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GEN GENERAL

GEN 0

GEN 0.1 PREFACE

1. Name of the publishing authority

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

2. Applicable ICAO documents

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPs) of Annex 15 to the Convention on International Civil Aviation and the ICAO Aeronautical Information Services Manual (Doc 8126).
Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the ICAO Aeronautical Chart Manual (Doc 8697). Differences to ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7

3. Publication Media

The AIP Rwanda is published in one volume, on a printed loose-leaf paper form, online in both HTML and printable PDF versions and on CD-ROM or DVD. All aeronautical information documents are available on Rwanda Civil Aviation Authority website (www.caa.gov.rw) and ASECNA AIM Portal (aim.asecna.aero/html/index-fr-FR.html)

4. The AIP structure and established regular amendment interval

4.1 The AIP Structure

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

4.1.1 Part 1 - General (GEN)

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

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

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

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

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

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

4.1.2 Part 2 — En route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.
ENR 0. Table of Contents to Part 2.

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

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

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

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

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

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

4.1.3 Part 3 – Aerodromes (AD)

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

AD 0. Table of Contents to Part 3.

AD 1. Aerodromes/Heliports - Introduction

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

AD 2. Aerodromes

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

AD 3. Heliports
Detailed Information about Heliports (not located at aerodromes), listed under 23 subsections.

4.2 Regular Amendment Interval

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

5. Copyright Policy

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

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

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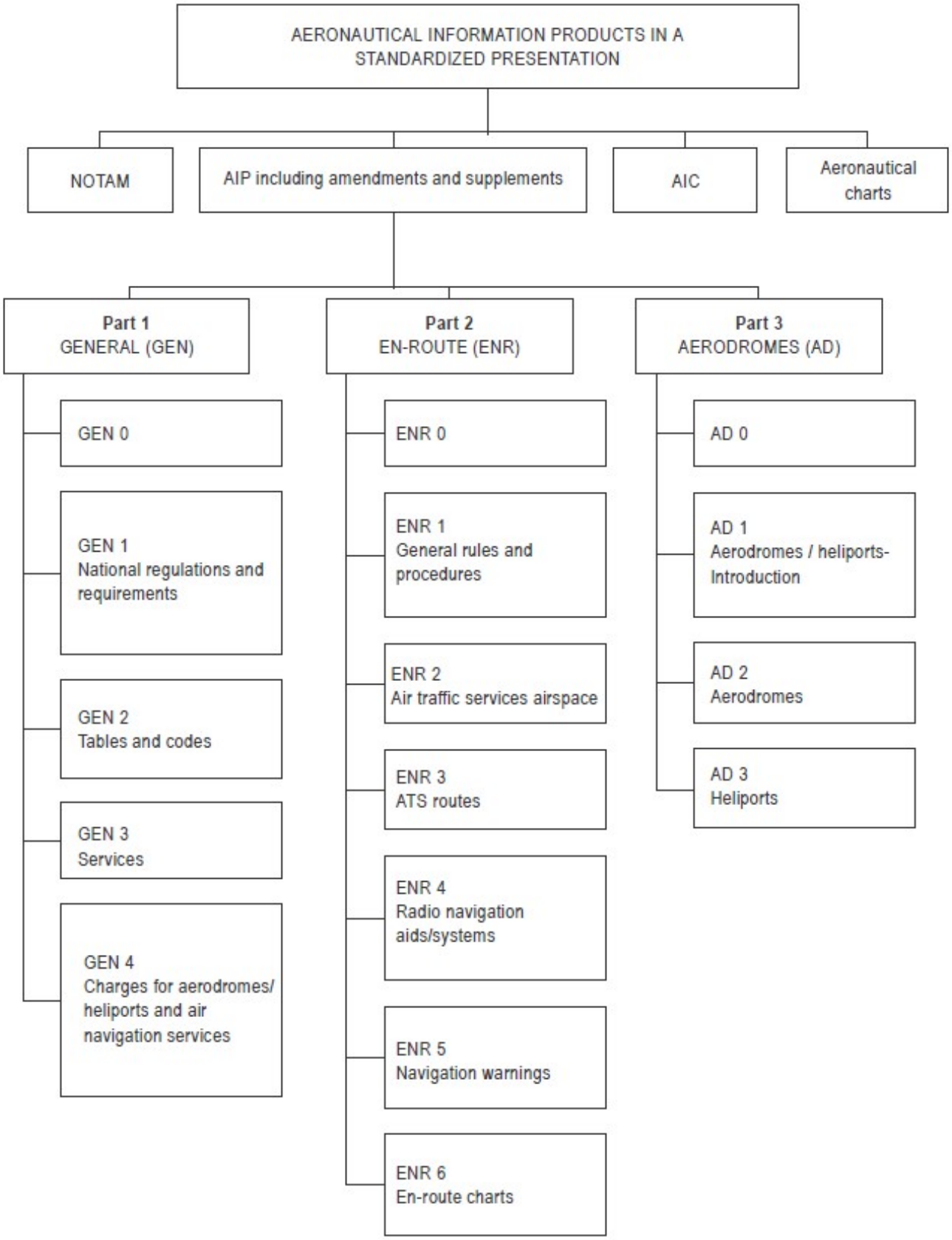
Tel: +250 - 252 – 585 845
E-mail: aip@caa.gov.rw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GEN 0.2 RECORD OF AIP AMENDMENTS

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NR/Year	*Publication date*	*Effective Date*	*Inserted by*
1ST EDITION	14 DEC 2023	25 JAN 2024	CG
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GEN 0.6 TABLE OF CONTENTS TO PART 1

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
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4. Airports
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5. Air Navigation Services
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National Intelligence and Security Service
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7. Health
Ministry of Health
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Fax: 00250 - 252 - 576 853
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8. En-route and Aerodrome Charges
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AFS: HRYRYNYX

9. General Cargo & Stores
Rwanda Directorate of Magerwa
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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

AIS Aeronautical information services

ALA Alighting area

ALERFA Alert phase

ALR Alerting (message type designator)

ALRS Alerting service

ALS Approach lighting system

ALT Altitude

ALTN Alternate or alternating (light alternates in colour)

ALTN Alternate (aerodrome)

AMA Area minimum altitude

AMD Amend or amended (used to indicate amended meteorological message; message type designator)

AMDT Amendment (AIP amendment)

AMHS* Air traffic services message handling system

AMS Aeronautical mobile service

AMSL Above mean sea level

AMSS Aerodrome mobile satellite service

ANS Answer

AOC Aerodrome obstacle chart

AOM* Aerodrome operating minima

AP Airport

APCH Approach

APP Approach control office or approach control or approach control service

APR April

APRX Approximate or approximately

APSG After passing

APV Approve or approved or approval

ARFOR Area forecast (in aeronautical meteorological code)

ARNG Arrange

ARO Air traffic services reporting office

ARP Aerodrome reference point

ARP Air-report (message type designator)

ARQ Automatic error correction

ARR Arrive or arrival

ARR Arrival (message type designator)

ARS Special air-report (message type designator)

ARST Arresting (specify (part of) aircraft arresting equipment)

AS Altostratus

ASC Ascent to or ascending to

ASDA Accelerate stop distance available

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

ASHTAM Special series NOTAM notifying by means of a specific format, change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations

ASPH Asphalt

AT... At (followed by time at which weather change is forecast to occur)

ATA Actual time of arrival

ATC Air traffic control (in general)

ATD Actual time of departure

ATFM Air traffic flow management

ATIS Automatic terminal information service

ATM Air traffic management

ATN Aeronautical telecommunication network

ATP At...(time or place)

ATS Air traffic services

ATTN Attention

ATZ Aerodrome traffic zone

AUG August

AUTH Authorized or authorization

AUW All up weight

AUX Auxiliary

AVASIS Abbreviated visual approach slope indicator system

AVBL Available or availability

AVG Average

AVGAS Aviation gasoline

AWTA Advise at what time able

AWY Airway

AZM Azimuth

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

BA Braking action

BASE Cloud base

BCFG Fog patches

BCN Beacon (aeronautical ground light)

BCST Broadcast

BDRY Boundary

BECMG Becoming

BFR Before

BKN Broken

BL... Blowing (followed by DU= dust, SA= sand or SN= snow)

BLDG Building

BLO Below clouds

BLW Below ...

BOMB Bombing

BR Mist

BRF Short (used to indicate the type of approach desired or required)

BRG Bearing

BRKG Braking

BS Commercial broadcasting station

BTL Between layers

BTN Between

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

C Centre (runway identification)

C Degrees celsius (Centigrade)

CAT Category

CAT Clear air turbulence

CAVOK (to be pronounced "KAV-OH-KAY") visibility, cloud and present weather better than prescribed values or conditions

CB (to be pronounced "CEE BEE") Cumulonimbus

CC Cirrocumulus

CCA (or CCB, CCC....etc.. in sequence) corrected meteorological message (message type designator)

CCO Continuous climb operation

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

CNL Flight plan cancellation message (message type designator)

CNS Communication, navigation and surveillance

COM Communications

CONC Concrete

COND Condition

CONS Continuous

CONST Construction or constructed

CONT Continue or continued

COOR Co-ordinate or coordination

COP Change over point

COR Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)

COT At the coast

COV Cover or covered or covering

CPDLC Controller-pilot data link communications

CPL Current flight plan (message type designator)

CRZ Cruise

CS Cirrostratus

CTA Control area

CTAM Climb to and maintain

CTC Contact

CTL Control

CTN Caution

CTR Control zone

CU Cumulus

CUF Cumuliform

CUST Customs

CW Continuous wave

CWY Clearway

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

D ... Danger area (followed by identification)

D Downward (tendency in RVR during previous 10 minutes)

DA Decision altitude

D-ATIS* Data link-automatic terminal information service

DCD Double channel duplex

DCKG Docking

DCL* Departure clearance via data link

DCS Double channel simplex

DCT Direct (in relation to flight plan clearances and type of approach)

DEC December

DEG Degrees

DEP Depart or departure

DEP Departure (message type designator)

DES Descend to or descending to

DEST Destination

DETRESFA Distress phase

DEV Deviation or deviating

DFTI Distances from touch down indicator

DH Decision height

DIF Diffuse

DIST Distance

DIV Divert or diverting

DLA Delay (message type designator)

DLA Delay or delayed

DME Distance measuring equipment

DNG Danger or dangerous

DOM Domestic

DP Dew point temperature

DPT Depth

DR Dead reckoning

DR ... Low drifting (followed by DU= dust, SA= sand or SN = snow)

DRG During

DS Duststorm

DSB Double sideband

DTAM Descend to and maintain

DTG Date-time group

DTHR Displaced runway threshold

DTRT Deteriorate or deteriorating

DTW Dual tandem wheels

DU Dust

DUC Dense upper cloud

DUR Duration

DVOR Doppler VOR

DW Dual wheels

DZ Drizzle

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

E East or eastern longitude

EAT Expected approach time

EB Eastbound

EET Estimated elapsed time

EFC Expect further clearance

EHF Extremely high frequency (30 000 to 300 000 MHz)

ELEV Elevation

ELR Extra long range

ELT Emergency locator transmitter

EM Emission

EMBD Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)

EMERG Emergency

EN* English

END Stop-end (related to RVR)

ENE East north east

ENG Engine

ENR En route

ENRT En route

EOBT Estimated off-block time

EQPT Equipment

ESE East south east

EST Estimate or estimated or estimate (as message type designator)

ETA Estimated time of arrival or estimating arrival

ETD Estimated time of departure or estimating departure

ETO Estimated time over significant point

EV Every

EXC Except

EXER Exercises or exercising or to exercise

EXP Expect or expected or expecting

EXTD Extend or extending

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

F Fixed

FAC Facilities

FAF Final approach fix

FAL Facilitation of international air transport

FAP Final approach point

FATO Final approach and take-off area

FAX Facsimile transmission

FBL Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)

FC Funnel cloud (tornado or water spout)

FCST Forecast

FCT Friction coefficient

FEB February

FEW Few

FG Fog

FIC Flight information centre

FIR Flight information region

FIS Flight information service

FISA Automated flight information service

FL Flight level

FLD Field

FLG Flashing

FLR Flares

FLT Flight

FLTCK Flight check

FLUC Fluctuating or fluctuation or fluctuated

FLW Follow(s) or following

FLY Fly or flying

FM From

FM ... From (followed by time weather change is forecast to begin)

FMU Flow management unit

FNA Final approach

FPL Filed flight plan (message type designator)

FPM Feet per minute

FPR Flight plan route

FR Fuel remaining

FREQ Frequency

FRI Friday

FRNG Firing

FRONT Front (relating to weather)

FRQ Frequent

FSL Full stop landing

FSS Flight service

FST First

FT Feet (dimensional unit)

FU Smoke

FZ Freezing

FZDZ Freezing drizzle

FZFG Freezing fog

FZRA Freezing rain

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

G Green

G/A Ground-to-air

G/A/G Ground-to-air and air-to-ground

GAMET Area forecast for low-level operations

GCA Ground controlled approach system or ground controlled approach

GCC* Gulf cooperation council

GEN General

GEO Geographic or true

GES Ground earth station

GLD Glider

GMC Ground movement control

GND Ground

GNDCK Ground check

GNSS Global navigation satellite system

GP Glide path

GR Hail

GRASS Grass landing area

GRIB Processed meteorological data in the form of grid point values (aeronautical meteorological code)

GRVL Gravel

GS Ground speed

GS Small hail and/or snow pellets

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

H24 Continuous day and night service

HAPI Helicopter approach path indicator

HBN Hazard beacon

HDF High frequency direction-finding station

HDG Heading

HEL Helicopter

HF High frequency (3 000 to 30 000 kHz)

HGT height or height above

HJ Sunrise to sunset

HLDG Holding

HN Sunset to sunrise

HO Service available to meet operational requirements

HOL Holiday

HOSP Hospital aircraft

HPA Hectopascal

HR Hours

HS Service available during hours of scheduled operations

HURCN Hurricane

HVDF High and very high frequency direction finding stations (at the same location)

HVY Heavy

HVY Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)

HX No specific working hours

HYR Higher

HZ Haze

HZ Hertz (cycle per second)

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

IAC Instrument approach chart

IAF Initial approach fix

IAO In and out of clouds

IAR Intersection of air routes

IAS Indicated air speed

IATA International air transport association

IBN Identification beacon

IC Diamond dust (very small ice crystals in suspension, also known as diamond dust)

ICE Icing

ID Identifier or identify

IDENT Identification

IF Intermediate approach fix

IFF Identification friend/foe

IFPS* Initial flight plan processing system

IFR Instrument flight rules

IGA International general aviation

ILS Instrument landing system

IM Inner marker

IMC Instrument meteorological conditions

IMG Immigration

IMPR Improve or improving

IMT Immediate or immediately

INA Initial approach

INBD Inbound

INC In cloud

INCERFA Uncertainty phase

INFO Information

INOP Inoperative

INP If not possible

INPR In progress

INS Inertial navigation system

INSTL Install or installed or installation

INSTR Instrument

INT Intersection

INTL International

INTRG Interrogator

INTRP Interrupt or interruption or interrupted

INTSF intensify or intensifying

INTST Intensity

IR Ice on runway

ISA International standard atmosphere

ISB Independent sideband

ISOL Isolated

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

JAN January

JTST Jet stream

JUL July

JUN June

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

KG Kilograms

KIAS Knots indicated airspeed

KHZ Kilohertz

KM Kilometres

KMH Kilometres per hour

KPA Kilopascal

KT Knots

KW Kilowatts

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

L Left (runway identification)

L Locator (see LM, LO)

LAM Logical acknowledgement (message type designator)

LAN Inland

LAT Latitude

LCN* Load Classification Number

LDA Landing distance available

LDAH Landing distance available, helicopter

LDG Landing

LDI Landing direction indicator

LEN Length

LF Low frequency (30 to 300 kHz)

LGT Light or lighting

LGTD Lighted

LIH Light intensity high

LIL Light intensity low

LIM Light intensity medium

LM Locator middle

LMT Local mean time

LNG Long (used to indicate the type of approach desired or required)

LO Locator, outer

LOC Localizer

LONG Longitude

LORAN Loran (long range air navigation system)

LRG Long range

LTD Limited

LTT Landline teletypewriter

LV Light and variable (relating to wind)

LVE Leave or leaving

LVL Level

LYR Layer or layered

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

M Mach number (followed by figures)

M Metres (preceded by figures)

MAA Maximum authorized altitude

MAG Magnetic

MAINT Maintenance

MAP Aeronautical maps and charts

MAPT Missed approach point

MAR March

MAR At sea

MARS* Multiple aircraft ramp system

MAS Manual A1 simplex

MAX Maximum

MAY May

MBST Microburst

MCA Minimum crossing altitude

MCC* Maritime coordination centre

MCW Modulated continuous wave

MDA Minimum descent altitude

MDF Medium frequency direction-finding station

MDH Minimum descent height

MEA Minimum en-route altitude

MEHT Minimum eye height over threshold (for visual approach slope indicator system)

MET Meteorological or meteorology

METAR Aviation routine weather report (in aeronautical meteorological code)

MF Medium frequency (300 kHz to 3 000 kHz)

MHDF Medium and high frequency direction-finding station (at the same location)

MHVDF Medium, high and very high frequency direction-finding station (at the same location)

MHZ Megahertz

MID Mid-point (related to RVR)

MIFG Shallow fog

MIL Military

MIN Minutes

MKR Marker radio beacon

MLS Microwave landing system

MM Middle marker

MNM Minimum

MNPS Minimum navigation performance specifications

MNT Monitor or monitoring or monitored

MNTN Maintain

MOA Military operating area

MOC Minimum obstacle clearance (required)

MOD moderate (used to indicate the intensity of weather phenomena, interference or static reports e.g. MOD RA = moderate rain)

MON Above mountains

MON Monday

MOTNE Meteorological Operational Telecommunications Network Europe

MOV Move or moving or movement

MPS Metres per second

MRA Minimum reception altitude

MRG Medium range

MRP ATS/MET reporting point

MS Minus

MSA Minimum sector altitude

MSG Message

MSL Mean sea level

MT Mountain

MTOW Maximum take-off weight

MTU Metric units

MTW Mountain waves

MVDF Medium and very high frequency direction-finding station (at the same location)

MWO Meteorological watch office

MX Mixed type of ice formation (white and clear)

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

N North or northern latitude

N No distinct tendency (in RVR during previous 10 minutes)

NAT North atlantic

NAV Navigation

NB North bound

NBFR Not before

NC No change

NDB Non-directional radio beacon

NE North-east

NEB North-eastbound

NEG No or negative or permission not granted or that is not correct

NGT Night

NIL None or 1 have nothing to send to you

NM Nautical miles

NML Normal

NNE North north east

NNW North north west

NOF International NOTAM office

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

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

NOV November

NR Number

NRH No reply heard

NS Nimbostratus

NSC Nil significant cloud

NSW Nil significant weather

NW North-west

NWB North-westbound

NXT Next

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

OAC Oceanic area control centre

OAS Obstacle assessment surface

OBS Observe or observed or observation

OBSC Observe or obscured or obscuring

OBST Obstacle

OCA Obstacle clearance altitude

OCA Oceanic control area

OCC Occulting (light)

OCH Obstacle clearance height

OCNL Occasional or occasionally

OCS Obstacle clearance surface

OCT October

OFZ Obstacle free zone

OHD Overhead

OM Out marker

OPA Opaque, white type of ice formation

OPC The control indicated is operational control

OPMET Operational meteorological (information)

OPN Open or opening or opened

OPR Operator or operate or operative or operating or operational

OPS Operations

O/R On request

ORD Indication of an order

OSV Ocean station vessel

OTLK Outlook (used in SIGMET message for volcanic ash and tropical cyclones)

OTP On top

OTS Organized track system

OUBD Out-bound

OVC Overcast

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

P ... Prohibited area (followed by identification)

PALS Precision approach lighting system (specify category)

PANS Procedures for air navigation services

PAPI Precision approach path indicator

PAR Precision approach radar

PARL Parallel

PAX Passenger(s)

PBN Performance-based navigation

PCD Proceed or proceeding

PCN Pavement classification number

PDG Procedure design gradient

PE Ice pellets

PER Performance

PERM Permanent

PIB Preflight information bulletin

PJE Parachute jumping exercise

PLA Practice low approach

PLN Flight plan

PLVL Present level

PN Prior notice required

PNR Point of no return

PO Dust devils

POB Persons on board

POSS Possible

PPI Plan position indicator

PPR Prior permission required

PPSN Present position

PRFG Aerodrome partially covered by fog

PRI Primary

PRKG Parking

PROB Probability

PROC Procedure

PROV Provisional

PS Plus

PSG Passing

PSN Position

PSP Pierced steel plank

PTN Procedure turn

PTS Polar track structure

PWR Power

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

QBI Compulsory IFR flight

QDM Magnetic heading (zero wind)

QDR Magnetic bearing

QFE Atmospheric pressure at aerodrome elevation (or at runway threshold)

QFU Magnetic orientation of runway

QNH Altimeter sub-scale setting to obtain elevation when on the ground

QTE True bearing

QUAD Quadrant

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

R Red

R ... Restricted area (followed by identification)

R Right (runway identification)

RA Rain

RAC Rules or the air and air traffic services

RAFC Regional area forecast centre

RAG Ragged

RAG Runway arresting gear

RAI Runway alignment indicator

RB Rescue boat

RCA Reach cruising altitude

RCC Rescue co-ordination centre

RCF Radiocommunication failure (message type designator

RCH Reach or reaching

RCL Runway centre line

RCLL Runway centre line light(s)

RCLR Recleared

RDH Reference datum height (for ILS)

RDL Radial

RDO Radio

RE ... Recent (used to qualify weather phenomena e.g. RERA - recent rain)

REC Receive or receiver

REDL Runway edge light(s)

REF Reference to ... or refer to ...

REG Registration

RENL Runway end light(s)

REP Report or reporting or reporting point

REQ Request or requested

RERTE Reroute

RESA Runway end safety area

RG Range (lights)

RIF Reclearance in flight

RITE Right (direction of turn)

RL Report leaving

RLA Relay to

RLCE Request level change en-route

RLLS Runway lead-in lighting system

RLNA Requested level not available

RMK Remark

RMZ* Radio mandatory zone

RNAV (to be pronounced "AR-NAV") Area navigation

RNG Radio range

RNP Required navigation performance

ROBEX Regional OPMET bulletin exchange(scheme)

ROC Rate of climb

ROD Rate of descent

ROFOR Route forecast (in aeronautical meteorological code)

RON Receiving only

RPL Repetitive flight plan

RPLC Replace or replaced

RPS Radar position symbol

RQMNTS Requirements

RQP Request flight plan (message type designator)

RQS Request supplementary flight plan (message type designator)

RR Report reaching

RRA (or RRB, RRC....etc in sequence) delayed meteorological message (message type designator)

RSC Rescue sub-centre

RSCD Runway surface condition

RSP Responder beacon

RSR En-route surveillance radar

RTD Delayed (used to indicate delayed meteorological message); (message type designator)

RTE Route

RTF Radiotelephone

RTG Radiotelegraph

RTHL Runway threshold light(s)

RTN Return or returned or returning

RTODAH Rejected take-off distance available, helicopter

RTS Return to service

RTT Radioteletypewriter

RTZL Runway touchdown zone light(s)

RUT Standard regional route transmitting frequencies

RV Rescue vessel

RVR Runway visual range

RWY Runway

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

S South or southern latitude

SA Sand

SALS Simple approach lighting system

SAN Sanitary

SAP As soon as possible

SAR Search and rescue

SARPS Standards and recommended practices (ICAO)

SAT Saturday

SATCOM Satellite communication

SB Southbound

SC Stratocumulus

SCT Scattered

SDBY Stand by

SE South-east

SEB South-eastbound

SEC Seconds

SECT Sector

SELCAL Selective calling system

SEP September

SER Service or servicing or served

SEV Severe (used e.g. to qualify icing and turbulence reports)

SFC Surface

SG Snow grains

SGL Signal

SH ... Showers (followed by RA=rain, SN=snow, PE=ice pellets, GR=hail, GS=small hail and or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)

SHF Super high frequency (3 000 to 30 000 MHz)

SID Standard instrument departure

SIF Selective identification feature

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

SIGWX Significant weather

SIMUL Simultaneous or simultaneously

SIWL Single isolated wheel load

SKC Sky clear

SKED Schedule or scheduled

SLP Speed limiting point

SLW Slow

SMC Surface movement control

SMR Surface movement radar

SN Snow

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

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

SPECIAL Special meteorological report (in abbreviated plain language)

SPL Supplementary flight plan (message type designator)

SPOC SAR point in contact

SPOT Spot wind

SQ Squall

SQL Squall line

SR Sunrise

SRA Surveillance radar approach

SRE Surveillance radar element of precision approach radar system

SRG Short range

SRR Search and rescue region

SRY Secondary

SS Sandstorm

SS Sunset

SSB Single sideband

SSE South south east

SSR Secondary surveillance radar

SST Supersonic transport

SSW South southwest

ST Stratus

STA Straight-in approach

STAR Standard instrument arrival

STD Standard

STF Stratiform

STN Station

STNR Stationary

STOL Short take-off and landing

STS Status

STWL Stopway light(s)

SUBJ Subject to

SUN Sunday

SUP Supplement (AIP supplement)

SUPPS Regional supplementary procedures

SVC Service message

SVCBL Serviceable

SW South-west

SWB South-westbound

SWY Stopway

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

T Temperature

TA Transition altitude

TACAN UHF tactical air navigation aid

TAC TACAN

TAF Aerodrome forecast

TAIL Tail, wind

TAR Terminal area surveillance radar

TAS True airspeed

TAX Taxiing or taxi

TC Tropical cyclone

TCAS Traffic alert and collision avoidance system

TCH Threshold crossing height

TCU Towering cumulus

TDO Tornado

TDZ Touchdown zone

TECR Technical reason

TEL Telephone

TEMPO Temporary or temporarily

TEND Trend forecast

TFC Traffic

TGL Touch-and-go landing

TGS Taxiing guidance system

THR Threshold

THRU Through

THU Thursday

TIL Until

TIP Until past...(place)

TKOF Take off

TL ... Till (followed by time by which weather change is forecast to end)

TLOF Touchdown and lift-off area

TMA Terminal control area

TNA Turn altitude

TNH Turn height

TO To...(place)

TOC Top of climb

TODA Take-off distance available

TODAH Take-off distance available, helicopter

TOP Cloud top

TORA Take-off run available

TP Turning point

TR Track

TRA Temporary reserved airspace

TRANS Transmits or transmitter

TRL Transition level

TROP Tropopause

TS Thunderstorm (in aerodrome reports and forecasts, ts used alone means thunder heard but no precipitation at the aerodrome)

TS... Thunderstorm (followed by RA= RAIN, SN= snow, PE= ice pellets, GR= hail, GS= small hail and/or snow pellets or combinations thereof, e.g. TSRASN= thunderstorm with rain and snow)

TT Teletypewriter

TUE Tuesday

TURB Turbulence

TVOR Terminal VOR

TWR Aerodrome control tower or aerodrome control

TWY Taxiway

TWYL Taxiway-link

TYP Type of aircraft

TYPH Typhoon

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

U Upward (tendency in rvr during previous 10 minutes)

UAB Until advised by...

UAC Upper area control centre

UAR Upper air route

UDF Ultra high frequency direction-finding station

UFN Until further notice

UHDT Unable higher due traffic

UHF Ultra high frequency (300 to 3 000 MHz)

UIC Upper information centre

UIR Upper flight information region

ULR Ultra long range

UNA Unable

UNAP Unable to approve

UNL Unlimited

UNREL Unreliable

U/S Unserviceable

UTA Upper control area

UTC Co-ordinated universal time

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

VA Volcanic ash

VAC Visual approach chart

VAL In valleys

VAN Runway control van

VAR Magnetic variation

VAR Visual-aural radio range

VASIS Visual approach slope indicator system

VC Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, PO=dust-sand whirls, BLDU=blowing dust, BLSA = blowing sand or BLSN=blowing snow, e.g. VC FG = vicinity fog)

VCY Vicinity

VDF Very high frequency direction-finding station

VDGS Visual docking guidance system

VER Vertical

VFR Visual flight rules

VHF Very high frequency (30 to 300 Mhz)

VIP Very important person

VIS Visibility

VLF Very low frequency (3 to 30 khz)

VLR Very long range

VMC Visual meteorological conditions

VOLMET Meteorological information for aircraft in flight

VOR VHF omnidirectional radio range

VORTAC VOR and TACAN combination

VOT VOR airborne equipment test facility

VRB Variable

VSA By visual reference to the ground

VSP Vertical speed

VTOL Vertical take-off and landing

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

W West or western longitude

W White

WAC World aeronautical chart-ICAO 1:1 000 000

WAFC World area forecast centre

WB Westbound

WBAR Wing bar lights

WDI Wind direction indicator

WDSPR Widespread

WED Wednesday

WEF With effect from or effective from

WI Within

WID Width

WIE With immediate effect or effective immediately

WILCO Will comply

WINTEM Forecast upper wind and temperature for aviation

WIP Work in progress

WKN Weaken or weakening

WMO World meteorological organization

WNW West north west

WO Without

WPT Way-point

WRNG Warning

WS Wind shear

WSPD Wind speed

WSW West south west

WT Weight

WTSPT Waterspout

WX Weather

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

X Cross

XBAR Crossbar (of approach lighting system)

XNG Crossing

XS Atmospherics

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

Y Yellow

YCZ Yellow caution zone (runway lighting)

YR Your

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

Z Co-ordinated universal time (in meteorological messages)

GEN 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
Tel 2: +250 – 792402917
AFS: HRYRYNYX

Principal Rwanda AIS sections and service hours are as follows:

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

GEN 3.1.2 Area of responsibility

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

GEN 3.1.3 Aeronautical publications

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

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

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

2. Aeronautical Information Publication (AIP)

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

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

3. Amendment Service to the AIP (AIP AMDT)

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

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

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

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

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

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

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

4. AIP Supplement (AIP SUP)

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

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

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

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

5. NOTAM

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

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

GEN 3.3 AIR TRAFFIC SERVICES

GEN 3.3.1 Responsible service

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

Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA)
Air Traffic Services
Kigali International Airport
Kigali- Rwanda
Tel 1: +250 - 252 - 585499
Tel 2: +250 792402917
AFS: HRYRZTZX, HRYRZAZX
E-Mail: 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.tower@rac.co.rw	HRZAZTZX
GISENYI TWR	P.O.BOX 1171, Kigali	00250 -252-540866	Nil	Nil	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
Tel 3: +250 -792402917
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 observations Wind direction and speed at 10 m above ground level AWOS, Automatic Wind-shear warnings SADIS ftp Doppler Weather Radar, D-ATIS, AMSS, Lightening detector.	METAR, SPECI, MET Report, Special Report, TAF, SYNOP Plain language, Take-off data forecast Low level Significant weather charts (SIGWX). Supplementary: Trend forecast Wind-shear warnings	AWOS available at RWY 28 and RWY10 Surface wind Cup anemometer (see AD chart) RVR FS11P: Available at RWY28 and mid runway. Airport ceilometer available Thermometer.	H24	Climatological tables available
KAMEMBE Airport HRZA	Semi-Hourly plus special observations Wind direction and speed at 10 m above ground level AWOS	METAR, SPECI, MET Report, Special Report, 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: Available 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 Report, Special Report, SYNOP. Plain language	Cup anemometer	H12	Climatological tables available
RUHENGERI Ruhengeri HRYU	Hourly plus special observations Wind direction and speed at 10 m above ground level	METAR, SPECI, Special Report, SYNOP Plain language	Cup anemometer	H12	Climatological tables available
BUTARE Butare HRYI	AWS Wind direction and speed at 10 m above ground level	-	Cup anemometer	H12	NIL

GEN 3.6 SEARCH AND RESCUE

GEN 3.6.1 Responsible service(s)

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

2. Rescue units and search facilities are made available by the Rwanda government agencies, non-government and private organisations as required.
When SAR operations are needed, a Rescue Coordination Centre is established in Rwanda Airports Company's technical bloc.
The address is as follows:

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

Search and Rescue Point of Contact (SPOC) Address:
Name: Mr. Geoffrey KWIZERA
Tel 1:+250 - 726952801
Tel 2: 00250 - 252 - 640 054
Email: kigalircc@rac.co.rw
AFTN: HRYRYFYX

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

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

GEN 3.6.2 Area of responsibility

The rescue coordination center is responsible for SAR operations within Kigali SAR region.
Starting from Point 010328.2S 0302822.8E Clockwise along territorial boundary of Rwanda then back to point 010328.2S 0302822.8E
Vertical limits: SFC to UNL

GEN 3.6.3 Type of service

Various elements of the National Police, and military are also available for search and rescue missions, when required.
All aircraft which are to be deployed for SAR operations are equipped so as to be able to communicate on Aeronautical Emergency 121.500 MHz.
1. Notification of Rescue Coordination Centres (RCCs)

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

a) INCERFA, ALERFA or DETRESFA as appropriate to the phase of the emergency

b) Agency and person calling

c) Nature of the emergency

d) Significant information from the flight plan

e) Unit which made last contact, time and means used

f) Last position report and how determined

g) Colour and distinctive marks of aircraft

h) Dangerous goods carried as cargo

i) Any action taken by reporting office

j) Other pertinent marks

Table GEN 3.6.3 Search and Rescue Units

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

GEN 3.6.4 SAR agreements

1. Search and rescue agreement have been signed between East-African partner states concerning cooperation and co-ordination, setting for the conditions for entry of each others' search and rescue units and equipment into their respective territories upon request.
Requests for the entry of aircraft, equipment and personnel from other States to engage in the search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Rescue Coordination Centre, giving full details of the projected mission and its rationale.
The rescue coordination centre immediately acknowledges the acceptance of such a request and indicates the conditions, if any, under which the projected mission must be undertaken.

GEN 3.6.5 Conditions of availability

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

GEN 3.6.6 Procedures and signals used

1. Procedures and signals used by aircraft.
Procedures for pilots-in-command intercepting a distress call or message are outlined in Part 32 of Rwanda Civil Aviation Regulations.

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

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

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

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

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

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

2. Bank Name : ECOBANK Rwanda
   Account Name : ASECNA
   Account Number : 6775022513 (EURO)
   Swift Code : ECOCRWRWXXX

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 : RW9000401001524487459 78
   Swift Code : BKIGRWRW

   Account Number 2: 100152448478 (RWF)
   IBAN Number : RW9000401001524484786 46
   Swift Code : BKIGRWRW

2. Bank Name : ECOBANK Rwanda
   Account Name : ASECNA
   Account Number : 6775022513 (EURO)
   Swift Code : ECOCRWRWXXX

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

ENR 1.6.1 Primary radar

1. Supplementary services;

Area control surveillance services are provided within KIGALI FIR

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

2. The application of radar control service

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

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

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

2.3. The minimum horizontal radar separations provided are:
a) 10 NM En-route

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

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

3. Radar and air-ground communication failure procedures
3.1 Radar failure
In the event of radar failure or loss of radar identification, instructions will be issued to restore non-radar standard separation (procedural services) and the pilot shall be informed.

3.2 Air-ground communication failure procedures
The radar controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or turns. If the turns are observed, the radar controller will continue to provide radar service to the aircraft.

If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with provisions of manual of air traffic services and ICAO Doc 4444.

If radar identification has already been established, the radar controller will vector other identified aircraft clear of its track until such time as the aircraft leaves radar cover.

4. Voice and CPDLC position reporting requirements; **and**
Nil

5. Graphic portrayal of area of radar coverage
Nil

ENR 1.6.2 Secondary surveillance radar (SSR)

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

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

1. Emergency Procedures

Except when encountering a state of emergency, pilots shall operate transponders and select modes and codes in accordance with ATC instructions. In particular, when entering Kigali FIR, pilots who have already received specific instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

Pilots of aircraft about to enter Kigali FIR who have not received specific instructions from ATC concerning the setting of the transponder shall operate the transponder on Mode A/3, Code 20 (or 2000) before entry and maintain that code setting until otherwise instructed.

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

2. Air-Ground Communication Failure and Unlawful Interference Procedures
2.1 Radio communication failure (Air-ground communication failure)
a) In the event of an aircraft radio receiver failure, a pilot shall select Mode A/3, Code 76 (or 7600) and follow established procedures; subsequent control of the aircraft will be based on those procedures

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

2.2 Unlawful Interference Procedures
Pilots of aircraft in flight subjected to unlawful interference shall endeavor to set the transponder to Mode A, Code7500 to make the situation known, unless circumstances warrant the use of Mode A/B, Code 77 (or 7700)

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

3.2. Special Purpose Mode A/3 Codes
The following codes are reserved internationally for special purposes and should be selected as follows:
i. Code 7700: To indicate an emergency
ii. Code 7600: To indicate a Radio Failure
iii. Code 7500: To indicate unlawful interference with the planned operation of a flight

The following SSR code series are allocated to Kigali FIR

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

4. Voice and CPDLC position reporting requirements
Nil

5. Graphic portrayal of area of SSR coverage.
Nil

ENR 1.6.3 Automatic Dependent Surveillance — Broadcast (ADS-B)

Nil

ENR 1.6.4 Other relevant information and procedures

1. Mode S Aircraft Identification

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

2. Radar failure procedures

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

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

3. Transponder Failure

3.1. Failure before intended departure

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

3.2. Failure after departure

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

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ENR 3.2 AREA NAVIGATION ROUTES

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

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

ENR 3.2 AREA NAVIGATION ROUTES

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

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

ENR 3.2 AREA NAVIGATION ROUTES

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

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

ENR 3.2 AREA NAVIGATION ROUTES

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

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

ENR 3.2 AREA NAVIGATION ROUTES

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

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HRYR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HRYR - KIGALI INTL

HRYR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	015806.41S 0300818.19E Centre of RWY/1640 M from THR 28
2	*Direction and distance from (city)*	278°, 10 km from Kigali City Centre
3	*Elevation / Reference temperature (Mean Low temperature)*	Elev: 4883 FT (1488 M) / T: 23° C (Mean Low T: NIL)
4	*Geoid undulation at AD ELEV PSN*	8.7 M
5	*MAG VAR / Annual change*	1° E (2023)
6	*AD Administration, address, telephone, telefax, telex, AFS*	Rwanda Airports Company Ltd Tel: 00250 252 585555 Tel: 00250 - 724 - 123 139 AFS: HRYRYDYX email: operations@rac.co.rw Website: www.rac.co.rw
7	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8	*Remarks*	Sorrounded 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	*Hotels*	Near airport and in the city.
2	*Restaurants*	At AD (snacks), near the airport and in the city.
3	*Transportation*	Buses, taxis and car hire from AD.
4	*Medical facilities*	First aid at AD. Hospitals nearby and in the city.
5	*Bank and Post Office*	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	*Tourist Office*	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	*Remarks*	NIL

HRYR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 9 - H24
2	*Rescue equipment*	6 ARFF trucks all equiped with Rescue and firefighting equipment (equipment to CAT 9 requirements) and ambulances at closer hospitals.
3	*Capability for removal of disabled aircraft*	The aircraft recovery equipment is available and able to recover aircraft up to code E
4	*Remarks*	NIL

HRYR AD 2.7 SEASONAL AVAILABILITY

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

HRYR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1 *Apron surface and strength*

Designator	*Surface*	*Strength*
Apron A	Asphalt	PCN 64/F/B/W/U
Apron B	Asphalt	PCN 36/F/B/X/T
Apron C	Asphalt	PCN 36/F/B/X/T
Apron D	Asphalt	PCN 28/B/W/U

2 *Taxiway width, surface and strength*

Designator of TWY	*Width*	*Surface*	*Strength*
A	23 M	Asphalt	PCN 67/F/B/X/T
B	23 M	Asphalt	PCN 64/F/B/W/U
C	23 M	Asphalt	PCN 45/F/B/X/T
D	18 M	Asphalt	PCN 36/F/B/X/T
E	18 M	Asphalt	PCN 36/F/B/X/T
F	18 M	Asphalt	PCN 36/F/B/X/T
G	29.24 M	Asphalt	PCN 36/F/B/X/T
H	29.24 M	Asphalt	PCN 36/F/B/X/T
J	28.29 M	Asphalt	PCN 36/F/B/X/T
M	12 M	Asphalt	PCN 28/B/W/U

3	*Altimeter checkpoint location and elevation*	Location: Bays of which co-ordinates are mentioned on parking chart Elevation: See parking chart
4	*VOR checkpoints*	NIL
5	*INS checkpoints*	NIL

6	*Remarks*	NIL

HRYR 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.

HRYR 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					

HRYR 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	*Charts and other information available for briefing or consultation*	Upper and low level siginificant weather charts (SIGWX, Wind and temperature (WINTEM)
8	*Supplementary equipment available for providing information*	D-ATIS with frequency number 128.700 MHz, SADIS, AMSS, and Low Level Wind-shear sensors Doppler weather radar
9	*ATS units provided with information*	Kigali TWR and Kigali ACC
10	*Additional information (limitation of service, etc.)*	Take-off data forecast.

HRYR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	*TRUE BRG*	*Dimension of RWY (M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	*2*	*3*	*4*	*5*	*6*
10	100.00°	3500 x 45	PCN 64/F/B/W/U Asphalt SWY: NIL	015757.91S 0300729.69E 015816.82S 0300917.57E GUND: 26.3 FT	THR 4878 FT (1487 M) TDZ 4882 FT (1488 M)
28	280.00°	3500 x 45	PCN 64/F/B/W/U Asphalt SWY: NIL	015815.58S 0300910.52E 015757.24S 0300725.95E GUND: 29.0 FT	THR 4873.98 FT (1486 M) TDZ 4875 FT (1486 M)

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*
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

RWY Designator	*Remarks*
1	*14*
10	RWY is not allowed for landing (take-off only), except with ATC authorisation. Threshold displacement of 118 m Dimensions in conventional geographic measurements.
28	RWY is not allowed for take-off (landing only), except with ATC authorisation. Threshold displacement of 218 m Dimensions in conventional geographic measurements.

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

HRYR 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

HRYR AD 2.20 LOCAL AERODROME REGULATIONS

20.1 Airport regulations

20.1.1 When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given to each aircraft by the TWR or SMC.

20.1.2 The TWR has means of direct communication with the refuelling unit. Notification of need of fuel has to be given well in advance, before entering the apron.

20.1.3 All categories of operation like embarkation and disembarkation of passengers and cargo, for domestic or international flight, on commercial or private business including training and technical flights must take place at the main apron facing to the terminal building, unless otherwise exempted by the airport authority.

20.1.4 All aircraft of AUW (All Up Weight) of 30 tons or plus are not allowed to make half-turn on the runway, such a manoeuvre has to be done on the runway turn pad located at the end of the runway.

20.2 Taxiing to and from stands

20.2.1 If the traffic permits, a temporary parking of short duration may be allowed in front of the terminal building to aircraft of the general aviation for the purpose of loading and offloading. If it is foreseeable that the operations need much more time, the pilot in command has to inform the TWR or the marshaller in order to allocate a convenient stand for such an aircraft.

20.2.2 Aircraft taxiing on the apron need to be so cleared either by the TWR or SMC whose frequencies are 118.300 MHz and 121.700 MHz

20.2.3 The handling of cargo is done on parking bay number 4A, 4B, 5A and 5B as far as practicable.

20.3 Parking area for small aircraft (General aviation)

A separate parking area is established to the southern part of the apron, whereas only those aircraft of general aviation are accepted.

20.4 Parking area for helicopters

Usually, the parking guidance for helicopters is assisted from the control tower in respect of the purpose of the flight.

20.5 Apron - taxiing during winter conditions
Nil

20.6 Taxiing-limitations
Nil

20.7 School and training flights - technical test flights - use of runways
The permanent watch on appropriate frequencies is mandatory. Flights have to comply with ATC instructions. They are not allowed between sunset and sunrise unless otherwise authorized by the Chief of ATC.

20.8 Helicopter traffic - limitation
Nil

20.9 Removal of disabled aircraft from runways
When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense. They cannot contest whatever means used, or claim any damage against the airport administration.

HRYR AD 2.21 NOISE ABATEMENT PROCEDURES

No special procedures are set up with regard to limitations of aircraft movement because of noise developed by engines. However, the airport authority and the air traffic control services may suggest an alteration of aircraft movements under exceptional circumstances.

HRYR AD 2.22 FLIGHT PROCEDURES

Some aircraft using Kigali airport are not compliant advised to keep away from Kigali City Center. Always with regard to the noise limitations. They are strongly landing on RWY 28; take-off on RWY 10.

HRYR AD 2.23 ADDITIONAL INFORMATION

Nil

HRYR AD 2.24 CHARTS RELATED TO AN AERODROME

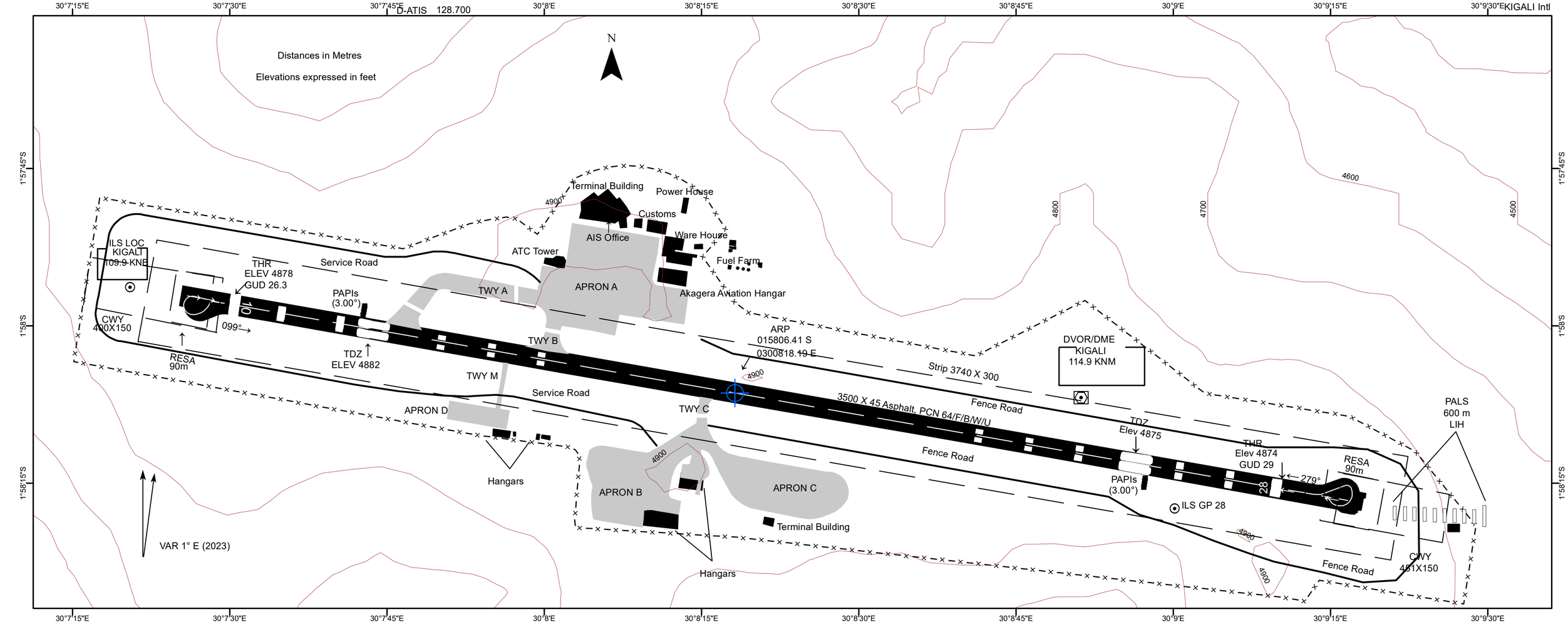
Charts	*Pages*
HRYR AERODROME CHART-ICAO	AD 2 HRYR - 11
HRYR PARKING _DOCKING CHART-ICAO	AD 2 HRYR - 13
HRYR AERODROME OBSTA- CLE CHART -ICAO TYPE- A.pdf	AD 2 HRYR - 15
HRYR AERODROME OBSTA- CLE CHART -ICAO TYPE- B.pdf	AD 2 HRYR - 17
HRYR PRECISION APPROACH TERRAIN CHART-ICAO.pdf	AD 2 HRYR - 19
HRYR SIDS CHART-ICAO.pdf	AD 2 HRYR - 21
HRYR ROUTE DESCRIPTION SID RWY 10.pdf	AD 2 HRYR - 23
HRYR STAR RNAV RWY 28-ICAO.pdf	AD 2 HRYR - 25
HRYR ROUTE DESCRIPTION ARRIVAL RWY 28.pdf	AD 2 HRYR - 27
HRYR STAR RWY 28.pdf	AD 2 HRYR - 29
ATC SURVEILLANCE MINIMUM ALTITUDE CHART-ICAO.pdf	AD 2 HRYR - 31
INSTRUMENT APPROACH CHART ILS Z RWY 28-ICAO.pdf	AD 2 HRYR - 33
INSTRUMENT APPROACH CHART ILS Y RWY 28-ICAO.pdf	AD 2 HRYR - 35
INSTRUMENT APPROACH RNAV GNSS RWY 28-ICAO.pdf	AD 2 HRYR - 37
HOLDING INSTRUCTIONS RNAV (GNSS) RWY 28.pdf	AD 2 HRYR - 39
INSTRUMENT APPROACH CHART VOR Z RWY 28-ICAO.pdf	AD 2 HRYR - 41

AERODROME CHART-ICAO

AD ELEV 4883 FT

TWR 118.300
D-ATIS 128.700

KIGALI, RWANDA
EKIGALI Intl



SCALE 1:8,000

150 75 0 150 300 450 Meters

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

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.
Landing not allowed on RWY 10 (Take-off only), except with ATC authorisation
TWY A- 67/F/B/X/T
TWY B- 64/F/B/W/U
TWY C- 45/F/B/X/T
TWY D/E/F- 36/F/B/X/T
TWY G/H/J- 36/F/B/X/T
TWY M - 28/B/W/U
APRON A - 64/F/B/W/U
APRON B/C- 36/F/B/X/T
APRON D - 28/B/W/U

GUD (Geoid Undulation) the height of the geoid (MSL) above the reference ellipsoid (WGS-84) at the stated position.

Provision of RESA

RWY Designation	Undershoot RESA	Overshoot RESA
10	90	90
28	90	90

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

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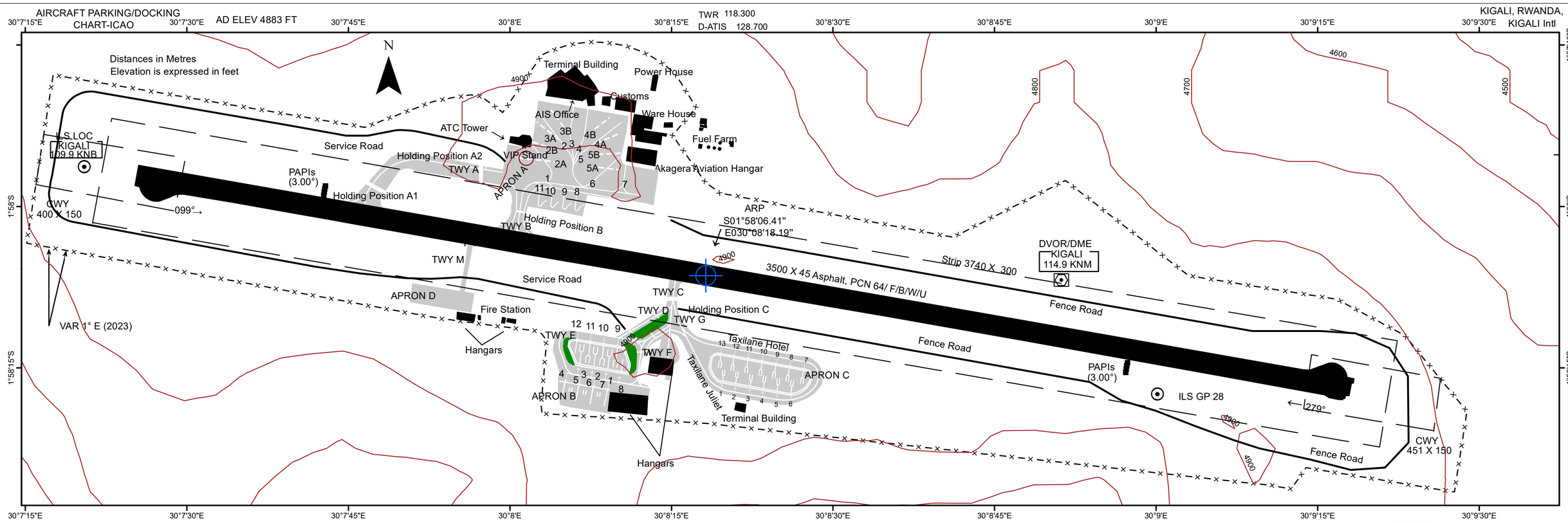
AIRCRAFT PARKING/DOCKING CHART-ICAO

AD ELEV 4883 FT

TWR 118.300
D-ATIS 128.700

KIGALI, RWANDA,
KIGALI Intl



SCALE: 1:8,000

APRON A

Primary Parking Stands (Solid Lines)			Secondary Parking Stands (Broken Lines)		
Stnds	S,E	Elev(m)	Stands	S,E	Elev(m)
1	015754.71S 0300802.68E	1491.8	2A	015755.51S 0300802.33E	1491.4
2	015751.77'S 0300803.38E	1491.1	2B	015754.07S 0300802.67E	1491.9
3	015751.17'S 0300806.20E	1490.6	3A	015752.49S 0300803.22E	1491.4
4	015751.40S 0300807.54E	1490.4	3B	015751.44S 0300804.43E	1490.9
5	015752.89S 0300810.02E	1490.2	4B	015752.24S 0300809.14E	1490.3
6	015756.01S 0300809.93E	1490.8	4A	015753.73S 0300809.67S	1490.5
7	015756.49S 0300810.90E	1490.4	5B	015755.31S 0300809.93E	1490.9
8	015759.99S 03086.87E	1489.8	5A	015756.77S 0300809.79E	1490.7
9	015759.79S 03085.77 E	1489.8			
10	015759.60S 03084.65E	1489.7			
11	015759.42S 03083.52E	1489.6			

APRON B

Parking Stands

Stnds	Substnds	S,E	Elev(m)
1	1	015818.34S, 03088.73E	1487.0
	2	015818.37S, 03088.72E	1487.0
	3	015818.48S, 03088.70E	1487.0
	4	015818.55S, 03088.69E	1487.0
	5	015818.58S,03088.69E	1487.0
2	1	015818.12S, 03087.49E	1486.6
	2	015818.15S, 03087.49E	1486.6
	3	015818.27S, 03087.47E	1486.6
	4	015818.33S, 03087.45E	1486.6
	5	015818.36S, 03087.45E	1486.6
3	1	015817.91S, 03086.25E	1486.3
	2	015817.93S, 03086.25E	1486.3
	3	015818.05S,03086.23E	1486.3
	4	015818.11S, 03086.22E	1486.2
	5	015818.14S, 03086.21E	1486.2

Parking Stands

APRON B

Stands	Substands	S,E	Elev(m)
4	1	015817.69S, 03085.01E	1485.9
	2	015817.71S, 03085.01E	1485.9
	3	015817.83S, 03084.99E	1485.9
	4	015817.89S, 03084.98E	1485.9
	5	015817.92S, 03084.97E	1485.9
5	1	015814.08S, 03086.60E	1487.1
	2	015814.05S, 03086.61E	1487.0
	3	015813.93S, 03086.63E	1487.1
	4	015813.87S, 03086.64E	1487.1
	5	015813.84S, 03086.64E	1487.1
6	1	015814.29S, 03087.84E	1487.4
	2	015814.27S, 03087.84E	1487.4
	3	015814.15S, 03087.86E	1487.4
	4	015814.09S,03087.87E	1487.4
	5	015814.06S, 03087.88E	1487.4
7	1	015814.51S,03089.08E	1487.7
	2	015814.49S,03089.08E	1487.8
	3	015814.37S, 03089.10E	1487.8
	4	015814.31S,03089.11E	1487.8
	5	015814.28S,03089.12E	1487.8
8	1	015814.73S,030810.31E	1488.0
	2	015814.70S,030810.32E	1488.0
	3	015814.59S,030810.34E	1488.0
	4	015814.53S,030810.35E	1488.1
	5	015814.50S,030810.36E	1488.1
9	1	015814.63S,03089.69E	1487.9
	2	015814.65S,03089.69E	1487.9
	3	015814.77S,03089.67E	1487.9
	4	015814.83S,03089.66E	1487.9
	5	015814.86S,03089.65E	1487.9
10	1	015814.41S,03088.46E	1487.5
	2	015814.44S,03088.45E	1487.5
	3	015814.55S,03088.43E	1487.5
	4	015814.61S,03088.42E	1487.5
	5	015814.64S,03088.42E	1487.5
11	1	015814.19S,03087.22E	1487.2
	2	015814.22S,0308'7.22E	1487.2
	3	015814.33S,03087.20E	1487.2
	4	015814.40S,03087.18E	1487.2
	5	015814.43S,0308'7.18E	1487.2

APRON B

Stands	Substands	S,E	Elev(m)
12	1	015813.97S, 03085.99E	1486.9
	2	015814.00S, 03085.98E	1486.9
	3	015814.11S, 03085.96E	1486.9
	4	015814.18S, 03085.95E	1486.9
	5	015814.21S, 03085.94E	1486.9

APRON C

Stands	Substands	S,E	Elev (m)
1	1	015815.14S,030819.93E	1485.6
	2	015815.11S,030°819.96E	1485.6
	3	015815.01S,030819.96E	1485.7
	4	015814.95S,030820.00E	1485.7
	5	015814.91S,030820.00E	1485.7
2	1	015815.37S,30821.22E	1485.1
	2	015815.24S,030821.26E	1485.1
	3	015815.18S,030821.26E	1485.1
	4	015815.14S,030821.29E	1485.2
	5		
3	1	015815.63S,030822.52E	1484.5
	2	015815.60S,030822.52E	1484.5
	3	015815.47S,030822.55E	1484.5
	4	015815.41S,030822.55E	1484.6
	5	015815.37S,030822.55E	1484.6
4	1	015815.86S,030823.81E	1484.0
	2	015815.83S,030823.81E	1484.0
	3	015815.73S,030823.84E	1484.0
	4	015815.67S,030823.84E	1484.0
	5	015815.64S,030823.84E	1484.0
5	1	015816.09S,030825.10E	1483.5
	2	015816.06S,030825.10E	1483.5
	3	015815.96S,030825.13E	1483.6
	4	015815.90S,030825.13E	1483.6
	5	015815.87S,030825.13E	1483.6
6	1	015816.19S,030826.39E	1483.2

APRON C

Stands	substands	S,E	Elev(m)
7	1	015816.39S,030827.04E	1482.9
	2	015816.42S,030827.04E	1482.9
	3	015816.52S,030827.01E	1482.9
	4	015816.58S,30827.01E	1482.9
	5	015816.62S,30827.01E	1482.9
8	1	015816.16S,030825.75E	1483.3
	2	015816.29S,030825.72E	1483.3
	3	015816.35S,030825.72E	1483.3
	4	015816.39S,030825.72E	1483.3
9	1	015815.90S,030824.46E	1483.8
	2	015815.93S,030824.46E	1483.8
	3	015816.06S,030824.42E	1483.7
	4	015816.12S,030824.42E	1483.7
	5	015816.16S,030824.42E	1483.7
10	1	015815.67S,030823.16E	1484.3
	2	015815.70S,030823.16E	1484.2
	3	015815.80S,030823.16E	1484.2
	4	015815.86S,030823.13E	1484.2
	5	015815.89S,030823.13E	1484.2
11	1	015815.44S,030821.90E	1484.8
	2	015815.47S,030821.87E	1484.8
	3	015815.57S,030821.87E	1484.8
	4	015815.63S,030821.84E	1484.8
	5	015815.66S,030821.84E	1484.7
12	1	015815.21S,030820.61E	1485.4
	2	015815.34S,030820.58E	1485.4
	3	015815.40S,030820.58E	1485.3
	4	015815.43S,030820.54E	1485.3
13	1	015814.94S,030819.32E	1485.9
	2	015814.98S,030819.32E	1485.9
	3	015815.11S,030819.28E	1485.8
	4	015815.17S,030819.28E	1485.8
	5	015815.20S,030819.28E	1485.8

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.

140 70 0 140 280 420 Meters

Legend

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

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 accomodates C208 and parking stands 2,8 and 12 on Apron C which have substands 1-4 that accomodates different types of aircraft, all other parking stands have parking substands 1-5 where all parking substands (1-5) accomodate different types of aircraft

Parking Stands 1,3,4,5,7,9,10,11,13

Substands	Types of Aircraft
1	737-1-2-3-4-5-6-7/A319
2	A320
3	737-8
4	737-9
5	DC9/MD87

Parking Stands 2,8,12

substands	Types of aircraft
1	737-1-2-3-5-6-7/A319
2	737-8
3	737-9
4	DC9/MD87

Pilots are advised to park as instructed.

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

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