	0201.014 S	03024.873 E	
UDBEN (IAF)	015511.9 S	0302048.3 E	0155.198 S	03020.805 E	
EKBIG (IF)	020009.9 S	0301956.9 E	0200.165 S	03019.948 E	
NIGUB (FAF)	015906.8 S	0301402.7 E	0159.113 S	03014.044 E	
UVDUV (MAPt)	015828.0 S	0301021.3 E	0158.467 S	03010.355 E	
ESVAV (MAHF)	020505.9 S	0301905.5 E	0205.098 S	03019.092 E	

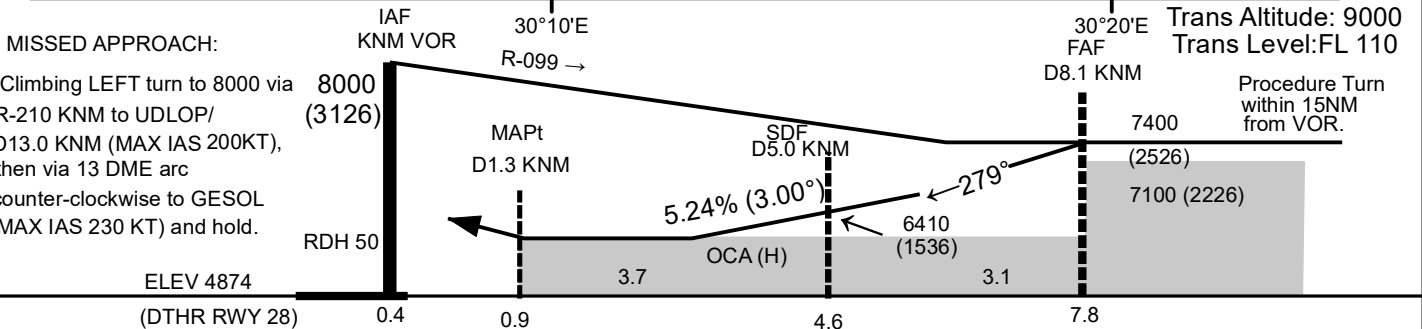
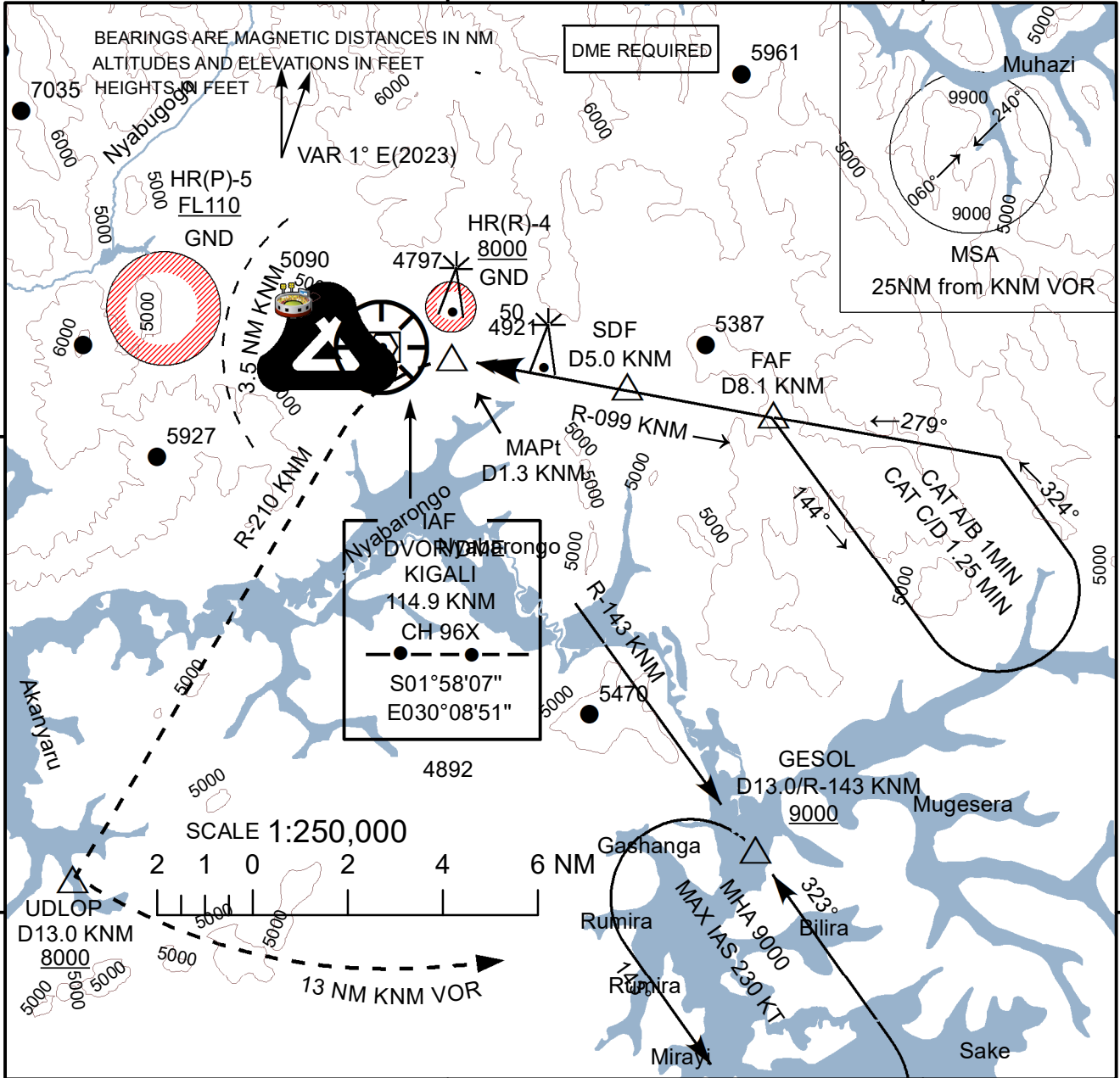
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INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 4883 FT
HEIGHTS RELATED TO
DTHR 28 ELEV 4874 FT
and DTHR 10 ELEV 4878 FT

ACC 124.300
TWR 118.300
D-ATIS 128.700

KIGALI, RWANDA
Kigali Intl
30°20'E VOR Z RWY 28



STRAIGHT-IN APPROACH		A	B	C	D	ADVISORY INFORMATION ONLY						
VOR	OCA(H)	5410 (536)				Dist to KNM (NM)	7	6	5	4	3	2
	VIS	1600 m		2400m	2800m	Altitude	7050	6730	6410	6100	5780	5460
	W/o ALS	2400m		3200m	3600m	Ground Speed kt	70	90	100	120	140	160
CIRCLING (HAA)*		A	B	C	D	Descent 5.2% ft/min						
	OCA(H)	5800 (917)	6000 (1117)	6500(1617)	6700(1817)	NOTES: 1. DME Required. 2. IAF MAX IAS 230 KT. 3. When control tower closed, procedure not authorized.						
	VIS	2400m	2800m	5000m	5200m							
	W/o ALS	2400m	2800m	5000m	5200m							
* Circling not authorized at night. * Circling North West not authorized.					VIS for take-off CAT A/B/C/D:500							

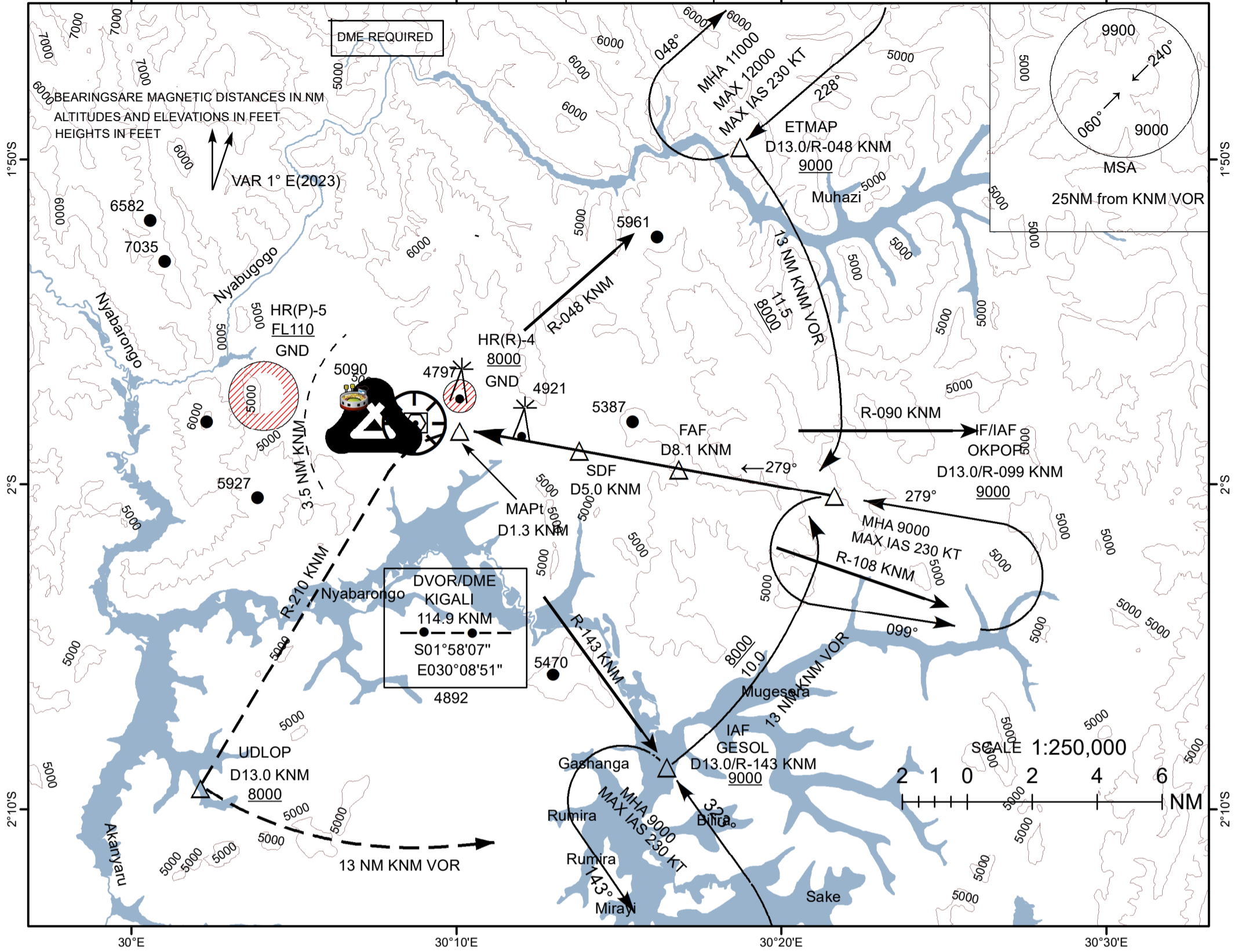
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INSTRUMENT
APPROACH
CHART-ICAO

AD ELEV 4883 FT
HEIGHTS RELATED TO
DTHR 28 ELEV 4874 FT
and DTHR 10 ELEV 4878

ACC 124.300
TWR 118.300
D-ATIS 128.700

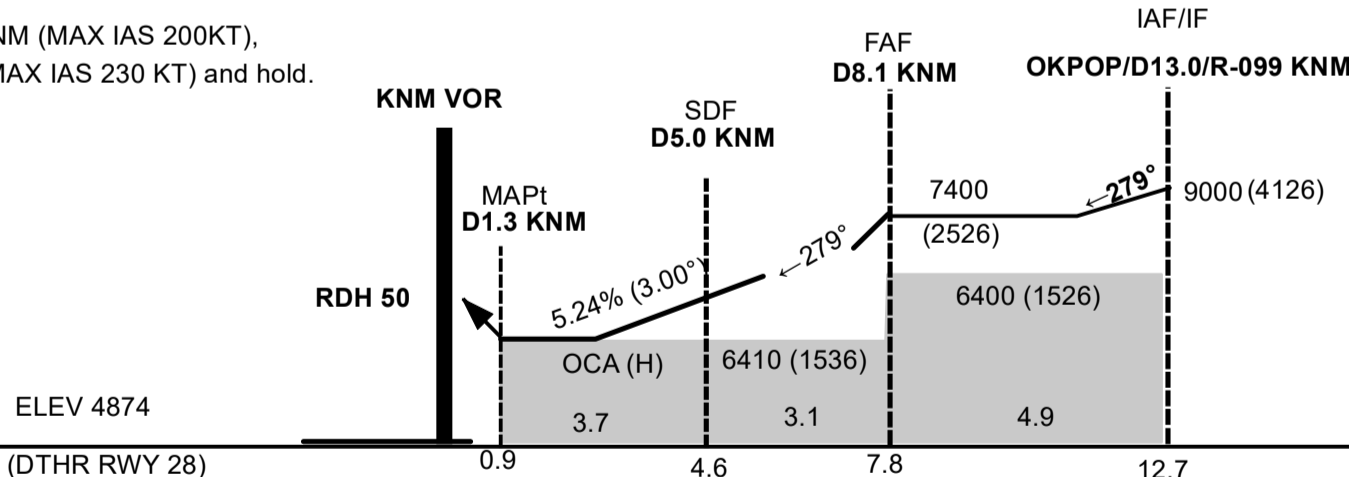
KIGALI, RWANDA
KIGALI intl
30°30'E
EVOR Y RWY 28



MISSED APPROACH:

Climbing LEFT turn to 8000 via R-210 KNM to UDLOP/D13.0/KNM (MAX IAS 200KT), then via 13 DME arc GESOL (MAX IAS 230 KT) and hold.

Trans Altitude 9000
Trans Level FL110



STRAIGHT-IN APPROACH		A	B	C	D
VOR	OCA (H)	5410 (536)			
	VIS	1600	2400	2800	
	W/O ALS	2400	3200	3600	
CIRCLING (HAA)*		A	B	C	D
	OCA (H)	5800 (917)	6000 (1117)	6500 (1617)	6700 (1817)
	VIS	2400M	2800M	5000M	5200M
	W/O ALS	2400M	2800M	5000M	5200M

ADVISORY INFORMATION ONLY						
Dist to KNM (NM)	7	6	5	4	3	2
Altitude	7050	6730	6410	6100	5780	5460
Ground speed kt	70	90	100	120	140	160
Descent 5.2% ft/min	372	478	531	637	743	849
NOTES						
1. DME required.						
2. IAF MAX IAS 230 KT.						
3. When control tower closed, procedure not authorized.						

* Circling not authorized at night.
* Circling north west not authorized.

VIS for take-off
CAT A/B/C: 500
CAT D: 500

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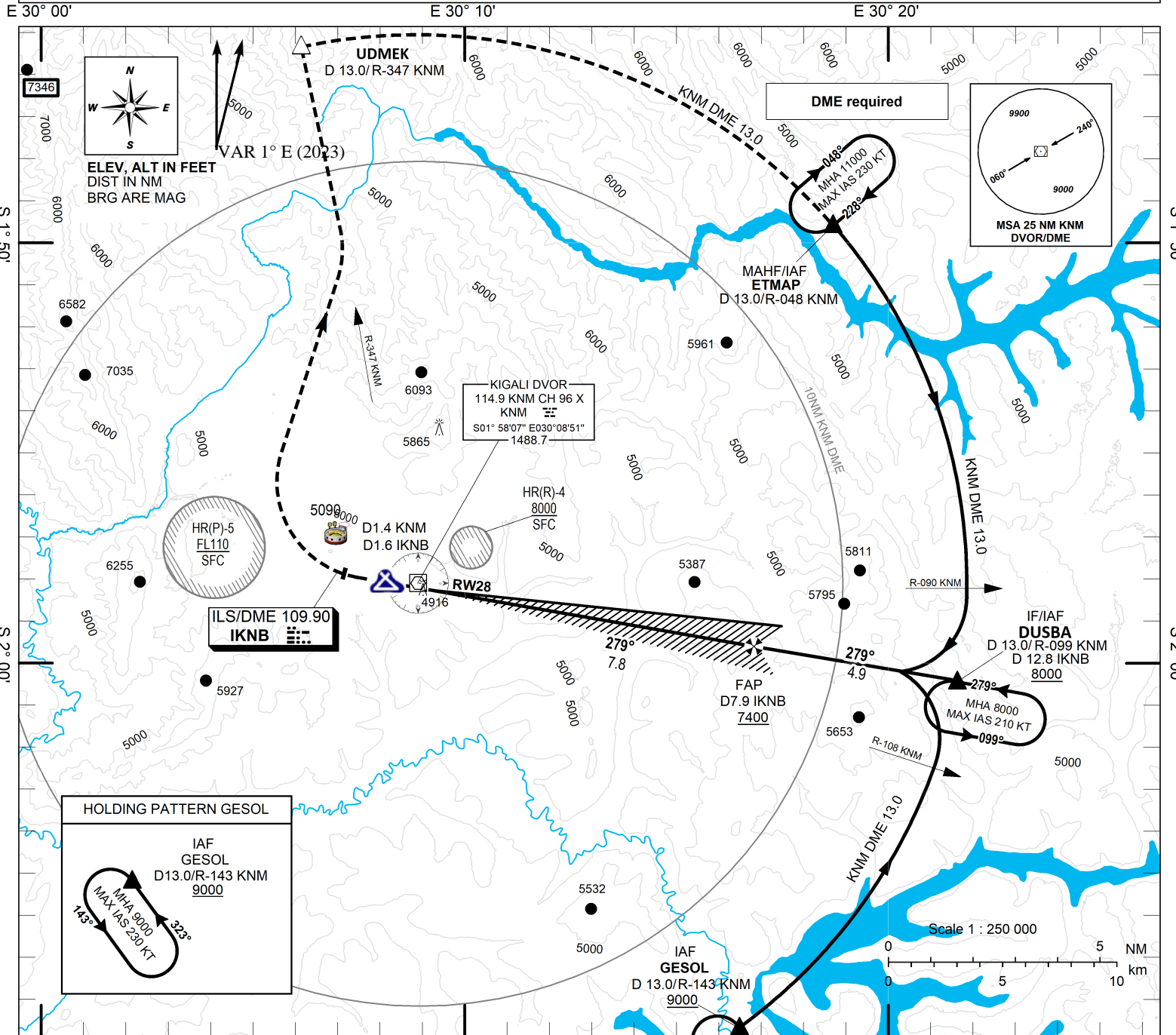
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 4883 FT
HEIGHTS RELATED TO
THR RWY 28 - ELEV 4874 FT

ACC 124.300
TWR 118.300
ATIS 128.700

TRANSITION ALT 9000
TRANSITION LEVEL FL 110

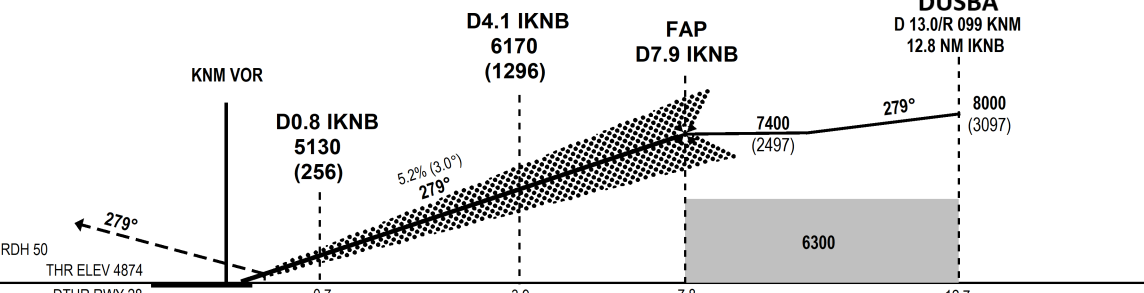
KIGALI, RWANDA
KIGALI INTL/Kigali HRYR
ILS X RWY 28 CAT II



MISSED APPROACH:
No turn before D0.8 IKNB/D1.0 KNM.
Climb heading 279° until D1.4 KNM,
climbing right turn to intercept R-347 KNM
VOR to UDMEK(D13.0 KNM), then turn
right to arc D13.0 KNM to ETMAP reaching
11000 ft and hold. MAX IAS 185 KT to UDMEK.
MAX IAS 210 KT to ETMAP.

GP Verification

Dist from DME	Dist from THR	Altitude	RDH 50	THR ELEV 4874
4.08 NM	3.91 NM	6170.00 ft MSL		DTHR RWY 28
0.81 NM	0.65 NM	5130.00 ft MSL		



STRAIGHT -IN APPROACH		A	B	C	D	CIRCLING	
ILS CAT II 4.8%	OCA (H)	4974 (100)	4982 (108)	4999 (125)	5011 (137)	OCA (H)	NOT AUTHORIZED
	VIS	RVR 300 M		RVR 400 M			
ILS CAT II 2.5%	OCA (H)	5348 (474)	5365 (491)	5389 (515)	5403 (529)	OCA (H)	NOT AUTHORIZED
	VIS	RVR 1800 M	RVR 1800 M	RVR 1900 M	RVR 2000 M		

1. KNM DVOR/DME Required.
2. IAF MAX IAS 210 KT.
3. Use IKNB DME when on localizer course.
4. When aerodrome control services not available procedure not authorized.
5. ILS CAT II 4.8% minima line: MISSED APPROACH requires minimum 4.8% 292 (ft/NM) until UDMEK if unable advise ATC.

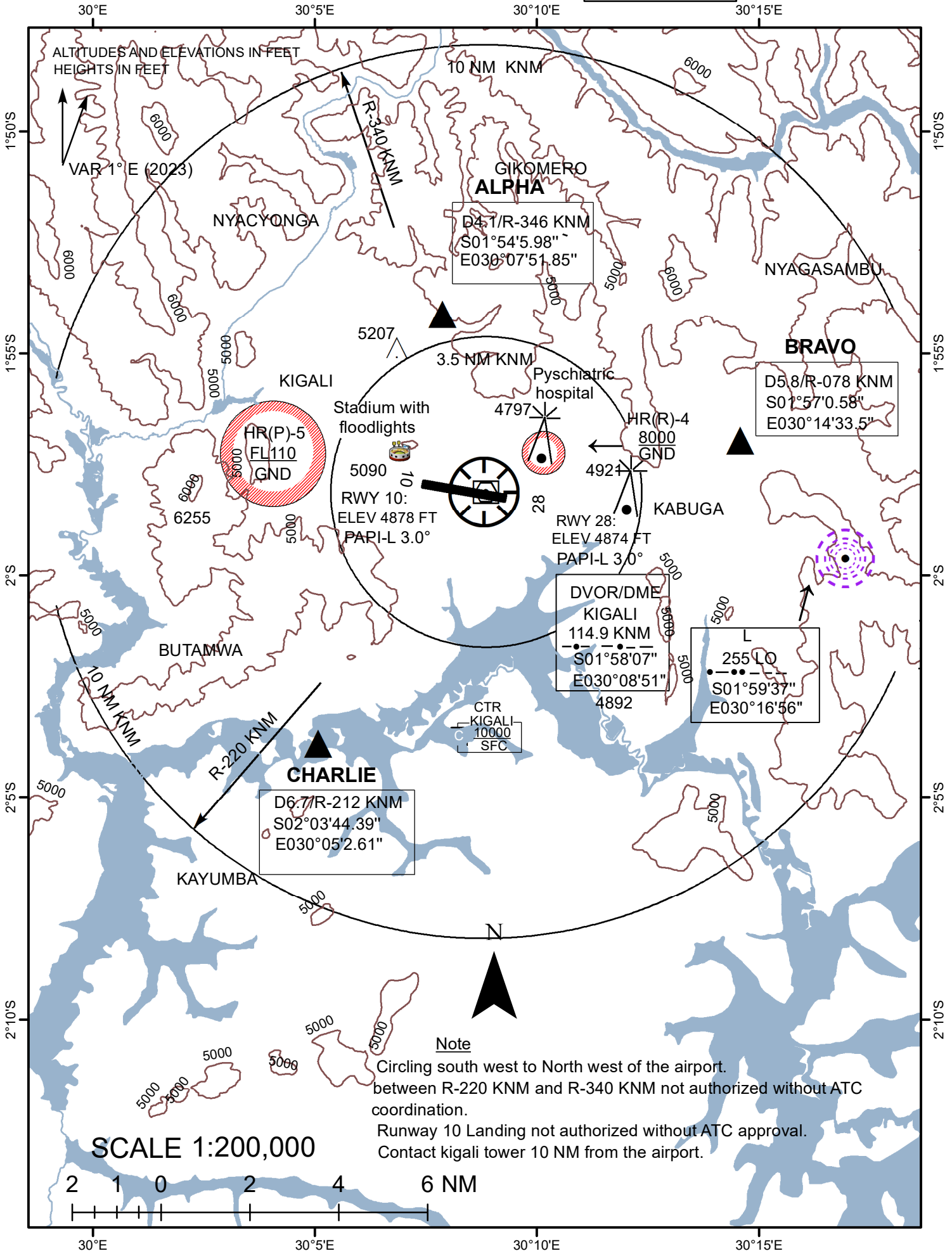
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VISUAL
APPROACH
CHART-ICAO

AD ELEV 4883 FT

ACC	124.300
TWR	118.300
D-ATIS	128.700

KIGALI, RWANDA
Kigali Intl



Note

Circling south west to North west of the airport.
between R-220 KNM and R-340 KNM not authorized without ATC
coordination.
Runway 10 Landing not authorized without ATC approval.
Contact kigali tower 10 NM from the airport.

SCALE 1:200,000

2 1 0 2 4 6 NM

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HRYP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

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HRYU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HRYU - RUHENGERI

HRYU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	013000.00S 0293800.00E NIL
2	Direction and distance from (city)	North part of town
3	Elevation / Reference temperature (Mean Low temperature)	Elev: 6102 FT (1860 M) / T: NIL (Mean Low T: NIL)
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR / Annual change	2° E (2023)
6	AD Administration, address, telephone, telex, AFS	Rwanda Airports Company Tel: (+250)724123088 Tel: (+250)781840870
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	NIL

HRYU AD 2.3 OPERATIONAL HOURS

1	AD Administration	Monday- Friday 0700-1000 and 1100-1500.
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

HRYU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel / oil types	Fuel: NIL Oil: NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

HRYU AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	O/R
4	Medical facilities	In the City
5	Bank and Post Office	Bank: In the city Post: In the city
6	Tourist Office	In the city
7	Remarks	NIL

HRYU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	NIL
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

HRYU AD 2.7 SEASONAL AVAILABILITY

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

HRYU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Designator	Surface	Strength	
		NIL	NIL	NIL	
2	Taxiway width, surface and strength	Designator of TWY	Width	Surface	Strength
		NIL	NIL	NIL	NIL
3	Altimeter checkpoint location and elevation	NIL			
4	VOR checkpoints	NIL			
5	INS checkpoints	NIL			
6	Remarks	NIL			

HRYU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	NIL
2	RWY and TWY markings and LGT	NIL
3	Stop bars and runway guard lights	NIL
4	Other runway protection measures	NIL
5	Remarks	NIL

HRYU AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	OBST type	OBST position	ELEV/ HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					
In Area 3					
OBST ID / Designation	OBST type	OBST position	ELEV/ HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

HRYU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	NIL
3	Office responsible for TAF preparation Period of validity	NIL
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	NIL
10	Additional information (limitation of ser- vice, etc.)	NIL

HRYU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Des-ignator	TRUE BRG	Dimension of RWY (M)		Strength (PCN) and surface of RWY and SWY		THR coordinates RWY end coordinates THR geoid undulation		THR eleva-tion and high-est elevation of TDZ of preci-sion APP RWY
1	2	3	4	5	6	7	8	9
14	137.00°	1480 x 35		Gazon/Rava Grass SWY: NIL		NIL END: NIL GUND: NIL		THR 6184 FT (1885 M) TDZ: NIL
32	317.00°	1480 x 35		Gazon/Rava Grass SWY: NIL		NIL END: NIL GUND: NIL		THR 6053 FT (1845 M) TDZ: NIL
RWY Des-ignator	Slope of RWY-SWY	SWY dimen-sions (M)	CWY dimen-sions (M)	Strip dimen-sions (M)	RESA dimen-sions (M)	Location/ description of arrest- ing system		OFZ
1	7	8	9	10	11	12	13	14
14	-2.5%	NIL	60 x 80	NIL	NIL	NIL	NIL	NIL
32	+2.5%	NIL	60 x 80	NIL	NIL	NIL	NIL	NIL
RWY Des-ignator	Remarks							
1	14							
14	During the rainy season RWY slippery							
32	During the rainy season RWY slippery							

HRYU AD 2.13 DECLARED DISTANCES

RWY Des-ignator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	1450	1510	1450	1480	NIL
32	1480	1540	1480	1375	NIL

HRYU AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY Designator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ, LGT LEN</i>	<i>RWY Centre Line LGT Length, spacing, colour, INTST</i>
1	2	3	4	5	6
14	NIL	NIL	NIL	NIL	NIL
32	NIL	NIL	NIL	NIL	NIL
<i>RWY Designator</i>	<i>RWY edge LGT LEN, spacing colour INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN colour</i>	<i>Remarks</i>	
1	7	8	9	10	
14	NIL	NIL	NIL	NIL	
32	NIL	NIL	NIL	NIL	

HRYU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN/IBN location, characteristics and hours of operation</i>	NIL
2	<i>LDI location and LGT Anemometer location and LGT</i>	NIL
3	<i>TWY edge and centre line lighting</i>	NIL
4	<i>Secondary power supply/switch-over time</i>	NIL
5	<i>Remarks</i>	NIL

HRYU AD 2.16 HELICOPTER LANDING AREA

1	<i>Coordinates TLOF or THR of FATO Geoid undulation</i>	NIL
2	<i>TLOF and/or FATO elevation M/FT</i>	NIL
3	<i>TLOF and FATO area dimensions, surface, strength, marking</i>	NIL
4	<i>True BRG of FATO</i>	NIL
5	<i>Declared distance available</i>	NIL
6	<i>APP and FATO lighting</i>	NIL
7	<i>Remarks</i>	NIL

HRYU AD 2.17 ATS AIRSPACE

<i>Designation and lateral limits</i>	<i>Vertical limits</i>	<i>Airspace classification</i>	<i>ATS unit call sign Language(s)</i>	<i>Transition altitude</i>	<i>Hours of applicability</i>	<i>Remarks</i>
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

HRYU AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Callsign</i>	<i>Frequency</i>	<i>SATVOICE</i>	<i>Logon address</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

HRYU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid MAG VAR CAT of ILS/MLS DECL</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Service volume radius from GBAS reference Point</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

HRYU AD 2.20 LOCAL AERODROME REGULATIONS

NIL

HRYU AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

HRYU AD 2.22 FLIGHT PROCEDURES

1. PROCEDURE FOR VFR FLIGHTS

1.1 In flight circuit: 300 m AGL.

1.2 Landing on RWY 32 and take-off on RWY 14 recommended.

1.3 Slope using 3% THR 32.

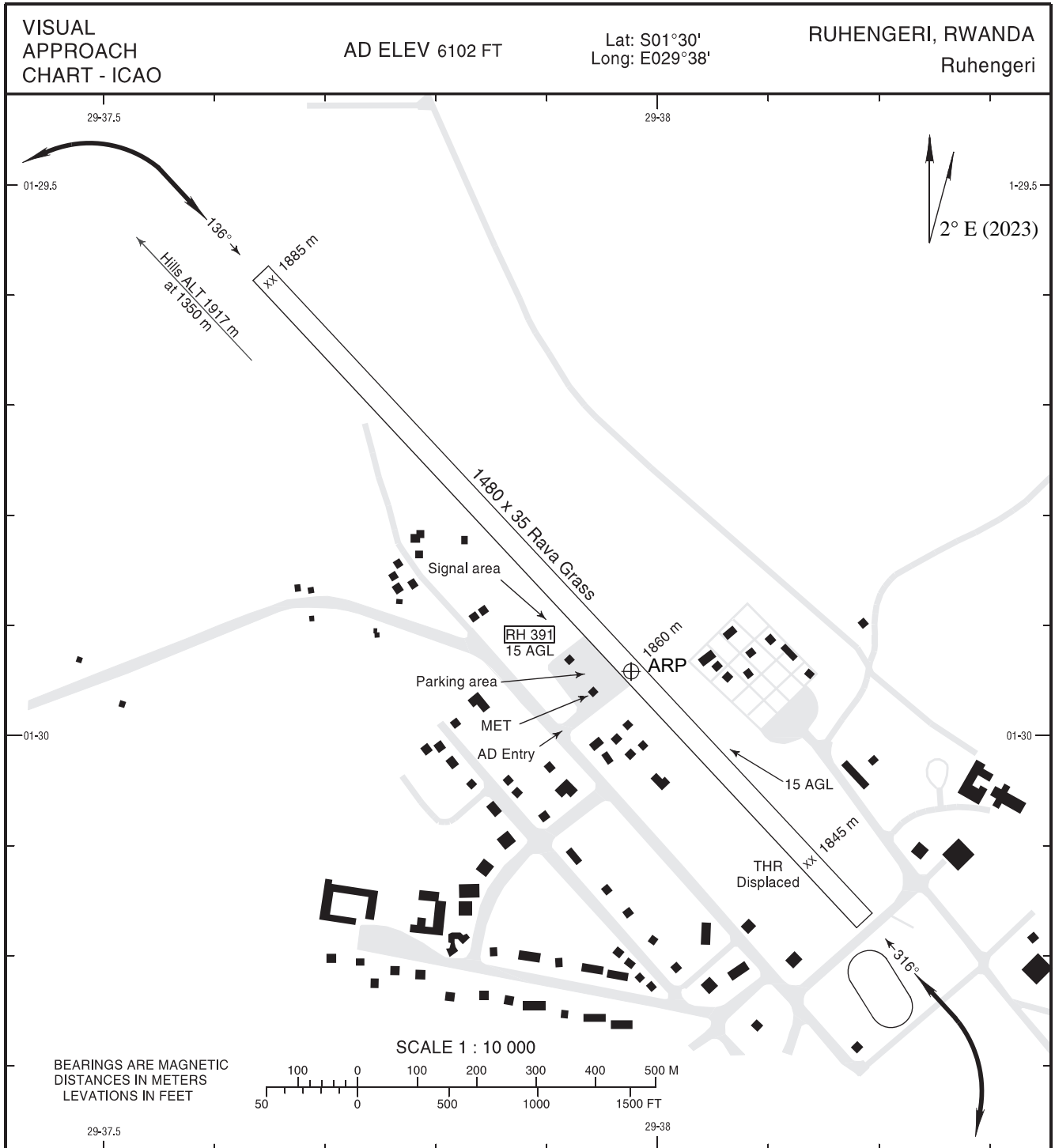
HRYU AD 2.23 ADDITIONAL INFORMATION

NIL

HRYU AD 2.24 CHARTS RELATED TO AN AERODROME

<i>Charts</i>	<i>Pages</i>
HRUY VISUAL APPROACH CHART.pdf	AD 2 HRYU - 7

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AERODROME: CIV - OPN to the public air navigation

SITUATION: North part of town

REPORTING OFFICE: APP: Nil

TWR: Nil

TEL: Nil

AFTN: Nil

PARTICULAR INSTRUCTIONS FOR USE:

Flight circuit: 300 m GND

LDG recommended RWY 32

TKOF recommended RWY 14

ATTENTION: Hills ALT 1917 m at 1350 m on the centerline

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HRYU AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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HRZA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HRZA - KAMEMBE

HRZA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	022744.52S 0285428.48E On the RWY centerline at approximately mid-way between the two THR.
2	Direction and distance from (city)	North, 5 km from Rusizi City Centre
3	Elevation / Reference temperature (Mean Low temperature)	Elev: 5214 FT (1589 M) / T: 26° C (Mean Low T: NIL)
4	Geoid undulation at AD ELEV PSN	24.0 FT
5	MAG VAR / Annual change	1° E (2023)
6	AD Administration, address, telephone, telefax, telex, AFS	Rwanda Airports Company Ltd Tel: 0252537777 Tower Tel: 0252537744 Met Tel: 0252537766 Aerodrome Manager Office AFS: HRZAZPZX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

HRZA AD 2.3 OPERATIONAL HOURS

1	AD Administration	Monday to Friday 0700-1000, and 1100-1500
2	Customs and immigration	O/R
3	Health and sanitation	O/R
4	AIS Briefing Office	HJ
5	ATS Reporting Office (ARO)	HJ
6	MET Briefing Office	HJ
7	ATS	HJ
8	Fuelling	NIL
9	Handling	NIL
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

HRZA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel / oil types	Fuel: NIL Oil: NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

HRZA AD 2.5 PASSENGER FACILITIES

1	Hotels	In the City
2	Restaurants	In the City
3	Transportation	Taxi and car hire from the aerodrome
4	Medical facilities	In the City
5	Bank and Post Office	Bank: In the city Post: In the City
6	Tourist Office	Nil
7	Remarks	NIL

HRZA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	CAT 6 / HJ
2	<i>Rescue equipment</i>	Two ARFF trucks all equipped with rescue and firefighting equipment, and one ambulance
3	<i>Capability for removal of disabled aircraft</i>	The aircraft recovery equipment is available and able to recover aircraft up to code E
4	<i>Remarks</i>	NIL

HRZA AD 2.7 SEASONAL AVAILABILITY

1	<i>Types of clearing equipment</i>	NIL
2	<i>Clearance priorities</i>	NIL
3	<i>Remarks</i>	NIL

HRZA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	<i>Apron surface and strength</i>	<i>Designator</i>	<i>Surface</i>	<i>Strength</i>	
		Kamembe Apron	Asphalt	PCN 18/F/C/X/U	
2	<i>Taxiway width, surface and strength</i>	<i>Designator of TWY</i>	<i>Width</i>	<i>Surface</i>	<i>Strength</i>
		A	36 M	Asphalt	PCN 18/F/C/X/U
		B	28 M	Asphalt	PCN 18/F/C/X/U
		C	28 M	Asphalt	PCN 18/F/C/X/U
3	<i>Altimeter checkpoint location and elevation</i>	Nil			
4	<i>VOR checkpoints</i>	NIL			
5	<i>INS checkpoints</i>	NIL			
6	<i>Remarks</i>	NIL			

HRZA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</i>	Aircraft stand ID signs: Nil TWY guidelines: TWY centrelines only Visual docking/parking guidance system: Nil
2	<i>RWY and TWY markings and LGT</i>	RWY centreline and edge lines TWY centreline and edge lines RWY LGT: White edge lights at 60m, 260m yellow edge lights
3	<i>Stop bars and runway guard lights</i>	Nil
4	<i>Other runway protection measures</i>	NIL
5	<i>Remarks</i>	NIL

HRZA AD 2.10 AERODROME OBSTACLES

<i>In Area 2</i>					
<i>OBST ID / Designation</i>	<i>OBST type</i>	<i>OBST position</i>	<i>ELEV/ HGT</i>	<i>Markings/ Type, colour</i>	<i>Remarks</i>
<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>
Communication tower East of aerodrome	TOWER	022832.73S 0285504.95E	5883 FT / 1793 M	NIL	RWY 20 for LDG and RWY 02 for TKOF are recommended. Mountainous area at the eastern side of the airport
Kamembe Flood Light Mast 1	Apron Flood light	022736.42S 0285428.65E	5247 FT / 1599 M	NIL	NIL
Kamembe Flood Light Mast 2	Kamembe flood light	022735.08S 0285429.04E	5247 FT / 1599 M	NIL	NIL
Kamembe Flood Light Mast 3	Flood light at kamembe	022739.35S 0285427.56E	5247 FT / 1599 M	NIL	NIL
Kamembe Flood Light Mast 4	Flood light mast	022738.04S 0285427.97E	5247 FT / 1599 M	NIL	NIL
Met Antenna RWY 02	Met Antenna at RWY 02	022759.60S 0285422.21E	5239 FT / 1597 M	NIL	NIL
Met Antenna RWY 20	Met Antenna at RWY 20	022727.17S 0285431.72E	5242 FT / 1598 M	NIL	NIL
Obstacle Antenna 1 in RWY Strip	Antenna in RWY Strip	022746.61S 0285426.21E	5256 FT / 1602 M	NIL	NIL
Obstacle Antenna 2 in RWY Strip	Antenna in RWY Strip	022743.71S 0285427.18E	5256 FT / 1602 M	NIL	NIL
Relief	NATURAL HIGH POINT	022824.94S 0285421.26E	5342 FT / 1628 M	NIL	RWY 20 for LDG and RWY 02 for TKOF are recommended. Mountainous area at the eastern side of the airport
Windsock RWY 02	Windsock at RWY 02	022800.68S 0285421.92E	5246 FT / 1599 M	NIL	NIL
Windsock RWY 20	Windsock at RWY 20	022726.45S 0285432.04E	5246 FT / 1599 M	NIL	NIL

<i>In Area 3</i>					
<i>OBST ID / Designation</i>	<i>OBST type</i>	<i>OBST position</i>	<i>ELEV/ HGT</i>	<i>Markings/ Type, colour</i>	<i>Remarks</i>
<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>
NIL					

HRZA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET Office</i>	AD MET Office
2	<i>Hours of service MET Office outside hours</i>	HJ NIL
3	<i>Office responsible for TAF preparation Period of validity</i>	AD MET Office 30 hrs
4	<i>Trend forecast Interval of issuance</i>	Trend 30 Minutes
5	<i>Briefing/consultation provided</i>	Personal consultation
6	<i>Flight documentation Language(s) used</i>	Plain language METAR English
7	<i>Charts and other information available for briefing or consultation</i>	Nil
8	<i>Supplementary equipment available for providing information</i>	D-ATIS available on 127.650 MHz
9	<i>ATS units provided with information</i>	Kamembe Tower
10	<i>Additional information (limitation of ser- vice, etc.)</i>	NIL

HRZA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>RWY Des- ignator</i>	<i>TRUE BRG</i>	<i>Dimension of RWY (M)</i>	<i>Strength (PCN) and surface of RWY and SWY</i>	<i>THR coordinates RWY end coordinates THR geoid undulation</i>	<i>THR eleva- tion and high- est elevation of TDZ of preci- sion APP RWY</i>		
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>		
02	017.00°	1504 x 30	PCN 18/F/C/X/U Asphalt SWY: NIL	022806.96S 0285421.90E 022720.62S 0285435.96E GUND: 24.0 FT	THR 5186 FT (1581 M) TDZ: NIL		
20	197.00°	1504 x 30	PCN 18/F/C/X/U Asphalt SWY: NIL	022721.20S 0285435.59E 022807.65S 0285422.04E GUND: 24.0 FT	THR 5210 FT (1588 M) TDZ: NIL		
<i>RWY Des- ignator</i>	<i>Slope of RWY-SWY</i>	<i>SWY dimen- sions (M)</i>	<i>CWY dimen- sions (M)</i>	<i>Strip dimen- sions (M)</i>	<i>RESA dimen- sions (M)</i>	<i>Location/ description of arrest- ing system</i>	<i>OFZ</i>
<i>1</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>	<i>12</i>	<i>13</i>
02	-0.1%	NIL	752 x 150	1507 x 80	NIL	NIL	YES
20	+0.1%	NIL	32 x 150	1507 x 80	NIL	NIL	YES
<i>RWY Des- ignator</i>	<i>Remarks</i>						
<i>1</i>	<i>14</i>						
02	Nil						
20	Nil						

HRZA AD 2.13 DECLARED DISTANCES

<i>RWY Designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
02	1504	2256	1504	1486	Caution due to high terrain, right hand circuit RWY 02.
20	1504	1536	1504	1486	Caution due to high terrain, left hand circuit RWY 20.

HRZA AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY Designator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ, LGT LEN</i>	<i>RWY Centre Line LGT Length, spacing, colour, INTST</i>
1	2	3	4	5	6
02	NIL	NIL	NIL	NIL	NIL
20	SALS 306 M LIH	Green WBAR	PAPI Both sides/3°	Nil	Nil Nil

<i>RWY Designator</i>	<i>RWY edge LGT LEN, spacing colour INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN colour</i>	<i>Remarks</i>
1	7	8	9	10
02	1488 M, 60 M White LIH	Red	NIL	NIL
20	60 M White LIH	Red	NIL	NIL

HRZA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN/IBN location, characteristics and hours of operation</i>	ABN: At tower building FLGW/G EV5 Sec IBN: NIL IMC, O/R or at ATC discretion
2	<i>LDI location and LGT Anemometer location and LGT</i>	LDI: at 185 from each THR, LGT Anemometer 210m from TGR, LGT
3	<i>TWY edge and centre line lighting</i>	Taxiway edge: A BLUE TWY Edge: Blue to all TWY B BLUE TWY Edge: Blue to all TWY C BLUE TWY Edge: Blue to all TWY
4	<i>Secondary power supply/switch-over time</i>	Secondary power Supply to all lighting on AD. Switch-Overtime: Instant
5	<i>Remarks</i>	NIL

HRZA AD 2.16 HELICOPTER LANDING AREA

1	<i>Coordinates TLOF or THR of FATO Geoid undulation</i>	NIL
2	<i>TLOF and/or FATO elevation M/FT</i>	NIL
3	<i>TLOF and FATO area dimensions, surface, strength, marking</i>	NIL
4	<i>True BRG of FATO</i>	NIL
5	<i>Declared distance available</i>	NIL
6	<i>APP and FATO lighting</i>	NIL
7	<i>Remarks</i>	NIL

HRZA AD 2.17 ATS AIRSPACE

<i>Designation and lateral limits</i>	<i>Vertical limits</i>	<i>Airspace classification</i>	<i>ATS unit call sign Language(s)</i>	<i>Transition altitude</i>	<i>Hours of applicability</i>	<i>Remarks</i>
1	2	3	4	5	6	7
Kamembe ATZ Starting from the point 022552.92S 0285200.98E along territorial boundary of RWANDA up to 023019.82S 0285319.37E counter clockwise arc of a circle of 3 NM radius centred on 022744.52S 0285428.47E to point of origin.	9000 FT AMSL GND	D	Kamembe TWR English	9000 FT AMSL	H24	NIL

HRZA AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Callsign</i>	<i>Frequency</i>	<i>SATVOICE</i>	<i>Logon address</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5	6	7
D-ATIS	Kamembe ATIS	127.650 MHZ	NIL	NIL	H24	Broadcasting FREQ
Kamembe TWR	Kamembe TWR	120.700 MHZ	NIL	NIL	HJ	Primary AD FREQ

HRZA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid MAG VAR CAT of ILS/MLS DECL</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Service volume radius from GBAS reference Point</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

HRZA AD 2.20 LOCAL AERODROME REGULATIONS

Nil

HRZA AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

HRZA AD 2.22 FLIGHT PROCEDURES

1. PROCEDURE FOR VFR FLIGHTS

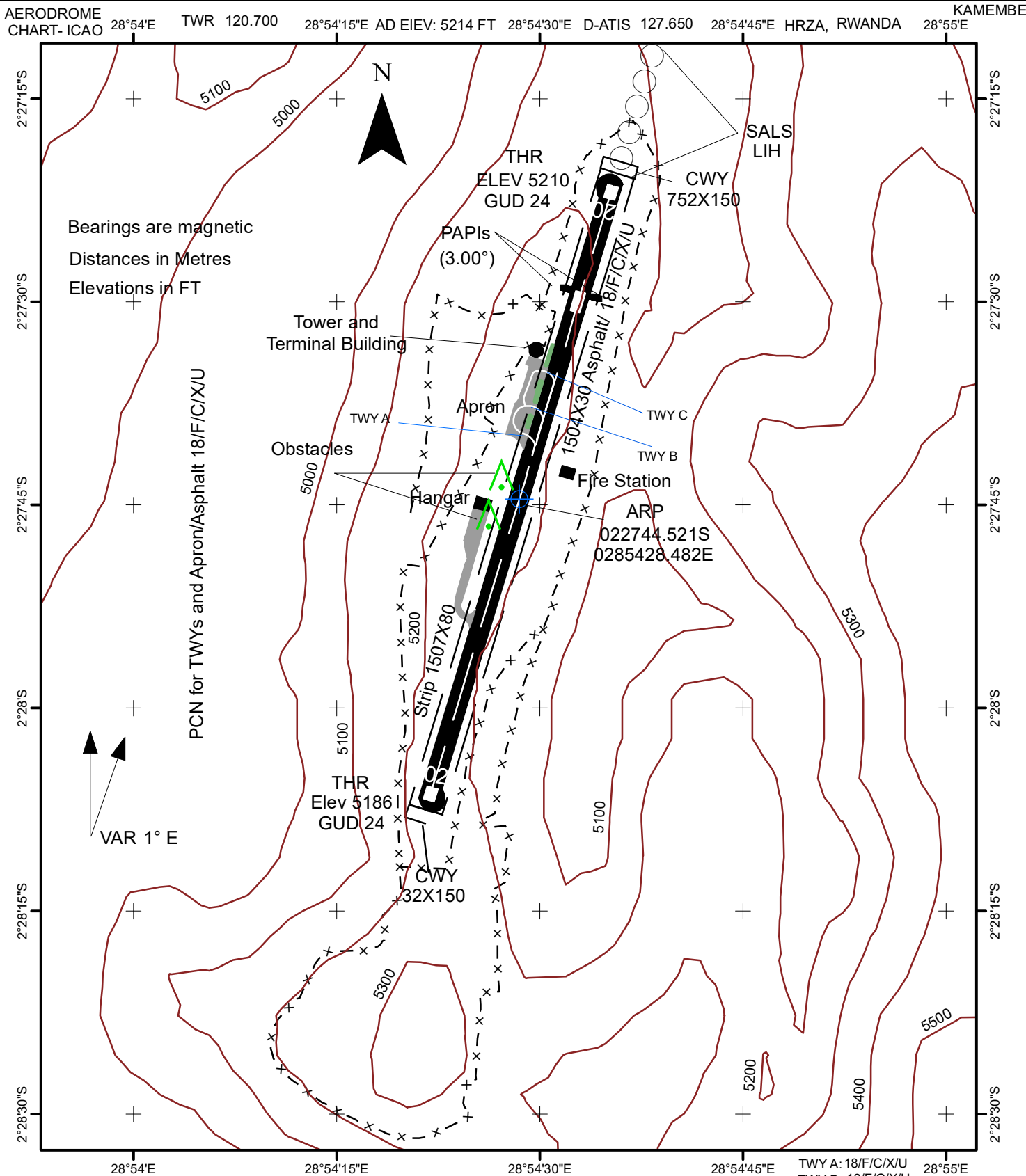
- 1.1 In flight circuit: to the East of the aerodrome at 300 m AGL.
- 1.2 Landing on RWY 20 and take-off on RWY 02.

HRZA AD 2.23 ADDITIONAL INFORMATION

As the aerodrome is located near Lake Kivu, birds may pass through without staying for a long period of time.

HRZA AD 2.24 CHARTS RELATED TO AN AERODROME

<i>Charts</i>	<i>Pages</i>
HRZA AERODROME CHART-ICAO.pdf	AD 2 HRZA - 7
HRZA SID KAROS 2D.pdf	AD 2 HRZA - 9
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- Legend**
- ARP
 - Approach Lights
 - PAPIs
 - Obstacle
 - Contour Lines
 - CWY/Strip
 - Fence
 - Grasses Areas
 - Apron
 - Buildings/Hangar
 - Runway

140 70 0 140 280 420 Meters

TWY A: 18/F/C/X/U
TWY B: 18/F/C/X/U
TWY C: 18/F/C/X/U
APRON: 18/F/C/X/U

Note: TWY designation markings on ground

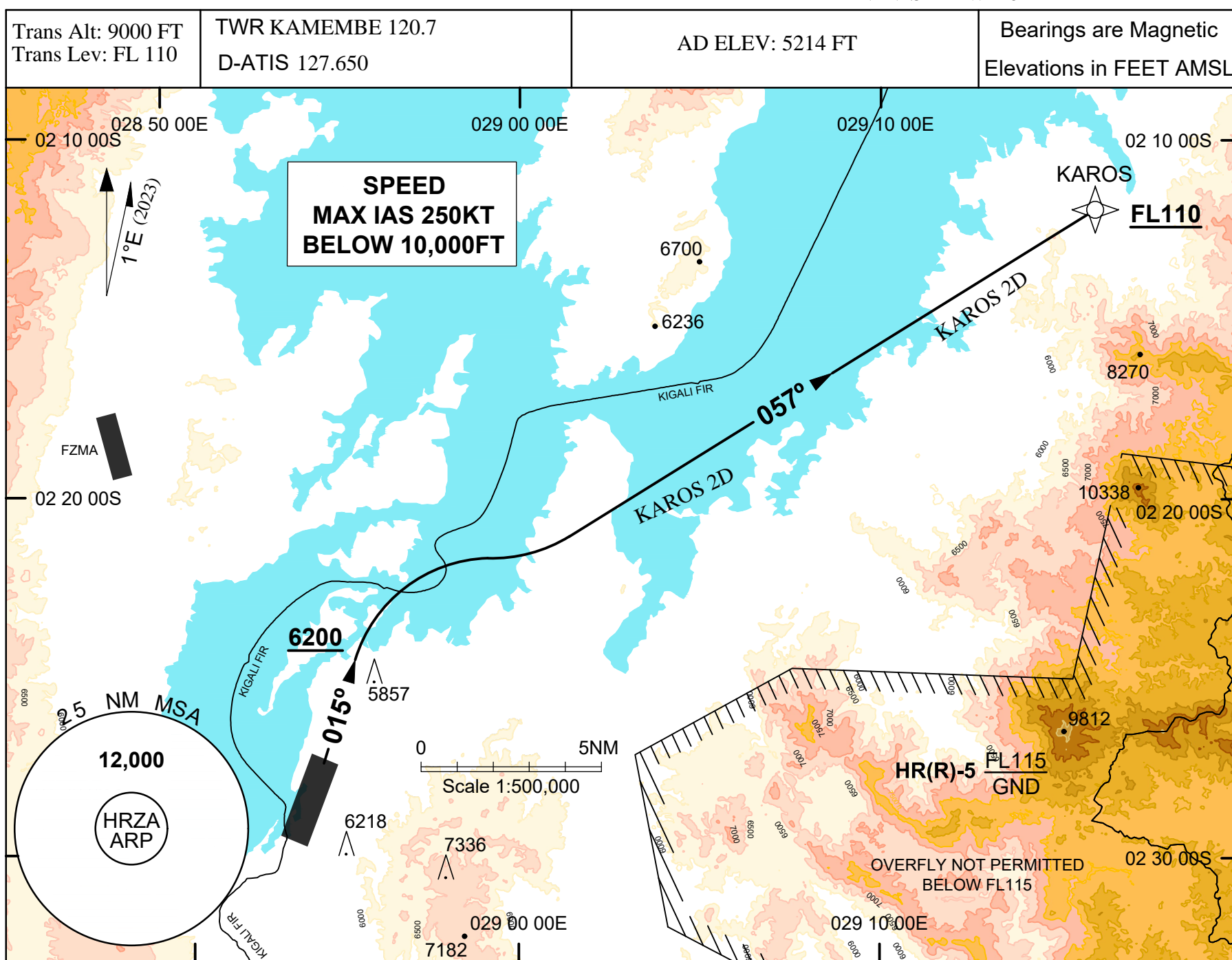
RWY	DIRECTION	THRESHOLD	DECLARED DISTANCES			
			TORA	TODA	ASDA	LDA
02	017°	S022806.958 E0285421.898	1504	2256	1504	1486
20	197°	S022721.203 E0285435.588	1504	1536	1504	1486

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KAROS 2D DEPARTURE

STANDARD DEPARTURES CHART INSTRUMENT (SID)- ICAO

KAMEMBE, RWANDA (HRZA)
RNAV SID RWY 02



KAROS 2D DEPARTURE

- GRAD 5.4% to 6200FT, thence 3.3%
- Track 015°
- AT or ABV 6200FT turn right Track 057° inbound KAROS
- Continue climb to FL110
- Intercept flight plan route

COMMUNICATIONS FAILURE PROCEDURE

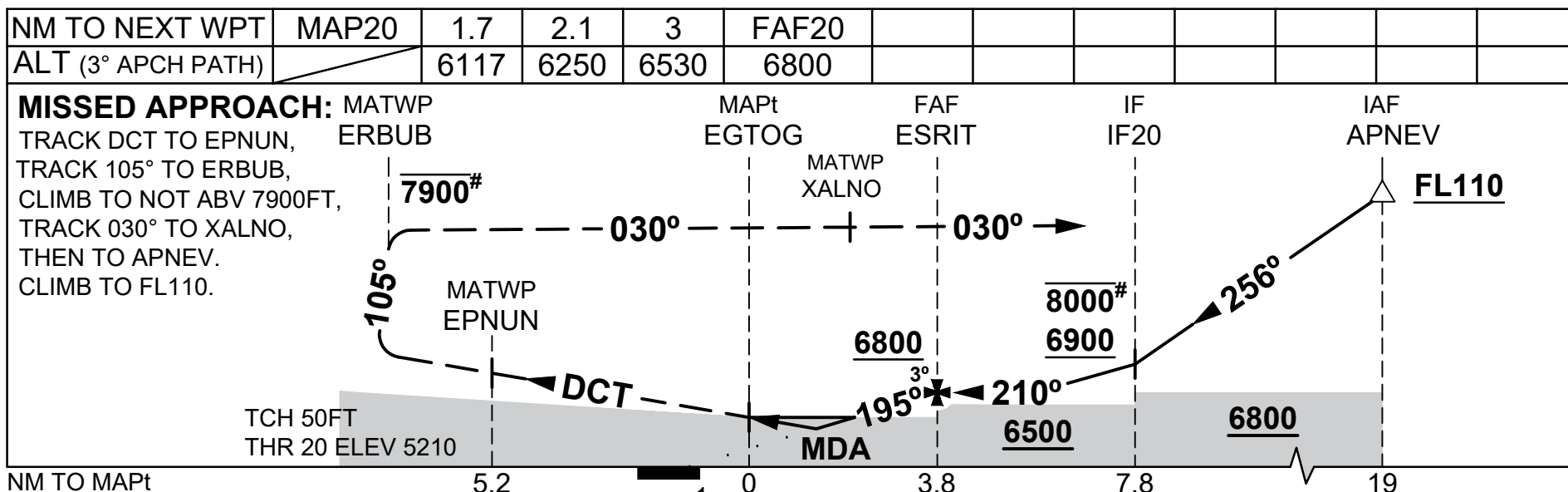
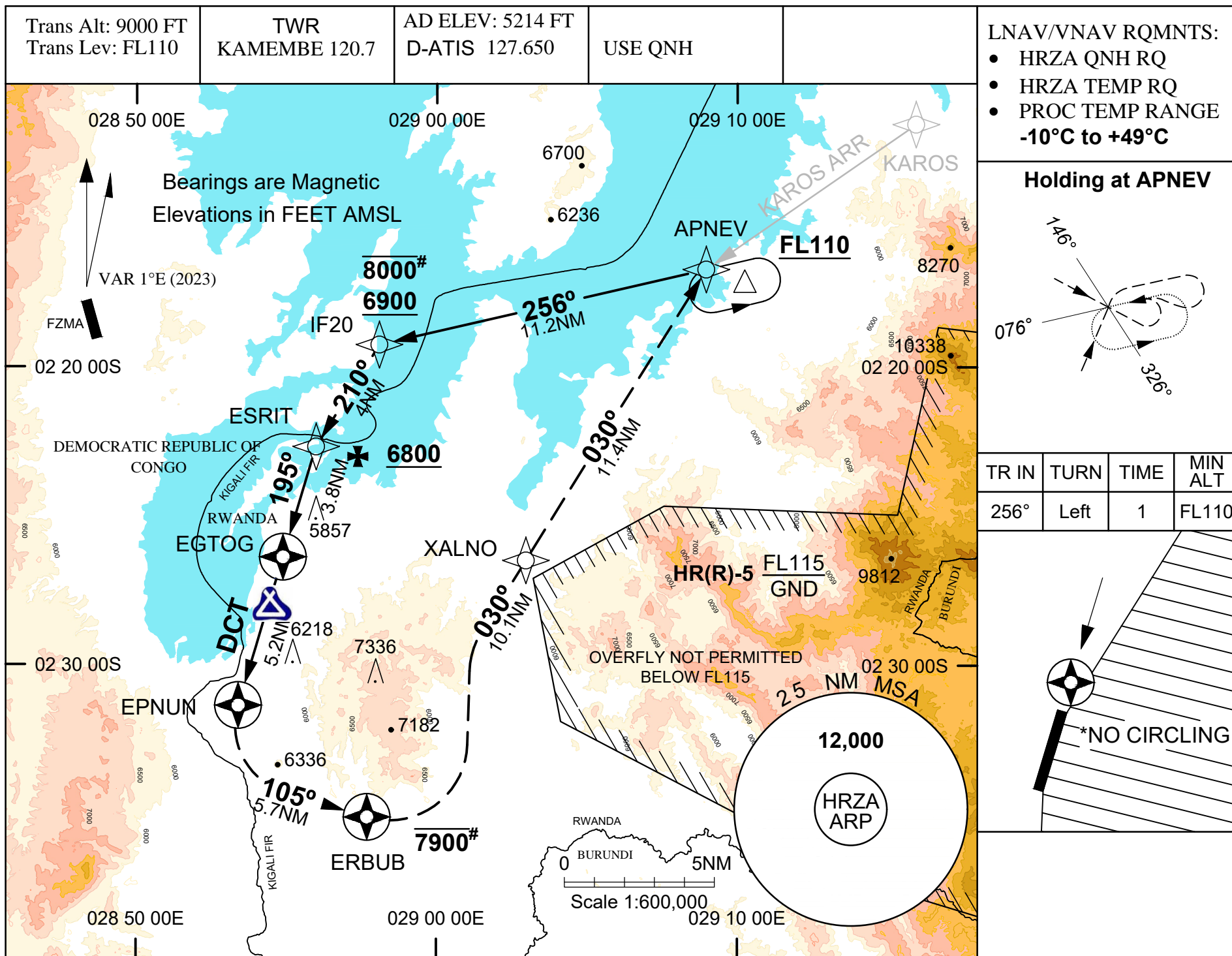
- On recognition of communication failure
- Squawk 7600.
 - Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
 - Proceed in accordance with the latest ATC route clearance acknowledged.

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INSTRUMENT APPROACH CHART-ICAO

RNAV (GNSS) RWY 20

KAMEMBE, RWANDA (HRZA)

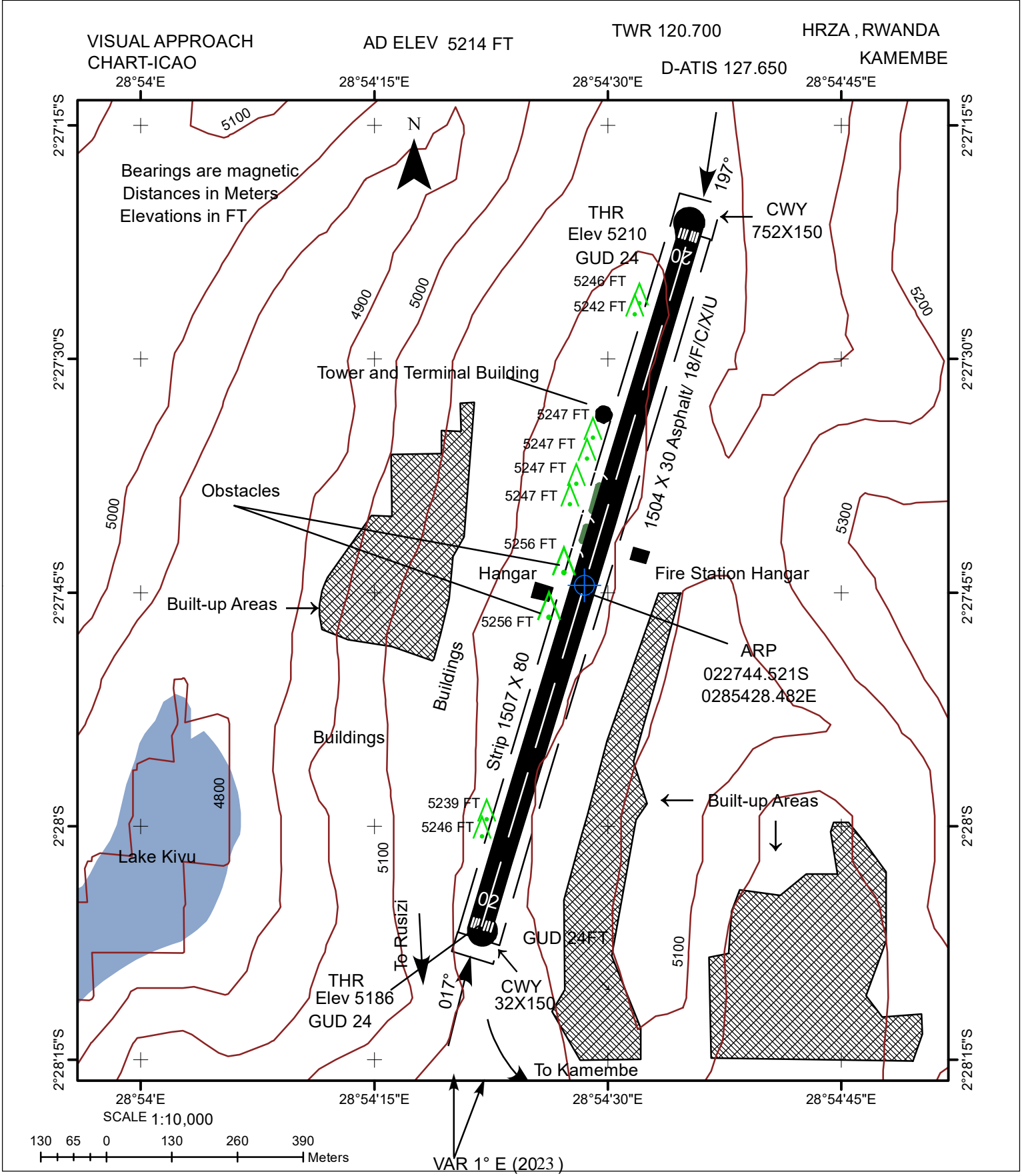


NM TO MAPt 5.2 1 0 3.8 7.8 19

CATEGORY	A	B	C
LNAV/VNAV	6117 (907 - v.v)		
LNAV	6250 (1040 - v.v)		
CIRCLING*	6250 (1040 - v.v)	6570 (1360 - v.v)	

- NOTES**
- MAX IAS:
HOLDING : 210 KTS
INITIAL : 210KTS
MISSED (UNTIL XALNO) : 180KTS
 - NO CIRCLING EAST OF RWY 02/20
 - PROC AT FZMA. PRESCRIBED MAX ALT ENSURES VERTICAL SEPARATION

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RWANDA CIVIL AVIATION AUTHORITY

Legend

- Obstacles
- ARP
- Contours
- CWY/RWY Strip
- Grasses
- Apron
- Lake
- Buildings
- Runway
- Built up-Areas

PARTICULAR INSTRUCTIONS FOR USE:

- InFlight circuit: To the east of aerodrome at 300m GND
- LDG recommended: RWY 20
- TKOF recommended: RWY 02
- Mountaneous area at the east side of the airport

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HRZA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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AD 3 HELIPORTS

NIL

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