AIRAC AIP AMENDMENT NUMBER 03/24
REPUBLIC OF RWANDA

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Publication Date:
19 September 2024

Effective Date:
28 November 2024

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This AIRAC AIP AMDT contains the following changes;

1. New and revised Kigali airport flight procedures.
2. Update of ATS routes tables to remove withdrawn points.
3. Withdrawal of HR(P)-5 and introduction of HR(P)-7 Prohibited areas.
4. Update of EN-route charts to incorporate HR(P)-7 Prohibited area and removal of HR(P)-5
5. Update of Kigali charts to incorporate New and revised Kigali airport flight procedures.
6. Incorporates NOTAM: A0006, A0007, A0015, and A0016.
7. Cancel NOTAM: A0005, A0014.

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		ENR 3.2 UL432 (RNAV10) - 4	28 NOV 2024
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		AD 2 HRYR - 22	28 NOV 2024
AD 2 HRYR - 23	25 JAN 2024	AD 2 HRYR - 23	28 NOV 2024
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AD 2 HRYR - 31	25 JAN 2024	AD 2 HRYR - 31	28 NOV 2024
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		AD 2 HRYR - 42	28 NOV 2024
AD 2 HRYR - 43	25 JAN 2024	AD 2 HRYR - 43	28 NOV 2024
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GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective Date*	*Inserted by*
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

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NR/Year	Publication date	Date Inserted	Inserted by
NIL	NIL	NIL	NIL

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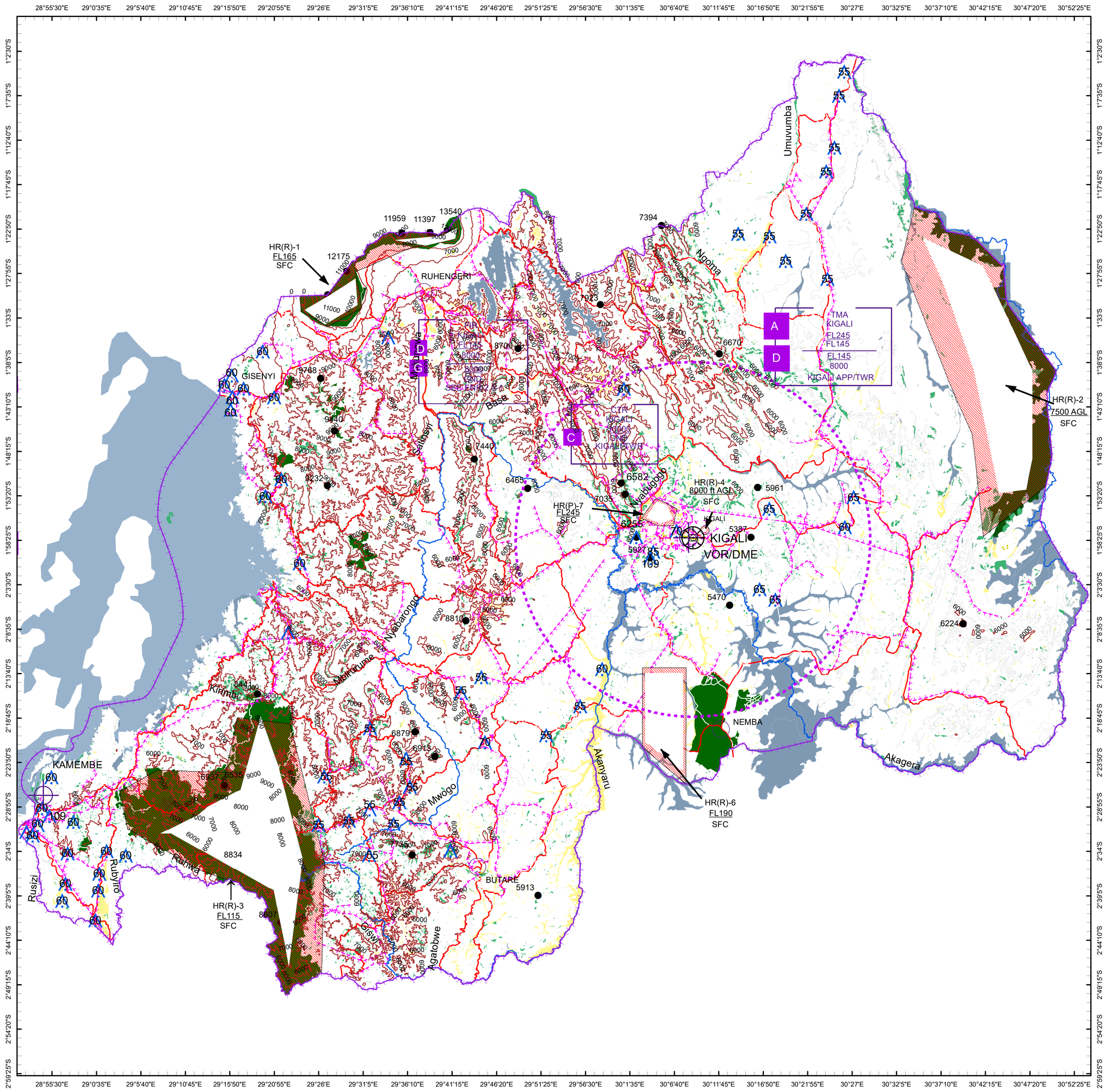
GEN 3.2.5 List of aeronautical charts available

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-27	See 3.2.3. PURCHASE ARRANGEMENTS	28 NOV 24
Instrument Approach Chart-ICAO (IAC)	KIGALI/ Kigali Intl				
	1 : 2,500 1 : 500	PATC-RWY 28	AD 2 HRYR-19	See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24
	1 : 250,000 1 : 250,000 1 : 250,000 1 : 250,000 1 : 250,000 1 : 250,000	ILS Z RWY 28 ILS Y RWY 28 RNP RWY 28 VOR Z RWY 28 VOR Y RWY 28 RNP-RWY 10	AD 2 HRYR-29 AD 2 HRYR-31 AD 2 HRYR-33 AD 2 HRYR-35 AD 2 HRYR-37 AD 2 HRYR-43		28 NOV 24 28 NOV 24 28 NOV 24 28 NOV 24 28 NOV 24 28 NOV 24
	KAMEMBE/Kamembe				
	1:600,000	RNAV (GNSS) RWY 20	AD 2 HRZA-11	See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24
Standard Departure Chart Instrument ICAO (SID)	KIGALI/ Kigali Intl				
	1 : 500,000	RNP SID RWY 10	AD 2 HRYR-21	See 3.2.3. PURCHASE ARRANGEMENTS	28 NOV 24
	KAMEMBE/Kamembe				
	1:500,000	KAROS 2D RWY 02	AD 2 HRZA-9		25 JAN 24
Standard Arrival Chart Instrument - ICAO (STAR)	KIGALI/ Kigali Intl				
	1 : 500,000 1 : 500,000	RNP STAR RWY 28 STAR RWY 28	AD 2 HRYR-23 AD 2 HRYR-25	See 3.2.3. PURCHASE ARRANGEMENTS	28 NOV 24
	1 : 500,000	RNP STAR RWY 10	AD 2 HRYR-41		28 NOV 24
Visual Approach Charts - ICAO (VAC)	1 : 10,000	BUTARE/Butare	AD 2 HRYI-7	See 3.2.3. PURCHASE ARRANGEMENTS	25 JAN 24
	1 : 100,000	GISENYI/Gisenyi	AD 2 HRYG-9		25 JAN 24
	1 : 10,000	KAMEMBE/Kamembe	AD 2 HRZA-13		25 JAN 24
	1 : 200,000	KIGALI/Kigali Intl	AD 2 HRYR-39		28 NOV 24
	1 : 25,000	NEMBA/Nemba	AD 2 HRYN-7		25 JAN 24
	1 : 10,000	RUHENGERI/ Ruhengeri	AD 2 HRYU-7		25 JAN 24

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

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

AERONAUTICAL CHART- ICAO 1:500,000



SCALE 1:500,000

10 5 0 10 20 30 Kilometers

4.5 2.250 4.5 9 13.5 Nautical Miles

Legend

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

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ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

ENR 1.5.1 General

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

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

ENR 1.5.2 Arriving Flights

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

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

ENR 1.5.3 Departing Flights

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

2. Detailed instructions with regard to routes, turns, etc. will be part of the clearance.
3. Holding;
Holding area refers to the area within which the aircraft should be contained on better than 98 percent probability. Holding pattern refers to the basic race track pattern. Factors taken into account to calculate the holding area includes:
I) Ground equipment tolerance;
II) Airborne equipment tolerance;
III) Wind and temperature values within 95 percent probability;
IV) The airspeeds, rates of turn and procedures given below.

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

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

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

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

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

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

7. Minimum Holding Altitude;
The minimum holding altitude at which holding procedures may be performed shall not be less than 1000 ft above all obstacles in that holding pattern’s obstacle assessment.

8. Airspeeds, Rates of Turn and Procedure Table

<table>
<tr><th rowspan="2">Flight Level (FL)</th><th rowspan="2">Propeller Aircraft</th><th colspan="2">Jet Aircraft</th></tr>
<tr><th>Normal Condition</th><th>Turbulence Condition</th></tr>
<tr><td>Above 6000 ft
up to FL140(4250 m)
inclusive</td><td>170 kt</td><td>230 kt
(425 km/h)</td><td rowspan="3">280 kt (520 km/h) or Mach 0.5 whichever is less.
The speed of 280 kt (Mach 0.5) reserved for turbulence conditions shall be used for holding only after prior clearance with ATC.</td></tr>
<tr><td>Above
FL140 (4250 m)
to
FL200 (6100 m)</td><td>175 kt</td><td>240 kt
(445 km/h)</td></tr>
<tr><td>Above
FL200 (6100 m)
to
FL340 (10350 m)
inclusive</td><td colspan="2">265 kt (490 km/h)</td></tr>
<tr><td>Above
FL340(10350 m)</td><td colspan="2">Mach 0.83</td><td>Mach 0.83</td></tr>
</table>

ENR 1.5.4 Other relevant information and procedures

Nil

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

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

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
B531						
▲DATAN 020555.22S 0305346.27E						
	279° 099° 33.0 NM	FL245 FL120 Class A	10	↑	↓	For continuation see AIP TANZANIA
▲DUSBA 020026.79S 0302137.79E						
	279° 099° 13.0 NM	FL245 FL120 Class A	10	↑	↓	Kigali ACC VHF 124.300 MHz
▲Kigali DVOR/DME 'KNM' 015806.83S 0300851.21E						
	287° 107° 13.0 NM	FL245 FL120 Class A	10	↑	↓	Kigali ACC VHF 124.300 MHz
∆ ETLIT 015409.65S 0295628.69E						
	287° 107° 29.0 NM	FL245 FL120 Class A	10	↑	↓	Kigali ACC VHF 124.300 MHz
▲RANAG 014516.84S 0292842.44E						
	287° 108° 15.0 NM	FL245 FL120 Class A	10	↑	↓	For continuation see AIP D.R CONGO
▲GOMA (DRC) DVOR 'GOM' 014042.97S 0291425.85E						

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
UB531						
▲DATAN 020555.22S 0305346.27E						
	279° 099° 33.0 NM	UNL FL245 Class A	50	↑	↓	For continuation see AIP TANZANIA
▲DUSBA 020026.79S 0302137.79E						
	279° 099° 13.0 NM	UNL FL245 Class A	50	↑	↓	Kigali ACC VHF 124.300 MHz
▲Kigali DVOR/DME 'KNM' 015806.83S 0300851.21E						
	287° 107° 13.0 NM	UNL FL245 Class A	50	↑	↓	Kigali ACC VHF 124.300 MHz
∆ ETLIT 015409.65S 0295628.69E						
	287° 107° 29.0 NM	UNL FL245 Class A	50	↑	↓	Kigali ACC VHF 124.300 MHz
▲RANAG 014516.84S 0292842.44E						
	287° 108° 15.0 NM	UNL FL245 Class A	50	↑	↓	For continuation see AIP D.R CONGO
▲GOMA (DRC) DVOR 'GOM' 014042.97S 0291425.85E						

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

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

ENR 3.2 AREA NAVIGATION ROUTES

Route designator Name of significant points Coordinates	*Waypoint Formation (Angle and Distance Indication) Elevation of DME antenna*	*Reference Track MAG Rev Track MAG Length*	*Upper limit Lower limit Airspace class*	*Direction of cruising levels*		*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° 41.0 NM	FL245 FL120 Class A	↑	↓	(10)	For continuation see AIP TANZANIA
▲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' 021858.21S 0284842.45E	83 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*
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
▲Kigali DVOR/DME 'KNM' 015806.83S 0300851.21E							
		210° 030° 10.0 NM	UNL FL245 Class A	↑	↓	(10)	Kigali ACC VHF 124.300 MHz
▲ETMAP 014935.38S 0301841.58E							
		228° 048° 13.0 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 Odd*	*Direction of cruising levels Even*	*Navigation accuracy requirement*	*Remarks*
1	*2*	*3*	*4*	*5*		*6*	*7*
UL442 (RNAV10)							
▲BOSAD 015426.28S 0304913.26E	41 NM 4892 FT						
		264° 084° 41.0 NM	UNL FL245 Class A	↑	↓	(10)	For continuation see AIP TANZANIA
▲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' 021858.21S 0284842.45E	83 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*
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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ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code Designator	*Coordinates*	*ATS Route or other route*	*Remarks*
1	*2*	*3*	*4*
ALSAR	012704.42S 0304440.25E	L432 (RNAV 10), UL432 (RNAV10)	ALSAR 1C, ALSAR 2A, ALSAR 1D, ALSAR 1B
APMUM	014943.77S 0301104.32E	B527, UB527	RANAG 1D
APNEV	021645.20S 0290857.96E	-	IAF RNP APCH RWY 20 HRZA
BOSAD	015426.28S 0304913.26E	L442 (RNAV 10), UL442 (RNAV10)	BOSAD 2C, BOSAD 2A, BOSAD 1D, BOSAD 1B
DATAN	020555.22S 0305346.27E	B531, UB531	DATAN 2C, DATAN 1A, DATAN 1D, DATAN 1B
DUSBA	020026.79S 0302137.79E	B531, UB531	CAT I & II IAF/IF AND HLDG RWY 28
EGREK	010444.49S 0302259.45E	B527, UB527	EGREK 1C, EGREK 2A, EGREK 1D, EGREK 1B
EGTOG	022623.49S 0285452.86E	-	RNAV MA WAYPOINT RWY 20 HRZA
EPNUN	023121.95S 0285323.61E	-	MA WAYPOINT RWY 20 HRZA
ERBUB	023506.35S 0285740.87E	-	MA TURNING WAYPOINT RWY 20 HRZA
ESRIT	022242.03S 0285559.09E	-	FAF RNP APCH RWY 20 HRZA
ETLIT	015409.65S 0295628.69E	B531, UB531	RANAG 1C
ETMAP	014935.38S 0301841.58E	L432 (RNAV 10), UL432 (RNAV10)	ALSAR 1C
ETMIX	022243.91S 0300325.62E	UY198 (RNAV10)	
EVITI	020130.58S 0293940.63E	-	RWY10 Way Point on KAROS 1B Arrival
GADBO	020645.59S 0300340.75E	L432 (RNAV 10), UL432 (RNAV10)	KAROS 1D Turning Point
GAVDA	024802.45S 0293857.27E	L432 (RNAV 10), UL432 (RNAV10)	GAVDA 1C, GAVDA 2A, GAVDA 1D, GAVDA 1B
GESOL	020840.95S 0301629.21E	-	CAT I & II IAF/IF & MISSED APPCH HLDG POINT RWY 28
IBNIN	014529.38S 0301211.64E	B527, UB527	EGREK 1C
IMLOV	014933.37S 0295426.68E	-	IAF RNP APCH RWY10
IMSEP	020123.33S 0295617.02E	L442 (RNAV 10), UL442 (RNAV10)	KAROS 1C turning Point
KAROS	021153.29S 0291557.19E	B607, L442 (RNAV 10), UB607, UL442 (RNAV10)	KAROS 1C, KAROS 2A, KAROS 1D, KAROS 2D, KAROS 1B
KIVUR	023720.00S 0291700.00E	B607, UB607	
LABAG	023154.32S 0291655.90E	B607, UB607	
MITON	015546.31S 0291509.96E	B607, UB607	
OKLIP	015529.76S 0295324.92E	-	IAF/IF RNP APCH RWY10
RANAG	014516.84S 0292842.44E	B531, UB531	RANAG 1C, RANAG 2A, RANAD 1D, RANAG 1B
UDGAX	020126.16S 0295223.15E	-	IAF RNP APCH RWY10

Name-code Designator	*Coordinates*	*ATS Route or other route*	*Remarks*
1	*2*	*3*	*4*
UDLOP	020918.21S 0300209.11E	L432 (RNAV 10), UL432 (RNAV10)	GAVDA 1C Turning Point, Missed Approach Waypoint
UTVOG	015652.73S 0300118.23E	-	MATF RNP APCH RWY 28
UVKUT	015058.64S 0301021.41E	-	Way Point on BOSAD1B & DATAN 1B Arrivals RWY10
XABOB	021519.88S 0295832.87E	L432 (RNAV 10), UL432 (RNAV10)	GAVDA 2A and GAVDA 1D Turning Point
XAKNA	014925.21S 0293843.03E	-	Waypoint on RANAG1B Arrival
XALNO	022630.30S 0290258.19E	-	MA TURNING WAYPOINT RWY 20 HRZA
YR501	015650.53S 0300105.40E	-	FAP/FAF RWY 10
YR502	015849.65S 0301224.88E	-	MATF RWY 10

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Identification, Name & Lateral Limits	*Upper Limit Lower Limit*	*Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)*
1	*2*	*3*
HR(P)-7 **Gacuriro Prohibited Area** Starting from the point 015647.00S 0300450.00E - 015554.99S 0300251.00E - 015335.00S 0300433.99E - 015447.00S 0300657.99E - 015644.00S 0300629.99E - 015647.00S 0300450.00E to point of origin.	FL245 GND	Overfly not permitted over the prohibited area.

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

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ENR 6 ENROUTE CHARTS

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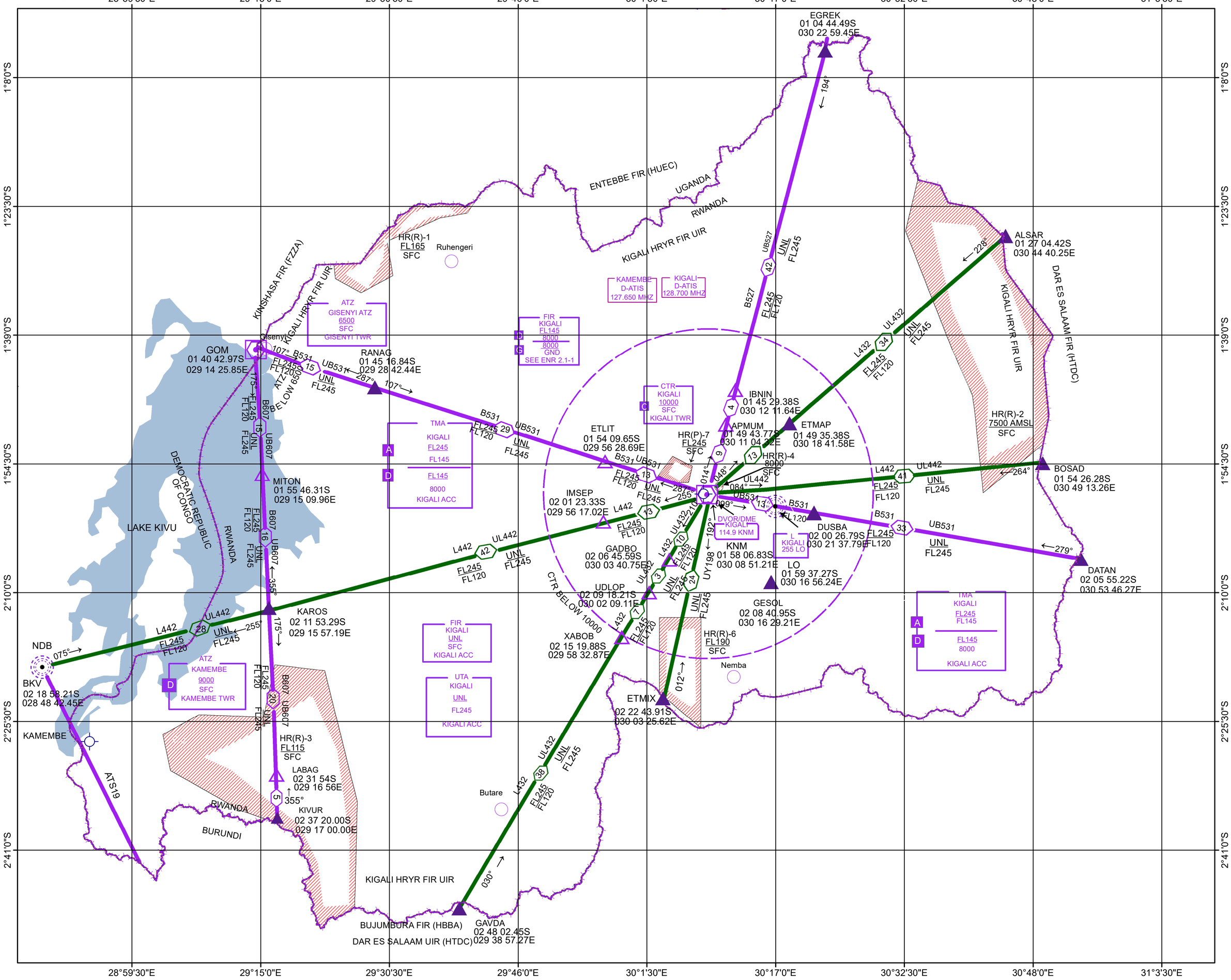
ENROUTE CHART-ICAO



SCALE 1:500,000

8 4 0 8 16 24 NM

Legend

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

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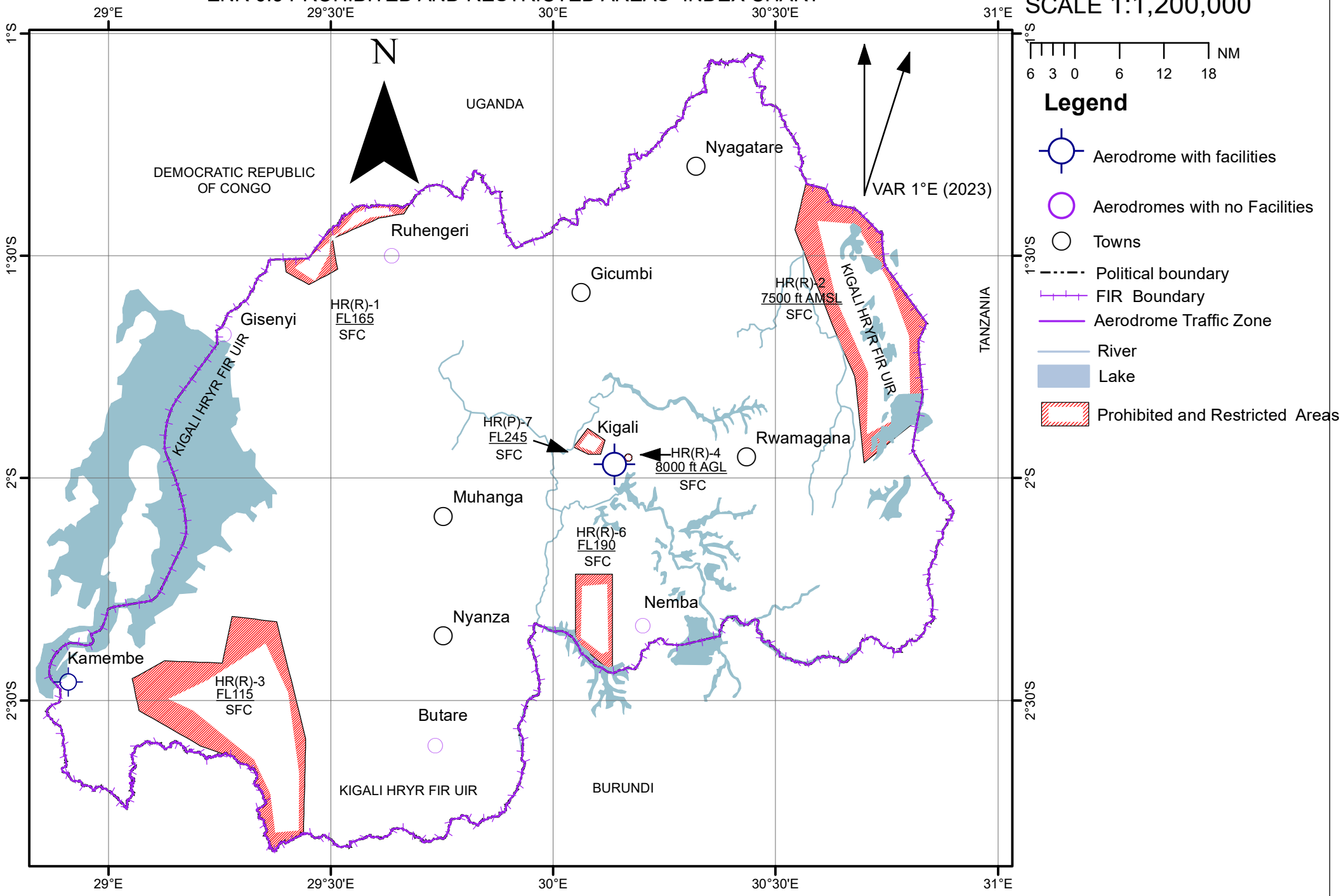
ENR 6.3 PROHIBITED AND RESTRICTED AREAS- INDEX CHART



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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*	4 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

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
RNP SID RWY10	AD 2 HRYR - 21
RNP STAR RWY28	AD 2 HRYR - 23
STAR CONV. RWY28	AD 2 HRYR - 25
ATC SURVEILLANCE MINI- MUM ALTITUDE CHART-ICAO	AD 2 HRYR - 27
INSTRUMENT APPROACH CHART ILS Z RWY 28-ICAO.pdf	AD 2 HRYR - 29
INSTRUMENT APPROACH CHART ILS Y RWY 28-ICAO	AD 2 HRYR - 31
IAC RNP RWY28	AD 2 HRYR - 33
INSTRUMENT APPROACH CHART VOR Z RWY 28-ICAO	AD 2 HRYR - 35
INSTRUMENT APPROACH CHART VOR Y RWY 28-ICAO	AD 2 HRYR - 37
VAC HRYR	AD 2 HRYR - 39
RNP STAR RWY10	AD 2 HRYR - 41

Charts	*Pages*
IAC RNP RWY10	AD 2 HRYR - 43

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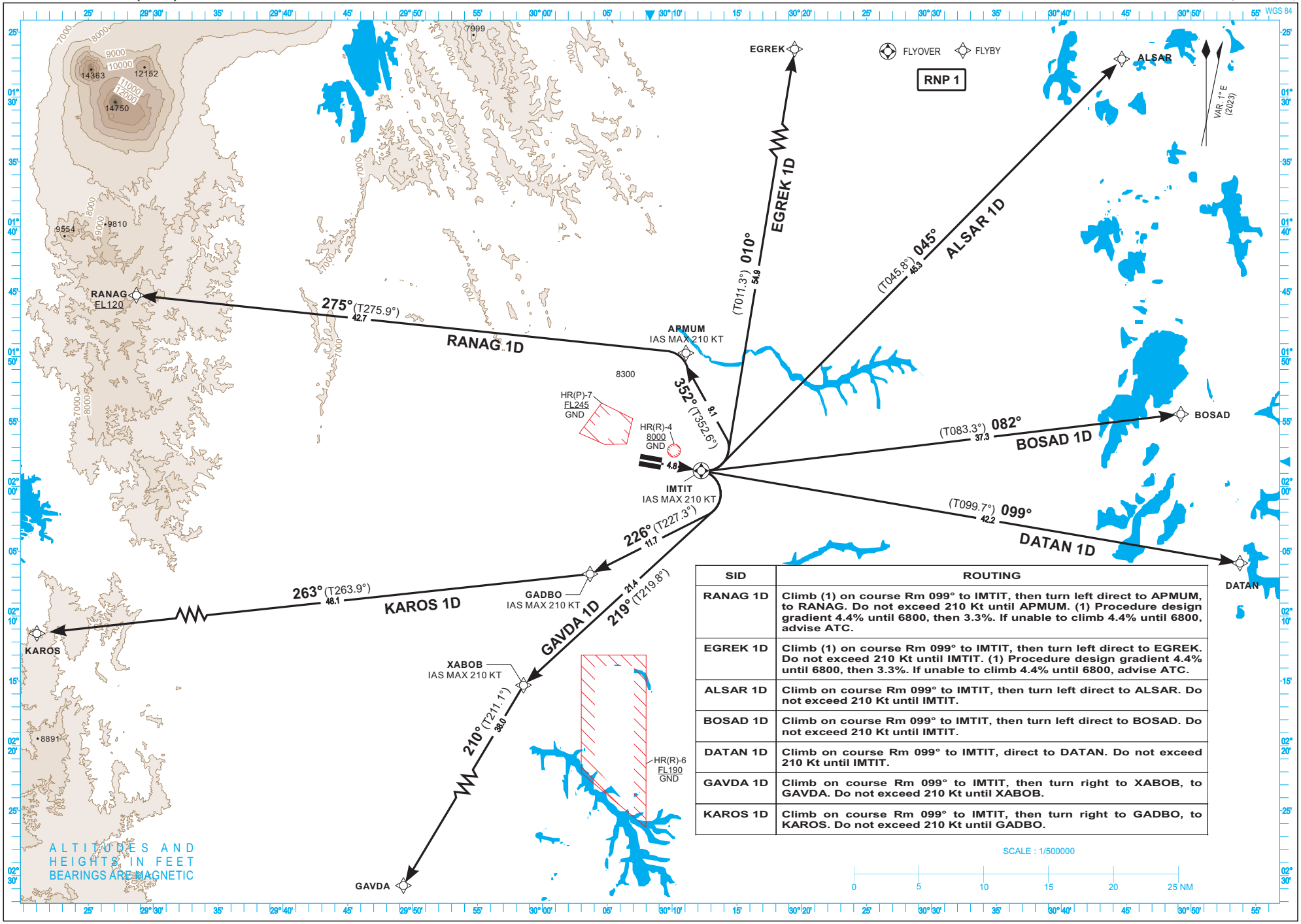
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 9000

ACC	124.3
TWR	118.3
D-ATIS	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 APMUM, to RANAG. Do not exceed 210 Kt until APMUM. (1) Procedure design gradient 4.4% until 6800, then 3.3%. If unable to climb 4.4% until 6800, advise ATC.
EGREK 1D	Climb (1) on course 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.

STANDARD DEPARTURE CHART - INSTRUMENT (RNP SID) - ICAO

KIGALI (HRYR) RWY 10

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

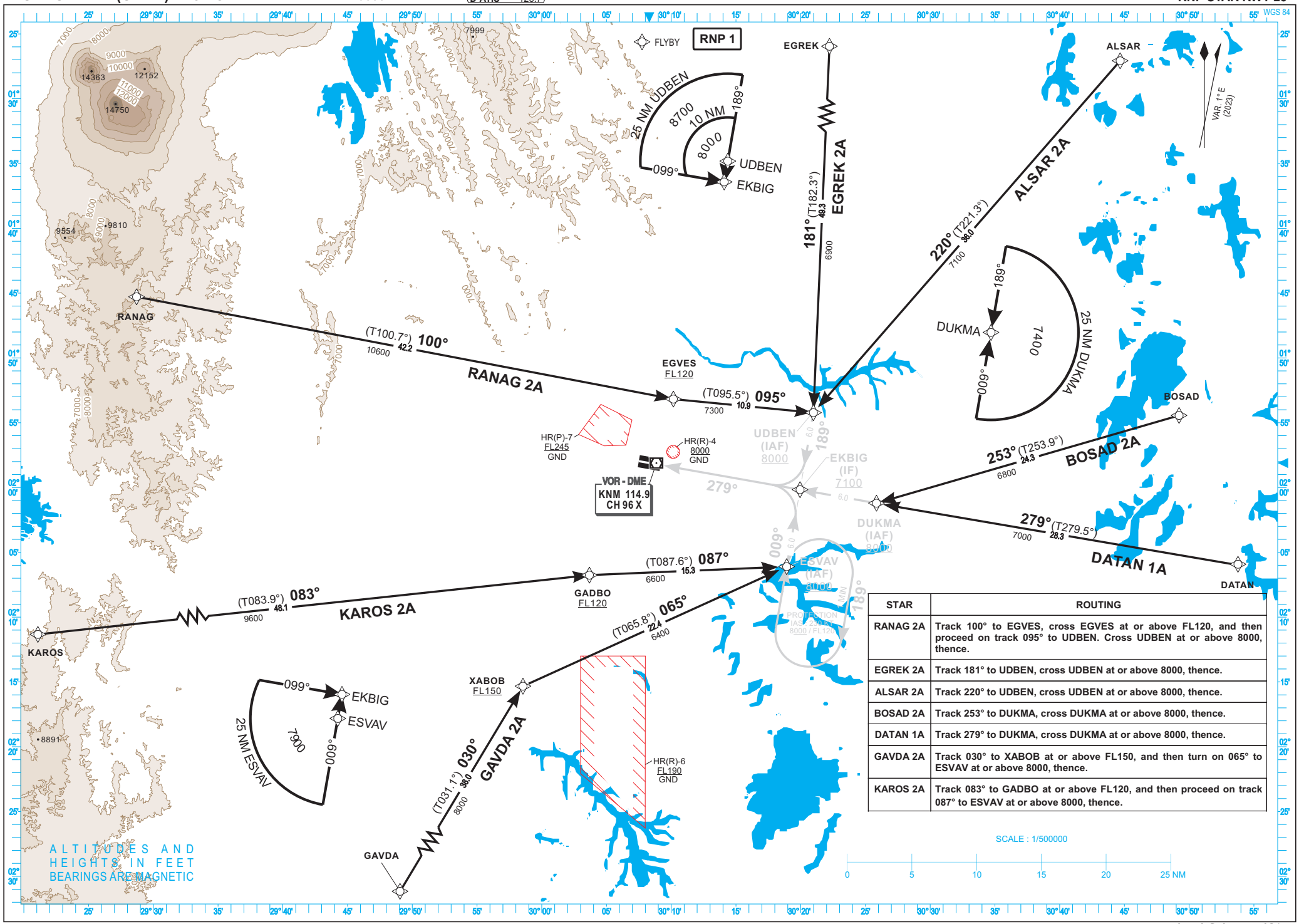
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
9000

ACC	124.3
TWR	118.3
D-ATIS	128.7

RANAG 2A-EGREK 2A-ALSAR 2A-BOSAD 2A-DATAN 1A-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 1A	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 065° 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.

STANDARD ARRIVAL CHART - INSTRUMENT (RNP STAR) - ICAO

KIGALI (HRYR) RWY 28

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 1A							
	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

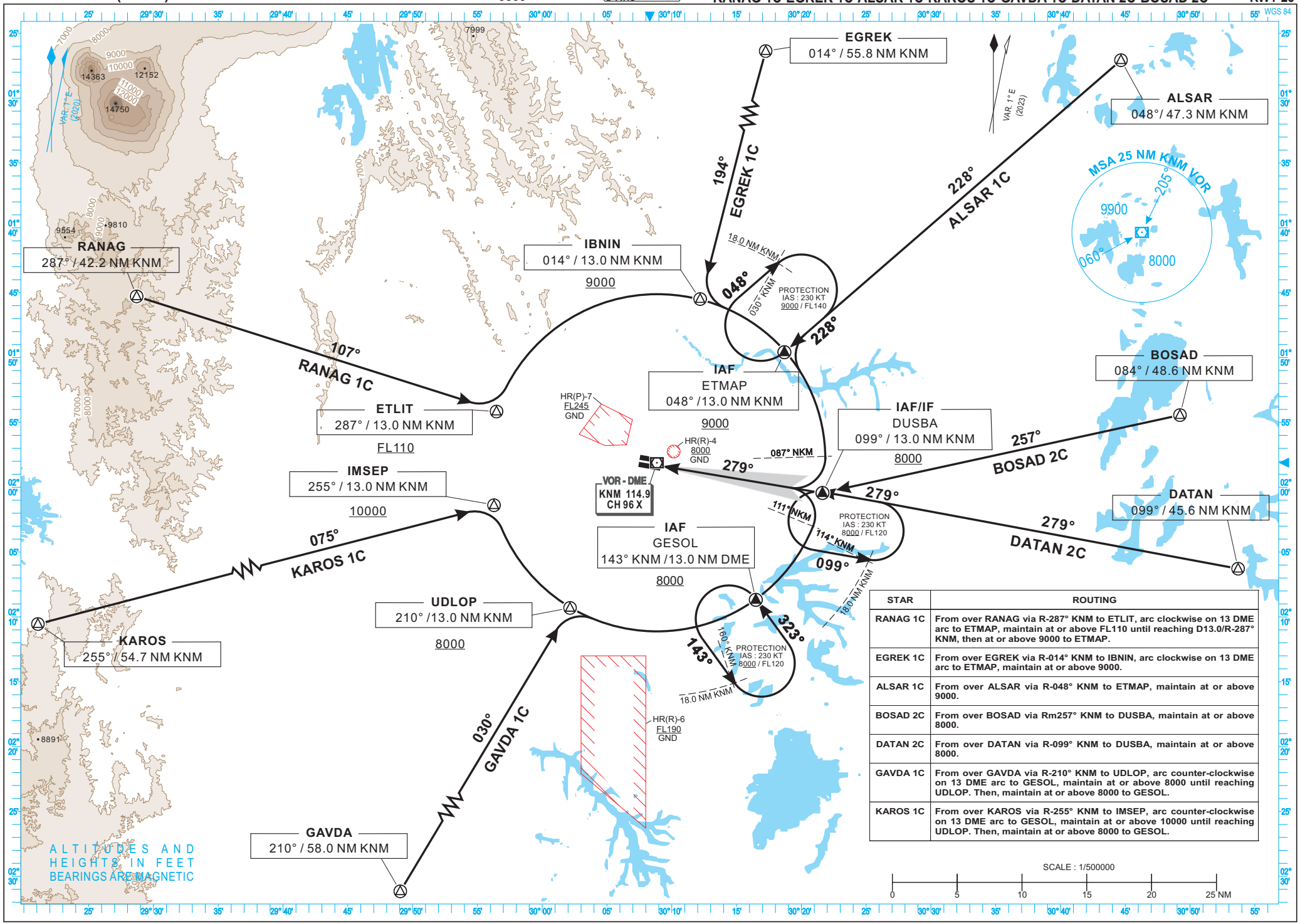
TRANSITION ALTITUDE
9000

ACC	124.3
TWR	118.3
D-ATIS	128.7

KIGALI (HRYR)

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

RWY 28



STAR	ROUTING
RANAG 1C	From over RANAG via R-287° KNM to ETLIT, arc clockwise on 13 DME arc to ETMAP, maintain at or above FL110 until reaching D13.0/R-287° KNM, then at or above 9000 to ETMAP.
EGREK 1C	From over EGREK via R-014° KNM to IBNIN, arc clockwise on 13 DME arc to ETMAP, maintain at or above 9000.
ALSAR 1C	From over ALSAR via R-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

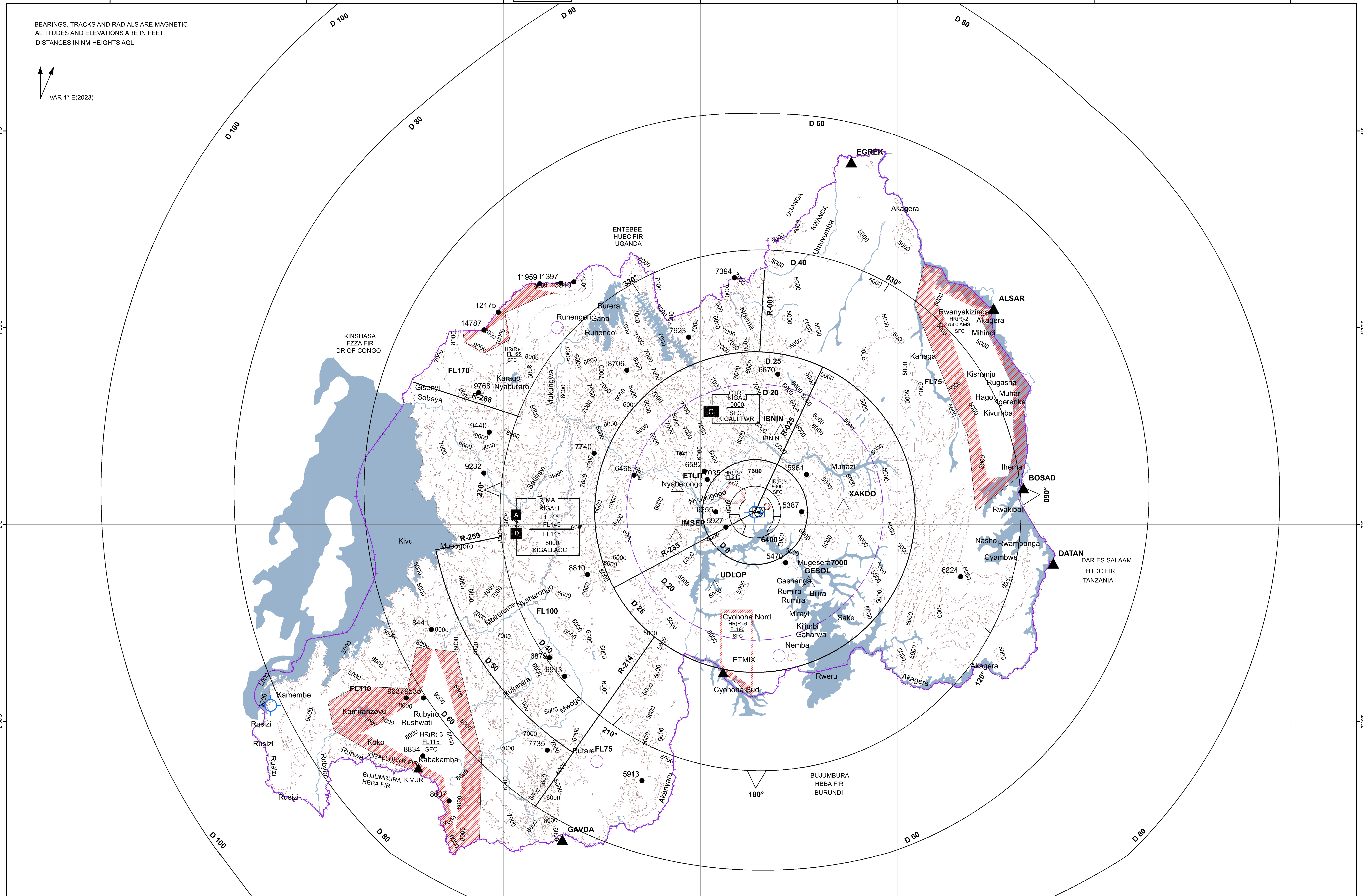
KIGAI, RWANDA
KIGALI Radar (APP)
125.300

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

1) 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.
2) 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.
3) 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.
4) 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.
5) 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
6) 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.
7) 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.
8) 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 centred on KNM to R-288KNM/40NM.

Loss of Communication Procedures

Controlled ACFT experiencing complete radio communication failure shall be seperated from other identified ACFT using applicable horizontal and vertical seperations.

SCALE 1:500,000

8 4 0 8 16 24 Nautical Miles

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

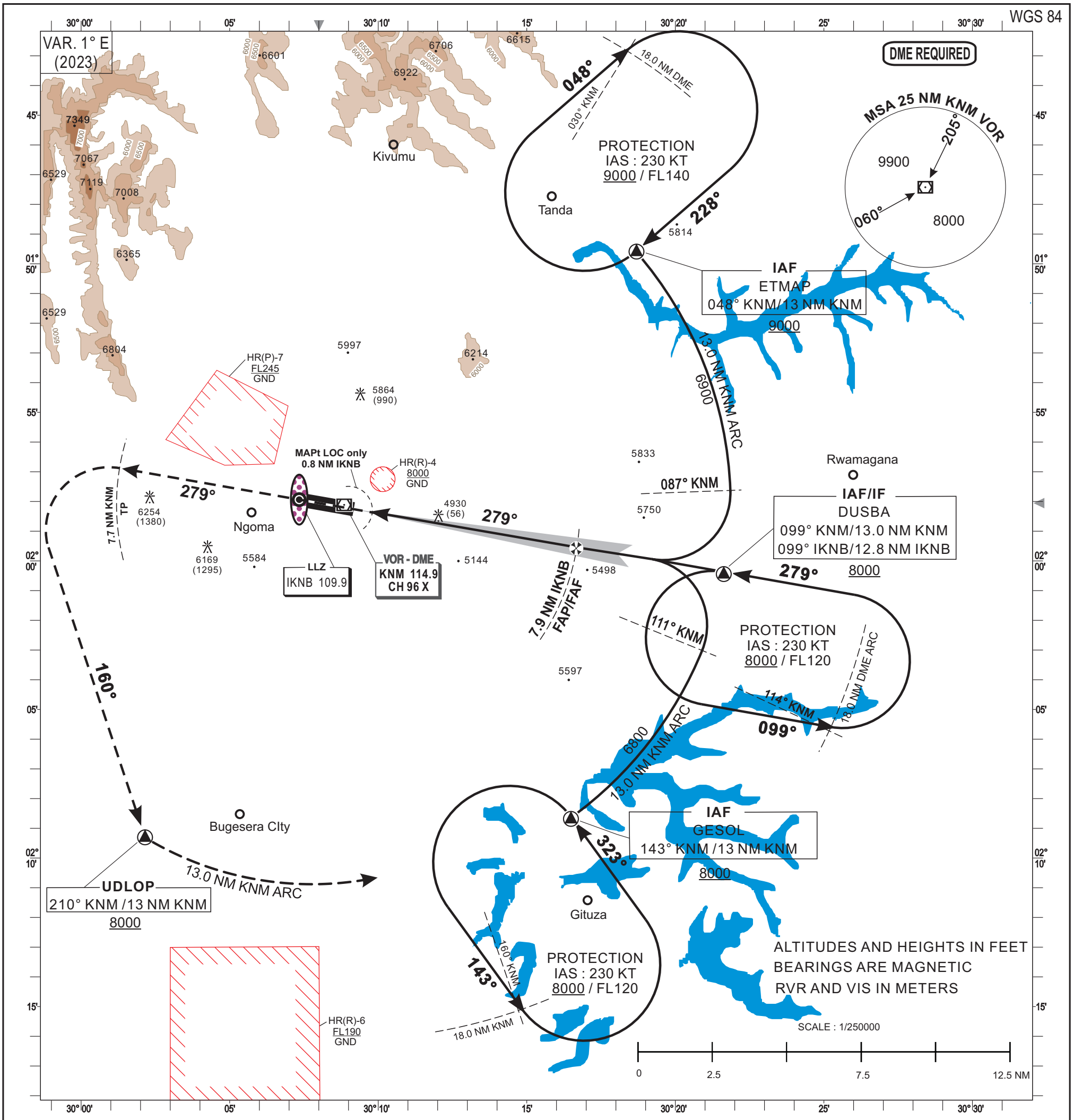
HEIGHTS RELATED TO DTHR RWY28 ELEV 4874 FT

ACC	124.3
TWR	118.3
D-ATIS	128.7

KIGALI (HRYR)

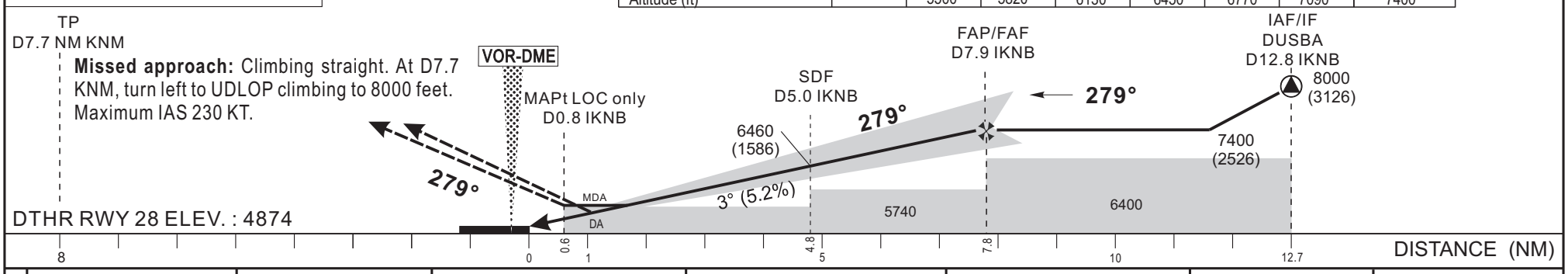
ILS Z - RWY 28
(ACFT CAT A, B, C, D)

WGS 84



TRANSITION ALTITUDE : 9000

DME distance to IKNB (NM)		2	3	4	5	6	7	FAP/FAF
Altitude (ft)		5500	5820	6130	6450	6770	7090	7400



CAT	CAT. II 4.0%			CAT. II 2.5%			CAT. I 4.0%				CAT. I 2.5%				LOC				CIRCLING 3		
	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 1	RVR 2	OCA (OCH)	MDA MDH	RVR
A	4974 (100)	4980 (100)	300	5204 (330)	5210 (330)	1800	5074 (200)	5080 (200)	700	1000	5292 (418)	5300 (420)	900	1200	5456 (582)	5460 (590)	900	1500	5427 (544)	5430 (550)	1500
B	4983 (109)	4990 (110)		5223 (349)	5230 (350)		5088 (214)	5090 (220)			5306 (432)	5310 (440)					1000	1500	5945(1062)	5950(1070)	1600
C	4996 (122)	5000 (130)	400	5236 (362)	5240 (370)	1900	5098 (224)	5100 (230)			5315 (441)	5320 (450)					1000	1800	6563(1680)	6570(1680)	2400
D	5012 (138)	5020 (140)		5252 (378)	5260 (380)	2000	5109 (235)	5110 (240)			5327 (453)	5330 (460)					1400	2000	6648(1765)	6650(1770)	3600

RVR for take-off
CAT A - B - C - D : 500

Timing FAP/ 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

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

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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)

WGS 84

VAR. 1° E (2023)

DME REQUIRED

MSA 25 NM KNM VOR
205°
9900
060°
8000

Kivumu
Tanda
Rwamagana
Ngoma
Bugesera CIty
Gituza

HR(P)-7
FL245
GND

HR(R)-4
8000
GND

HR(R)-6
FL190
GND

MAPt LOC only
0.8 NM IKNB

7.7 NM KNM TP

279°
099°
279°
324°
160°
144°
143° KNM
323°
143°
160° KNM
18.0 NM DME
13.0 NM KNM ARC

LLZ
IKNB 109.9

IAF
VOR - DME
KNM 114.9
CH 96 X
8000

7.9 NM IKNB
FAP/FAF

CAT A/B 1 MIN
CAT C/D 1.25 MIN

UDLOP
210° KNM /13 NM DME
8000

IAF
GESOL
143° KNM /13 NM DME
8000

PROTECTION
IAS : 230 KT
8000 / FL120

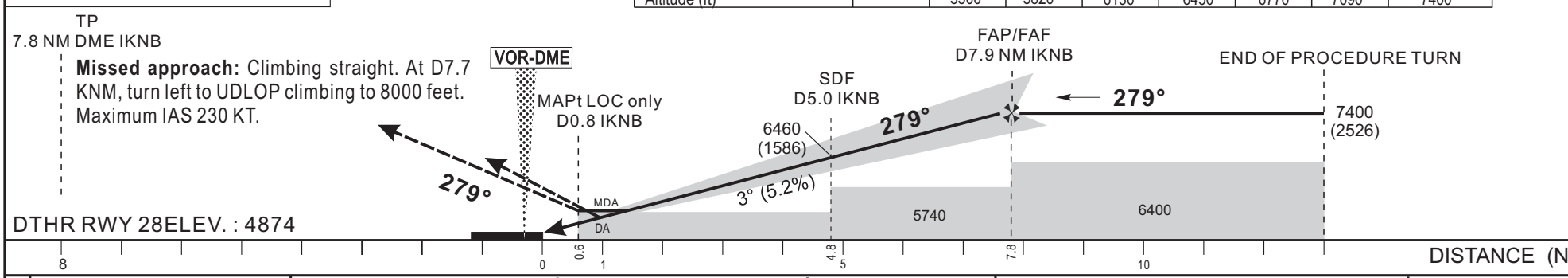
ALTITUDES AND HEIGHTS IN FEET
BEARINGS ARE MAGNETIC
RVR AND VIS IN METERS

SCALE : 1/250000

0 2.5 7.5 12.5 NM

TRANSITION ALTITUDE : 9000

DME distance to IKNB (NM)		2	3	4	5	6	7	FAP/FAF
Altitude (ft)		5500	5820	6130	6450	6770	7090	7400



CAT	CAT. I 4.0%				CAT. I 2.5%				LOC				CIRCLING 3		
	OCA (OCH)	DA DH	RVR 1	RVR 2	OCA (OCH)	DA DH	RVR 1	RVR 2	OCA (OCH)	MDA MDH	RVR 1	RVR 2	OCA (OCH)	MDA MDH	RVR
A	5074 (200)	5080 (200)	700	1000	5292 (418)	5300 (420)	900	1200	5456 (582)	5460 (590)	1200	1500	5427 (544)	5430 (550)	1500
B	5088 (214)	5090 (220)			5306 (432)	5310 (440)					1300	1500	5945(1062)	5950(1070)	1600
C	5098 (224)	5100 (230)			5315 (441)	5320 (450)					1400	1800	6563(1680)	6570(1680)	2400
D	5109 (235)	5110 (240)			5327 (453)	5330 (460)					1600	2000	6648(1765)	6650(1770)	3600

RVR for take-off
CAT A - B - C - D : 500

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

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

CORRECTIONS : New version.

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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)

WGS 84

VAR. 1° E (2023)

ALTITUDES AND HEIGHTS IN FEET
BEARINGS ARE MAGNETIC
RVR AND VIS IN METERS

FLYOVER FLYBY

RNP APCH

Kivumu · Tanda · Ngoma · Rwamagana · Bugesera CIty · Gituza

25 NM UDBEN 8700 10 NM 8000 189° 099° UDBEN EKBIG

25 NM DUKMA 7400 189° 009°

HR(P)-7 FL245 GND

HR(R)-4 8000 GND

HR(P)-5 FL110 GND

HR(R)-6 FL190 GND

UTVOG (MATF)

279° (T279.9°) 6254 (1180) 6169 (1295) 5584

RW28 (MAPt)

279° (T280.0°) 4930 (56) 4.9 6.0 5144

NIGUB (FAP/FAF) 6500

279° (T280.0°) 6.0 6700 5498

EKBIG (IF) 7100

009° (T009.9°) 6.0 6700 5597

DUKMA (IAF) 8000

189° (T189.9°) 6.0 6900 5833 5750

UDBEN (IAF) 8000

ESVAV (IAF) 8000

099° EKBIG ESVAV 25 NM ESVAV 7900 009°

PROTECTION
IAS : 230 KT
8000 / FL120
1 MIN 189° 009°

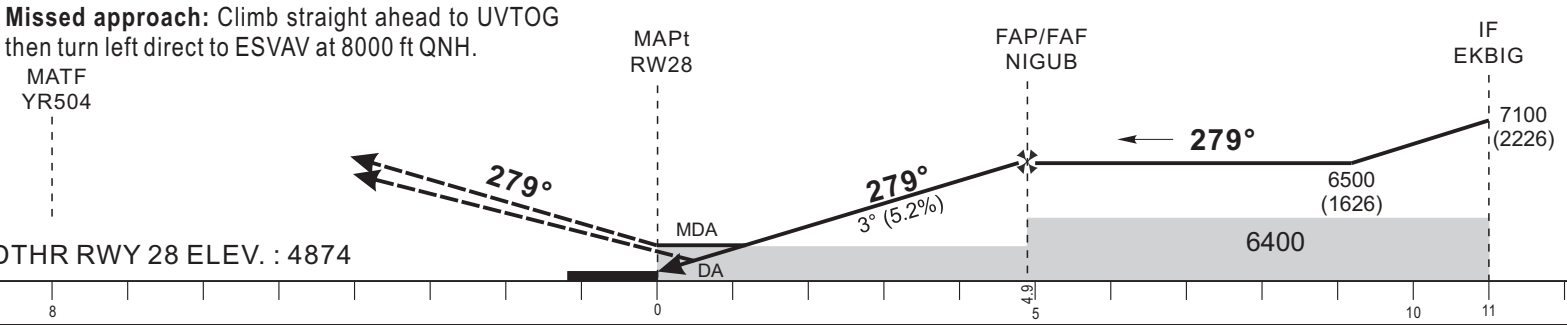
SCALE : 1/250000

0 2.5 7.5 12.5 NM

TRANSITION ALTITUDE : 9000

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

Missed approach: Climb straight ahead to UVTOG then turn left direct to ESVAV at 8000 ft QNH.



CAT	LNAV/VNAV				LNAV				CIRCLING 3		
	OCA (OCH)	DA DH	RVR 1	RVR 2	OCA (OCH)	MDA MDH	RVR 1	RVR 2	OCA (OCH)	MDA MDH	RVR
A	5403 (529)	5410 (530)	900	1200	5520 (646)	5520 (650)	1500	1500	5427 (544)	5430 (550)	1500
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

RVR for take-off
CAT A-B-C-D: 500

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

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	128.7

KIGALI (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)

WGS 84

VAR. 1° E (2023)

DME REQUIRED

MSA 25 NM KNM VOR
205°
9900
060°
8000

PROTECTION
IAS : 230 KT
9000 / FL140

048°
030° KNM
18.0 NM DME
228°
Tanda
5814

IAF
ETMAP
048° KNM/13 NM KNM
9000

13.0 NM KNM ARC
6900

HR(P)-7
FL245
GND

5864
(990)

Kivumu

MAPt
0.3 NM KNM

HR(R)-4
8000
GND

279°
7.7 NM KNM
TP
6254
(1380)
Ngoma
6169
(1295)
5584
5144
4930
(56)
5498
5833
5750
087° KNM
Rwamagana

VOR - DME
KNM 114.9
CH 96 X

IAF/IF
DUSBA
099° KNM/13 NM KNM
279° 8000

8.1 NM KNM
FAF

111° KNM
PROTECTION
IAS : 230 KT
8000 / FL120
18.0 NM DME ARC
114° KNM
099°
5597

160°
UDLOP
210° KNM /13 NM KNM
8000
13.0 NM KNM ARC
Bugesera CIty

6800
13.0 NM KNM ARC
IAF
GESOL
143° KNM /13 NM KNM
8000
323°
Gituza

143°
160° KNM
PROTECTION
IAS : 230 KT
8000 / FL120
18.0 NM DME

HR(R)-6
FL190
GND

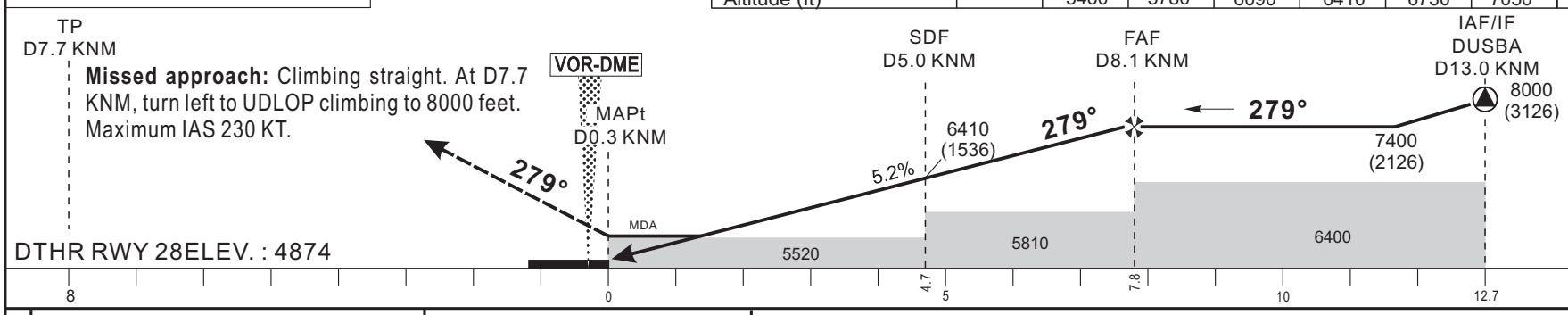
ALTITUDES AND HEIGHTS IN FEET
BEARINGS ARE MAGNETIC
RVR AND VIS IN METERS

SCALE : 1/250000
0 2.5 7.5 12.5 NM

30°00' 05' 30°10' 15' 30°20' 25' 30°30'
45' 01°50' 55' 02°00' 05' 02°10' 15'

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		
	OCA(OCH)	MDA MDH	RVR 1	RVR 2	OCA (OCH)	MDA MDH	RVR
A	5520(646)	5520(650)	1500	1500	5427 (544)	5430 (550)	1500
B			1500	1500	5945 (1062)	5950 (1070)	1600
C			1800	2000	6563 (1680)	6570 (1680)	2400
D			2000	2000	6648 (1765)	6650 (1770)	3600

RVR for take-off
CAT A-B-C-D: 500

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

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

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INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 4883 FT

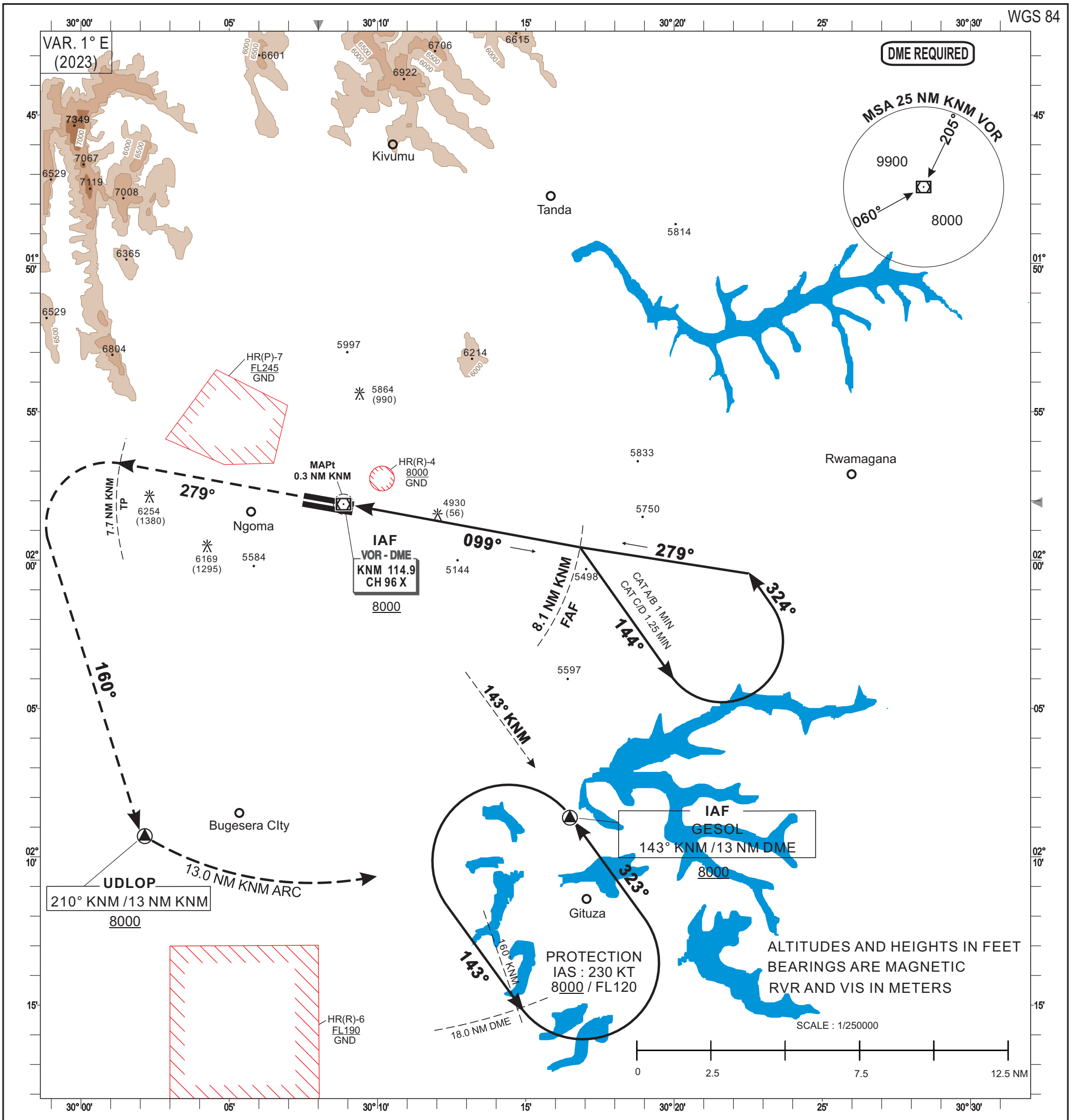
HEIGHTS RELATED TO DTHR RWY28 ELEV 4874 FT

ACC	124.3
TWR	118.3
D-ATIS	128.7

KIGALI (HRYR)

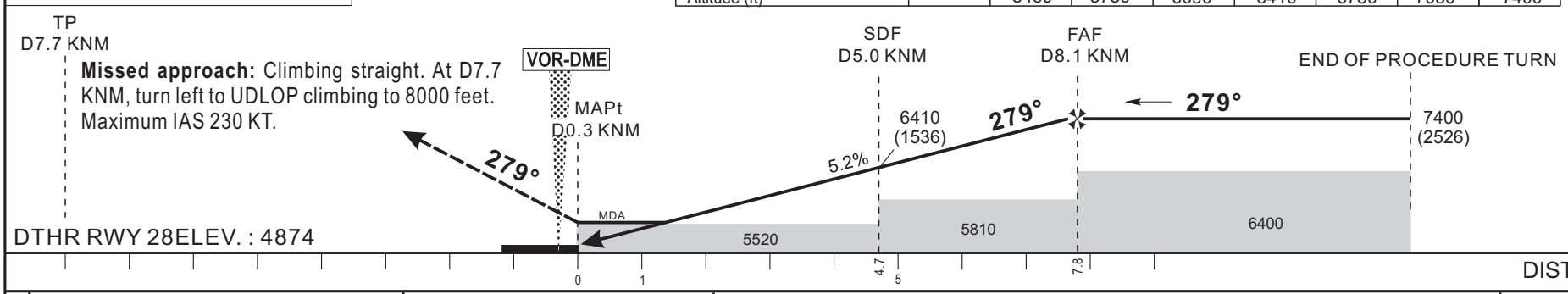
VOR Y - RWY 28
(ACFT CAT A, B, C, D)

WGS 84



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		
	OCA(OCH)	MDA MDH	RVR 1	RVR 2	OCA (OCH)	MDA MDH	RVR
A	5520(646)	5520(650)	1500	1500	5427 (544)	5430 (550)	1500
B			1500	1500	5945 (1062)	5950 (1070)	1600
C			1800	2000	6563 (1680)	6570 (1680)	2400
D			2000	2000	6648 (1765)	6650 (1770)	3600

RVR for take-off
CAT A-B-C-D: 500

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

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

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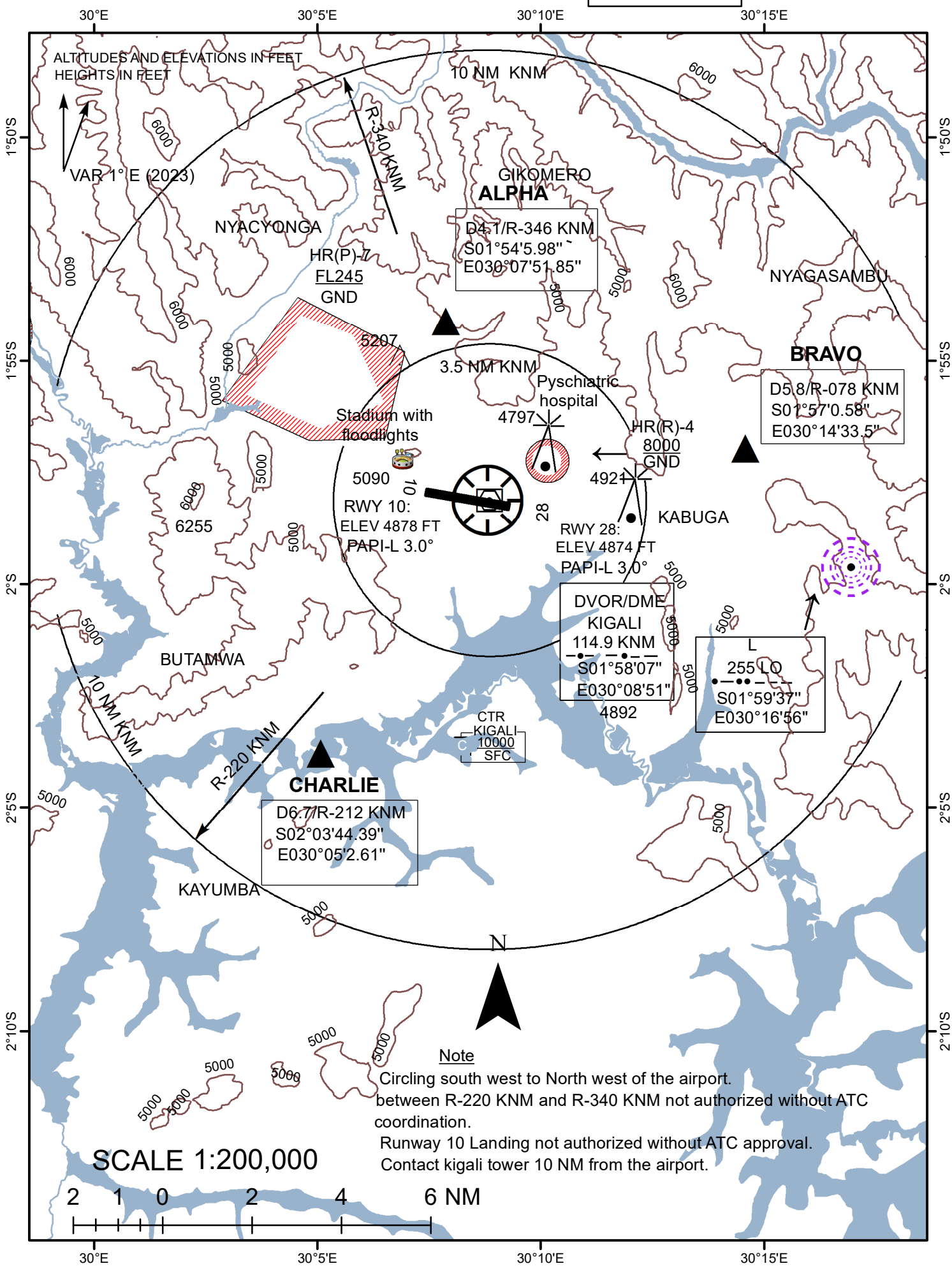
VISUAL
APPROACH
CHART-ICAO

AD ELEV 4883 FT

ACC	124.300
TWR	118.300
D-ATIS	128.700

KIGALI,RWANDA
Kigali Intl



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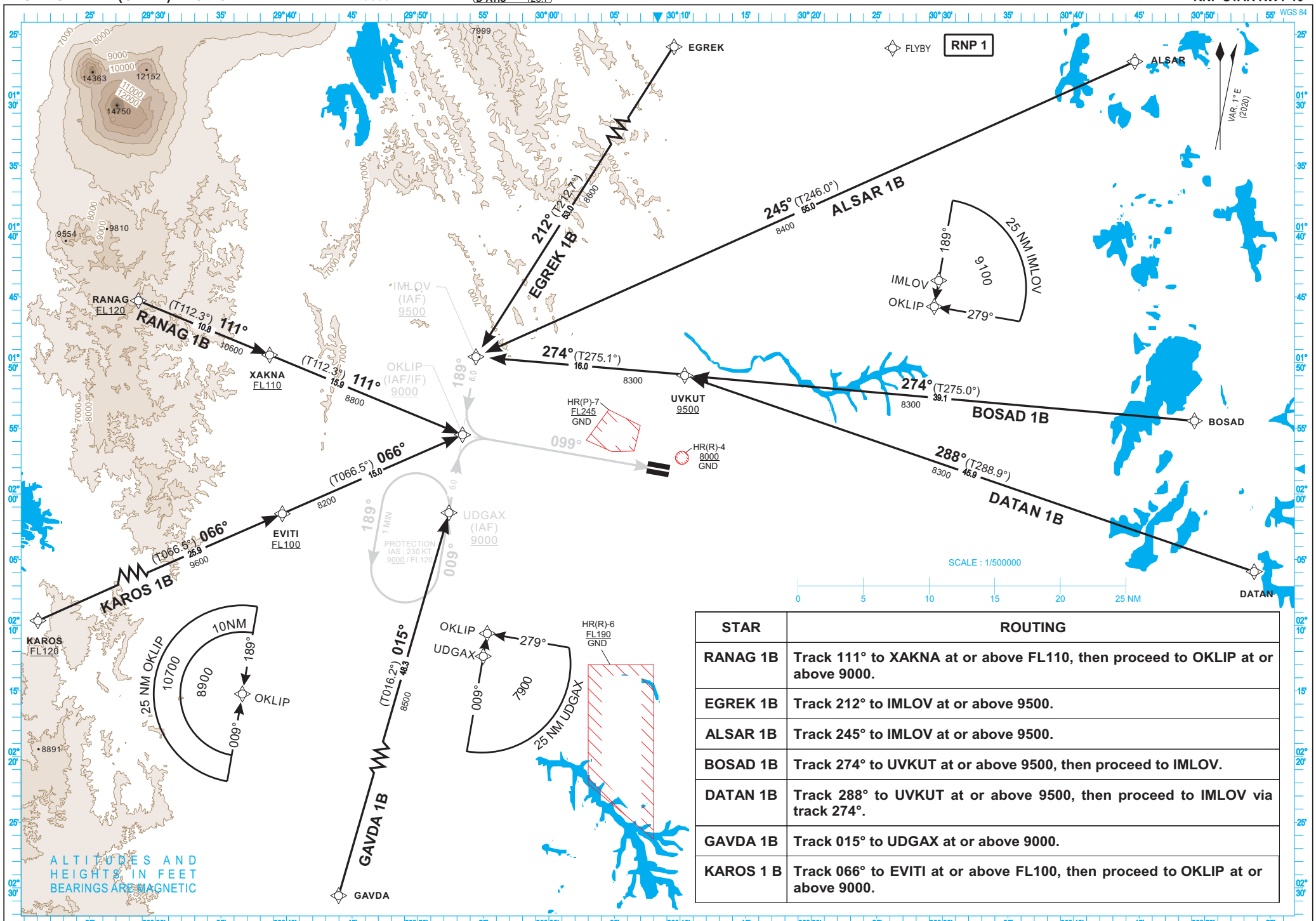
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
9000

ACC	124.3
TWR	118.3
D-ATIS	128.7

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

KIGALI (HRYR)
RNP STAR RWY 10



STAR	ROUTING
RANAG 1B	Track 111° to XAKNA at or above FL110, then proceed to OKLIP at or above 9000.
EGREK 1B	Track 212° to IMLOV at or above 9500.
ALSAR 1B	Track 245° to IMLOV at or above 9500.
BOSAD 1B	Track 274° to UVKUT at or above 9500, then proceed to IMLOV.
DATAN 1B	Track 288° to UVKUT at or above 9500, then proceed to IMLOV via track 274°.
GAVDA 1B	Track 015° to UDGAX at or above 9000.
KAROS 1 B	Track 066° to EVITI at or above FL100, then proceed to OKLIP at or above 9000.

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	+9000		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	230	RNP 1
	TF	UDGAX	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 (HRYR)
RNP - RWY 10
(ACFT CAT A, B, C, D)

WGS 84

VAR. 1° E
(2023)

FLYOVER FLYBY

RNP APCH

IMLOV
(IAF)
9500

OKLIP
(IAF/IF)
9000

UDGAX
(IAF)
9000

VOR - DME
KNM 114.9
CH 96 X

YR501
(FAP/FAF)
7000

YR502
(MATF)

RW10
(MAPt)

HR(P)-7
FL245
GND

HR(R)-4
8000
GND

HR(R)-6
FL190
GND

PROTECTION
IAS : 230 KT
9000 / FL120

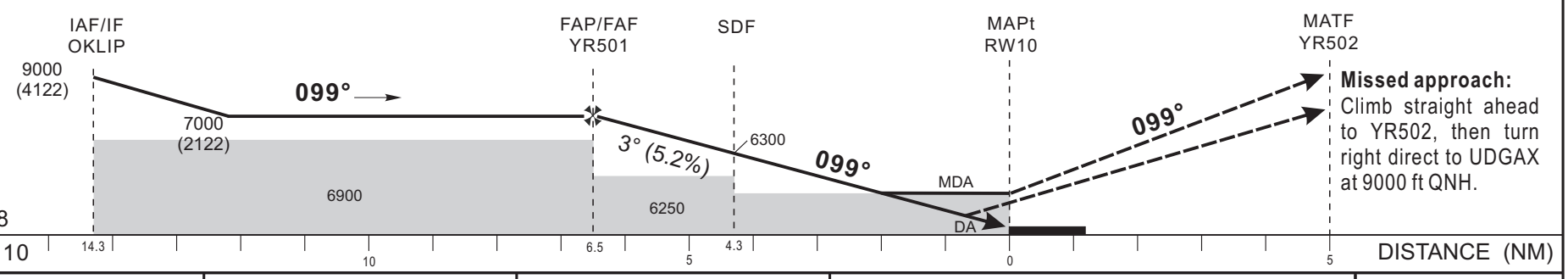
Kivumu
Tanda
Ngoma
Bugesera CIty
Gituza

ALTITUDES AND HEIGHTS IN FEET
BEARINGS ARE MAGNETIC
RVR AND VIS IN METERS

SCALE : 1/250000

TRANSITION ALTITUDE : 9000

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



Missed approach:
Climb straight ahead to YR502, then turn right direct to UDGAX at 9000 ft QNH.

CAT	LNAV/VNAV			LNAV			CIRCLING		
	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
B						1500	5945 (1062)	5950 (1070)	1600
C						2000	6563 (1680)	6570 (1680)	2400
						2000	6648 (1765)	6650 (1770)	3600

RVR for take-off
CAT A-B-C-D: 500

Timing	FAF - DTHR 6.5 NM		
KT	MIN SEC	KT	MIN SEC
90	4 Min 20	140	2 Min 47
100	3 Min 54	150	2 Min 36
110	3 Min 33	160	2 Min 26
120	3 Min 15	170	2 Min 18
130	3 Min 00	180	2 Min 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		-	-		
50	TF	UDGAX	-					+9000	-		
10	IF	UDGAX	-					+9000	230	-	RNP APCH
20	HM	UDGAX	Y	009(009.9)			R	+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

HRYR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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