

AIRAC AIP AMENDMENT NUMBER 01/25 REPUBLIC OF RWANDA



Aeronautical Information Management
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This AIRAC AIP AMDT contains the following major changes;

1. Amendment of Kigali International Airport (HRYR) charts ; AD, AOC Type-B, RNP SID RWY 10, ATC Surveillance Minimum Altitude, IAC ILS Z RWY 28, IAC ILS Y RWY 28, IAC VOR Z RWY 28, IAC VOR Y RWY 28, VAC, RNP STAR RWY 10 and IAC RNP RWY 10 charts.

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GEN 0.2 RECORD OF AIP AMENDMENTS

<i>AIRAC AIP AMENDMENT</i>			
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1ST EDITION	14 DEC 2023	25 JAN 2024	CG
02/24	30 MAY 2024	11 JUL 2024	CG
03/24	19 SEP 2024	28 NOV 2024	CG
01/25	12 DEC 2024	20 FEB 2025	CG

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<i>NR/Year</i>	<i>Publication date</i>	<i>Date Inserted</i>	<i>Inserted by</i>
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AD 1				<u>AD 2 HRYR - 39</u>	<u>20 FEB 2025</u>			
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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

Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA)
Kigali International Airport
P.O. Box 800, Kigali
Tel: 00250 – 72412 3155, 785201106
E-Mail: kiamet@asecna.org, aero_meteo@yahoo.com
AFS: HRYRYMYX

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
P. O. Box 800, Kigali-Rwanda
Tel : +250 733000018
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
P. O. Box 800, Kigali-Rwanda

Tel : +250 733000018
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 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: kiaaim@asecna.org, ais@rac.co.rw (General Enquiries)

Tel 1: +250 – 72412 3076

AFS: HRYRYNYX

Principal Rwanda AIS sections and service hours are as follows:

Section	Service Hours	Address
ATS Reporting Office (ARO)	H24	kiaaim@asecna.org , ais@rac.co.rw
International NOTAM Office (NOF)	H24	BIZIMUNGUJac@asecna.org
AIP Management (AMDT, SUP, AIC)	Monday to Friday (0700-1500)	gatsinzicha@asecna.org
Aeronautical Charts Section	Monday to Friday (0700-1500)	bagabojos@asecna.org
AIM Quality Office	Monday to Friday (0700-1500)	kiaaim@asecna.org

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 : LFPSXKXX

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

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	28 NOV 24
EN-Route Chart -ICAO	1 : 500,000	EN-Route Chart	ENR 6.1-1	See 3.2.3. PURCHASE ARRANGEMENTS	28 NOV 24
ATC Surveillance Minimum Altitude - ICAO	1 : 500,000	ATC Surveillance Minimum Altitude	AD 2 HRYR-25	See 3.2.3. PURCHASE ARRANGEMENTS	20 FEB 25
Instrument Approach Chart- ICAO (IAC)	KIGALI/ Kigali Intl				
	1 : 2,500 1 : 500	PATC-RWY 28	AD 2 HRYR-17	See 3.2.3. PURCHASE ARRANGEMENTS	20 FEB 25
	1 : 250,000	ILS Z RWY 28	AD 2 HRYR-27		20 FEB 25
	1 : 250,000	ILS Y RWY 28	AD 2 HRYR-29		20 FEB 25
	1 : 250,000	RNP RWY 28	AD 2 HRYR-31		20 FEB 25
	1 : 250,000	VOR Z RWY 28	AD 2 HRYR-33		20 FEB 25
	1 : 250,000	VOR Y RWY 28	AD 2 HRYR-35		20 FEB 25
	1 : 250,000	RNP-RWY 10	AD 2 HRYR-41		20 FEB 25
	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 : 500,000	RNP SID RWY 10	AD 2 HRYR-19	See 3.2.3. PURCHASE ARRANGEMENTS	20 FEB 25
	KAMEMBE/Kamembe				
1:500,000	KAROS 2D RWY 02	AD 2 HRZA-9	See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24	
Standard Arrival Chart Instrument - ICAO (STAR)	KIGALI/ Kigali Intl				
	1 : 500,000 1 : 500,000	RNP STAR RWY 28 STAR CONV. RWY 28	AD 2 HRYR-21 AD 2 HRYR-23	See 3.2.3. PURCHASE ARRANGEMENTS	20 FEB 25
	1 : 500,000	RNP STAR RWY 10	AD 2 HRYR-39		20 FEB 25
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		20 FEB 25
	1 : 200,000	KIGALI/Kigali Intl	AD 2 HRYR-37		20 FEB 25
	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	AOC TYPE A RWY 10/28	AD 2 HRYR-13	See 3.2.3. PUR- CHASE ARRANGE- MENTS	20 FEB 25
	1 : 20,000	AOC TYPE B RWY 10/28	AD 2 HRYR-15		20 FEB 25
Aerodrome Chart ICAO (ADC)	1 : 8,000	KIGALI/ Kigali Intl	AD 2 HRYR-9	See 3.2.3. PUR- CHASE ARRANGE- MENTS	20 FEB 25
	1 : 10,000	GISENYI/Gisenyi	AD 2 HRYG-7		25 JAN 24
	1 : 12,000	KAMEM- BE/Kamembe	AD 2 HRZA-7		20 FEB 25
Aircraft Parking/ Docking Chart - ICAO (APDC)	1 : 8,000	KIGALI/ Kigali Intl	AD 2 HRYR-11	See 3.2.3. PUR- CHASE ARRANGE- MENTS	20 FEB 25

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

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 724123137
AFS: HRYRZTZX, HRYRZAZX
E-Mail: kiaatm@asecna.org

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	P.O.BOX 800, Kigali	00250 -252 – 585499	Nil	kiaatm@asec- na.org	HRYRZQZX
KIGALI TWR	P.O.BOX 800, Kigali	00250 -252 – 585499	Nil	kiaatm@asec- na.org	HRYRZTZX
KAMEMBE TWR	P.O.BOX 1171, Kigali	00250 -252- 537777	Nil	kamembe.tow- er@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

E-mail: DGRP-RW-IRE@asecna.org

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 3.5 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

E-mail: kiamet@asecna.org, 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, TAF, 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

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 Depôt 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

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

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

Note: No cash payment accepted.

Aeronautical charges for ASECNA community activities in Rwanda should be made to the following ASECNA Bank Accounts:

1. Bank Name : Bank of Kigali

Account Name : ASECNA

Account Number 1: 100152448745 (EURO)

IBAN Number : RW90040100152448745978

Swift Code : BKIGRWRW

Account Number 2: 100152448478 (RWF)

IBAN Number : RW90040100152448478646

Swift Code : BKIGRWRW



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

1. Bank Name : Bank of Kigali
Account Name : ASECNA
Account Number 1: 100152448745 (EURO)
IBAN Number : RW90040100152448745978
Swift Code : BKIGRWRW

Account Number 2: 100152448478 (RWF)
IBAN Number : RW90040100152448478646
Swift Code : BKIGRWRW



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 shall immediately notify aerodrome controller at KIA.

Upon receiving such information, the aerodrome controller (Tower) will have to update the ATIS with the Low Visibility activation message and shall inform the area control unit of the Low visibility operations and when procedures for ILS CAT II are in force and also when such procedures are no longer in force.

LVP will only be in force when the activation message is broadcasted via ATIS on 128.7 MHz or by ATC

Additionally, Aerodrome Controller (Tower) shall inform the following of the activation of Low visibility operations for ground movements coordination;

- Airside duty manager;
- The Marshaller on duty and;
- RFFS shift leader on duty.

• MIREI/CNS

Measures for CAT II procedures shall be implemented when the RVR is less than 700m but not less than 300m and/or ceiling of 200ft (60m) or less.

Measures for Low visibility take-off procedures (LVTOP) shall be implemented when the RVR is less than 700m but not less than 400m.

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.

Information for crews

In general, when the MET-REPORT information is close to operational minima, the values should be communicated to crews. It should be noted that the decision to initiate or continue the sequence of manoeuvres of an approach procedure below operational minima rests with the pilot-in-command.

Procedures for the control of traffic on the manoeuvring area;

Arrival flight management

Upon first contact with the aircraft, the Air Traffic Controller will communicate the latest MET-REPORT to the aircraft, including the RVR value. The controller shall systematically turn on the lighting during landing and provide information on any malfunction of the lighting equipment.

When the RVR is less than 700m but not less than 300m, or Visibility is less than 800m, CAT II approaches shall be in force.

Air Traffic Controllers shall clear one aircraft for approach and the rest shall be holding in their respective holding patterns.

If the ATC can't visually see the aircraft landing, he/she shall instruct the aircraft to "report runway vacated" after landing.

Aircraft on ground shall maintain their parking positions to avoid signal interference.

Note: Requests for practice CAT II approaches outside of LVP conditions may be approved but LVP will not be enforced as ILS signal protection cannot be guaranteed.

Departing Flight Management

Prior to start-up, the controller will provide the pilot with the latest MET-REPORT to the aircraft specifying the RVR value. The controller shall always turn on the runway lighting and provide the information on any abnormal operation of the equipment.

When RVR is less than 700m but not less than 400m or visibility is less than 800m, Low visibility operations shall be in force. the following additional measures will be applied.

- Only one aircraft movement at time during departure will be allowed.

- If the ATC can't visually see the aircraft taking-off, he/she shall instruct the aircraft to "report airborne" after take-off.

- Follow me on request.

NOTICE: Minimum RVR for take-off is 400m for CAT A-B-C-D

Control of the movement of persons or Vehicles on the manoeuvring area.

During the activation of Low visibility operations, no person or vehicle is allowed to circulate on the manoeuvring area unless its presence is absolutely necessary.

Essential Vehicles and/or persons permitted to enter the manoeuvring area shall maintain two-way communication with ATC.

Operational inspection of the runway shall be done before any landing and/or any departure

Cancellation of the Low visibility operations.

- Low visibility operations are cancelled as soon as the RVR is 700m or more. Or visibility of 800m or more as determined/provided by MET office.

- In case of the equipment failures.

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 1.5 CERTIFICATION OF AERODROMES

Aerodrome name Location indicator	Date of certification	Validity of certification	Remark
1	2	3	4
KIGALI INTERNATIONAL AIRPORT HRYR	30 December 2023	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	NIL	
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	NIL
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 (PCR) 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		NIL 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		NIL 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

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 (PCR) 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		NIL Asphalt SWY: NIL	NIL END: NIL GUND: NIL	THR: NIL TDZ: NIL	
27	265.00°	860 x 25		NIL 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

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 (PCR) 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		NIL Laterite SWY: NIL		NIL END: NIL GUND: NIL		THR: NIL TDZ: NIL
31	311.00°	1100 x 25		NIL 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

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>	4 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 A	Asphalt	PCR 850/F/A/X/T	
		Apron B	Asphalt	PCR 550/F/A/X/T	
		Apron C	Asphalt	PCR 550/F/A/X/T	
		Apron D	Asphalt	PCR 560/F/C/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	PCR 850/F/A/X/T
		B	23 M	Asphalt	PCR 850/F/A/X/T
		C	23 M	Asphalt	PCR 850/F/A/X/T
		D	18 M	Asphalt	PCR 550/F/A/X/T
		E	18 M	Asphalt	PCR 550/F/A/X/T
		F	18 M	Asphalt	PCR 550/F/A/X/T
		G	29.24 M	Asphalt	PCR 550/F/A/X/T
		H	29.24 M	Asphalt	PCR 550/F/A/X/T
		J	28.29 M	Asphalt	PCR 550/F/A/X/T
M	12 M	Asphalt	PCR 560/F/C/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	Remarks	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 (PCR) 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		PCR 730/F/A/X/T 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		PCR 730/F/A/X/T 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 10 for landing will be subject to ATC authorization. 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.							

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 or guided by ATC in coordination with Marshaller.

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

The parking guidance for helicopters is provided by marshalls in coordination with ATC.

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.

HRYP 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.

HRYP AD 2.22 FLIGHT PROCEDURES

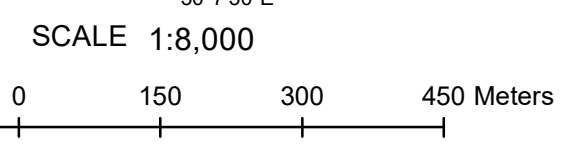
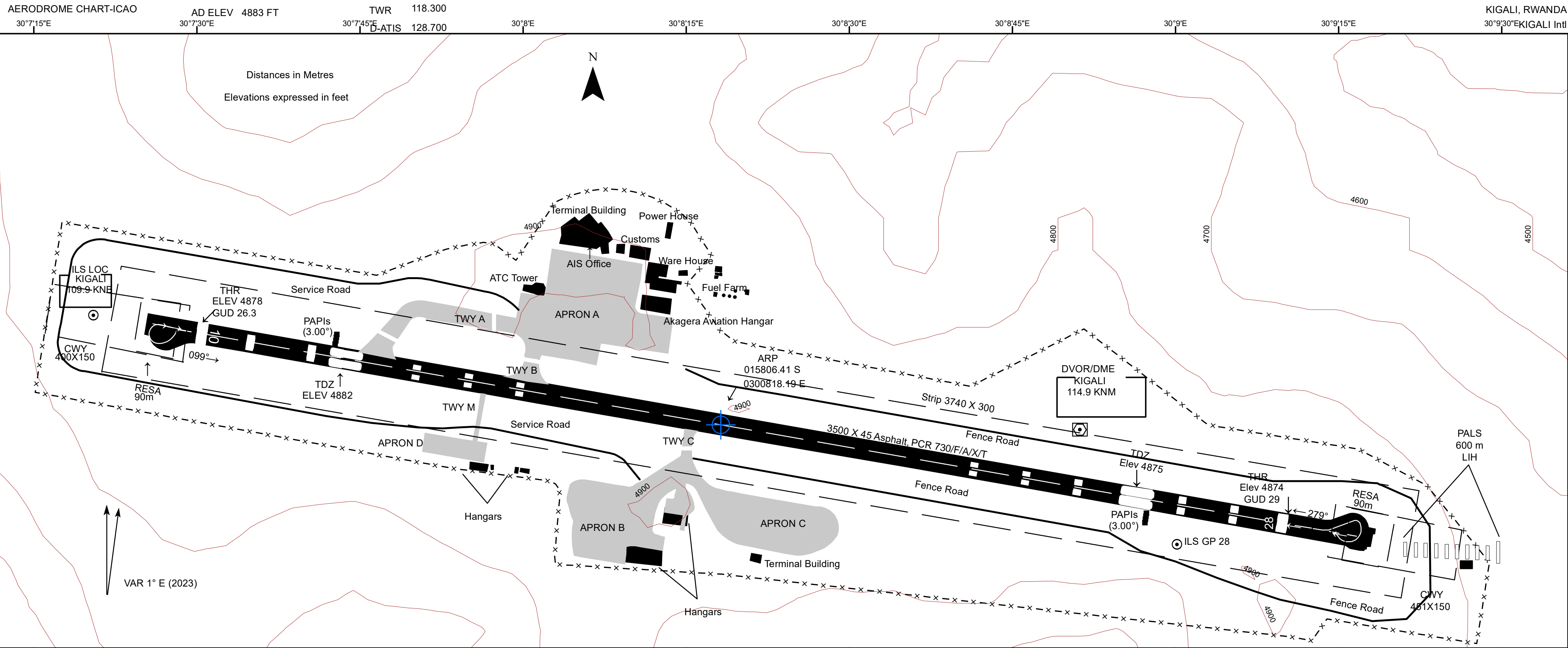
RWY 10 for landing will be subject to ATC authorization.

HRYP AD 2.23 ADDITIONAL INFORMATION

Nil

HRYP AD 2.24 CHARTS RELATED TO AN AERODROME

<i>Charts</i>	<i>Pages</i>
HRYP AERODROME CHART-ICAO.pdf	AD 2 HRYR - 9
HRYP PARKING _DOCKING CHART-ICAO	AD 2 HRYR - 11
HRYP AERODROME OBSTACLE CHART -ICAO TYPE- A.pdf	AD 2 HRYR - 13
HRYP AERODROME OBSTACLE CHART -ICAO TYPE- B.pdf	AD 2 HRYR - 15
HRYP PRECISION APPROACH TERRAIN CHART-ICAO.pdf	AD 2 HRYR - 17
RNP SID RWY10.pdf	AD 2 HRYR - 19
RNP STAR RWY28	AD 2 HRYR - 21
STAR CONV. RWY28	AD 2 HRYR - 23
ATC SURVEILLANCE MINIMUM ALTITUDE CHART-ICAO.pdf	AD 2 HRYR - 25
INSTRUMENT APPROACH CHART ILS Z RWY 28.pdf	AD 2 HRYR - 27
INSTRUMENT APPROACH CHART ILS Y RWY 28.pdf	AD 2 HRYR - 29
IAC RNP RWY28	AD 2 HRYR - 31
INSTRUMENT APPROACH CHART VOR Z RWY 28.pdf	AD 2 HRYR - 33
INSTRUMENT APPROACH CHART VOR Y RWY 28.pdf	AD 2 HRYR - 35
VAC HRYR.pdf	AD 2 HRYR - 37
RNP STAR RWY 10.pdf	AD 2 HRYR - 39
INSTRUMENT APPROACH CHART RNP RWY 10.pdf	AD 2 HRYR - 41



- 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 weight 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.

RWY 10 for landing will be subject to ATC Authorization

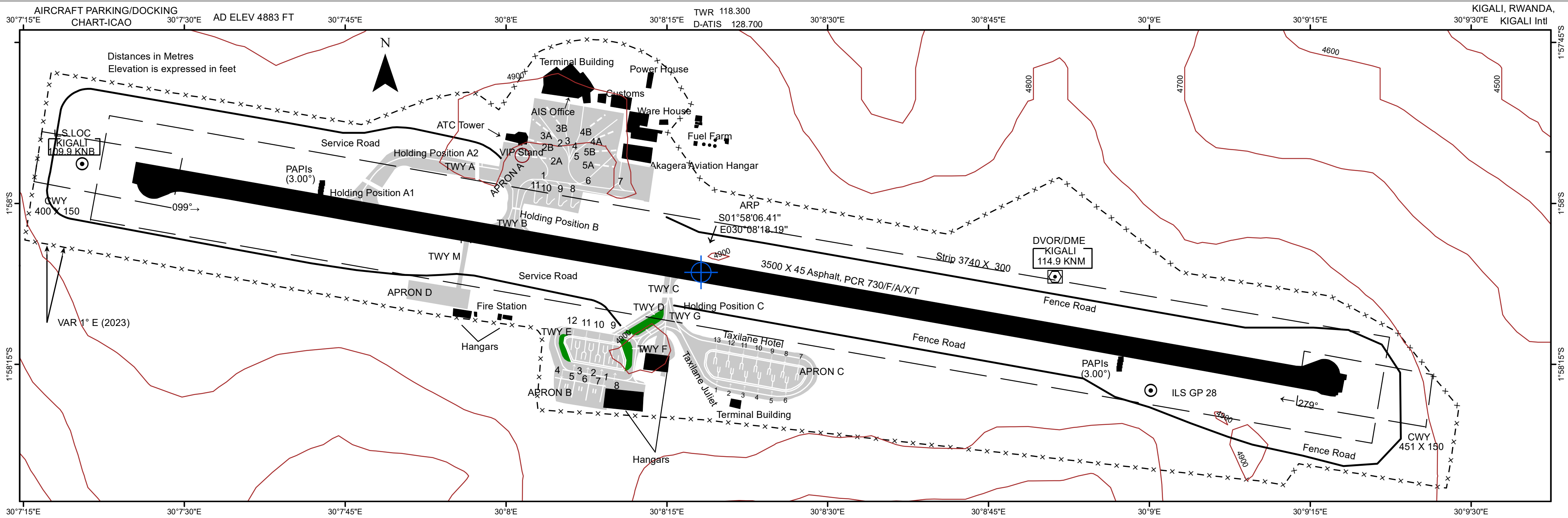
TWY A - PCR 850/F/A/X/T
TWY B - PCR 850/F/A/X/T
TWY C - PCR 850/F/A/X/T
TWY D/E/F/G/H/J - PCR 550/F/A/X/T
TWY M - PCR 560/F/C/X/T
APRON A - PCR 850/F/A/X/T
APRON B/C - PCR 550/F/A/X/T
APRON D - PCR 560/F/C/X/T

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 A						APRON B				APRON C					
Primary Parking Stands (Solid Lines)			Secondary Parking Stands (Broken Lines)			Parking Stands				Parking Stands					
Stnds	S,E	Elev(m)	Stands	S,E	Elev(m)	Stands	Substands	S,E	Elev(m)	Stands	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	015814.29S, 03087.84E	1487.4		
7	015756.49S, 0300810.90E	1490.4	5B	015755.31S, 0300809.93E	1490.9		2	015814.05S, 03086.61E	1487.0		2	015814.27S, 03087.84E	1487.4		
8	015759.99S, 03086.87E	1489.8	5A	015756.77S, 0300809.79E	1490.7		3	015813.93S, 03086.63E	1487.1		3	015814.95S, 030819.96E	1485.6		
9	015759.79S, 03085.77 E	1489.8					4	015813.87S, 03086.64E	1487.1		4	015815.11S, 030819.96E	1485.6		
10	015759.60S, 03084.65E	1489.7					5	015813.84S, 03086.64E	1487.1		5	015815.01S, 030819.96E	1485.7		
11	015759.42S, 03083.52E	1489.6					1	015814.25S, 03087.84E	1487.4		1	015814.95S, 030820.00E	1485.7		
APRON B						APRON C				APRON C					
Parking Stands						Parking Stands				Parking Stands					
Stnds	Substands	S,E	Elev(m)	Stands	Substands	S,E	Elev(m)	Stands	Substands	S,E	Elev(m)	Stands	Substands	S,E	Elev(m)
1	1	015818.34S, 03088.73E	1487.0	9	1	015814.63S, 03089.69E	1487.9	1	1	015815.14S, 030819.93E	1485.6	1	1	015815.90S, 030824.46E	1483.8
	2	015818.37S, 03088.72E	1487.0		2	015814.65S, 03089.69E	1487.9		2	015815.11S, 030819.96E	1485.6		2	015815.93S, 030824.46E	1483.8
	3	015818.48S, 03088.70E	1487.0		3	015814.77S, 03089.67E	1487.9		3	015815.01S, 030819.96E	1485.7		3	015816.06S, 030824.42E	1483.7
	4	015818.55S, 03088.69E	1487.0		4	015814.83S, 03089.66E	1487.9		4	015814.95S, 030820.00E	1485.7		4	015816.12S, 030824.42E	1483.7
	5	015818.58S, 03088.69E	1487.0		5	015814.86S, 03089.65E	1487.9		5	015814.91S, 030820.00E	1485.7		5	015816.16S, 030824.42E	1483.7
2	1	015818.12S, 03087.49E	1486.6		1	015814.51S, 03089.08E	1487.7		1	015814.99S, 03087.87E	1487.4		1	015816.29S, 030825.72E	1483.3
	2	015818.15S, 03087.49E	1486.6		2	015814.49S, 03089.08E	1487.8		2	015814.06S, 03087.88E	1487.4		2	015816.35S, 030825.72E	1483.3
	3	015818.27S, 03087.47E	1486.6		3	015814.49S, 03089.08E	1487.8		3	015814.06S, 03087.88E	1487.4		3	015816.35S, 030825.72E	1483.3
	4	015818.33S, 03087.45E	1486.6		4	015814.37S, 03089.10E	1487.8		4	015814.06S, 03087.88E	1487.4		4	015816.39S, 030825.72E	1483.3
	5	015818.36S, 03087.45E	1486.6		5	015814.31S, 03089.11E	1487.8		5	015814.06S, 03087.88E	1487.4				
3	1	015817.91S, 03086.25E	1486.3		1	015814.28S, 03089.12E	1487.8		1	015814.09S, 03087.87E	1487.4				
	2	015817.93S, 03086.25E	1486.3		2	015814.73S, 030810.31E	1488.0		2	015814.09S, 03087.87E	1487.4				
	3	015818.05S, 03086.23E	1486.3		3	015814.70S, 030810.32E	1488.0		3	015814.15S, 03087.86E	1487.4				
	4	015818.11S, 03086.22E	1486.2		4	015814.59S, 030810.34E	1488.0		4	015814.15S, 03087.86E	1487.4				
	5	015818.14S, 03086.21E	1486.2		5	015814.53S, 030810.35E	1488.1		5	015814.15S, 03087.86E	1487.4				
					5	015814.50S, 030810.36E	1488.1		5	015814.28S, 03089.12E	1487.8				
					1	015814.73S, 030810.31E	1488.0		1	015814.09S, 03087.87E	1487.4				
					2	015814.70S, 030810.32E	1488.0		2	015814.06S, 03087.88E	1487.4				
					3	015814.59S, 030810.34E	1488.0		3	015814.06S, 03087.88E	1487.4				
					4	015814.53S, 030810.35E	1488.1		4	015814.06S, 03087.88E	1487.4				
					5	015814.50S, 030810.36E	1488.1		5	015814.06S, 03087.88E	1487.4				
					1	015814.63S, 03089.69E	1487.9		1	015814.09S, 03087.87E	1487.4				
					2	015814.65S, 03089.69E	1487.9		2	015814.06S, 03087.88E	1487.4				
					3	015814.77S, 03089.67E	1487.9		3	015814.06S, 03087.88E	1487.4				
					4	015814.83S, 03089.66E	1487.9		4	015814.06S, 03087.88E	1487.4				
					5	015814.86S, 03089.65E	1487.9		5	015814.06S, 03087.88E	1487.4				
					1	015814.41S, 03088.46E	1487.5		1	015814.06S, 03087.88E	1487.4				
					2	015814.44S, 03088.45E	1487.5		2	015814.06S, 03087.88E	1487.4				
					3	015814.55S, 03088.43E	1487.5		3	015814.06S, 03087.88E	1487.4				
					4	015814.61S, 03088.42E	1487.5		4	015814.06S, 03087.88E	1487.4				
					5	015814.64S, 03088.42E	1487.5		5	015814.06S, 03087.88E	1487.4				
					1	015814.19S, 03087.22E	1487.2		1	015814.06S, 03087.88E	1487.4				
					2	015814.22S, 03087.22E	1487.2		2	015814.06S, 03087.88E	1487.4				
					3	015814.33S, 03087.20E	1487.2		3	015814.06S, 03087.88E	1487.4				
					4	015814.40S, 03087.18E	1487.2		4	015814.06S, 03087.88E	1487.4				
					5	015814.43S, 03087.18E	1487.2		5	015814.06S, 03087.88E	1487.4				
					1	015816.19S, 030826.39E	1483.2		1	015814.06S, 03087.88E	1487.4				

APRON A

Aircraft parking at apron A starts nose-in from 2B to 5B. Nose-out parking from 8-11 (Gen parking). The aircraft parking stands at Kigali Intl airport apron alpha 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 B and C

All Aircraft parking at Apron B and C should park nose-in. Apart from parking stand 6 on Apron C that is stand alone and which accommodates C208 and parking stands 2,8 and 12 on Apron C 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

Pilots are advised to park as instructed.

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

Aircraft code E and F can be accommodated in Apron C following ATC authorization

Legend

- Buildings
- PAPIS
- LOC/GP
- DVOR/DME
- ARP
- Service /Fence Road
- Fence
- Contour Lines
- Clearway,Runway Strip
- Runway
- Grass Area
- Apron and Taxiway

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AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

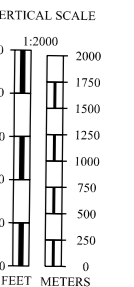
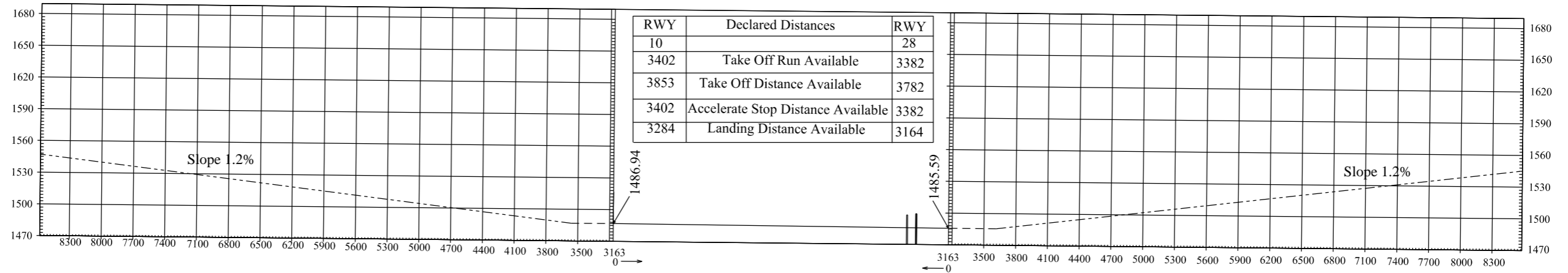
HRYP
KIGALI
RWY 10/28

DIMENSIONS AND ELEVATIONS IN METERS

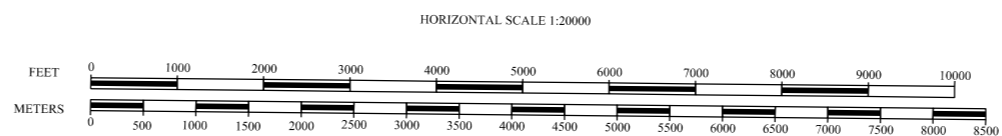
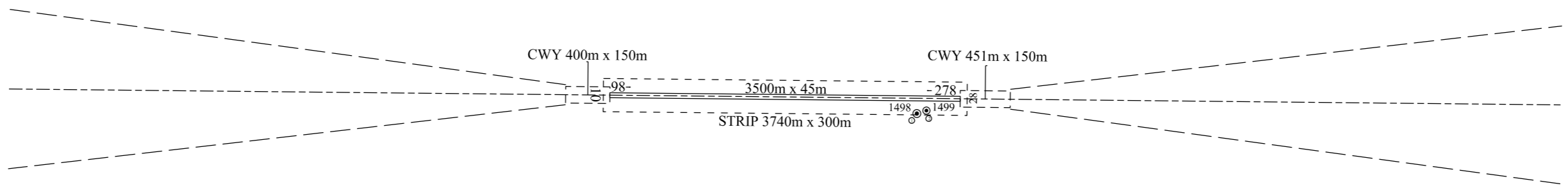
Magnetic variation 1° E 2023



Annual rate of change:
1°20' E



LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA ETC	⊙



AMENDMENT RECORD		
NO	DATE	ENTERED BY

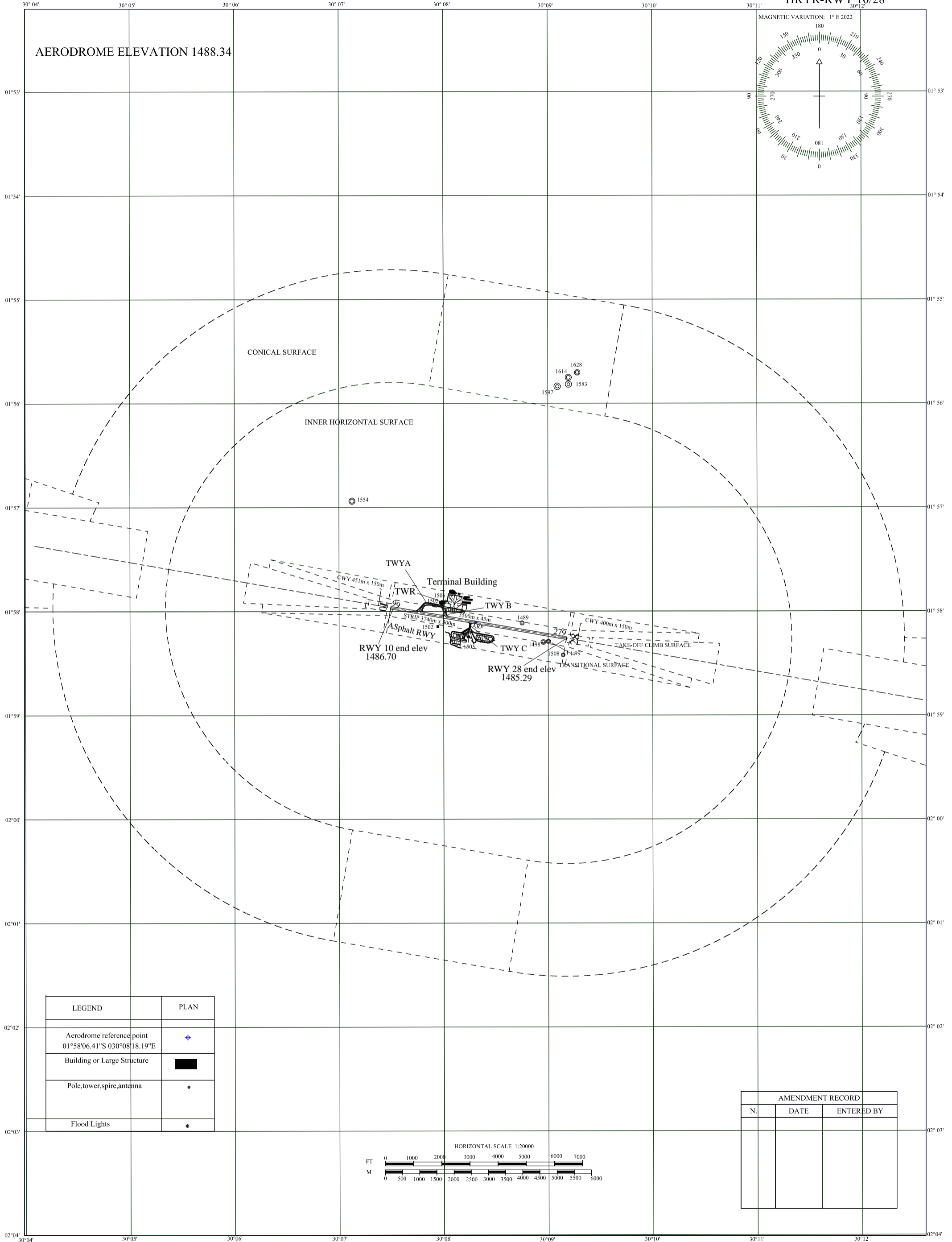
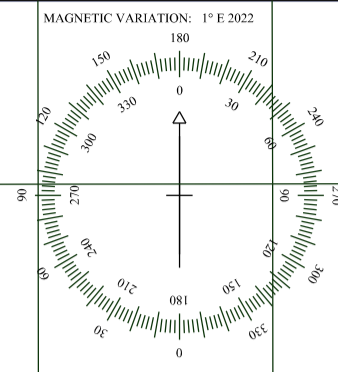
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DIMENSIONS AND ELEVATIONS IN METERS

AERODROME OBSTACLE CHART - ICAO TYPE B

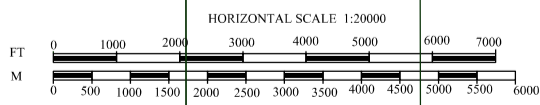
HRYP-RWY 10/28

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

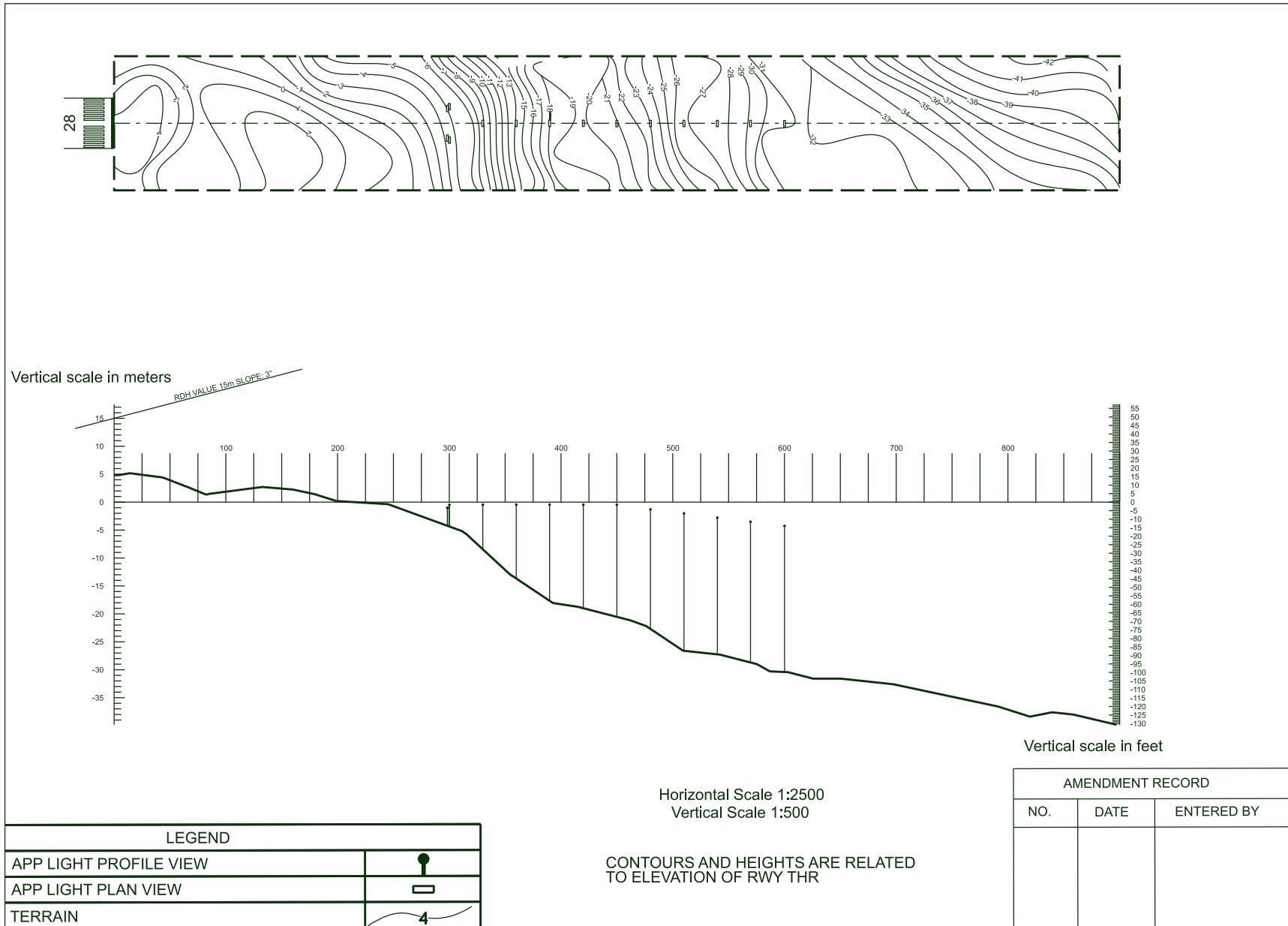


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KIGALI, RWANDA
HRYP
RWY 10/28
RWY 28

DIMENSION AND
ELEVATION IN METRES

Precision Approach Terrain Chart- ICAO



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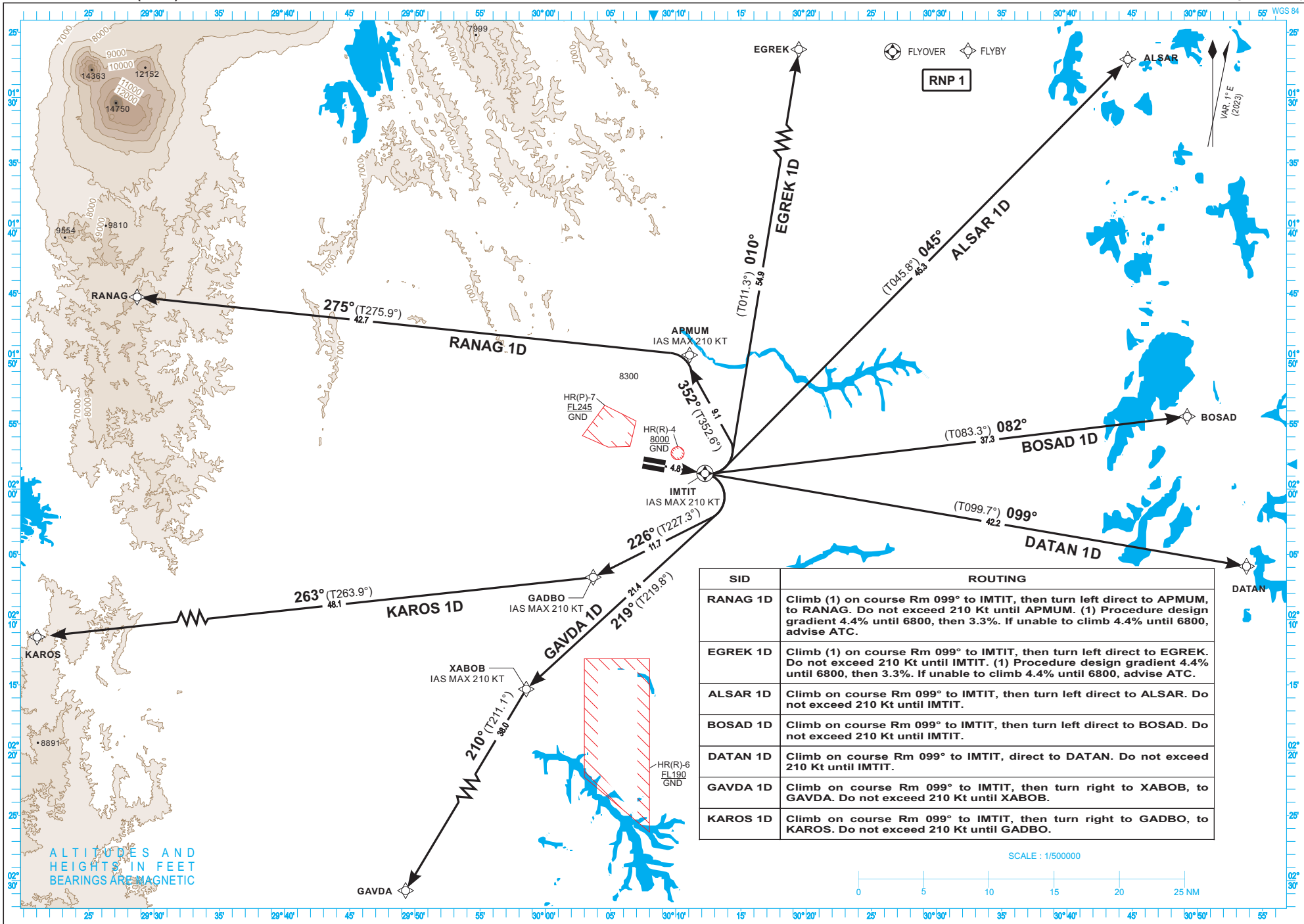
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
9000

ACC TWR 124.3
D-ATIS 118.3
128.7

RANAG 1D-EGREK 1D-ALSAR 1D-BOSAD 1D-DATAN 1D-GAVDA 1D-KAROS 1D

KIGALI (HRYR)
RNP SID RWY 10



SID	ROUTING
RANAG 1D	Climb (1) on course Rm 099° to IMTIT, then turn left direct to APNUM, to RANAG. Do not exceed 210 Kt until APNUM. (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 Rm 099° 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 4.4% until 6800, advise ATC.
ALSAR 1D	Climb on course Rm 099° to IMTIT, then turn left direct to ALSAR. Do not exceed 210 Kt until IMTIT.
BOSAD 1D	Climb on course Rm 099° to IMTIT, then turn left direct to BOSAD. Do not exceed 210 Kt until IMTIT.
DATAN 1D	Climb on course Rm 099° to IMTIT, direct to DATAN. Do not exceed 210 Kt until IMTIT.
GAVDA 1D	Climb on course Rm 099° to IMTIT, then turn right to XABOB, to GAVDA. Do not exceed 210 Kt until XABOB.
KAROS 1D	Climb on course Rm 099° to IMTIT, then turn right to GADBO, to KAROS. Do not exceed 210 Kt until GADBO.

TABULAR DESCRIPTION

RNP SID RWY 10									
Procedure Identification	Path descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Distance (NM)	Turn direction	Altitude (FL or AMSL ft)	Speed limit (Kt)	Navigation Specification
RANAG 1D									
	CF	IMTIT	Y	099(099.9)	4.8	L		210	RNP 1
	DF	APMUM		352 (352.6)	9.1	L		210	RNP 1
	TF	RANAG		275 (275.9)	42.7				RNP 1
EGREK 1D									
	CF	IMTIT	Y	099(099.9)	4.8	L		210	RNP 1
	TF	EGREK		010(011.3)	54.9				RNP 1
ALSAR 1D									
	CF	IMTIT	Y	099(099.9)	4.8	L		210	RNP 1
	TF	ALSAR		045 (045.8)	45.3				RNP 1
BOSAD 1D									
	CF	IMTIT	Y	099(099.9)	4.8	L		210	RNP 1
	TF	BOSAD		082 (083.3)	37.3				RNP 1
DATAN 1D									
	CF	IMTIT	Y	099(099.9)	4.8			210	RNP 1
	TF	DATAN		099 (099.7)	42.2				RNP 1
GAVDA 1D									
	CF	IMTIT	Y	099(099.9)	4.8	R		210	RNP 1
	DF	XABOB		219(219.8)	21.4			210	
	TF	GAVDA		210 (211.1)	38.0				RNP 1
KAROS 1D									
	CF	IMTIT	Y	099(099.9)	4.8	R		210	RNP 1
	DF	GADBO		226(227.3)	11.7			210	
	TF	KAROS		263 (263.9)	48.1				RNP 1

WAYPOINT LIST

Waypoint Identifier	Coordinates	
RANAG	01°45'16.840"S	029°28'42.440"E
IMTIT	01°58'47.900"S	030°12'14.700"E
EGREK	01°04'44.490"S	030°22'59.450"E
ALSAR	01°27'04.420"S	030°44'40.250"E
BOSAD	01°54'26.280"S	030°49'13.260"E
APMUM	01°49'43.800"S	030°11'04.300"E
DATAN	02°05'55.220"S	030°53'46.270"E
XABOB	02°15'19.900"S	029°58'32.900"E
GAVDA	02°48'02.450"S	029°38'57.270"E
KAROS	02°11'53.290"S	029°15'57.190"E
GADBO	02°06'45.600"S	030°03'40.800"E

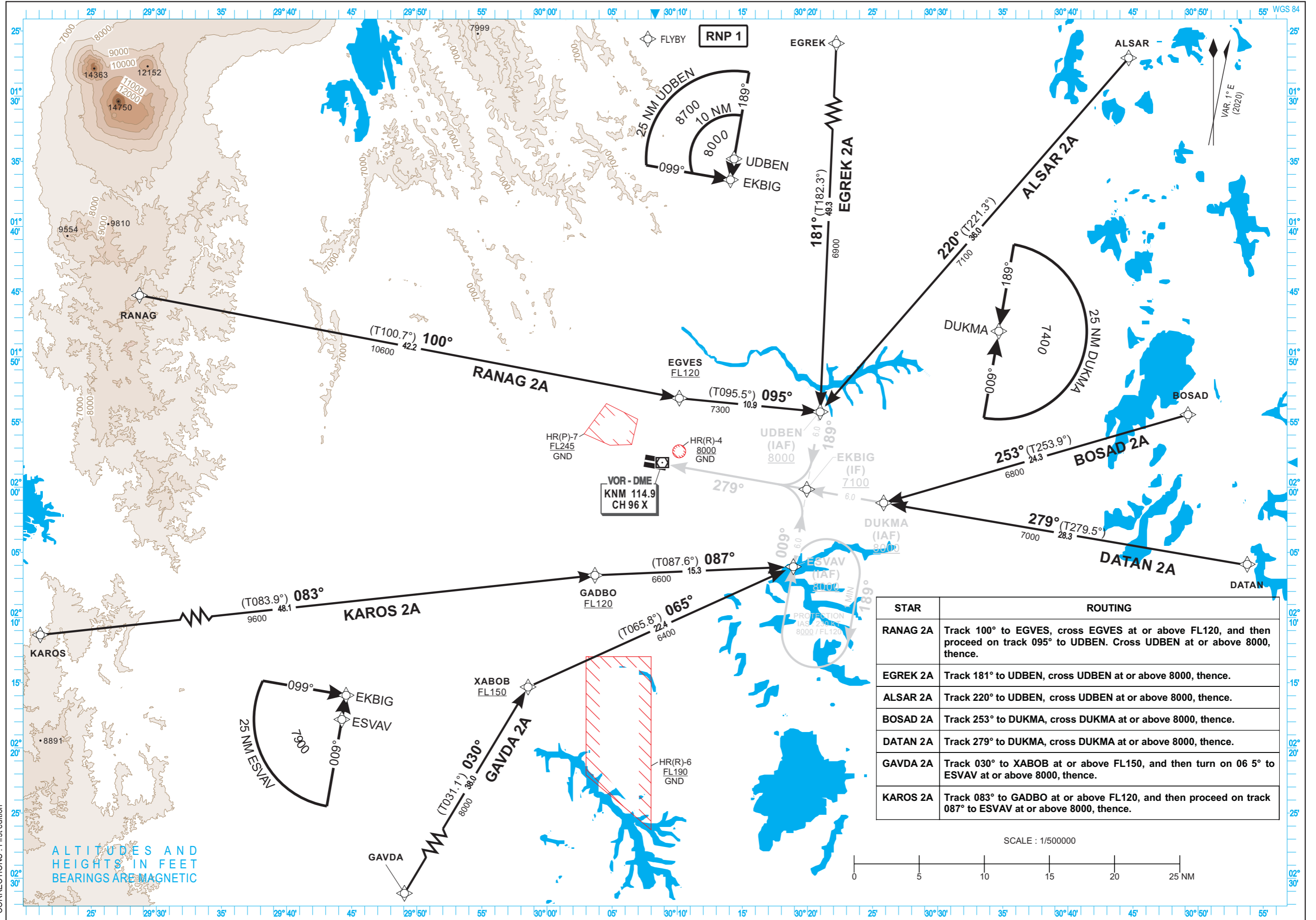
**STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE
9000

ACC	124.3
TWR	118.3
D-ATIS	128.7

RANAG 2A-EGREK 2A-ALSAR 2A-BOSAD 2A-DATAN 2A-GAVDA 2A-KAROS 2A

**KIGALI (HRYR)
RNP STAR RWY 28**



STAR	ROUTING
RANAG 2A	Track 100° to EGVES, cross EGVES at or above FL120, and then proceed on track 095° to UDBEN. Cross UDBEN at or above 8000, thence.
EGREK 2A	Track 181° to UDBEN, cross UDBEN at or above 8000, thence.
ALSAR 2A	Track 220° to UDBEN, cross UDBEN at or above 8000, thence.
BOSAD 2A	Track 253° to DUKMA, cross DUKMA at or above 8000, thence.
DATAN 2A	Track 279° to DUKMA, cross DUKMA at or above 8000, thence.
GAVDA 2A	Track 030° to XABOB at or above FL150, and then turn on 06 5° to ESVAV at or above 8000, thence.
KAROS 2A	Track 083° to GADBO at or above FL120, and then proceed on track 087° to ESVAV at or above 8000, thence.

CORRECTIONS : First edition

ALTITUDES AND
HEIGHTS IN FEET
BEARINGS ARE MAGNETIC

TABULAR DESCRIPTION							
STAR RNP RWY 28							
Procedure Identification	Path Terminator	Waypoint Identifier	Course °M (°T)	Distance (NM)	Altitude (FL or AMSL ft)	MAX IAS (Kt)	Navigation Specification
RANAG 2A							
	IF	RANAG					RNP 1
	TF	EGVES	100 (100.7)	42.2	+FL120		RNP 1
	TF	UDBEN	095 (095.5)	10.9	+8000	230	RNP 1
EGREK 2A							
	IF	EGREK					RNP 1
	TF	UDBEN	181 (182.3)	49.3	+8000	230	RNP 1
ALSAR 2A							
	IF	ALSAR					RNP 1
	TF	UDBEN	220 (221.3)	36.0	+8000	230	RNP 1
BOSAD 2A							
	IF	BOSAD					RNP 1
	TF	DUKMA	253 (253.9)	24.3	+8000	230	RNP 1
DATAN 2A							
	IF	DATAN					RNP 1
	TF	DUKMA	279 (279.5)	28.3	+8000	230	RNP 1
GAVDA 2A							
	IF	GAVDA					RNP 1
	TF	XABOB	030 (031.1)	38.0	+FL150		RNP 1
	TF	ESVAV	065 (065.8)	22.4	+8000	230	RNP 1
KAROS 2A							
	IF	KAROS					RNP 1
	TF	GADBO	083(083.9)	48.1	+FL120		RNP 1
	TF	ESVAV	087 (087.6)	15.3	+8000	230	RNP 1

WAYPOINT LIST		
Waypoint Identifier	Coordinates	
RANAG	01°45'16.840"S	029°28'42.440"E
EGVES	01°53'10.400"S	030°10'09.800"E
EGREK	01°04'44.490"S	030°22'59.450"E
ALSAR	01°27'04.420"S	030°44'40.250"E
BOSAD	01°54'26.280"S	030°49'13.260"E
DATAN	02°05'55.220"S	030°53'46.270"E
GAVDA	02°48'02.450"S	029°38'57.270"E
XABOB	02°15'19.880"S	029°58'32.870"E
KAROS	02°11'53.290"S	029°15'57.190"E
GADBO	02°06'45.590"S	030°03'40.750"E
UDBEN	01°54'13.525"S	030°20'58.777"E
EKBIG	02°00'09.900"S	030°19'56.900"E
DUKMA	02°01'12.504"S	030°25'51.050"E
ESVAV	02°06'06.274"S	030°18'55.015"E

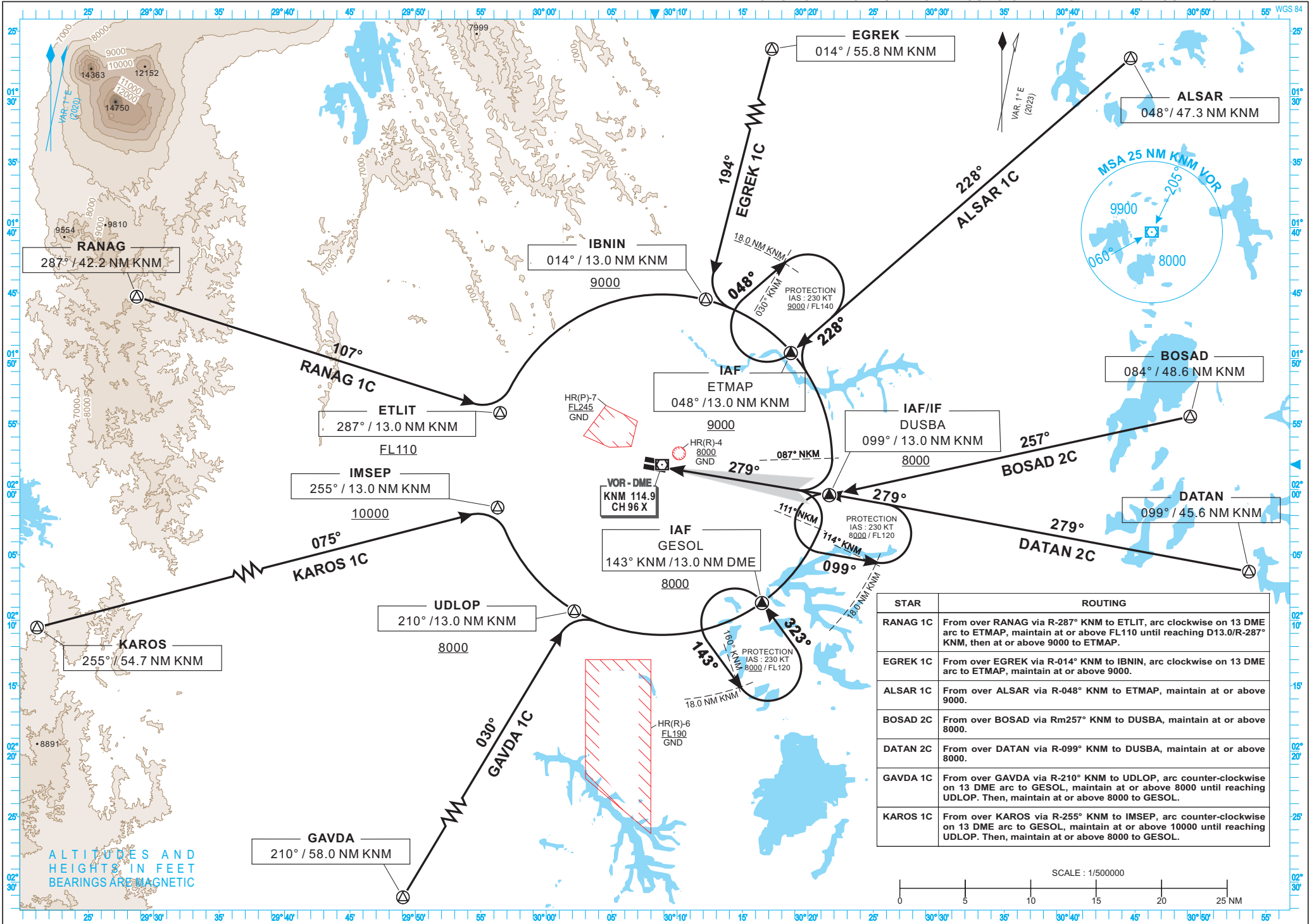
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
9000

ACC 124.3
TWR 118.3
D-ATIS 128.7

KIGALI (HRYR)
RWY 28

RANAG 1C-EGREK 1C-ALSAR 1C-KAROS 1C-GAVDA 1C-DATAN 2C-BOSAD 2C



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-048° KNM to ETMAP, maintain at or above 9000.
BOSAD 2C	From over BOSAD via Rm257° KNM to DUSBA, maintain at or above 8000.
DATAN 2C	From over DATAN via R-099° KNM to DUSBA, maintain at or above 8000.
GAVDA 1C	From over GAVDA via R-210° KNM to UDLOP, arc counter-clockwise on 13 DME arc to GESOL, maintain at or above 8000 until reaching UDLOP. Then, maintain at or above 8000 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 UDLOP. Then, maintain at or above 8000 to GESOL.

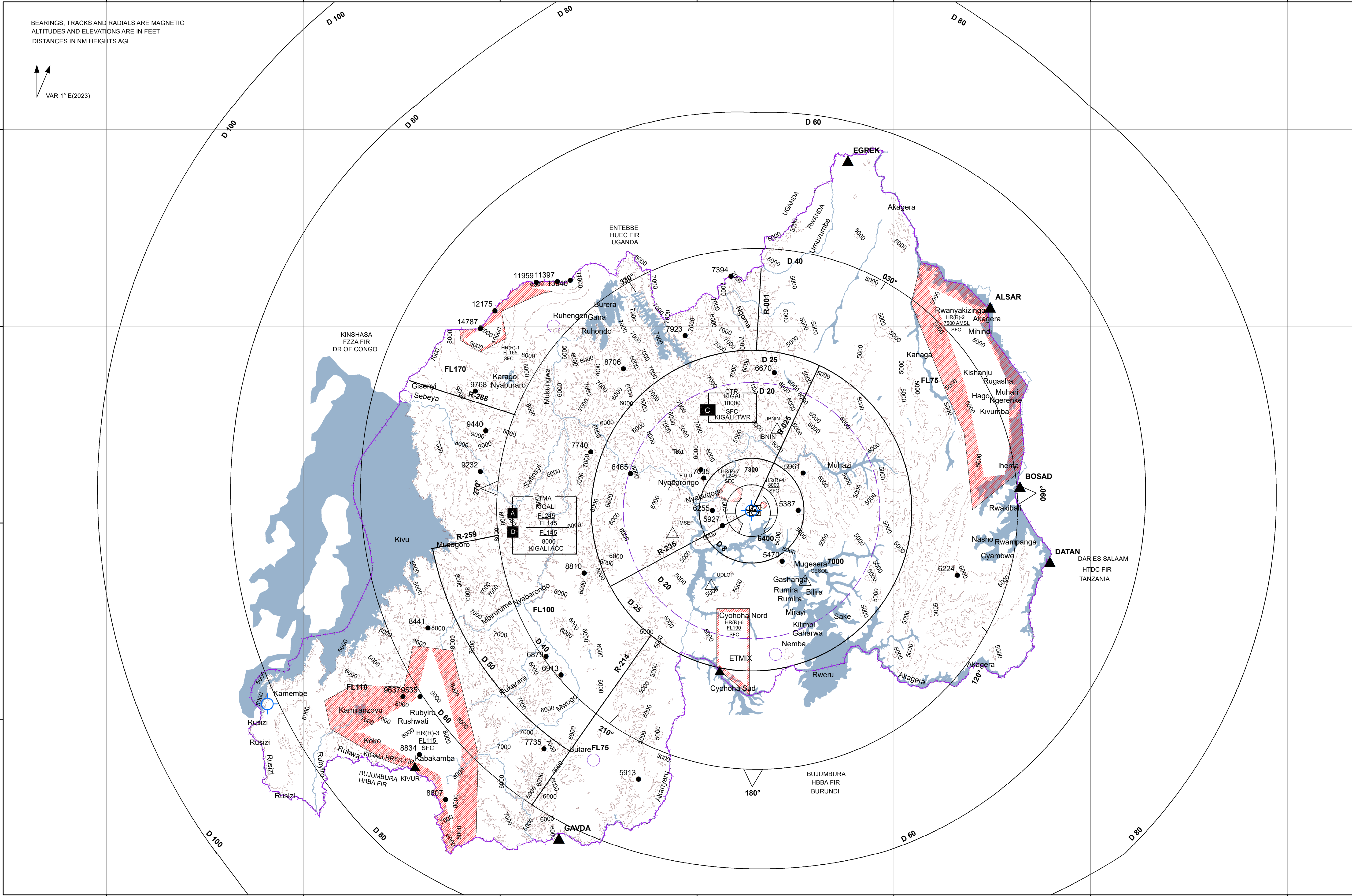
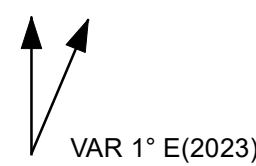
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ATC Surveillance Minimum Altitude Chart - ICAO

KIGALI, RWANDA
KIGALI Radar (APP)
125.300
AERODROME ELEV: 4883
Alt set: hpa (QFE on request)
Trans Level: FL110
Trans Alt: 9000

ACC: 124.300
TWR: 118.300
D-ATIS: 128.700

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 OF 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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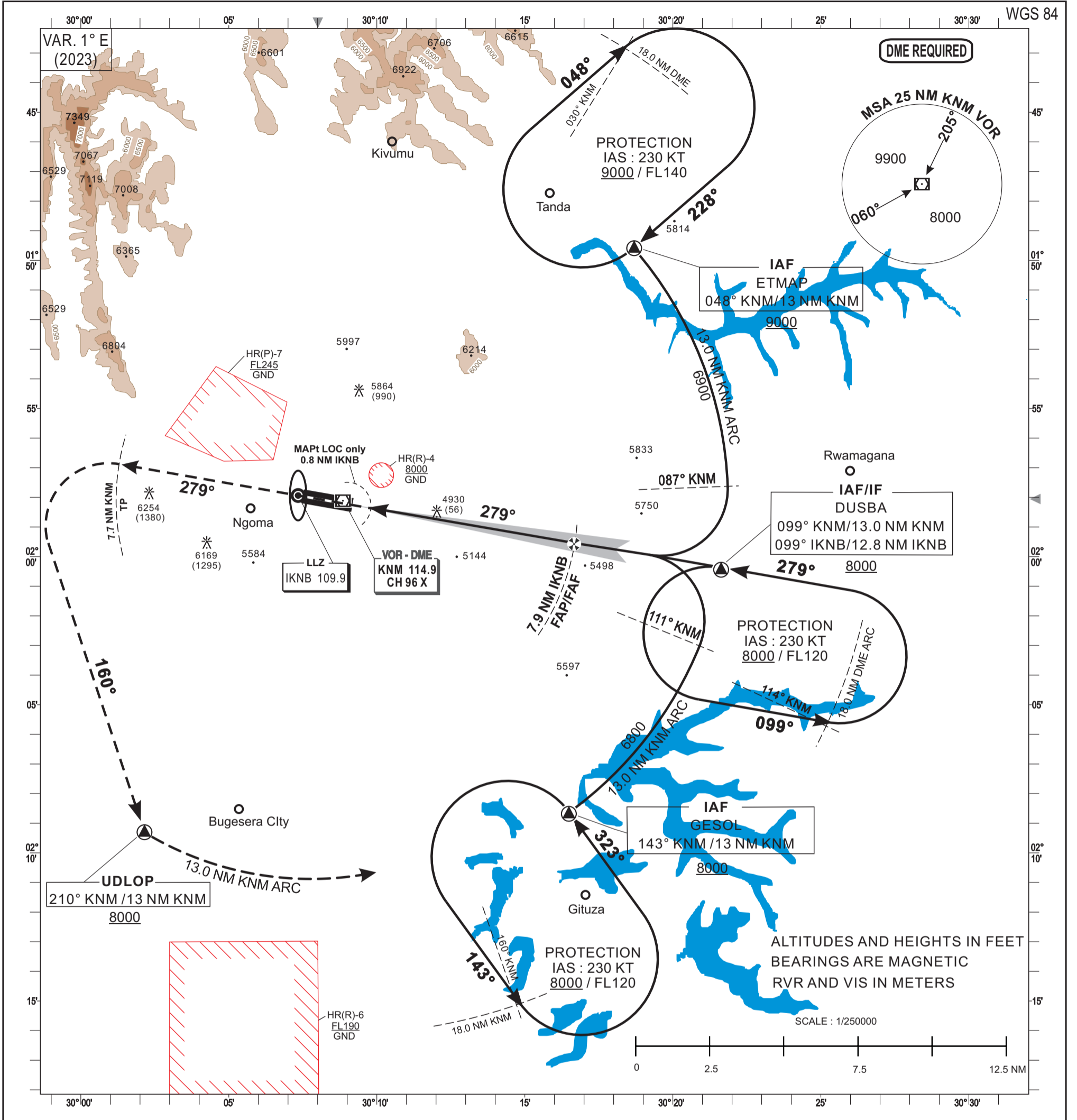
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 4883 FT

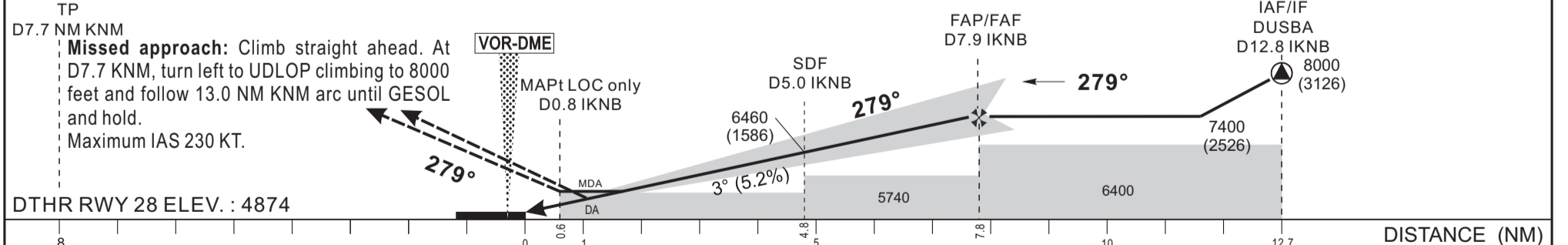
HEIGHTS RELATED TO DTHR RWY28 ELEV 4874 FT

ACC 124.3
TWR 118.3
D-ATIS 128.7

KIGALI (HRYR)
ILS Z - RWY 28
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE : 9000	DME distance to IKNB (NM)	2	3	4	5	6	7	FAP/FAF
	Altitude (ft)	5500	5820	6130	6460	6770	7090	7400



CAT	CAT. II 4.0%				CAT. II 2.5%				CAT. I 4.0%				CAT. I 2.5%				LOC		CIRCLING ³			Minimum RVR for take-off is 400m for CAT A-B-C-D	
	OCA (OCH)	DA	DH	RVR	OCA (OCH)	DA	DH	RVR	OCA (OCH)	DA	DH	RVR 1	RVR 2	OCA (OCH)	DA	DH	RVR 1	RVR 2	OCA(OCH)	MDA MDH	RVR		
A	4974 (100)	4980 (100)		300	5204 (330)	5210 (330)		1800	5074 (200)	5080 (200)				5292 (418)	5300 (420)				1400	1500	5427 (544)	5430 (550)	1500
B	4983 (109)	4990 (110)			5223 (349)	5230 (350)			5088 (214)	5090 (220)				5306 (432)	5310 (440)				1500	1500	5945(1062)	5950(1070)	1600
C	4996 (122)	5000 (130)			5236 (362)	5240 (370)		1900	5098 (224)	5100 (230)		700	1000	5315 (441)	5320 (450)				1600	2000	6563(1680)	6570(1680)	2400
D	5012 (138)	5020 (140)		400	5252 (378)	5260 (380)		2000	5109 (235)	5110 (240)				5327 (453)	5330 (460)				1800	2000	6648(1765)	6650(1770)	3600

Notes: ¹ With approach light
² Without approach light
³ Daytime only - Circling North West not authorized
RDH : 50

Timing		FAP/FAF - DTHR	
KT	MIN SEC	KT	MIN SEC
90	5 Min 12	140	3 Min 21
100	4 Min 41	150	3 Min 07
110	4 Min 15	160	2 Min 55
120	3 Min 54	170	2 Min 45
130	3 Min 36	180	2 Min 36

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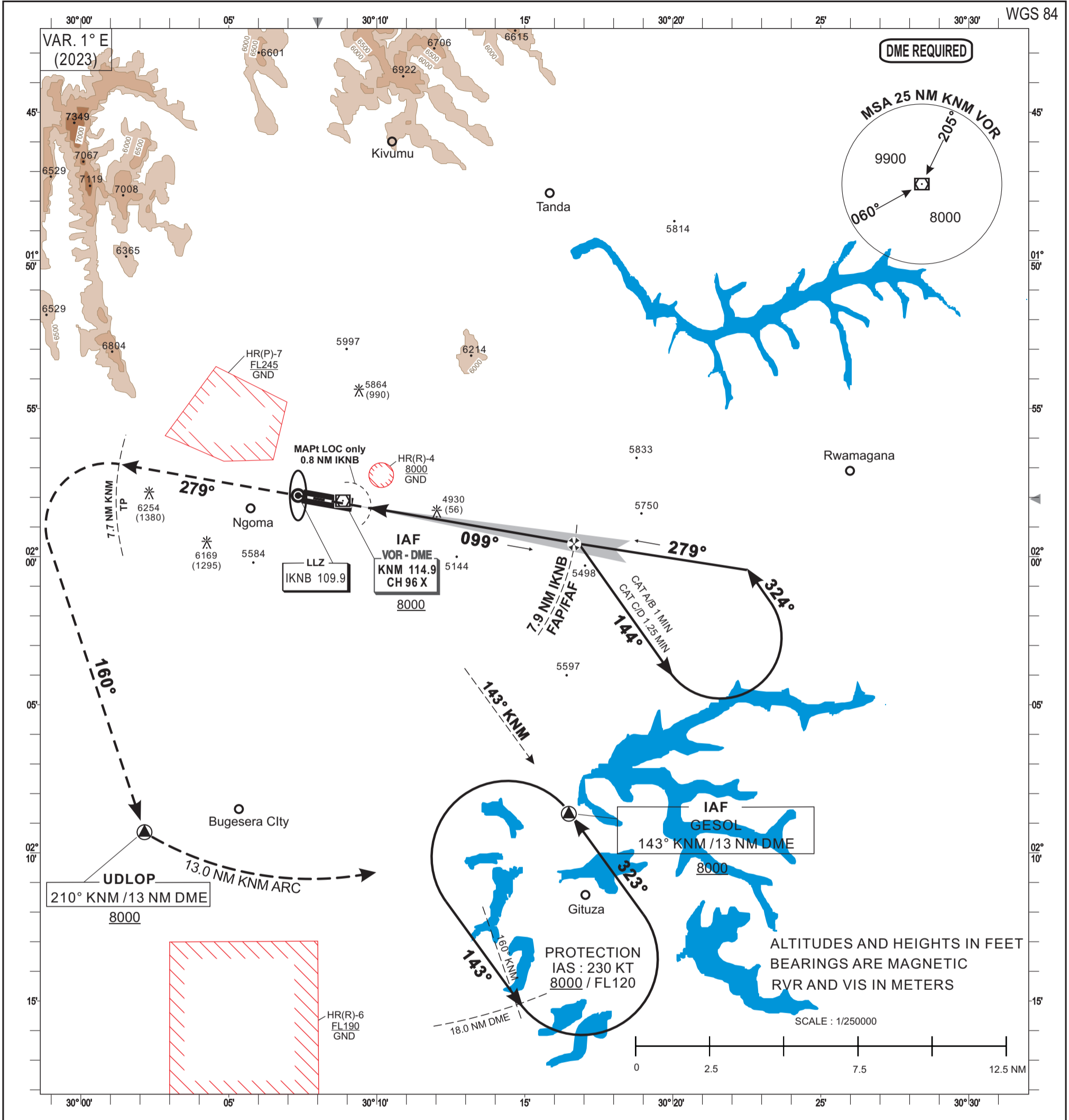
**INSTRUMENT
APPROACH
CHART-ICAO**

AERODROME ELEV 4883 FT

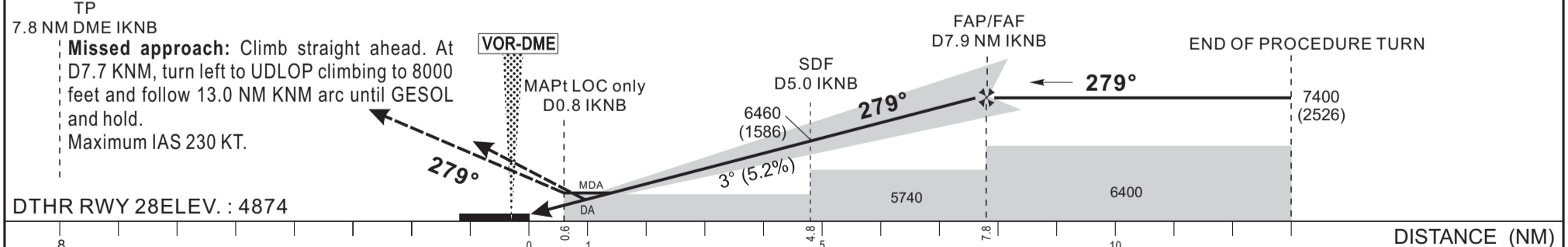
HEIGHTS RELATED TO DTHR RWY28 ELEV 4874 FT

ACC 124.3
TWR 118.3
D-ATIS 128.7

KIGALI (HRYR)
ILS Y - RWY 28
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE : 9000	DME distance to IKNB (NM)	2	3	4	5	6	7	FAP/FAF
	Altitude (ft)	5500	5820	6130	6460	6770	7090	7400



CAT	CAT. 14.0%				CAT. 12.5%				LOC		CIRCLING 3			Minimum RVR for take-off is 400m for CAT A-B-C-D		
	OCA (OCH)	DA	DH	RVR 1	OCA (OCH)	DA	DH	RVR 1	RVR 2	OCA (OCH)	MDA MDH	RVR 1	RVR 2		RVR	
A	5074 (200)	5080 (200)			5292 (418)	5300 (420)				5456 (582)	5460 (590)	1400	1500	5427 (544)	5430 (550)	1500
B	5088 (214)	5090 (220)			5306 (432)	5310 (440)						1500	1500	5945 (1062)	5950 (1070)	1600
C	5098 (224)	5100 (230)	700	1000	5315 (441)	5320 (450)		900	1200	5456 (582)	5460 (590)	1600	2000	6563 (1680)	6570 (1680)	2400
D	5109 (235)	5110 (240)			5327 (453)	5330 (460)						1800	2000	6648 (1765)	6650 (1770)	3600

Notes: 1 With approach light
2 Without approach light
3 Daytime only - Circling North West not authorized
RDH : 50

Timing FAP/FAF - DTHR 7.8 NM					
KT	MIN	SEC	KT	MIN	SEC
90	5	Min 04	140	3	Min 15
100	4	Min 34	150	3	Min 02
110	4	Min 09	160	2	Min 51
120	3	Min 48	170	2	Min 41
130	3	Min 30	180	2	Min 32

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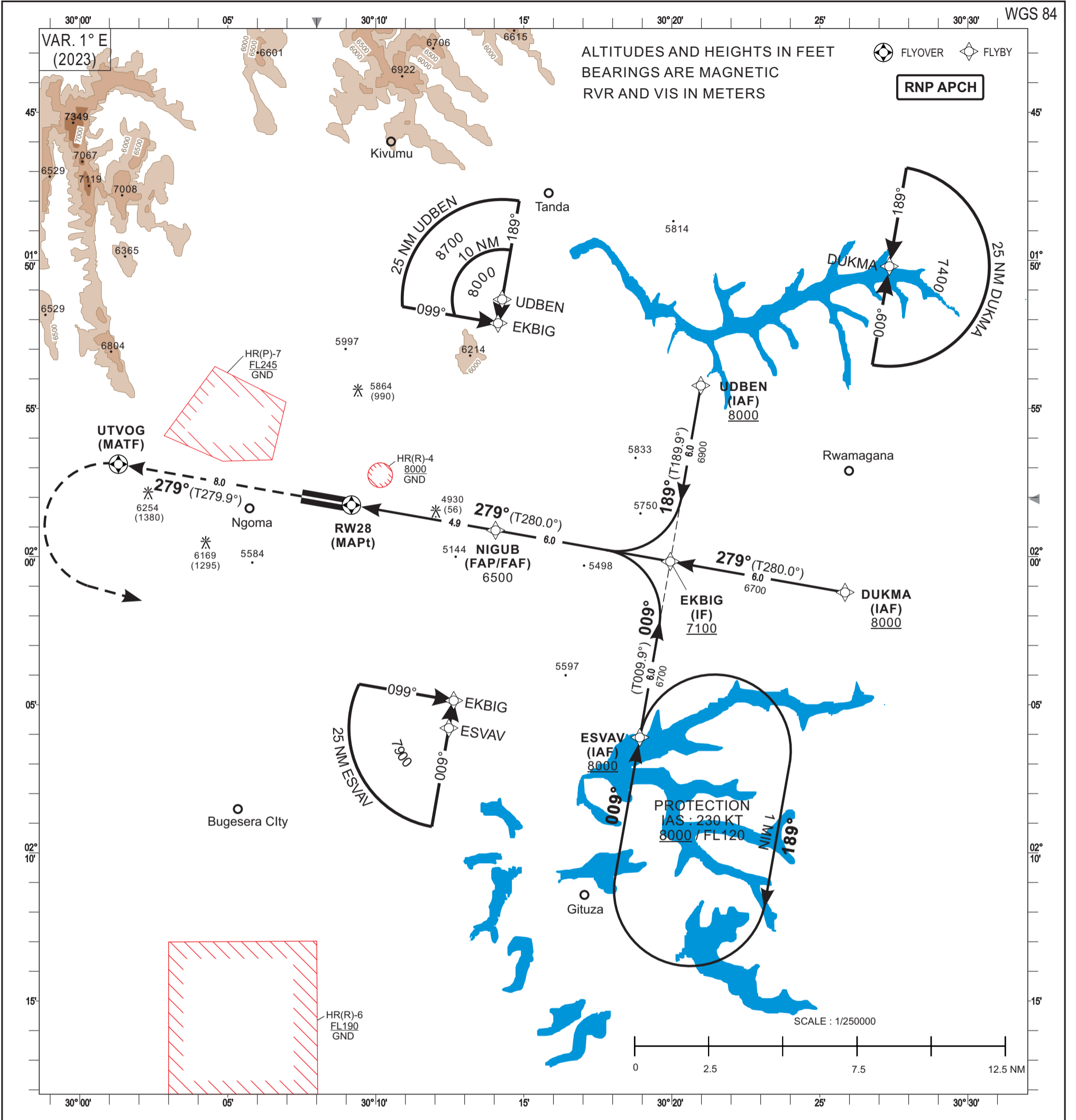
**INSTRUMENT
APPROACH
CHART-ICAO**

AERODROME ELEV 4883 FT

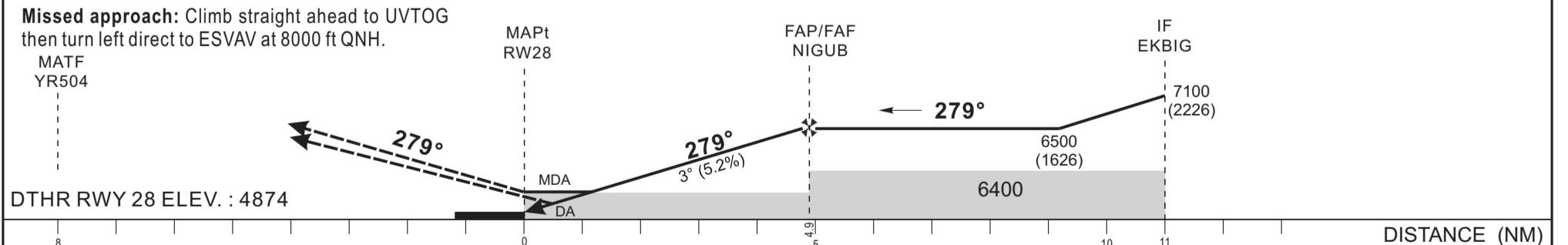
HEIGHTS RELATED TO DTHR RWY28 ELEV 4874 FT

ACC 124.3
TWR 118.3
D-ATIS 128.7

KIGALI (HRYR)
RNP - RWY 28
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE : 9000	DME distance to THR (NM)	2	3	4	FAF
	Altitude (ft)	5560	5880	6200	6500



CAT	LNAV/VNAV				LNAV				CIRCLING ³				Minimum RVR for take-off is 400m for CAT A-B-C-D	
	OCA (OCH)	DA	DH	RVR ¹	RVR ²	OCA (OCH)	MDA	MDH	RVR ¹	RVR ²	OCA (OCH)	MDA		MDH
A	5403 (529)	5410 (530)		900	1200	5520 (646)	5520 (650)		1500	1500	5427 (544)	5430 (550)	1500	Timing FAP/FAF - DTHR 4.9 NM KT MIN SEC KT MIN SEC 90 3 Min 16 140 2 Min 06 100 2 Min 56 150 1 Min 58 110 2 Min 40 160 1 Min 50 120 2 Min 27 170 1 Min 44 130 2 Min 16 180 1 Min 38
B	5417 (543)	5420 (550)						1500	1500	5945 (1062)	5950 (1070)	1600		
C	5426 (552)	5430 (560)						1800	2000	6563 (1680)	6570 (1680)	2400		
D	5438 (564)	5440 (570)						2000	2000	6648 (1765)	6650 (1770)	3600		

Notes: ¹ With approach light ² Without approach light ³ Daytime only - Circling North West not authorized

Notes: - RDH = 50
- Minimum temperature for Baro-VNAV: 10°C

INSTRUMENT
APPROACH
CHART-ICAO

AERODROME ELEV 4883 FT

ACC 124.3
TWR 118.3
D-ATIS 128.7KIGALI (HRYR)
RNP - RWY 28
(ACFT CAT A, B, C, D)

TABULAR DESCRIPTION

RNP RWY 28

Serial Number	Path Descriptor	Waypoint Identifier	Fly- Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed limit (Kt)	VPA / TCH	Navigation Specification
10	IF	UDBEN	-					+8000	230	-	RNP APCH
20	TF	EKBIG	-	189(189.9)		6.0		+7100	230	-	RNP APCH
10	IF	DUKMA	-					+8000	230	-	RNP APCH
20	TF	EKBIG	-	279(280.0)		6.0		+7100	230	-	RNP APCH
10	IF	ESVAV	-					+8000	230	-	RNP APCH
20	TF	EKBIG	-	009(009.9)		6.0		+7100	230	-	RNP APCH
10	IF	EKBIG	-					+7100	230	-	RNP APCH
20	TF	NIGUB	-	279(280.0)		6.0		@6500	-	-	RNP APCH
30	TF	RW28	Y	279(280.0)	-1.0	4.9		@4924	-	-3/15	RNP APCH
40	TF	UTVOG	Y	279(279.9)		8.0	L	-	-		RNP APCH
50	DF	ESVAV	-					+8000	-		RNP APCH
10	IF	ESVAV	-					+8000	230	-	RNP APCH
20	HM	ESVAV	Y	009(009.9)			R	+8000	230	-	RNP APCH

WAYPOINT LIST

RNP RWY 28		
Waypoint Identifier	Coordinates	
UDBEN	01°54'13.525"S	030°20'58.777"E
DUKMA	02°01'12.504"S	030°25'51.050"E
EKBIG	02°00'09.900"S	030°19'56.900"E
ESVAV	02°06'06.274"S	030°18'55.015"E
NIGUB	01°59'06.800"S	030°14'02.700"E
RW28	01°58'15.580"S	030°09'10.520"E
UTVOG	01°56'52.731"S	030°01'18.226"E

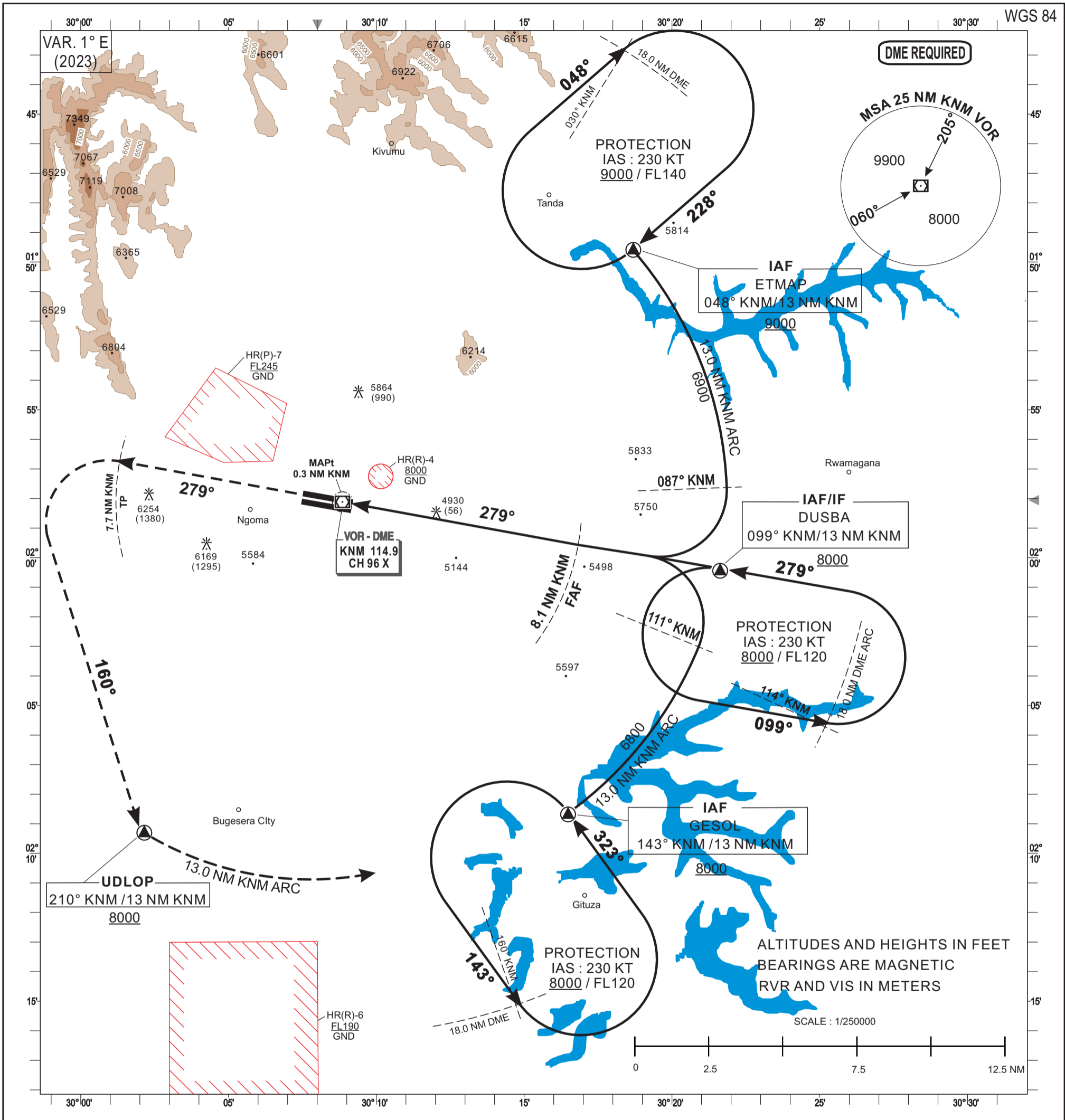
**INSTRUMENT
APPROACH
CHART-ICAO**

AERODROME ELEV 4883 FT

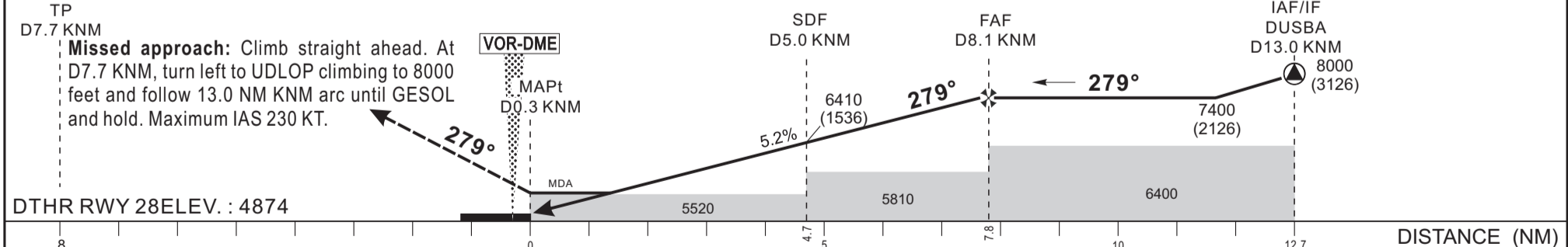
HEIGHTS RELATED TO DTHR RWY28 ELEV 4874 FT

ACC 124.3
TWR 118.3
D-ATIS 128.7

KIGALI (HRYR)
VOR Z - RWY 28
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE : 9000	DME distance from KNM (NM)	2	3	4	5	6	7	FAF
	Altitude (ft)	5460	5780	6090	6410	6730	7050	7400



CAT	VOR-DME			CIRCLING 3			Minimum RVR for take-off is 400m for CAT A-B-C-D
	OCA (OCH)	MDA MDH	RVR 1	RVR 2	OCA (OCH)	MDA MDH	
A			1500	1500	5427 (544)	5430 (550)	1500
B	5520 (646)	5520 (650)	1500	1500	5945 (1062)	5950 (1070)	1600
C			1800	2000	6563 (1680)	6570 (1680)	2400
D			2000	2000	6648 (1765)	6650 (1770)	3600

Notes : **1** With approach light
2 Without approach light
3 Daytime only - Circling North West not authorized

Timing		FAF / DTHR 7.8 NM	
KT	MIN SEC	KT	MIN SEC
90	5 Min 12	140	3 Min 21
100	4 Min 41	150	3 Min 07
110	4 Min 15	160	2 Min 55
120	3 Min 54	170	2 Min 45
130	3 Min 36	180	2 Min 36

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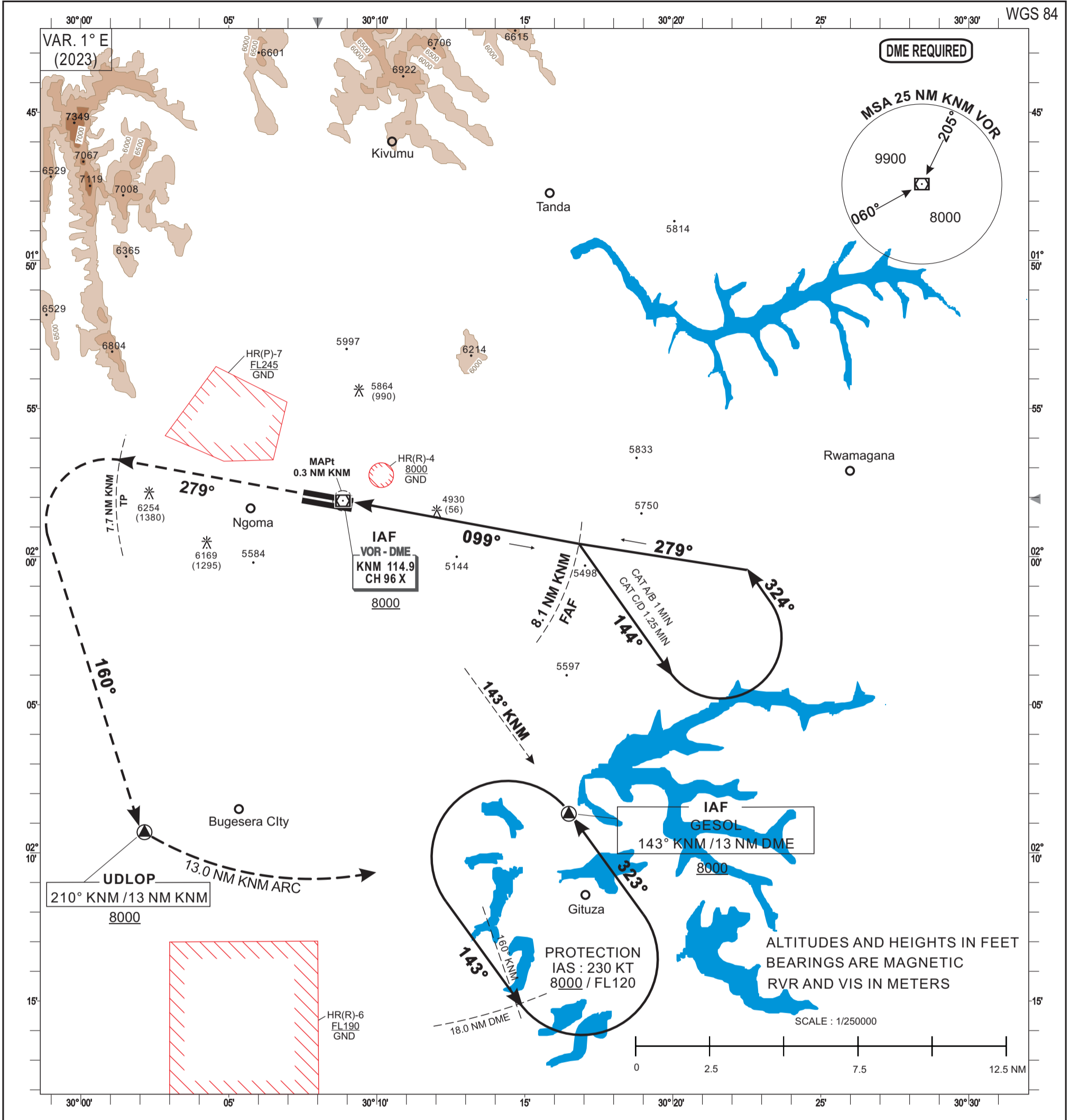
**INSTRUMENT
APPROACH
CHART-ICAO**

AERODROME ELEV 4883 FT

HEIGHTS RELATED TO DTHR RWY28 ELEV 4874 FT

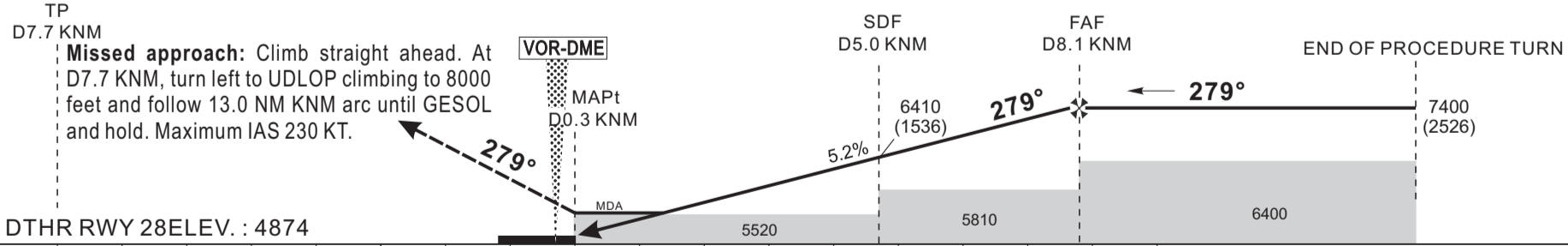
ACC 124.3
TWR 118.3
D-ATIS 128.7

KIGALI (HRYR)
VOR Y - RWY 28
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE : 9000

DME distance to KNM (NM)	2	3	4	5	6	7	FAF
Altitude (ft)	5460	5780	6090	6410	6730	7050	7400



CAT	VOR			CIRCLING ³			Minimum RVR for take-off is 400m for CAT A-B-C-D
	OCA (OCH)	MDA MDH	RVR ¹ / RVR ²	OCA (OCH)	MDA MDH	RVR	
A			1500 / 1500	5427 (544)	5430 (550)	1500	Timing FAF / DTHR 7.8 NM KT MIN SEC KT MIN SEC 90 5 Min 12 140 3 Min 21 100 4 Min 41 150 3 Min 07 110 4 Min 15 160 2 Min 55 120 3 Min 54 170 2 Min 45 130 3 Min 36 180 2 Min 36
B	5520 (646)	5520 (650)	1500 / 1500	5945 (1062)	5950 (1070)	1600	
C			1800 / 2000	6563 (1680)	6570 (1680)	2400	
D			2000 / 2000	6648 (1765)	6650 (1770)	3600	

Notes: ¹ With approach light
² Without approach light
³ Daytime only - Circling North West not authorized

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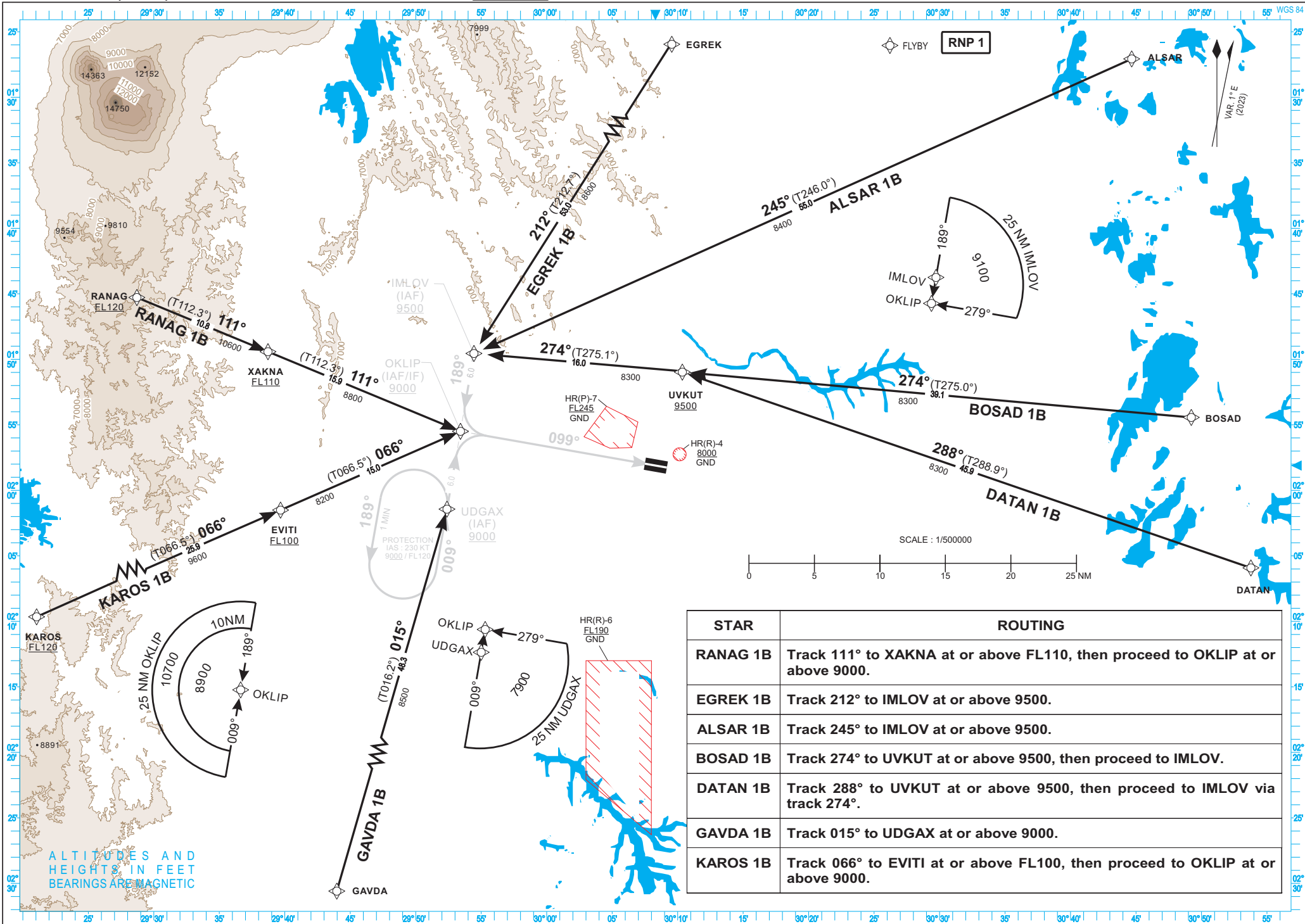
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
9000

ACC TWR 124.3
D-ATIS 118.3
128.7

RANAG 1B-EGREK 1B-ALSAR 1B-BOSAD 1B-DATAN 1B-GAVDA 1B-KAROS 1B

KIGALI (HRYR)
RNP STAR RWY 10



CORRECTIONS : First edition

TABULAR DESCRIPTION							
STAR RNP RWY 10							
Procedure Identification	Path Terminator	Waypoint Identifier	Course °M (°T)	Distance (NM)	Altitude (FL or AMSL ft)	MAX IAS (Kt)	Navigation Specification
RANAG 1B							
	IF	RANAG			+FL120		RNP 1
	TF	XAKNA	111 (112.3)	10.8	+FL110		RNP 1
	TF	OKLIP	111 (112.3)	15.9	+9000	230	RNP 1
EGREK 1B							
	IF	EGREK					RNP 1
	TF	IMLOV	212 (212.7)	53.0	+9500	230	RNP 1
ALSAR 1B							
	IF	ALSAR					RNP 1
	TF	IMLOV	245 (246.0)	55.0	+9500	230	RNP 1
BOSAD 1B							
	IF	BOSAD					RNP 1
	TF	UVKUT	274 (275.0)	39.1	+9500		RNP 1
	TF	IMLOV	274 (275.1)	16.0	+9500	230	RNP 1
DATAN 1B							
	IF	DATAN					RNP 1
	TF	UVKUT	288 (288.9)	45.9	+9500		RNP 1
	TF	IMLOV	274 (275.1)	16.0	+9500	230	RNP 1
GAVDA 1B							
	IF	GAVDA					RNP 1
	TF	UDGAX	015 (016.2)	48.3	+9000	230	RNP 1
KAROS 1B							
	IF	KAROS			+FL120		RNP 1
	TF	EVITI	066 (066.5)	25.9	+FL100		RNP 1
	TF	OKLIP	066 (066.5)	15.0	+9000	230	RNP 1

WAYPOINT LIST		
Waypoint Identifier	Coordinates	
RANAG	01°45'16.840"S	029°28'42.440"E
XAKNA	01°49'25.207"S	029°38'43.034"E
EGREK	01°04'44.490"S	030°22'59.450"E
ALSAR	01°27'04.420"S	030°44'40.250"E
BOSAD	01°54'26.280"S	030°49'13.260"E
UVKUT	01°50'58.635"S	030°10'21.414"E
DATAN	02°05'55.220"S	030°53'46.270"E
GAVDA	02°48'02.450"S	029°38'57.270"E
KAROS	02°11'53.290"S	029°15'57.190"E
EVITI	02°01'30.581"S	029°39'40.633"E
IMLOV	01°49'33.365"S	029°54'26.678"E
OKLIP	01°55'29.761"S	029°53'24.917"E
UDGAX	02°01'26.155"S	029°52'23.149"E

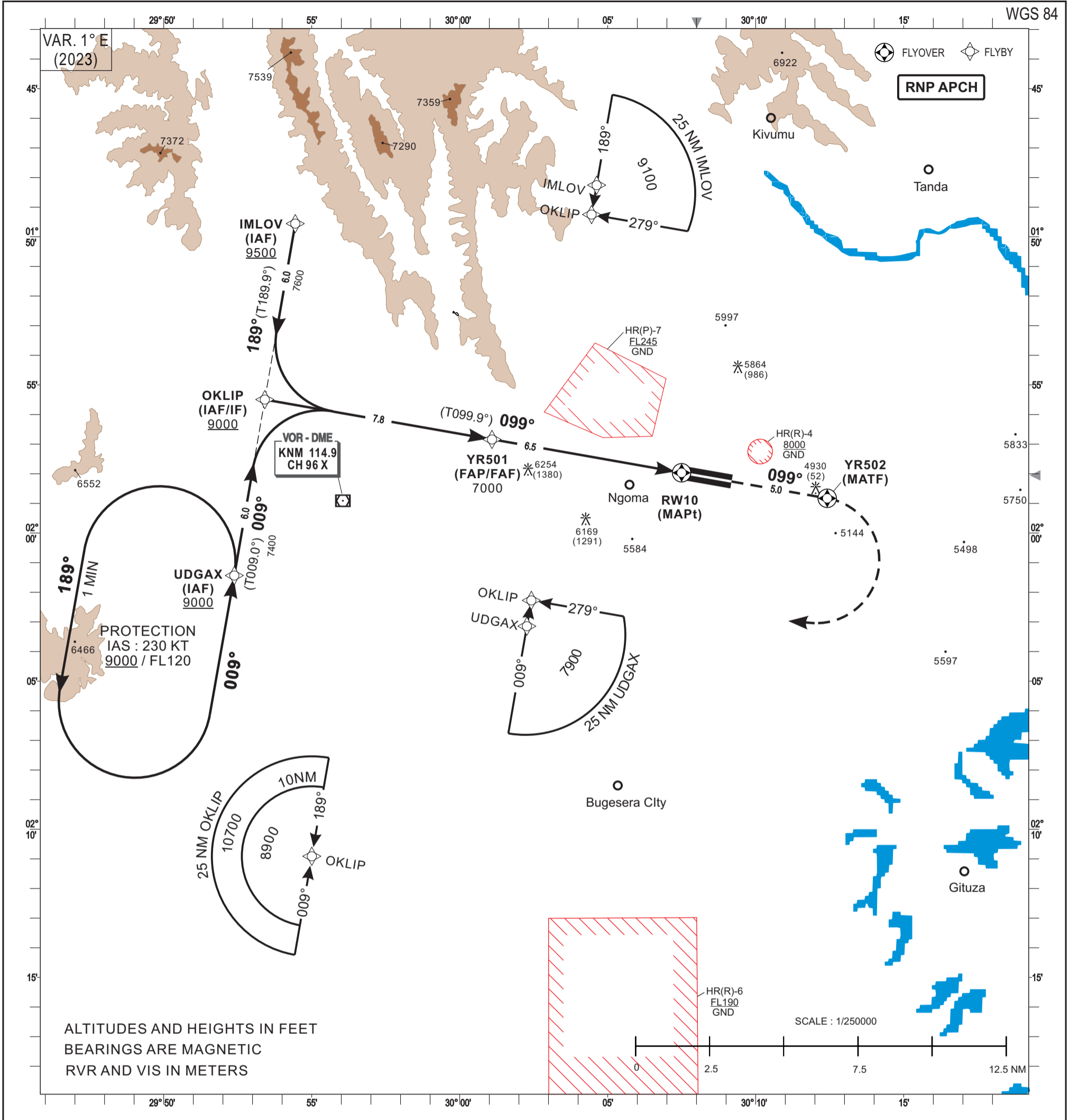
**INSTRUMENT
APPROACH
CHART-ICAO**

AERODROME ELEV 4883 FT

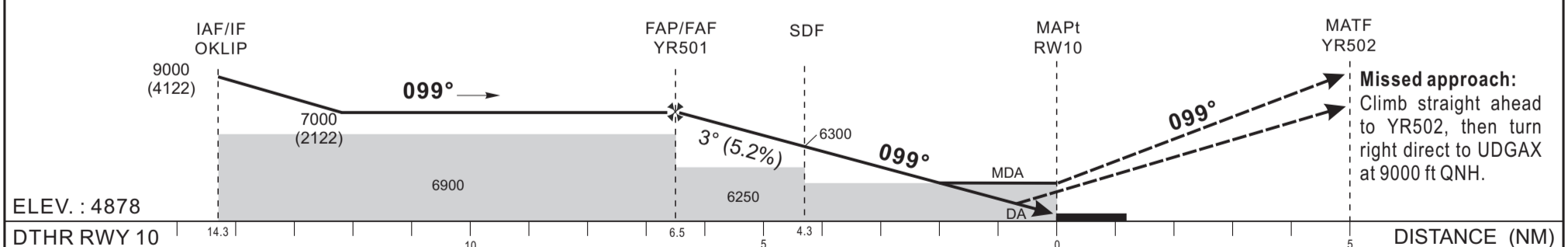
HEIGHTS RELATED TO DTHR RWY10 ELEV 4878 FT

ACC 124.3
TWR 118.3
D-ATIS 128.7

KIGALI (HRYP)
RNP - RWY 10
(ACFT CAT A, B, C, D)



TRANSITION ALTITUDE : 9000	DME distance to THR (NM)	FAF	6	5	4	3
	Altitude (ft)	7000	6840	6520	6210	5890



CAT	LNAV/VNAV			LNAV			CIRCLING			Minimum RVR for take-off is 400m for CAT A-B-C-D							
	OCA (OCH)	DA	DH	RVR	OCA (OCH)	MDA	MDH	RVR	OCA (OCH)		MDA	MDH	RVR				
A	5256 (378)	5260 (380)		1200	5588 (710)	5590 (710)		1500	5427 (544)	5430 (550)	1500	Timing FAF - DTHR 6.5 NM KT MIN SEC KT MIN SEC					
B	5269 (391)	5270 (400)	1500					5945 (1062)	5950 (1070)	1600	90		4	20	140	2	47
C	5279 (401)	5280 (410)	2000					6563 (1680)	6570 (1680)	2400	110		3	33	160	2	26
D	5289 (411)	5290 (420)	2000					6648 (1765)	6650 (1770)	3600	120		3	15	170	2	18
												130	3	00	180	2	10

Notes: - RDH = 50 feet
- Minimum temperature for Baro-VNAV: 10°C
- Circling: daytime only - North West not authorized - OCH and MDH AAL

**INSTRUMENT
APPROACH
CHART-ICAO**

AERODROME ELEV 4883 FT

ACC	124.3
TWR	118.3
D-ATIS	128.7

KIGALI (HRYR)
RNP - RWY 10
(ACFT CAT A, B, C, D)

TABULAR DESCRIPTION

RNP RWY 10

Serial Number	Path Descriptor	Waypoint Identifier	Fly- Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed limit (Kt)	VPA / TCH	Navigation Specification
10	IF	IMLOV	-					+9500	230	-	RNP APCH
20	TF	OKLIP	-	189(189.9)		6.0		+9000	230	-	RNP APCH
10	IF	UDGAX	-					+9000	230	-	RNP APCH
20	TF	OKLIP	-	009(009.9)		6.0		+9000	230	-	RNP APCH
10	IF	OKLIP	-					+9000	230	-	RNP APCH
20	TF	YR501	-	099(099.9)		7.8		@7000	-	-	RNP APCH
30	TF	RW10	Y	099(099.9)	-1.0	6.5		@4928	-	-3/15	RNP APCH
40	TF	YR502	Y			5.0	R	-	-		RNP APCH
50	TF	UDGAX	-					+9000	-		RNP APCH
10	IF	UDGAX	-					+9000	230	-	RNP APCH
20	HM	UDGAX	Y	009(009.9)			L	+9000	230	-	RNP APCH

WAYPOINT LIST

RNP RWY 10		
Waypoint Identifier	Coordinates	
IMLOV	01°49'33.365"S	029°54'26.678"E
OKLIP	01°55'29.761"S	029°53'24.917"E
UDGAX	02°01'26.155"S	029°52'23.149"E
YR501	01°56'50.532"S	030°01'05.398"E
RW10	01°57'57.910"S	030°07'29.690"E
YR502	01°58'49.649"S	030°12'24.883"E

HRYP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

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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 (PCR) 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		NIL Gazon/Rava Grass SWY: NIL		NIL END: NIL GUND: NIL		THR 6184 FT (1885 M) TDZ: NIL
32	317.00°	1480 x 35		NIL 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

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	PCR 430/F/D/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	36 M	Asphalt	PCR 430/F/D/X/T
		B	28 M	Asphalt	PCR 430/F/D/X/T
		C	28 M	Asphalt	PCR 430/F/D/X/T
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					

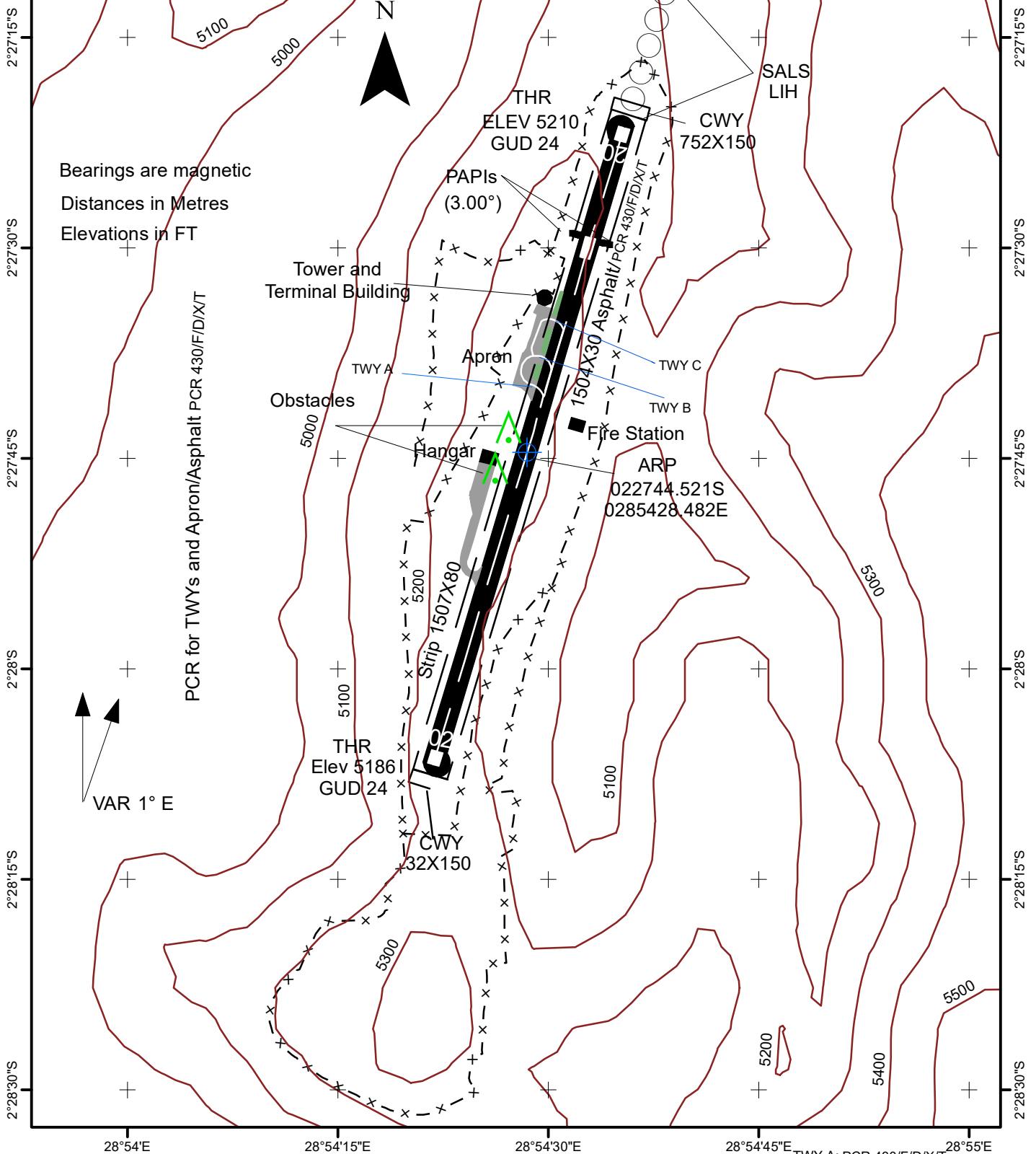
HRZA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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 (PCR) 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	PCR 430/F/D/X/T 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	PCR 430/F/D/X/T 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						

AERODROME CHART- ICAO 28°54'E TWR 120.700 28°54'15"E AD ELEV: 5214 FT 28°54'30"E D-ATIS 127.650 28°54'45"E HRZA, RWANDA 28°55'E KAMEMBE



Bearings are magnetic
Distances in Metres
Elevations in FT

PCR for TWYs and Apron/Asphalt PCR 430/F/D/X/T

VAR 1° E

SCALE: 1:12,000

140 70 0 140 280 420 Meters

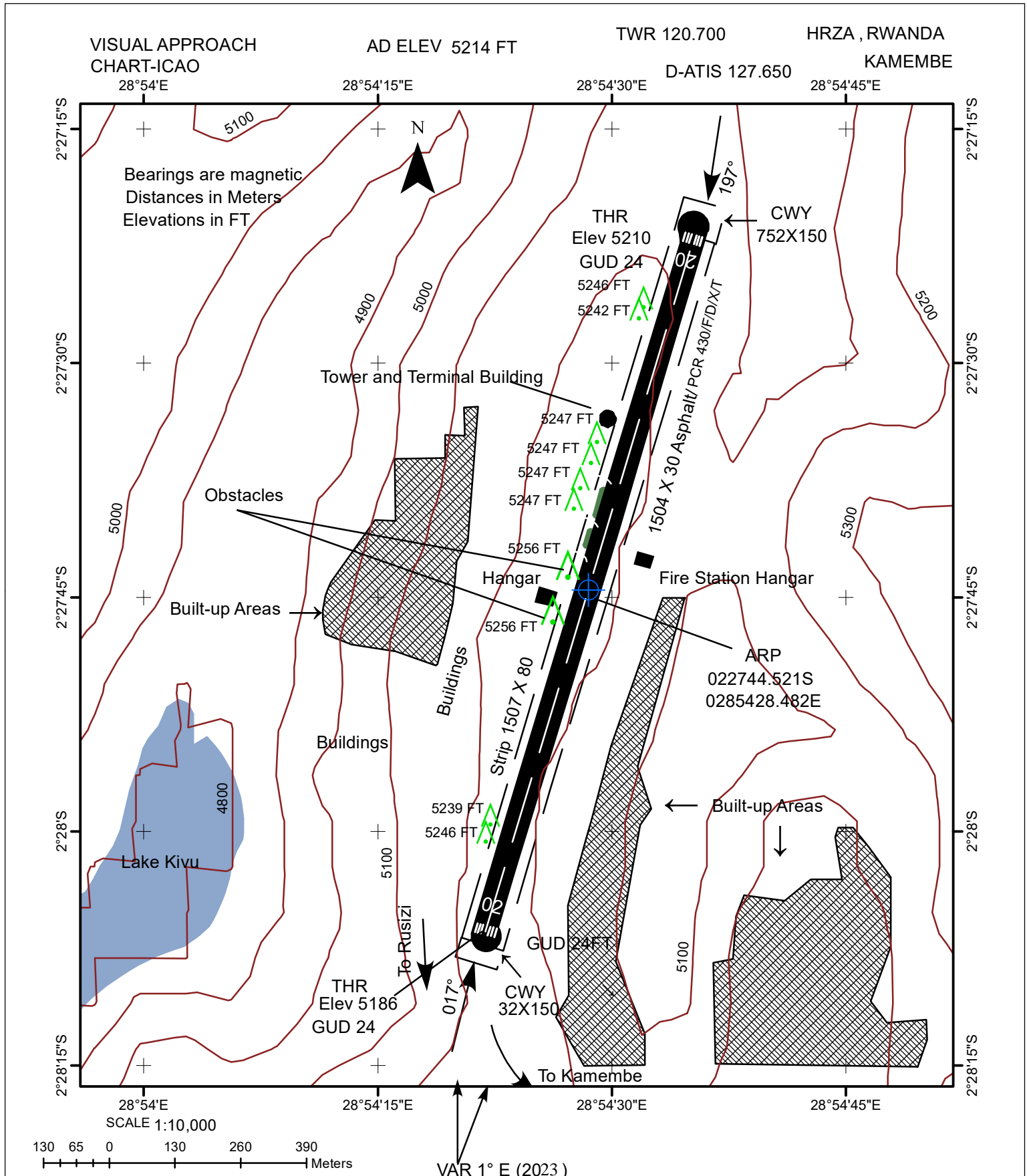
TWY A: PCR 430/F/D/X/T
TWY B: PCR 430/F/D/X/T
TWY C: PCR 430/F/D/X/T
APRON: PCR 430/F/D/X/T

Note: TWY designation markings on ground

- Legend**
- ARP
 - Approach Lights
 - PAPIs
 - Obstacle
 - Contour Lines
 - CWY/Strip
 - Fence
 - Grasses Areas
 - Apron
 - Buildings/Hangar
 - Runway

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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RWANDA CIVIL AVIATION AUTHORITY

AIRAC AMDT 01/25

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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