THE CIVIL AVIATION (RULES OF THE AIR AND AIR TRAFFIC CONTROL) REGULATIONS, 2008

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Penalties
THE CIVIL AVIATION (RULES OF THE AIR AND AIR TRAFFIC CONTROL) REGULATIONS, 2008

PART I – PRELIMINARY

Citation

1. These Regulations may be cited as the Civil Aviation (Rules of the Air and Air Traffic Control) Regulations, 2008.

PART II - GENERAL RULES

Compliance with the rules of the air and air traffic control

2. (1) Every person and every aircraft including State Aircraft shall comply with these Regulations.
(2) Every aircraft bearing nationality and registration marks of Rwanda shall comply with these Regulations when outside of Rwanda, to the extent that they do not conflict with the rules published by the State having jurisdiction over the territory overflown.
(3) Subject to the provisions of sub-regulation (4), it shall be an offence to contravene, to permit the contravention of, or to fail to comply with, these Regulations.
(4) The pilot-in-command, whether manipulating the controls or not, shall be responsible for the operation of the aircraft in accordance with these Regulations, except that he may depart from them in the interest of safety to the extent necessary:
   (a) to avoid immediate danger or in an emergency situation;
   (b) to comply with the law of any State other than Rwanda within which the aircraft then is;
(5) If any departure from these Regulations is made for the purpose of avoiding immediate danger or in an emergency situation, the pilot-in-command shall cause written particulars of the departure, and of the circumstances giving rise to it, to be given without delay, and in any case within ten days thereafter, to the competent authority of the State in whose territory the departure was made with a copy of it to the Authority and the State of the Operator, and in the case of Rwandan aircraft the departure was made over the high seas, to the Authority.
(6) Nothing in these Regulations shall exonerate any person from the consequences of any neglect in the use of lights or signals or of the neglect of any precautions required by ordinary aviation practice or by the special circumstances of the case.
(7) The Authority may, for the purpose of promoting the safety of aircraft make rules as to special signals and other communications to be made by or on an aircraft, as to the course on which and the height at which an aircraft shall fly and as to any other precautions to be observed in relation to the navigation and control of aircraft which the Authority may consider expedient for the purpose aforesaid and no aircraft shall fly in contravention of any such rules.
(8) For the purposes of flight over those parts of the high seas where a Contracting State has accepted, pursuant to a regional air navigation agreement, the
responsibility of providing air traffic services (ATS), the “appropriate ATS authority” referred to in these Regulations is the relevant authority designated by the State responsible for providing those services.

**Protection of persons and property**

3. A person shall not operate an aircraft willfully, negligently or recklessly in a manner so as to endanger life or property of others.

4. (1) Subject to the provisions of sub-regulations (2) and (3):

   (a) an aircraft, other than a helicopter, shall not fly over any congested area of a city, town or settlement below:
   
   (i) such height as would enable the aircraft to alight clear of the area and without danger to persons or property on the surface, in the event of failure of a power unit; or
   
   (ii) a height of 300 m (1,000 ft) above the highest fixed object within 600 metres of the aircraft;

   whichever is the higher;

   (b) a helicopter shall not fly below such height as would enable it to alight without danger to persons or property on the surface, in the event of failure of a power unit;

   (c) except with the permission in writing of the Authority and in accordance with any condition therein specified, a helicopter shall not fly over a congested area of a city, town or settlement below a height of 300 m (1,000 ft) above the highest fixed object within 600 metres of the helicopter;

   (d) an aircraft shall not fly:

   (i) over, or within 1,000 metres of any assembly in the open air of more than 1,000 persons assembled for the purpose of witnessing or participating in any organised event, except with the permission in writing of the Authority and in accordance with any conditions therein specified and with the consent in writing of the organizers of the event; or

   (ii) below such height as would enable it to land clear of the assembly in the event of the failure of a power unit or if such an aircraft is towing a banner the height shall be calculated on the basis that the banner shall not be dropped within 1000 metres of the assembly:

   provided that where a person is charged with an offence under these Regulations by reason of a contravention of this sub-regulation, it shall be a good defence to prove that the flight of the aircraft over, or within 1,000 metres of the assembly was made at a reasonable height and for a reason not connected with the assembly or with the event which was the occasion for the assembly; and

   (e) an aircraft shall not fly less than 150 m (500 ft) above ground or water.

(2) (a) The provisions of sub-regulations 1(d) and (e) shall not apply to an aircraft which is being used for police purposes;

   (b) the provisions of sub-regulation 1(e) shall not apply to an aircraft which is being used for aerial work operations related to agriculture, horticulture, or forest preservation in accordance with the operating provisions of the
(Aerial Work) Regulations;

(c) the provisions of sub-regulations 1(d) and (e) shall not apply to the flight of an aircraft over or within 1,000 metres of an assembly of persons gathered for the purpose of witnessing an event which consists wholly or principally of an aircraft race contest or an exhibition of flying, if the aircraft is taking part in such a race, contest or exhibition or is engaged in a flight arranged by, or made with the consent in writing of, the organizers of the event, and the races, contest, exhibition or flight is approved by the Authority;

(d) the provisions of sub-regulation 1(a) shall not apply to:

(i) aircraft while it is landing or taking-off in accordance with normal aviation practice;
(ii) glider while it is hill-soaring.

(3) Nothing in this regulation shall prohibit any aircraft from:

(a) taking off, landing or practising approaches to landing; or
(b) flying for the purpose of checking navigational aids or procedures in accordance with normal aviation practice at a licenced or certificated aerodrome in Rwanda or at any aerodrome in any other State; or
(c) flying in such a manner as may be necessary for the purpose of saving life: provided that in the case of practising approaches to landing, such practising is confined to the airspace customarily used by aircraft when landing or taking off in accordance with normal aviation practice at the aerodrome concerned.

(4) The provisions of this regulation shall not apply to any captive balloon or kite.

Formation flights 5. A person shall not fly an aircraft in a formation flight except by pre-arrangement among the pilots-in-command of the aircraft taking part in the flight and, for formation flight in controlled airspace, in accordance with the conditions prescribed by the appropriate air traffic services authority, which conditions shall include:

(a) the formation operates as a single aircraft with regard to navigation and position reporting;
(b) separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots-in-command of the other aircraft in the flight and shall include periods of transition when aircraft are manoeuvring to attain their own separation within the formation flight and during join-up and break-away; and
(c) a distance not exceeding 1 km (0.5 nm) laterally and longitudinally and 30 m (100 ft) vertically from the flight leader shall be maintained by each aircraft.

Unmanned free balloons 6. An unmanned free balloon shall be operated in such a manner as to minimize hazards to persons, property or other aircraft and in accordance with the conditions specified in Appendix 4 to the latest effective edition of Annex 2 – Rules of the Air to the Chicago Convention.

Acrobatic flight 7. A person shall not operate an aircraft in acrobatic flight except under conditions prescribed by the Authority and as indicated by relevant information, advice or clearance from the appropriate air traffic services unit.

Right-hand traffic rule 8. A person flying an aircraft within Rwanda in sight of the ground and following a road, railway, canal or coastline, or any other line of landmarks, shall keep such line of
landmarks on his left.

9. A person shall not operate an aircraft in a prohibited area or a restricted area, the particulars of which have been duly published, except in accordance with the conditions of the restrictions or by permission of the Government of Rwanda and the States over whose territory the areas are established.

10. A person shall not operate an aircraft except for the purpose of take-off or landing below 455 m (1,500 ft), above ground level when operating the aircraft over game parks, game reserves and national parks.

11. (1) Cruising levels at which a flight or a portion of a flight is to be conducted shall be in terms of:
   (a) flight levels, for flights at or above the lowest usable flight level or, where applicable, above the transition altitude;
   (b) altitudes, for flights below the lowest usable flight level or, where applicable, at or below the transition altitude.

   (2) Subject to sub-regulation (5), in order to comply with instrument flight rules (IFR), an aircraft when in level flight at or above 300 m (1,000 ft) over land or water within controlled airspace shall be flown at a level appropriate to its magnetic track as specified in regulation 75.

   (3) Subject to sub-regulation (5), in order to comply with IFR, an aircraft when in level flight at or above 300 m (1,000 ft) over land or water outside controlled airspace shall be flown at a level appropriate to its magnetic track, in accordance with Table 1.

   (4) Except where otherwise indicated in air traffic control clearances or specified by the Authority, visual flight rules (VFR) flights in level cruising flight when operated at or above 300 m (1000 ft) from the ground or water shall be conducted at a flight level appropriate to its magnetic track in accordance with Table 1.

   (5) The level of flight shall be measured by an altimeter set according to the system notified, or in the case of flight over a state other than Rwanda, otherwise published by the competent authority, in relation to the area over which the aircraft is flying.

   (6) An aircraft may be flown in conformity with instructions given by an air traffic control unit or in accordance with notified en-route holding patterns or in accordance with holding procedures notified in relation to an aerodrome.

**TABLE 1 –TABLE OF CRUISING LEVELS -NON RVSM AIRSPACE**
Dropping, spraying, towing and parachute descents

12. A person shall not:
   (a) drop any article, substance or spray any substance from an aircraft in flight;
   (b) tow an aircraft or other object; or
   (c) make a parachute descent other than an emergency descent, except in accordance with conditions prescribed by the Authority and as indicated by relevant information, advice and clearance from the appropriate air traffic services unit.

Proximity to other aircraft

13. A person shall not operate an aircraft in such proximity to other aircraft as to create a collision hazard.

Right-of-way rules: air operations

14. (1) The pilot-in-command of an aircraft that has the right-of-way shall maintain the aircraft’s heading and speed, but nothing in these Regulations shall relieve the pilot-in-command from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by airborne collision avoidance system (ACAS) equipment, as will best avert collision.

(2) A pilot operating an aircraft shall maintain vigilance so as to see and avoid other aircraft, and where this regulation gives another aircraft the right-of-way, the pilot shall give way to that aircraft and shall not pass over, under, or ahead of it unless well clear and taking into account the effect of aircraft wake turbulence.

(3) An aircraft in distress has the right-of-way over all other air traffic.

(4) When two aircraft are converging at approximately the same level, the aircraft that
has the other on its right shall give way, except as follows:
(a) power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons;
(b) airships shall give way to gliders and balloons;
(c) gliders shall give way to balloons;
(d) power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.

(5) An aircraft towing or refueling other aircraft has the right-of-way over all other engine-driven aircraft, except aircraft in distress.

(6) Where two aircraft are approaching head-on or nearly so, and there is danger of collision, each pilot shall alter course to the right.

(7) An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.

(8) In sub-regulations 14(7) and 15(5), “overtaking aircraft” means an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft’s left (port) or right (starboard) navigation lights.

(9) An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of an approach to land.

(10) When two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is in the final stages of an approach to land, or to overtake that aircraft, provided that:
(a) when an air traffic control unit has communicated to any aircraft an order of priority for landing, the aircraft shall approach to land in that order; and
(b) when the pilot-in-command of an aircraft is aware that another aircraft is making an emergency landing, the pilot-in-command shall give way to that aircraft, and notwithstanding that he may have received permission to land, shall not attempt to land until he has received further permission to do so;

and provided further that power-driven heavier-than-air aircraft shall give way to gliders.

Right of way rules: ground operations 15. (1) This regulation shall apply to aircraft and vehicles on the movement area of a land aerodrome.
(2) Notwithstanding any air traffic control clearances, it shall remain the duty of the pilot-in-command of an aircraft to take all possible measures to ensure that his aircraft does not collide with any other aircraft or with any vehicle.
(3) Emergency vehicles proceeding to the assistance of aircraft in distress shall be afforded priority over all other surface movement traffic.
(4) (a) Aircraft and vehicles shall give way to aircraft which are taking off or about to take off or landing or about to land;
(b) aircraft taxiing on the manoeuvring area shall stop and hold at all runway-holding positions unless otherwise authorized by the aerodrome control tower;
(c) aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further when the lights are switched off;
(d) vehicles towing aircraft shall give way to aircraft which are landing, taking off or taxing;
(e) vehicles which are not towing aircraft shall give way to aircraft; and
(f) vehicles shall give way to other vehicles towing aircraft.

(5) Subject to the provisions of sub-regulation (4) and of regulation 19(4), in case of danger of collision between two aircraft taxiing on the movement area:
(a) when two aircraft are approaching head-on or approximately so, each aircraft shall stop or where practicable alter its course to the right so as to keep well clear;
(b) when the two aircraft are on converging course, the one which has the other on its right shall give way to the other and shall avoid crossing ahead of the other unless passing well clear of it;
(c) an aircraft which is being overtaken shall have the right-of-way, and the overtaking aircraft shall keep out of the way of the other aircraft by altering its course to the left until that other aircraft has been passed and is clear, notwithstanding any change in the relative position of the two aircraft.

(6) Subject to the provisions of sub-regulation (4)(d) a vehicle shall:
(a) overtake another vehicle so that the other vehicle is on the left of the overtaking vehicle;
(b) keep to the left when passing another vehicle which is approaching head-on or approximately so.

### Right-of-way rules: water operations

16. (1) A person operating an aircraft on the water shall, in so far as possible, keep clear of all vessels and avoid impeding their navigation, and shall give way to any vessel or other aircraft that is given the right-of-way by this regulation.
(2) Where aircraft, or an aircraft and a vessel, are on crossing courses, the aircraft or vessel to the other's right has the right-of-way.
(3) Where aircraft, or an aircraft and a vessel, are approaching head-on, or nearly so, each shall alter its heading to the right to keep well clear.
(4) An aircraft or vessel that is being overtaken has the right-of-way, and the one overtaking shall alter its heading to keep well clear.
(5) When aircraft, or an aircraft and a vessel, approach so as to involve risk of collision, each aircraft or vessel shall proceed with careful regard to existing circumstances, including the limitations of the respective craft.

### Lights to be displayed by aircraft

17. An aircraft shall be equipped with lights which meet the following requirements:
(a) for aeroplanes, the characteristics detailed in section F.4 - Navigation lights and Anti-collision Lights of Sub-Part F of the latest effective edition of Annex 8 – Airworthiness of Aircraft to the Chicago Convention;
(b) for aeroplanes, the specifications detailed in Appendix I of Part I and Part II to the latest effective edition of Annex 6 – Operation of Aircraft to the Chicago Convention and Volume II, Part A, Chapter 4 of the latest effective edition of the Airworthiness Manual (Document 9760) issued by the International Civil Aviation Organization; and
(c) for helicopters, the specifications detailed in Part A, Chapter 5, of of the latest effective edition of the Airworthiness Manual (Document 9760) issued by the International Civil Aviation Organization.
In the event of the failure of any light which is required by these Regulations to be displayed at night, if the light cannot be immediately repaired or replaced the pilot-in-command shall not depart from the aerodrome and, if in flight, shall land as soon as in his opinion he can safely do so, unless authorized by the appropriate air traffic control unit to continue the flight.

18. Conditions for lights to be displayed by an aircraft.

19. (1) Except as provided by sub-regulation (5), a pilot-in-command when operating an aircraft during the period from sunset to sunrise or any other period which may be prescribed by the appropriate authority shall display:
   (a) anti-collision lights intended to attract attention to the aircraft; and
   (b) navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights.

   (2) Except as provided by sub-regulation (5), from sunset to sunrise or during any other period prescribed by the appropriate authority:
      (a) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;
      (b) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure;
      (c) all aircraft operating on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and
      (d) all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact.

   (3) Except as provided by sub-regulation (5), all aircraft in flight and fitted with anti-collision lights to meet the requirement of sub-regulation (1)(a) shall display such lights also outside the period specified in sub-regulation (1).

   (4) Except as provided by sub-regulation (5), all aircraft:
      (a) operating on the movement area of an aerodrome and fitted with anti-collision lights to meet the requirement of sub-regulation (2)(c); or
      (b) on the movement area of an aerodrome and fitted with lights to meet the requirement of sub-regulation (2)(d);
      shall display such lights also outside the period specified in sub-regulation (2).

   (5) A pilot-in-command shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of sub-regulations (1), (2), (3) and (4) if they do or are likely to:
      (a) adversely affect the satisfactory performance of duties; or
      (b) subject an outside observer to harmful dazzle.

   (6) Between sunset and sunrise or such other period between sunset and sunrise as may be prescribed by the appropriate authority, all aircraft on the water shall display lights as required by the International Regulations for Preventing Collisions at Sea (revised 1972) unless it is impractical for them to do so, in which case they shall display lights as closely similar as possible in characteristics and position to those required by the International Regulations.

20. Balloons, kites, airships, gliders and parascending parachutes

   (1) A person shall not, within Rwanda:
      (a) fly a captive balloon or kite at a height of more than 60 m (200 ft) above the ground level or within 60 m (200 ft) of any vessel, vehicle or structure;
      (b) fly a captive balloon within 3 nautical miles of an aerodrome;
21. (c) fly a balloon exceeding 1.83 m (6 ft) in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon, in controlled airspace;

(d) fly a kite within 3 nautical miles of an aerodrome;

(e) moor an airship;

(f) fly a free balloon at night; or

(g) launch a glider or parascending parachute by winch and cable or by ground tow to a height of more than 60 metres above ground level;

without the permission in writing of the Authority, and in accordance with any conditions subject to which the permission may be granted.

(2) A captive balloon when in flight shall not be left unattended unless it is fitted with a device which ensures automatic deflation if it breaks.

22. (1) Except as provided in sub-regulation (2), an airship while flying at night shall display the following steady lights-

(a) a white light of at least five candelas showing through angles of 110 degrees from dead ahead to each side in the horizontal plane;
(b) a green light of at least five candelas showing to the starboard side through an angle of 110 degrees from dead ahead in the horizontal plane;
(c) a red light of at least five candelas showing to the port side through an angle of 110 degrees from dead ahead in the horizontal plane; and
(d) a white light of at least five candelas showing through angles of 70 degrees from dead ahead astern to each side in the horizontal plane.

(2) An airship while flying at night shall display, if it is not under command, or has its engines voluntarily stopped, or is being towed, the following steady lights:
(a) the white lights referred to in sub-regulations (1)(a) and (1)(d) of sub-regulation (1);
(b) two red lights, each of at least five candles and showing in all directions suspended below the control car so that one is at least 3,65 m (12 ft) above the other and at least 7,6 m (25 ft) below the control car; and
(c) if an airship is making way but not otherwise, the green and red lights referred to in sub-regulations (1)(b) and (1)(c):
   provided that an airship while picking up its moorings, notwithstanding that it is not under command, shall display only the lights specified in sub-regulation (1).

(3) An airship, while moored within Rwanda by night, shall display the following lights:
(a) when moored to a mooring mast, at or near the rear, a white light of at least five candelas showing in all directions; and
(b) a white light of at least five candelas showing through angles of 70 degrees from dead astern to each side in the horizontal plane.

(4) An airship while flying by day, if it is not under command, or has its engines voluntarily stopped, or is being towed, shall display two black balls suspended below the control car so that one is at least 3,65 m (12 ft) above the other and at least 7,6 m (25 ft) below the control car.

(5) For the purpose of this regulation:
(a) an airship shall be deemed not to be under command when it is unable to execute a manoeuvre which it may be required to execute by or under these Regulations;
(b) an airship shall be deemed to be making way when it is not moored and is in motion relative to the air.

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Anti Collision Light

23. (1) When operating by day, an aircraft fitted with an anti-collision light shall display such light in flight.
(2) An aircraft shall display, when stationary on the apron by day or night with engines running, a red anti-collision light when fitted.
(3) When operating by night all aircraft shall display anti-collision lights, intended to attract attention to the aircraft.
(4) When operating an anti-collision light, the light shall be a flashing or rotating red light which shall show in all directions within 30 degrees above and 30 degrees below the horizontal plane of the aircraft.
(5) In the event of a failure of anti-collision light when flying by day, an aircraft may continue to fly provided that the light is repaired at the earliest practicable opportunity.

Simulated instrument flight conditions

24. (1) A person shall not operate an aircraft in simulated instrument flight conditions unless:
   (a) that aircraft has fully functioning dual controls;
   (b) a qualified pilot occupies a control seat to act as safety pilot for the person
who is flying under simulated instrument conditions;
(c) the safety pilot has adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which the observer’s field of vision adequately supplements the vision of the safety pilot.

(2) A person shall not engage in simulated instrument flight conditions during commercial air transport operations.

Practice instrument approaches

25. Within Rwanda, an aircraft shall not carry out instrument approach practices when flying in visual meteorological conditions (VMC) unless:
(a) the appropriate air traffic control unit has previously been informed that the flight is to be made for the purpose of instrument approach practice; and
(b) if the flight is not being carried out in simulated instrument flight conditions, an observer approved by the Authority is carried in such a position in the aircraft that he has an adequate field of vision and can readily communicate with the pilot flying the aircraft.

Aerodromes not having air traffic control units

26. (1) A person shall not fly within a zone which the pilot-in-command knows or ought reasonably to know to be the aerodrome traffic zone of an aerodrome which does not have an air traffic control unit, except for the purpose of taking off, landing or observing the signals in the signals area with a view to landing, and an aircraft flying within such a zone for the purpose of observing the signals shall remain clear of cloud and at least 150 m (500 ft) above the level of the aerodrome.
(2) The pilot-in-command flying in the zone referred to in sub-regulations 26(1) or 27(1) or moving on such an aerodrome shall:
(a) observe other aerodrome traffic for the purpose of avoiding collision;
(b) conform with or avoid the pattern of traffic formed by other aircraft in operation;
(c) make all turns to the left, when approaching for a landing and after taking off, unless otherwise instructed; and
(d) take off and land into the wind, unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.
(3) A person shall not land an aircraft on a runway at such an aerodrome unless the runway is clear of other aircraft.
(4) Where takeoffs and landings are not confined to a runway:
(a) an aircraft when landing shall leave clear on its left any aircraft which has already landed or is already landing or is about to take off, and if such aircraft is obliged to turn, it shall turn to the left after the pilot-in-command of the aircraft has satisfied himself that such action will not interfere with other traffic movements; and
(b) an aircraft about to take off shall take up position and manoeuvre in such a way as to leave clear on its left any aircraft which is already taking off or is about to take off.
(5) An aircraft after landing shall move clear of the landing area in use as soon as it is possible to do so.

Aerodromes having Air Traffic Control Units

27. (1) A pilot-in-command shall not fly the aircraft within a zone which the pilot-in-command knows or ought reasonably to know to be the aerodrome having an air traffic control unit except for the purpose of taking off, landing or observing the signals area with a view to landing, unless the pilot-in-command has the permission
of the appropriate air traffic control unit.

(2) The pilot-in-command flying in the aerodrome traffic zone of an aerodrome having an air traffic control unit or moving on the manoeuvring area of such an aerodrome shall, in addition to the requirements of sub-regulation 26(2):

(a) cause a continuous watch to be maintained on the appropriate radio frequency notified for air traffic control communications at the aerodrome, or if this is not possible, cause a watch to be kept for such instructions as may be issued by visual means; and

(b) not taxi, take off or land except with the permission of the air traffic control unit.

Operations on or in the vicinity of a controlled aerodrome.

28. (1) A person shall not operate an aircraft to, from, through, or on an aerodrome having an operational control tower unless two-way communications are maintained between that person and the control tower.

(2) When arriving at an aerodrome, a pilot-in-command shall establish communications required by sub-regulation (1) on prior to four nautical miles from the aerodrome when operating from the surface up to and including 76.5 m (2,500 ft).

(3) When departing from an aerodrome, a pilot-in-command shall establish communications with the control tower prior to taxi.

(4) A person shall not, at any aerodrome with an operating control tower, operate an aircraft on a runway or taxiway or takeoff or land an aircraft, unless an appropriate clearance has been received from the air traffic control unit.

(5) A clearance to taxi to –

(a) the takeoff runway:

(i) is not a clearance to cross or taxi on to that runway; and

(ii) authorizes the pilot-in-command to cross other runways during the taxi to the assigned runway;

(b) any other point on the aerodrome is a clearance to cross all runways that intersect the taxi route to the assigned point.

(6) If the radio fails or two-way communication is lost, a pilot-in-command may continue a VFR flight operation and land if:

(a) the weather conditions are at or above basic VFR minimums; and

(b) clearance to land is received by light signals.

(7) During IFR operations, the two-way communications failure procedures prescribed in regulation 57 shall apply.

Access to and Movement in the Manoeuvring Area

29. (1) A person shall not enter or drive a vehicle on the manoeuvring area of an aerodrome without the permission of the aerodrome control tower in the case of a controlled aerodrome, or in the case of an uncontrolled aerodrome, the person in charge of the aerodrome, and in accordance with any conditions subject to which that permission may have been granted.

(2) A person shall not move, or move a vehicle on the manoeuvring area of an aerodrome having an air traffic control unit without the permission of that unit and in accordance with any conditions subject to which that permission may have been granted.

(3) Any permission granted for the purpose of this regulation may be granted either in respect of persons or vehicles generally or in respect of any particular person or vehicle or any class of persons or vehicles.

Flight plans
(1) A pilot-in-command shall, before commencing a flight, be familiar with all available information appropriate to the intended operation.

(2) Pre-flight action by a pilot-in-command, for a flight away from the vicinity of the place of departure, and for every flight under the IFR, shall include:
   (a) a careful study of available current weather reports and forecasts taking into consideration fuel requirements; and
   (b) an alternative course of action if the flight cannot be completed as planned.

(3) A pilot-in-command who is unable to communicate by radio with an air traffic control unit at the aerodrome of destination shall not begin a flight to an aerodrome within a control zone if the information which it is reasonably practicable for the pilot-in-command to obtain indicates that he will arrive at that aerodrome when the ground visibility is less than eight kilometres or the cloud ceiling is less than 450 m (1,500 ft), unless the pilot-in-command has obtained from an air traffic control unit at that aerodrome permission to enter the aerodrome traffic zone.

Except as authorized by the Authority a person shall not commence a flight if he has not filed a flight plan.

(1) Information relating to an intended flight or portion of a flight, to be provided to air traffic services (ATS) units, shall be in the form of a flight plan.

(2) A pilot-in-command shall, prior to operating one of the following, file a flight plan for:
   (a) any flight, or portion thereof, to be provided with air traffic control service;
   (b) any instrument flight rules (IFR) flight within advisory airspace;
   (c) any flight within or into designated areas, or along designated routes, when so required by the appropriate air traffic services (ATS) authority to facilitate the provision of flight information, alerting and search and rescue services;
   (d) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate coordination with appropriate military units or with ATS units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
   (e) any flight across international borders; and
   (f) any flight departing from an aerodrome manned by the Authority.

(3) A pilot-in-command shall submit a flight plan before departure to the appropriate ATS reporting office or, during flight, transmit to the appropriate ATS unit or air-ground control radio station, unless arrangements have been made for submission of a repetitive flight plan.

(4) Unless otherwise prescribed by the appropriate ATS authority, a pilot-in-command shall submit a flight plan to the appropriate air traffic services or air traffic advisory service:
   (a) at least sixty minutes before departure and shall be valid for sixty minutes for instrument flight rules (IFR) flights or one hundred and twenty minutes for visual flight rules (VFR) flights; or
   (b) if submitted during flight, at a time which shall ensure its receipt by the appropriate ATS unit at least ten minutes before the aircraft is estimated to reach the:
(i) intended point of entry into a control area or advisory area; or
(ii) point of crossing an airway or advisory route.

(5) Where a Through Flight Plan, containing such particulars as may be notified is submitted to and accepted by an ATS unit in respect of a flight through a number of intermediate aerodromes, this regulation shall be deemed to have been satisfied in respect of each sector of the flight.

(6) An air traffic control unit may exempt the pilot-in-command from the requirements of this regulation in respect of an intended flight which is to be made in a notified local flying area and in which the aircraft will return to the aerodrome of departure without making an intermediate landing.

(7) In order to comply with instrument flight rules (IFR), before an aircraft either takes off from a point within any controlled airspace, or enters any controlled airspace, or in other circumstances prescribed for this purpose, the pilot-in-command shall cause a flight plan to be communicated to the appropriate air traffic control unit and shall obtain an air traffic control clearance based on such flight plan.

(8) The pilot-in-command after he has flown in controlled airspace shall, unless he has requested the appropriate air traffic control unit to cancel his flight plan, forthwith inform that unit when the aircraft lands within or leaves that controlled airspace.

Contents of a flight plan

(1) A person filing an instrument flight rules (IFR) or visual flight rules (VFR) flight plan shall include in it the following information:
   (a) aircraft identification;
   (b) flight rules and type of flight;
   (c) number and type(s) of aircraft and wake turbulence category;
   (d) equipment;
   (e) departure aerodrome
   (f) estimated off-block time;
   (g) cruising speed(s);
   (h) cruising level(s);
   (i) route to be followed;
   (j) destination aerodrome and total estimated elapsed time;
   (k) alternate aerodrome(s);
   (l) fuel endurance;
   (m) total number of persons on board;
   (n) emergency and survival equipment; and
   (o) other information referred to in sub-regulation (2).

(2) A flight plan, for whatever purpose it is submitted, shall contain information, as applicable:
   (a) on relevant items up to and including an alternate aerodrome(s) regarding the whole route or the portion thereof for which the flight plan is submitted; and
   (b) on all other items when so prescribed by the appropriate air traffic services authority or when otherwise deemed necessary by the person submitting the flight plan.

Changes to a flight plan

(1) Subject to regulation 49, where a change occurs to a flight plan submitted for an instrument flight rules (IFR) flight or a visual flight rules (VFR) flight operated as a controlled flight, the pilot-in-command shall report that change as soon as practicable to the appropriate air traffic services (ATS) unit.

(2) Subject to regulation 49, in the case of a VFR flight other than that operated as a controlled flight, the pilot-in-command shall report significant changes to a flight
Closing a flight plan

(1) Unless otherwise prescribed by the appropriate air traffic services (ATS) authority, a pilot-in-command shall make a report of arrival in person or by radio or via data link at the earliest possible moment after landing, to the appropriate ATS unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.

(2) When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, the pilot-in-command shall, when required, close it by an appropriate report to the relevant ATS unit.

(3) When no air traffic services unit exists at the arrival aerodrome, the pilot-in-command shall contact the nearest ATS unit to close the flight plan immediately after landing and by the quickest means available.

(4) When communication facilities at the arrival aerodrome are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the pilot-in-command shall immediately prior to landing, if practicable, transmit to the appropriate ATS unit, a message comparable to an arrival report, where such a report is required.

(5) The transmission referred to in sub-regulation (4) shall normally be made to the aeronautical station serving the ATS unit in charge of the flight information region in which the aircraft is operated.

(6) A pilot-in-command shall include the following elements of information in his arrival reports:
   (a) aircraft identification;
   (b) departure aerodrome;
   (c) destination aerodrome, only in the case of a diversionary landing;
   (d) arrival aerodrome; and
   (e) time of arrival.

(7) The pilot-in-command of an aircraft who has caused notice of the aircraft’s intended arrival at any aerodrome to be given to the ATS unit or other authority at that aerodrome shall ensure that the ATS unit or other authority at that aerodrome is informed as quickly as possible of any change of intended destination and any estimated delay in arrival of forty five minutes or more.

Signals

Universal aviation signals

(1) Where a signal is given or displayed, or whenever any marking specified in regulations 41 up to and including 43 is displayed by any person in an aircraft, or at an aerodrome, or at any other place which is being used by aircraft for landing or take-off, the signal shall, when given or displayed in Rwanda, have the meaning assigned to it, and no other signals likely to be confused with them shall be used.

(2) Upon observing or receiving any of the signals specified in sub-regulation (1), a pilot-in-command shall take such action as may be required by the interpretation of the signal specified in these Regulations.

(3) A signalman shall be responsible for providing standard marshalling signals to aircraft in a clear and precise manner using the signals shown in these Regulations.

(4) A person shall not guide an aircraft unless trained, qualified and approved by the...
relevant appropriate authority to carry out the functions of a signalman.

(5) The signalman shall wear a distinctive fluorescent identification vest to allow the flight crew to identify that he is the person responsible for the marshalling operation.

(6) Daylight-fluorescent wands, table-tennis bats or gloves shall be used for all signalling by all participating ground staff during daylight hours, while illuminated wands shall be used at night or in low visibility.

(7) None of the provisions in these Regulations shall prevent the use by an aircraft in distress of any means at its disposal to attract attention and make known its position.

Distress signals 37. The following signals, used either together or separately, mean that grave and imminent danger threatens, and immediate assistance is requested:

(a) a signal made by radiotelegraphy or by any other signalling method consisting of the group SOS (••• — — • • • in the Morse Code);
(b) a radiotelephony distress signal consisting of the spoken word MAYDAY;
(c) a distress message sent via data link which transmits the intent of the word MAYDAY;
(d) rockets or shells throwing red lights, fired one at a time at short intervals;
(e) a parachute flare showing a red light.

Urgency signals 38. (1) The following signals, used either together or separately, mean that an aircraft wishes to give notice of difficulties which compel it to land without requiring immediate assistance:

(a) the repeated switching on and off of the landing lights; or
(b) the repeated switching on and off of the navigation lights in such manner as to be distinct from flashing navigation lights.

(2) The following signals, used either together or separately, mean that an aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle, or of some person on board or within sight:

(a) a signal made by radiotelegraphy or by any other signalling method consisting of the group XXX;
(b) a signal sent by radiotelephony consisting of the spoken words PAN, PAN;
(c) an urgency message sent via data link which transmits the intent of the words PAN, PAN.

Aircraft interception and interception signals 39. (1) When intercepted by a military or government aircraft, the pilot-in-command shall comply with, by interpreting and responding to visual signals as shown in Table 2.

(2) The intercepting aircraft shall interpret visual signals from an intercepted aircraft as shown in Table 3.

Table 2 - SIGNALS INITIATED BY INTERCEPTING AIRCRAFT AND RESPONSES BY INTERCEPTED AIRCRAFT

<table>
<thead>
<tr>
<th>Series</th>
<th>INTERCEPTING Aircraft Signals</th>
<th>Meaning</th>
<th>INTERCEPTED Aircraft Responds</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>DAY or NIGHT — Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a</td>
<td>You have been intercepted. Follow me.</td>
<td>DAY or NIGHT - Rocking aircraft. Flashing navigational lights at irregular intervals and following.</td>
<td>Understood, will comply.</td>
</tr>
</tbody>
</table>

19
position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left, (or to the right in the case of a helicopter) on the desired heading.

Note 1. — Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.

Note 2. — If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.

<table>
<thead>
<tr>
<th>Series</th>
<th>INTERCEPTED Aircraft Signals</th>
<th>Meaning</th>
<th>INTERCEPTING Aircraft Responds</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>DAY or NIGHT — An abrupt break-away manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.</td>
<td>You may proceed.</td>
<td>DAY or NIGHT - Rocking the aircraft.</td>
<td>Understood, will comply.</td>
</tr>
<tr>
<td>3</td>
<td>DAY or NIGHT — Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.</td>
<td>Land at this aerodrome.</td>
<td>DAY or NIGHT - Lowering landing gear (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.</td>
<td>Understood, will comply.</td>
</tr>
</tbody>
</table>

Table 3 - SIGNALS INITIATED BY INTERCEPTED AIRCRAFT AND RESPONSES BY INTERCEPTING AIRCRAFT
of a helicopter, at a height exceeding 50 m (170 ft) but not exceeding 100 m (330 ft) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.

<table>
<thead>
<tr>
<th></th>
<th>DAY or NIGHT — Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.</th>
<th>Cannot comply.</th>
<th>DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.</th>
<th>Understood.</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>DAY or NIGHT — Irregular flashing of all available lights.</td>
<td>In distress.</td>
<td>DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.</td>
<td>Understood.</td>
</tr>
</tbody>
</table>

40. Visual signals to warn an unauthorized aircraft entering notified airspaces

41. Signals for aerodrome traffic

The pilot-in-command shall take such remedial action as may be necessary, when by day or night, a series of projectiles is discharged from the ground at intervals of 10 seconds, each showing, on bursting, red and green lights or stars indicating to an unauthorized aircraft that it is flying in or about to enter a restricted, prohibited or danger area.

(1) Aerodrome controllers shall use and pilots shall obey the following lights and pyrotechnic signals shown in Table 4 herebelow and illustrated in Figure 10.

(2) Pilots shall acknowledge aerodrome controller signals as follows:

(a) when in flight:

   (i) during the hours of daylight by rocking the aircraft's wings, except that this signal shall not be expected on the base and final legs of the approach;
   
   (ii) during the hours of darkness by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

(b) when on the ground:

   (i) during the hours of daylight by moving the aircraft's ailerons or rudder;

   (ii) during the hours of darkness by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

(3) Aerodrome authorities shall use the visual ground signals as shown in figures 11 to 20 during the situations indicated therein.

| TABLE 4 - LIGHT AND PYROTECHNIC SIGNALS FROM AERODROME CONTROL |

---

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<table>
<thead>
<tr>
<th>Light</th>
<th>From Aerodrome control to:</th>
<th>Aircraft on the ground</th>
</tr>
</thead>
</table>
| Directed towards aircraft concerned | • Cleared to land  
• Give way to other aircraft and continue circling  
• Return for landing*  
• Aerodrome unsafe, do not land  
• Land at this aerodrome and proceed to apron* | Cleared for take-off  
Stop  
Cleared to taxi  
Taxi clear of landing area in use  
Return to starting point on the aerodrome |
| Steady green  
Steady red  
Series of green flashes  
Series of red flashes  
Series of white flashes | Notwithstanding any previous instructions, do not land for the time being |                        |
| Red pyrotechnic | * Clearances to land and to taxi will be given in due course. |

![Diagram showing light and pyrotechnic signals from aerodrome control]

Figure 10: Light and Pyrotechnic Signals from Aerodrome Control

(a) prohibition of landing - a horizontal red square panel with yellow diagonals, as shown in Figure 11 when displayed in a signal area indicates that landings are prohibited and that the prohibition is liable to be prolonged;
need for special precautions while approaching or landing - a horizontal red square panel with one yellow diagonal, as shown in Figure 12 when displayed in a signal area indicates that owing to the bad state of the manoeuvring area, or for any other reason, special precautions shall be observed in approaching to land or in landing;

(c) use of runways and taxiways:
(i) a horizontal white dumb-bell, as shown in Figure 13 when displayed in a signal area indicates that aircraft are required to land, take off and taxi on runways and taxiways only;
(ii) the same horizontal white dumb-bell as in Figure 13 but with a black bar placed perpendicular to the shaft across each circular portion of the dumb-bell, as shown in Figure 14 when displayed in a signal area indicates that aircraft are required to land and take off on runways only, but other manoeuvres need not be confined to runways and taxiways;

(d) closed runways or taxiways - crosses of a single contrasting colour, yellow or white, as shown in Figure 15, displayed horizontally on runways and taxiways or parts thereof indicate an area unfit for movement of aircraft;

(e) directions for landing or take-off:
(i) a horizontal white or orange landing T, as shown in Figure 16, indicates the direction to be used by aircraft for landing and take-off, which shall be in a direction parallel to the shaft of the T towards the cross arm and when used at night, the landing T is either illuminated or outlined in white coloured lights.
(ii) a set of two digits, as shown in Figure 17, displayed vertically at or
near the aerodrome control tower indicates to aircraft on the manoeuvring area the direction for take-off, expressed in units of 10 degrees to the nearest 10 degrees of the magnetic compass;

(f) right-hand traffic - when displayed in a signal area, or horizontally at the end of the runway or strip in use, a right-hand arrow of conspicuous colour, as shown in Figure 18 indicates that turns are to be made to the right before landing and after take-off;

Figure 18

(g) air traffic services reporting office - the letter C displayed vertically in black against a yellow background, as shown in Figure 19 indicates the location of the ATS reporting office;

Figure 19

(h) glider flights in operation - a double white cross displayed horizontally, as shown in Figure 20 in the signal area indicates that the aerodrome is being used by gliders and that glider flights are being performed;

Figure 20

(i) helicopter operations – a white letter H displayed horizontally as shown in figure 21 indicates that helicopters shall take off and land within the designated area;

Figure 21

Marshalling signals: signalman to a pilot

42. (1) The marshalling signals shown in figures 22 to 56 below shall be used from a signalman to a pilot of an aircraft.

(2) The signals are designed for use by the signalman, with hands illuminated as necessary to facilitate observation by the pilot, and facing the aircraft in a position:

(a) for fixed-wing aircraft, the signalman shall be positioned forward of the left-wing tip within view of the pilot and,

(b) for helicopters, where the signalman can best be seen by the pilot.

(3) The meaning of the relevant signals remains the same if bats, illuminated wands or torchlights are held.

(4) The aircraft engines are numbered, for the signalman facing the aircraft, from right to left (i.e. No. I engine being the port outer engine).

(5) Signals marked with an asterisk are designed for use to hovering helicopters.

(6) Prior to using the signals, as shown in Figures 22 to 56 the signalman shall ascertain that the area within which an aircraft is to be guided is clear of objects which the aircraft might otherwise strike.
1. **Wingwalker/guide**

Raise right hand above head level with wand pointing up; move left-hand wand pointing down toward body.

*Note.*—This signal provides an indication by a person positioned at the aircraft wing tip, to the pilot/marshaller/push-back operator, that the aircraft movement on/off a parking position would be unobstructed.

---

2. **Identify gate**

Raise fully extended arms straight above head with wands pointing up.

---

3. **Proceed to next signalman or as directed by tower/ground control**

Point both arms upward; move and extend arms outward to sides of body and point with wands to direction of next signalman or taxi area.

---

4. **Straight ahead**

Bend extended arms at elbows and move wands up and down from chest height to head.

---

5 a). **Turn left (from pilot’s point of view)**

With right arm and wand extended at a 90-degree angle to body, make “come ahead” signal with left hand. The rate of signal motion indicates to pilot the rate of aircraft turn.
5 b). Turn right (from pilot’s point of view)
With left arm and wand extended at a 90-degree angle to body, make “come ahead” signal with right hand. The rate of signal motion indicates to pilot the rate of aircraft turn.

Figure 27

6 a). Normal stop
Fully extend arms and wands at a 90-degree angle to sides and slowly move to above head until wands cross.

Figure 28

6 b). Emergency stop
Abruptly extend arms and wands to top of head, crossing wands.

Figure 29

7 a). Set brakes
Raise hand just above shoulder height with open palm. Ensuring eye contact with flight crew, close hand into a fist. Do not move until receipt of “thumbs up” acknowledgement from flight crew.

Figure 30

7 b). Release brakes
Raise hand just above shoulder height with hand closed in a fist. Ensuring eye contact with flight crew, open palm. Do not move until receipt of “thumbs up” acknowledgement from flight crew.

Figure 31
| Figure 32 | 8 a). Chocks inserted  
With arms and wands fully extended above head, move wands inward in a “jabbing” motion until wands touch. **Ensure** acknowledgement is received from flight crew. |
| Figure 33 | 8 b). Chocks removed  
With arms and wands fully extended above head, move wands outward in a “jabbing” motion. **Do not** remove chocks until authorized by flight crew. |
| Figure 34 | 9. Start engine(s)  
Raise right arm to head level with wand pointing up and start a circular motion with hand; at the same time, with left arm raised above head level, point to engine to be started. |
| Figure 35 | 10. Cut engines  
Extend arm with wand forward of body at shoulder level; move hand and wand to top of left shoulder and draw wand to top of right shoulder in a slicing motion across throat. |
| Figure 36 | 11. Slow down  
Move extended arms downwards in a “patting” gesture, moving wands up and down from waist to knees. |
12. Slow down engine(s) on indicated side

With arms down and wands toward ground, wave either right or left wand up and down indicating engine(s) on left or right side respectively should be slowed down.

Figure 37

13. Move back

With arms in front of body at waist height, rotate arms in a forward motion. To stop rearward movement, use signal 6 a) or 6 b).

Figure 38

14 a). Turns while backing (for tail to starboard)

Point left arm with wand down and bring right arm from overhead vertical position to horizontal forward position, repeating right-arm movement.

Figure 39

14 b). Turns while backing (for tail to port)

Point right arm with wand down and bring left arm from overhead vertical position to horizontal forward position, repeating left-arm movement.

Figure 40

15. Affirmative/all clear

Raise right arm to head level with wand pointing up or display hand with “thumbs up”; left arm remains at side by knee.

Note.— This signal is also used as a technical/servicing communication signal.
| Figure 42 | *16. Hover  
Fully extend arms and wands at a 90-degree angle to sides. |
| Figure 43 | *17. Move upwards  
Fully extend arms and wands at a 90-degree angle to sides and, with palms turned up, move hands upwards. Speed of movement indicates rate of ascent. |
| Figure 44 | *18. Move downwards  
Fully extend arms and wands at a 90-degree angle to sides and, with palms turned down, move hands downwards. Speed of movement indicates rate of descent. |
| Figure 45 | *19 a). Move horizontally left (from pilot’s point of view)  
Extend arm horizontally at a 90-degree angle to right side of body. Move other arm in same direction in a sweeping motion. |
| Figure 46 | *19 b). Move horizontally right (from pilot’s point of view)  
Extend arm horizontally at a 90-degree angle to left side of body. Move other arm in same direction in a sweeping motion. |
| Figure 47 | “20. Land”  
Cross arms with wands downwards and in front of body. |
| Figure 48 | 21. Fire  
Move right-hand wand in a “fanning” motion from shoulder to knee, while at the same time pointing with left-hand wand to area of fire. |
| Figure 49 | 22. Hold position/stand by  
Fully extend arms and wands downwards at a 45-degree angle to sides. Hold position until aircraft is clear for next manoeuvre. |
| Figure 50 | 23. Dispatch aircraft  
Perform a standard salute with right hand and/or wand to dispatch the aircraft. Maintain eye contact with flight crew until aircraft has begun to taxi. |
| Figure 51 | 24. Do not touch controls (technical/servicing communication signal)  
Extend right arm fully above head and close fist or hold wand in horizontal position; left arm remains at side by knee. |
<table>
<thead>
<tr>
<th>Figure 52</th>
<th>25. Connect ground power (technical/servicing communication signal)</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Figure 52" /></td>
<td>Hold arms fully extended above head; open left hand horizontally and move finger tips of right hand into and touch open palm of left hand (forming a “T”). At night, illuminated wands can also be used to form the “T” above head.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Figure 53</th>
<th>26. Disconnect power (technical/servicing communication signal)</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image2" alt="Figure 53" /></td>
<td>Hold arms fully extended above head with finger tips of right hand touching open horizontal palm of left hand (forming a “T”); then move right hand away from the left. <strong>Do not</strong> disconnect power until authorized by flight crew. At night, illuminated wands can also be used to form the “T” above head.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Figure 54</th>
<th>27. Negative (technical/servicing communication signal)</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image3" alt="Figure 54" /></td>
<td>Hold right arm straight out at 90 degrees from shoulder and point wand down to ground or display hand with “thumbs down”; left hand remains at side by knee.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Figure 55</th>
<th>28. Establish communication via interphone (technical/servicing communication signal)</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image4" alt="Figure 55" /></td>
<td>Extend both arms at 90 degrees from body and move hands to cup both ears.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Figure 56</th>
<th>29. Open/close stairs (technical/servicing communication signal)</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image5" alt="Figure 56" /></td>
<td>With right arm at side and left arm raised above head at a 45-degree angle, move right arm in a sweeping motion towards top of left shoulder. <strong>Note.</strong>— This signal is intended mainly for aircraft with the set of integral stairs at the front.</td>
</tr>
</tbody>
</table>

**Marshalling signals: pilot to a signalman**

43. A pilot shall use the signals shown in Table 5 when communicating with a signalman on the ground:
TABLE 5 – MARSHALLING SIGNALS PILOT TO GROUND SIGNALMAN

<table>
<thead>
<tr>
<th>Description of Signal</th>
<th>Meaning of Signal</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Raise arm and hand with fingers extended horizontal in front of face, then clench fist</td>
<td>Brakes engaged.</td>
</tr>
<tr>
<td>(b) Raise arm with fist clenched horizontally in front of face, then extend fingers.</td>
<td>Brakes released.</td>
</tr>
<tr>
<td>(c) Arms extended palms facing outwards, move hands inwards to cross in front of face.</td>
<td>Insert chocks.</td>
</tr>
<tr>
<td>(d) Hands crossed in front of face, palms facing outwards, move arms outwards.</td>
<td>Remove chocks</td>
</tr>
<tr>
<td>(e) Raise the number of fingers on the hand indicating the number of the engine to be started. For this purpose the aircraft engines shall be numbered in relation to the marshaller facing the aircraft, from his right to his left, for example No. 1 engine shall be the port outer engine, number 2 engine shall be the port inner engine, number 3 engine shall be the starboard inner engine and number 4 engine shall be the starboard outer engine.</td>
<td>Ready to start engine.</td>
</tr>
</tbody>
</table>

**Time**

(1) A pilot-in-command flying an aircraft shall use Co-ordinated Universal Time which shall be expressed in hours and minutes and, when required, seconds of the twenty four hour day beginning at midnight.

(2) A pilot-in-command shall obtain a time check prior to operating a controlled flight and at such other times during the flight as may be necessary, such time check shall be obtained from an air traffic services unit unless other arrangements have been made by the operator or by the Authority.

(3) Wherever time is utilized in the application of data link communications, it shall be accurate to within one second of Co-ordinated Universal Time.

**Air traffic control service**

(1) A pilot-in-command shall not commence a flight in an aircraft unless he has obtained an air traffic control clearance prior to operating a controlled flight, or a portion of a flight as a controlled flight.

(2) A pilot-in-command shall request air traffic control clearance referred to in sub-regulation (1) through the submission of a flight plan to an air traffic control unit.

(3) Where a pilot-in-command has requested a clearance involving priority, that pilot-in-command shall submit a report explaining the necessity for such priority, if requested by the appropriate air traffic control unit.

(4) A person operating an aircraft on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.

(5) The pilot-in-command of an aircraft shall fly in conformity with the air traffic control clearance issued for the flight as amended by any further instructions given by an air traffic control unit, and with the holding and instrument approach procedures, notified in relation to the aerodrome of destination, unless the pilot-in-command:
(a) is able to fly in uninterrupted visual meteorological conditions (VMC) for so long as he remains in controlled airspace; and
(b) has informed the appropriate air traffic control unit of his intention to continue the flight in compliance with visual flight rules (VFR) and has requested that unit to cancel his instrument flight rules (IFR) flight plan: provided that if an emergency arises which requires an immediate deviation from an air traffic control clearance, the pilot-in-command of the aircraft shall, as soon as possible, inform the appropriate air traffic control unit of the deviation.

Potential re-clearance in flight 46. If prior to departure, a pilot-in-command anticipates that depending on fuel endurance and subject to re-clearance in flight, a decision may be taken to proceed to a revised destination aerodrome, he shall notify the appropriate air traffic control units by the insertion in the flight plan of information concerning the revised route (where known) and the revised destination.

Adherence to air traffic control clearances 47. (1) A pilot-in-command shall, except as provided for in regulations 45 and 49, adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the pilot-in-command, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate air traffic services unit shall be notified of the action taken and that this action has been taken under emergency authority.
(2) Sub-regulation (1) does not prohibit a pilot-in-command from cancelling an instrument flight rules (IFR) clearance when operating in visual meteorological conditions (VMC) or cancelling a controlled flight clearance when operating in airspace that does not require controlled flight.
(3) When operating in airspace requiring controlled flight, a pilot-in-command shall not operate contrary to air traffic control instructions, except in an emergency.
(4) A pilot-in-command who deviates from an air traffic control clearance or instructions in an emergency shall notify air traffic control of that deviation as soon as possible.

Route to be flown 48. (1) Unless otherwise authorized or directed by the appropriate air traffic control unit, a pilot-in-command of a controlled flight shall, in so far as practicable:
(a) when on an established air traffic services (ATS) route, operate along the defined centre line of that route; or
(b) when on any other route, operate directly between the navigation facilities and/or points defining that route.
(2) A pilot-in-command shall notify the appropriate air traffic control unit of any deviation from the requirements in sub-regulation (1).
(3) A pilot-in-command of a controlled flight operating along an ATS route segment defined by reference to very high frequency omnidirectional range shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the change-over point, where established.

Air traffic control clearance: inadvertent 49. (1) A pilot-in-command of an aircraft shall take the following action in the event that a controlled flight inadvertently deviates from its current flight plan:
(a) if the aircraft is off track, the pilot-in-command shall forthwith take action
to adjust the heading of the aircraft to regain track as soon as practicable.

(b) the pilot-in-command shall inform the appropriate air traffic control unit if the average true airspeed at cruising level between reporting points varies from that given in the flight plan or is expected to vary by plus or minus five per cent of the true airspeed; and

(c) the pilot-in-command shall notify the appropriate air traffic control unit and give a revised estimated time given as soon as possible if the time estimate for the next applicable reporting point, flight information region boundary, or destination aerodrome, whichever comes first, is found to be in error in excess of three minutes from that notified to air traffic services, or such other period of time as is prescribed by the appropriate ATS authority or on the basis of air navigation regional agreements.

(2) In addition to sub-regulation (1), when an automatic dependent surveillance agreement is in place, air traffic services unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the automatic dependent surveillance event contract.

A pilot-in-command requesting for air traffic control clearance changes shall include the following information in the request:

(a) for change of cruising level:
   (i) aircraft identification;
   (ii) requested new cruising level and cruising speed at this level; and
   (iii) revised time estimates, when applicable, at subsequent flight information region boundaries;

(b) for change of route:
   (i) destination unchanged-
      (aa) aircraft identification;
      (bb) flight rules;
      (cc) description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence;
      (dd) revised time estimates; and
      (ee) any other pertinent information;
   (ii) destination changed-
      (aa) aircraft identification;
      (bb) flight rules;
      (cc) description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence;
      (dd) revised time estimate;
      (ee) alternate aerodrome(s); and
      (ff) any other pertinent information.

(1) Unless exempted by the appropriate air traffic services authority, or by the appropriate air traffic services unit under conditions specified by the said authority, a pilot of a controlled flight shall report to the appropriate air traffic services unit, as soon as possible:
   (a) the time and level of passing each designated compulsory reporting point, except that while the aircraft is under radar control, only the passing of those reporting points specifically requested by air traffic control need be
reported, together with any other required information, unless exempted from this requirement by the appropriate air traffic control unit under conditions specified by the Authority;

(b) any unforecasted weather conditions encountered; and

c) any other information relating to the safety of flight, such as hazardous weather or abnormal radio station indications.

(2) A pilot of a controlled flight shall make position reports in relation to additional points when requested by the appropriate air traffic control unit.

(3) In the absence of designated reporting points, a pilot of a controlled flight shall make position reports at intervals prescribed by the Authority or specified by the appropriate air traffic control unit.

(4) A pilot-in-command of a controlled flight providing position information to the appropriate air traffic control unit via data link communications shall only provide voice position reports when requested.

(5) A pilot of a controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate air traffic control unit as soon as the flight ceases to be subject to air traffic control service.

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**Air traffic control clearances for VFR flights**

52. A pilot of a visual flight rules (VFR) flight shall comply with the provisions of regulations 45, 46, 47, 48, 49, 50, 51, 54, 56 and 57 when:

(a) operated within Classes C and D airspace, and, when used in a Flight Information Region, Class B;

(b) forming part of aerodrome traffic at controlled aerodromes; or

(c) operated as special VFR.

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**VFR flight within designated areas**

53. A pilot-in-command operating a VFR flight within or into areas, or along routes, designated by the Authority in accordance with sub-regulation 32 (2)(c) or (d) shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary to, the air traffic services unit providing flight information service.

---

**Weather deterioration below VMC**

54. A pilot-in-command of a visual flight rules (VFR) flight operated as a controlled flight shall, when it becomes evident that flight in visual meteorological conditions (VMC) in accordance with its current control flight plan will not be practicable:

(a) request an amended clearance enabling the aircraft to continue in VMC to its destination or to an alternative aerodrome, or to leave the airspace within which an air traffic control clearance is required;

(b) if no clearance can be obtained in accordance with sub-paragraph (a), continue to operate in VMC and notify the appropriate air traffic control unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome;

(c) if operating within a control zone, request authorization to operate as a special VFR; or

(d) request clearance to operate in instrument flight rules (IFR), if currently rated for IFR operations.

---

**Operation under IFR in controlled airspace malfunction reports**

55. (1) A pilot-in-command of an aircraft operated in controlled airspace under instrument flight rules (IFR) shall report as soon as practical to air traffic control unit any malfunctions of navigational, approach, or communication equipment occurring in flight.

(2) In each report specified in sub-regulation (1), the pilot-in-command shall include:
Communications  56.  (1) A person operating an aircraft as a controlled flight shall maintain a continuous air-ground voice communication watch on the appropriate radio frequency of, and establish two-way communication as required, with, the appropriate air traffic control unit, except as may be prescribed by the appropriate air traffic services authority in respect of an aircraft forming part of aerodrome traffic at a controlled aerodrome.

(2) Automatic signalling devices may be used to satisfy the requirement to maintain a continuous listening watch, if authorized by the Authority.

Communication failure: air-to-ground  57.  (1) Where a pilot-in-command has been unable to establish contact with an aeronautical ground station in order to comply with regulation 56, the pilot-in-command shall comply with the voice communication failure procedures contained in Volume II of the latest effective edition of Annex 10 – Aeronautical Telecommunications of the Chicago Convention and with such of the procedures contained in this regulation as are appropriate, and shall attempt to establish communications with the appropriate air traffic control unit using all other available means.

(2) Where an aircraft forms part of the aerodrome traffic at a controlled aerodrome, the pilot-in-command shall keep a watch for such instructions as may be issued by visual signals.

(3) If a pilot-in-command is unable to establish communication and is in visual meteorological conditions, he shall:

   (a) continue to fly in visual meteorological conditions, land at the nearest suitable aerodrome and report his arrival by the most expeditious means to the appropriate air traffic control unit;

   (b) if considered advisable, complete an instrument flight rules (IFR) flight in accordance with sub-regulation (4).

(4) If a pilot-in-command is unable to establish communication and is in instrument meteorological conditions or when the pilot-in-command of an IFR flight considers it inadvisable to complete the flight in accordance with sub-regulation (3)(a), the pilot-in-command shall:

   (a) unless otherwise prescribed on the basis of regional air navigation agreement, in airspace where radar is not used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft’s failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;

   (b) in airspace where radar is used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:

      (i) the time the last assigned level or minimum flight altitude is reached; or

      (ii) the time the transponder is set to Code 7600; or

      (iii) the aircraft’s failure to report its position over a compulsory reporting point;
whichever is later, and thereafter adjust level and speed in accordance with
the filed flight plan;

(c) when being radar vectored or having been directed by air traffic control to
proceed offset using area navigation (RNAV) without a specified limit,
rejoin the current flight plan route no later than the next significant point,
taking into consideration the applicable minimum flight altitude;

(d) proceed according to the current flight plan route to the appropriate
designated navigation aid or fix serving the destination aerodrome and,
when required to ensure compliance with (e) below, hold over this aid or
fix until commencement of descent;

(e) commence descent from the navigation aid or fix specified in (d) at, or as
close as possible to the expected approach time last received and
acknowledged or, if no expected approach time has been received and
acknowledged, at, or as close as possible to the estimated time of arrival
resulting from the current flight plan;

(f) complete a normal instrument approach procedure as specified for the
designated navigation aid or fix; and

(g) land, if possible, within 30 minutes after the estimated time of arrival
specified in (e) or the last acknowledged expected approach time,
whichever is later or, if unable to land as specified, the pilot-in-command
shall not approach and land visually and shall leave the vicinity of the
aerodrome and any associated controlled airspace at the specified altitude
and on the specified route, and if no altitude or route is specified the pilot-
in-command shall fly at the last assigned altitude or minimum sector
altitude, whichever is the higher, and avoid areas of dense traffic, then he
shall either:

(i) fly to an area in which flight may be continued in visual
meteorological conditions (VMC) and land at a suitable aerodrome
there; or (if this is not possible),
(ii) select a suitable area in which to descend through cloud, fly visually
to a suitable aerodrome and land as soon as practicable.

Communication failure: ground-to-air

58. (1) Where an aeronautical station has been unable to establish contact with a pilot-in-
command after calls on the frequencies on which the pilot-in-command is believed

to be listening, the station shall:

(a) request other aeronautical stations to render assistance by calling the pilot-in-
command and relaying traffic information, if necessary;
(b) request pilots-in-command of other aircraft on the route to attempt to
establish communication with the aircraft and relay traffic information, if
necessary.

(2) The provisions of sub-regulation (1) shall also be applied:

(a) on request of the air traffic services unit concerned;
(b) when an expected communication from a pilot-in-command has not been
received within a time period such that the occurrence of a communication
failure is suspected.

(3) The time period referred to in sub-regulation (2)(b) shall be prescribed by the
Authority.

(4) Where the attempts specified in sub-regulation (1) fail, the aeronautical station
shall transmit messages addressed to the pilot-in-command, other than messages
containing air traffic control clearances, by blind transmission on the frequency on
which the pilot-in-command is believed to be listening.
**Unlawful interference and interception of aircraft**

**Unlawful interference** 59. (1) A pilot-in-command of an aircraft which is being subjected to unlawful interference shall endeavour to notify the appropriate air traffic services (ATS) unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimize conflict with other aircraft.

(2) A pilot-in-command shall, when and if possible, operate the SSR code 7500 to indicate that the aircraft is being subjected to unlawful interference or SSR code 7700 to indicate that it is threatened by grave and imminent danger and requires urgent assistance.

(3) When an air traffic services unit knows or believes that an aircraft is being subjected to unlawful interference, no reference shall be made in ATS air-ground communications to the nature of the emergency unless it has first been referred to in communications from the aircraft involved and it is certain that such reference will not aggravate the situation.

**Interception of civil aircraft** 60. (1) Interception of civil aircraft shall:

(a) be undertaken only as a last resort;

(b) if undertaken, be limited to determining the identity of the aircraft, unless it is necessary to return the aircraft to its planned track, direct it beyond the boundaries of national airspace, guide it away from a prohibited, restricted or danger area or instruct it to effect a landing at a designated aerodrome;

(c) not be undertaken for practice of interception of civil aircraft;

(d) ensure that navigational guidance and related information will be given to an intercepted aircraft by radiotelephony, whenever radio contact can be established; and

(e) ensure that, in the case where an intercepted civil aircraft is required to land in the territory overflowed, the aerodrome designated for the landing is suitable for the safe landing of the aircraft type concerned.

(2) A pilot-in-command of a civil aircraft, when intercepted shall immediately:

(a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in regulation 39;

(b) notify, if possible, the appropriate air traffic services unit;

(c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight, and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz;

(d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

(3) If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the pilot-in-command of the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

(4) If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the pilot-in-command of the intercepted aircraft shall request immediate clarification while continuing to comply with the radio
instructions given by the intercepting aircraft.

(5) In intercepting a civil aircraft, the intercepting aircraft shall take due account of the performance limitations of civil aircraft, the need to avoid flying in such proximity to the intercepted aircraft that a collision hazard may be created and the need to avoid crossing the intercepted aircraft’s flight path or to perform any other manoeuvre in such a manner that the wake turbulence may be hazardous, particularly if the intercepted aircraft is a light aircraft.

(6) Pilots of intercepting aircraft equipped with an SSR transponder shall suppress the transmission of pressure-altitude information (in Mode C replies or in the AC field of Mode S replies) within a range of at least 37 km (20 NM) of the aircraft being intercepted in order to prevent the airborne collision avoidance system (ACAS) in the intercepted aircraft from using resolution advisories in respect of the interceptor, while the ACAS traffic advisory information will remain available.

(7) If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table 6 and transmitting each phrase twice:

Table 6 - PHRASES AND PRONUNCIATIONS USED DURING INTERCEPTION
<table>
<thead>
<tr>
<th>Phrase</th>
<th>Pronunciation</th>
<th>Meaning</th>
<th>Phrase</th>
<th>Pronunciation</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>CALL SIGN</td>
<td>KOL SA-IN</td>
<td>What is your call sign?</td>
<td>CALL SIGN</td>
<td>KOL SA-IN</td>
<td>My call sign is (call sign)</td>
</tr>
<tr>
<td>FOLLOW</td>
<td>FOL-LO</td>
<td>Follow me</td>
<td>WILCO</td>
<td>VILL-KO</td>
<td>Understood</td>
</tr>
<tr>
<td>DESCEND</td>
<td>DEE-SEND</td>
<td>Descend for landing</td>
<td>CAN NOT</td>
<td>KANN NOTT</td>
<td>Unable to comply</td>
</tr>
<tr>
<td>YOU LAND</td>
<td>YOU LAAND</td>
<td>Land at this aerodrome</td>
<td>REPEAT</td>
<td>REE-PEET</td>
<td>Repeat your instruction</td>
</tr>
<tr>
<td>PROCEED</td>
<td>PRO-SEED</td>
<td>You may proceed</td>
<td>AM LOST</td>
<td>AM LOSST</td>
<td>Position unknown</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>MAYDAY</td>
<td>MAYDAY</td>
<td>I am in distress</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>HIJACK²</td>
<td>HI-JACK</td>
<td>I have been hijacked</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>LAND (place name)</td>
<td>LAAND (place name)</td>
<td>I request to land at (place name)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>DESCEND DEE-SEND</td>
<td>I require descent</td>
</tr>
</tbody>
</table>

1. In the second column, syllables to be emphasized are underlined.

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

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

**Miscellaneous**

**Reporting of hazardous conditions**

61. A pilot-in-command shall, on meeting with hazardous conditions in the course of a flight, or as soon as possible thereafter, send to the appropriate air traffic services unit by the quickest means available information containing such particulars of the hazardous conditions as may be pertinent to the safety of other aircraft.

**Altimeter settings**

62. A person operating an aircraft registered in Rwanda shall set the aircraft altimeters to maintain the cruising altitude for flight level reference in accordance with the procedure notified by:

(a) the State where the aircraft may be; or
(b) the Aeronautical Information Publication.
ATS airspaces classification in Rwanda is shown in the AIP and classified and designated in accordance with Table 7.

TABLE 7 CLASSIFICATION OF ATS AIRSPACES
<table>
<thead>
<tr>
<th>Class</th>
<th>Type of flight</th>
<th>Separation provided</th>
<th>Service provided</th>
<th>VMC visibility and distance from cloud minimal*</th>
<th>Speed limitation*</th>
<th>Radio communication requirement</th>
<th>Subject to an ATC clearance</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>IFR only</td>
<td>All aircraft</td>
<td>Air traffic control service</td>
<td>Not applicable</td>
<td>Not applicable</td>
<td>Continuous two-way</td>
<td>Yes</td>
</tr>
<tr>
<td>B**</td>
<td>IFR</td>
<td>All aircraft</td>
<td>Air traffic control service</td>
<td>Not applicable</td>
<td>Not applicable</td>
<td>Continuous two-way</td>
<td>Yes</td>
</tr>
<tr>
<td>VFR</td>
<td>Air traffic control service</td>
<td>8 KM at and above 3 050 M (10 000 FT) AMSL</td>
<td>Not applicable</td>
<td>Continuous two-way</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C**</td>
<td>IFR</td>
<td>IFR from IFR</td>
<td>Air traffic control service</td>
<td>Not applicable</td>
<td>Not applicable</td>
<td>Continuous two-way</td>
<td>Yes</td>
</tr>
<tr>
<td>VFR</td>
<td>VFR from IFR</td>
<td>1) Air traffic control service for separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)</td>
<td>8 KM at and above 3 050 M (10 000 FT) AMSL</td>
<td>250 KT IAS below 3 050 M (10 000 FT) AMSL</td>
<td>Continuous two-way</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>IFR</td>
<td>IFR from IFR</td>
<td>Air traffic control service including traffic information about VFR flights (and traffic avoidance advice on request)</td>
<td>Not applicable</td>
<td>250 KT IAS below 3 050 M (10 000 FT) AMSL</td>
<td>Continuous two-way</td>
<td>Yes</td>
</tr>
<tr>
<td>VFR</td>
<td>Nil</td>
<td>Traffic information between VFR and IFR flights (and traffic avoidance advice on request)</td>
<td>8 KM at and above 3 050 M (10 000 FT) AMSL</td>
<td>250 KT IAS below 3 050 M (10 000 FT) AMSL</td>
<td>Continuous two-way</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>E**</td>
<td>IFR</td>
<td>IFR from IFR</td>
<td>Air traffic control service and traffic information about VFR flights as far as practical</td>
<td>Not applicable</td>
<td>250 KT IAS below 3 050 M (10 000 FT) AMSL</td>
<td>Continuous two-way</td>
<td>Yes</td>
</tr>
<tr>
<td>VFR</td>
<td>Nil</td>
<td>Traffic information as far as practical</td>
<td>8 KM at and above 3 050 M (10 000 FT) AMSL</td>
<td>250 KT IAS below 3 050 M (10 000 FT) AMSL</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>
The pilot-in-command shall have final authority as to the disposition of the aircraft while in command.

A person shall not commence a flight to be conducted in accordance with visual flight rules (VFR) unless available current meteorological reports, or a combination of current reports and forecasts, indicate that the meteorological conditions along the route, or that part of the route to be flown under VFR, shall, at the appropriate time, allow VFR operations.

In relation to flights in visual meteorological conditions (VMC) in Class A airspace the pilot-in-command shall comply with regulations 32 and 51 as if the flights were IFR flights but shall not elect to continue the flight in compliance with the VFR for the purposes of regulation 32(7).

(1) A person shall not carry out activities potentially hazardous to aircraft whether flying over Rwanda or over the territorial waters of Rwanda without approval from the Authority.

(2) Notwithstanding the generalities of sub-regulation (1):

(a) a person shall not intentionally project, or cause to be projected, a laser beam or other directed high intensity light at an aircraft in such a manner as to create a hazard to aviation safety, damage to the aircraft or injury to its crew or passengers;

(b) a person using or planning to use lasers or other directed high-intensity lights outdoors in such a manner that the laser beam or other light beam may enter navigable airspace with sufficient power to cause an aviation hazard shall provide written notification to the competent authority;

(c) a pilot-in-command shall not deliberately operate an aircraft into a laser beam or other directed high-intensity light unless flight safety is ensured,
provided there is an agreement between the operator of the laser emitter or light source, the pilot-in-command and the competent authority.

(3) A person shall not release into the atmosphere any radioactive material or toxic chemicals which could affect the safety of aircraft operating within the Rwandan airspace.

**PART III - VISUAL FLIGHT RULES**

**Visual meteorological conditions**

**68.** Except when operating a special VFR flight, a person shall conduct a VFR flight so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table 8.

**TABLE 8 - VMC VISIBILITY AND DISTANCE FROM CLOUD MINIMA**

<table>
<thead>
<tr>
<th>Altitude band</th>
<th>Airspace class</th>
<th>Flight visibility</th>
<th>Distance from cloud</th>
</tr>
</thead>
<tbody>
<tr>
<td>At and above 3 050 m (10 000 ft) AMSL</td>
<td>A* B <em><strong>C D E</strong></em> F*** G</td>
<td>8 km</td>
<td>1,500 m horizontally 300 m (1,000 ft) vertically</td>
</tr>
<tr>
<td>Below 3050 m (10000 ft) AMSL and above 900 m (3 000 ft) AMSL, or above 300 m (1 000 ft) above terrain, whichever is the higher</td>
<td>A<em>B</em>** C D E*** F*** G</td>
<td>5 km</td>
<td>1,500 m horizontally 300 m (1,000 ft) vertically</td>
</tr>
<tr>
<td>At and below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is the higher</td>
<td>A<em>B</em>** C D E ***</td>
<td>5 km</td>
<td>1,500 m horizontally 300 m (1,000 ft) vertically</td>
</tr>
<tr>
<td></td>
<td>F*** G</td>
<td>5 km**</td>
<td>Clear of cloud and with the surface in sight</td>
</tr>
</tbody>
</table>

* The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

** When so prescribed by the appropriate air traffic services authority:
  a) flight visibilities reduced to not less than 1,500 m may be permitted for flights operating:
      1) at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
      2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels;
  b) helicopters may be permitted to operate in less than 1,500 m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

***Classes of airspace B, E and F are not used in Kigali Flight Information Region.

**VFR within a control zone**

**69.** A pilot-in-command of a VFR flight shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern when:
   (a) the ceiling is less than 450 m (1,500 ft); or
   (b) the ground visibility is less than 5 km;
   except when a clearance is obtained from an air traffic control unit.
Minimum safe VFR altitudes and flight above 900 m

70. (1) Except when necessary for take-off or landing, or except by permission from the appropriate air traffic services authority, a VFR flight shall not be flown:
   (a) over congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1,000 ft) above the highest obstacle within a radius of 600 m from the aircraft;
   (b) elsewhere than specified in paragraph (a), at a height less than 150 m (500 ft) above the ground or water.

(2) Except where otherwise indicated in air traffic control clearances or specified by the appropriate air traffic services authority, VFR flights in level cruising flight when operated above 900 m (3,000 ft) from the ground or water, or a higher datum as specified by the appropriate air traffic services authority, shall be conducted at a flight level appropriate to the track specified in the table of cruising levels in Table 9.

Choice of VFR or IFR

71. (1) Subject to regulation 66, a person shall fly an aircraft in accordance with VFR or IFR, provided that:
   (a) in Rwanda, an aircraft flying at night shall be flown in accordance with the IFR, or, in a control zone, in accordance with the IFR or the provisions of the proviso to paragraph (b) of regulation 72;
   (b) irrespective of meteorological conditions, the pilot-in-command shall, when operating within the Kigali Flight Information Region at or above flight level 170 and within airways irrespective of flight level, fly in accordance with IFR.

(2) Unless authorized by an appropriate air traffic services authority, a person shall not operate an aircraft in VFR:
   (a) above flight level 170; or
   (b) at supersonic or transonic speeds or
   (c) except as may be prescribed by the Authority and operated in accordance with the conditions prescribed by the Authority, between sunset and sunrise.

VFR outside and within controlled airspace

72. A pilot-in-command flying an aircraft:
   (a) outside controlled airspace shall remain at least 1,500 m horizontally and 300 m (1,000 ft) vertically away from cloud and in a flight visibility of at least 8 km:
      provided that below 300 m (1,000 ft) above ground or water this sub-regulation shall be deemed to be complied with if the aircraft is flown clear of cloud and in sight of the surface in a flight visibility of not less than 1.5 km;
   (b) within controlled airspace shall remain at least 1,500 m horizontally and 300 m (1,000 ft) vertically away from cloud and in a flight visibility of at least 8 km:
      provided that in a control zone, in the case of a special VFR flight, the aircraft shall remain clear of cloud and in sight of the ground or water and shall be flown in accordance with any instructions given by the appropriate air traffic control unit.

Changing from VFR to IFR

73. A pilot-in-command operating in VFR who wishes to change to IFR shall:
   (a) if a flight plan was submitted, communicate the necessary changes to be effected to the current flight plan; or
   (b) when so required by provisions of regulation 32 submit a flight plan to the
appropriate air traffic control unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

PART IV - INSTRUMENT FLIGHT RULES

<table>
<thead>
<tr>
<th>Aircraft equipment</th>
<th>74. A pilot-in-command shall ensure an aircraft is equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.</th>
</tr>
</thead>
</table>
| IFR flights in controlled airspace. | 75. A pilot-in-command of an aircraft operating an IFR flight in controlled airspace shall:  
(a) be flown at a cruising level, or, if authorized to employ cruise climb techniques between two levels or above a level, selected from:  
(i) the tables of cruising levels in Table 9; or  
(ii) a modified table of cruising levels, when so prescribed in accordance with Table 9 for flight above FL410;  
except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the Authority in the Aeronautical Information Publication.  
(b) comply with the provisions of regulations 45, 46, 47, 48, 49, 50, 51, 56 and 57. |

TABLE 9 - TABLES OF CRUISING LEVELS –RVSM AIRSPACE
a) in areas where, on the basis of regional air navigation agreements and in accordance with conditions specified therein, a vertical separation minimum (VSM) of 300 m (1,000 ft) is applied between FL 290 and FL 410 inclusive.*

**TRACK**

<table>
<thead>
<tr>
<th>IFR Flights from 000 degrees to 179 degrees***</th>
<th>VFR Flights from 180 degrees to 359 degrees***</th>
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<tr>
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<tr>
<td>-90</td>
<td>-</td>
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<tr>
<td>10</td>
<td>300</td>
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<tr>
<td>30</td>
<td>900</td>
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<tr>
<td>50</td>
<td>1,500</td>
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<tr>
<td>70</td>
<td>2,100</td>
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<tr>
<td>90</td>
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<td>110</td>
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<tr>
<td>150</td>
<td>4,500</td>
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<tr>
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<td>5,200</td>
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<td>190</td>
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<td>250</td>
<td>7,600</td>
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<td>270</td>
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<td>290</td>
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<tr>
<td>310</td>
<td>9,450</td>
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<tr>
<td>350</td>
<td>10,650</td>
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<tr>
<td>370</td>
<td>11,200</td>
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<tr>
<td>390</td>
<td>11,900</td>
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<tr>
<td>410</td>
<td>12,300</td>
</tr>
<tr>
<td>430</td>
<td>14,900</td>
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</tbody>
</table>

* Except when, on the basis of regional air navigation agreements, a modified table of cruising levels based on a nominal vertical separation minimum of 300 m (1,000 ft) is prescribed for use, under specified conditions, by aircraft operating above FL 410 within designated portions of the airspace.

** Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

*** Except where, on the basis of regional air navigation agreements, from 090 to 269 degrees and from 270 to 089 degrees is prescribed to accommodate predominant traffic directions and appropriate transition procedures to be associated therewith are specified.

IFR flights outside controlled airspace

76. (1) A pilot-in-command operating an IFR flight outside a controlled airspace:
   (a) shall fly at a cruising level specified in Table 9, except when otherwise specified by the appropriate air traffic services authority for flight at or below 900 m (3,000 ft) above mean sea level; or
   (b) a modified table of cruising levels, when so prescribed in accordance with Table 9 for flight above FL 410.

(2) A pilot-in-command operating an IFR flight outside a controlled airspace:
   (a) but within or into areas, or along routes specified in sub-regulation 32(2)(c) or (d) shall maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary with air traffic services unit providing flight information services;
   (b) when required to submit a flight plan and to maintain an air-ground voice communication watch on the appropriate communication channel and
establish two-way communication, as necessary with air traffic services unit providing flight information services, shall report position as specified in regulation 51 for controlled flights.

Minimum flight altitudes for IFR operations

77. (1) Except when necessary for take off or landing, or except when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum has been established:

(a) for flights over high terrain or in mountainous areas, at a level which is at least 600 m (2,000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft; and

(b) elsewhere than as specified in subparagraph (a), at a level which is at least 300 m (1,000 ft) above the highest obstacle located within 8 kilometres of the estimated position of the aircraft.

(2) If unable to communicate with air traffic control and there is need to climb to clear an obstacle to determine climb for obstacle clearance, a pilot shall climb to a higher minimum IFR altitude immediately after passing the point beyond which that minimum altitude applies.

Change from IFR flight to VFR flight

78. (1) A pilot electing to change from IFR flight to VFR flight shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and then communicate the changes to be made to the pilot current flight plan.

(2) Where a pilot operating under IFR is flying in or encounters visual meteorological conditions (VMC), the pilot shall not cancel the IFR flight unless it is anticipated, and intended, that the flight shall be continued for a reasonable period of time in uninterrupted VMC.

PART VI – OFFENCES AND PENALTIES

Penalties

79. (1) If any provision of these Regulations, orders, notices or proclamations made thereunder is contravened in relation to an aircraft, the operator of that aircraft and the pilot in command, if the operator or the pilot-in-command is not the person who contravened that provision shall, without prejudice to the liability of any other person under these Regulations for that contravention, be deemed for the purposes of the following provisions of this regulation to have contravened that provision unless he proves that the contravention occurred without his consent or connivance and that he exercised all due diligence to prevent the contravention.

(2) Any person who contravenes any provision specified as an “A” provision in the Schedule to these Regulations shall be guilty of an offence and shall on conviction be liable to a fine not exceeding six hundred thousand (600,000) francs for each offence and/or each flight or to imprisonment for a term not exceeding six (6) months or to both.

(3) Any person who contravenes any provision specified as a “B” provision in the Schedule to these Regulations shall be guilty of an offence and shall on conviction be liable for each offence and/or each flight to a fine not exceeding one million (1,000,000) francs or to imprisonment for a term not exceeding two (2) years.
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Minimum flight altitudes for IFR operations.

Change from IFR flight to VFR flight.

The President of the Republic

KAGAME Paul

(sé)

The Prime Minister

MAKUZA Bernard

(sé)

The Minister of Infrastructure

BIHIRE Linda

(sé)

The Minister of Finance and Economic Planning

MUSONI James

(sé)

Minister of Defence

General GAT SINZI Marcel

(sé)

The Minister of Internal Security

Sheikh HARERIMANA MUSSA Fazil

(sé)

The Minister of Public Service and Labour

MUREKEZI Anastase

(sé)

Seen and sealed with the Seal of the Republic:

Minister of Justice/
Attorney General

KARUGARAMA Tharcisse

(sé)