



**INTRODUCTION TO THE
RWANDA CIVIL AVIATION REGULATIONS**

Purpose— This Advisory Circular (AC) is issued to provide general information regarding the consolidation and use of the Rwanda Civil Aviation Regulations (RCARs).

Table of Contents

Section 1 General	1
1.1 Status of this Advisory Circular	1
1.2 Background	2
1.3 Applicability	2
1.4 Related Regulations	2
1.5 Related Publications	2
1.6 Definitions & Acronyms	2
Section 2 General Concepts of These Regulations	3
2.1 ICAO-Based	3
2.2 Editing to Assign Personal Responsibility	4
2.3 Editing to be User-Friendly	4
2.4 Relevant International Aviation Safety Requirements	5
2.5 Consolidated “Body” of Safety Requirements	5
2.6 Organized into “Books” by Technical Specialty	6
2.7 CATS = Civil Aviation Technical Standards	6
Section 3 Applicable Requirements vs Targeted Users	7

SECTION 1 GENERAL

1.1 STATUS OF THIS ADVISORY CIRCULAR

This is the original issuance [1]2017 of this AC.

- Advisory Circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the Regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.
- Where an AC is referred to in a 'Note' below the regulation, the AC remains as guidance material,
- ACs should always be read in conjunction with the referenced regulations.

1.2 BACKGROUND

- A. Rwanda is a signatory to the ICAO Convention (1944) that provides the basis for international operations of aircraft. This Convention provides for the issuance of desired aviation standards as “Annexes.”
- B. These Annexes prescribe the Standards and Recommended Practices (SARPs) that should be adopted as regulatory requirements to ensure the recognition and reciprocity between the ICAO Contracting States.
- C. Each State is expected to include these SARPs in their aviation regulations and advisory documents. Rwanda has consolidated those SARPs which apply to aviation organizations and operators and their personnel into Rwanda Civil Aviation Regulations.
- D. This AC provides a discussion of those regulatory requirements and their relationships as included in the consolidated body of Rwanda civil aviation Regulations.

1.3 APPLICABILITY

This AC is applicable to all individuals, operators, organizations and other aviation entities desiring operate or maintain aircraft in Rwanda.

1.4 RELATED REGULATIONS

All Rwanda Civil Aviation Regulations are discussed in this ACT, including the general concepts for organization, content and application.

1.5 RELATED PUBLICATIONS

For further information on this topic, individuals, organizations and other entities are invited to consult the following Annexes of the International Civil Aviation Organization (ICAO)—

Copies may be obtained from Document Sales Unit, ICAO, 999 University Street, Montreal, Quebec, Canada H3C 5H7.

- Annex 1, Personnel Licensing
- Annex 2, Rules of the Air
- Annex 6, Operation of Aircraft, Part I: International Commercial Air Transport – Aeroplanes
- Annex 6, Operation of Aircraft, Part II, International General Aviation – Aeroplanes
- Annex 6, Operation of Aircraft, Part III, International Operations – Helicopters
- Annex 7, Registration of Aircraft
- Annex 8, Airworthiness of Aircraft
- Annex 13, Accident and Incident Investigation
- Annex 18, The Safe Transport of Dangerous Goods by Air

1.6 DEFINITIONS & ACRONYMS

1.6.1 DEFINITIONS

- A. The following definitions are used in this advisory circular—
 - 1) **Annexes.** Documents issued by ICAO that prescribe the Standards and Recommended Practices applicable to international aviation operations.
 - 2) **Contracting States.** States that are signatories to the “ICAO Convention” indicating that they will implement the requirements of the Convention and the Annexes.
 - 3) **ICAO Convention.** The document that was executed following the 1944 convention that established the ICAO.
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1.6.2 ACRONYMS

The following acronyms are used in this manual—

- 1) **AIP** – Aeronautical Information Publication
- 2) **AME** – Aviation Medical Examiner
- 3) **AOC** – Air Operator Certificate
- 4) **EDTO** – Extended Diversion Time Operations
- 5) **GA** – General Aviation
- 6) **ICAO** – International Civil Aviation Organization
- 7) **PBN** – Performance Based Navigation
- 8) **RCAA** – Rwanda Civil Aviation Authority
- 9) **RCAR** – Rwanda Civil Aviation Regulation
- 10) **RVSM** – Reduced Vertical Separation Minimums
- 11) **SARPs** – ICAO Standards and Recommended Practices

SECTION 2 GENERAL CONCEPTS OF THESE REGULATIONS

Rwanda Civil Aviation Regulations are—

- ICAO-based
- Edited to assign personal responsibility for compliance with applicable requirements.
- Edited for reader comprehension and to avoid the excess repetition of the same requirement found in multiple locations in the Annexes.
- Edited to include additional requirements that were determined to be relevant international requirements.
- Developed as a consolidated body of regulations applicable to flight safety standards.
- Organized into “books” to group the requirements pertinent to specific technical users

2.1 ICAO-BASED

- A. The Rwanda Civil Aviation Regulations is said to be “ICAO-based” because the foundation of this legislation and its Parts are the ICAO Annexes.
- B. When developing the Parts of RCAR, the specific words of the ICAO Annexes were inserted as the foundation for the requirements.
 - Parallel (essentially the same) wording was used where possible to ensure that the requirements address all requirements of the applicable SARPs. Exceptions to this editing policy are outlined in paragraphs 2.2 through 2.4.
 - A determination was made as to whether the pertinent SARP could be implemented in within the ICAO-specified period. If it could not be implemented in the period specified by ICAO, a difference is reported and included in the AIP and in the ICAO EFOD database..
- C. *The underlying concept is that as an ICAO Contracting State, Rwanda will adopt without differences those Standards and Recommended Practices that are adopted by ICAO.*
- D. Where Rwanda determines that a longer transition period is necessary for a specific Issuance of an exemption will require the reporting of the difference to ICAO.

grouping of operators or an individual, the RCAA will publish an exemption (individual) or deviation (group) to accommodate that transition.

- Such an exemption or deviation will be reported to ICAO as a SARP difference.
- E. The RCAA maintains an ICAO EFOD (Electronic Filing of Differences) document for each Annex which demonstrates that RCARs are in compliance with the applicable ICAO SARPS.
- Differences with SARPS will be reported to ICAO in the EFODs and, where they may effect aviation operations, will be published in the Rwanda AIP.

2.2 EDITING TO ASSIGN PERSONAL RESPONSIBILITY

- A. Many ICAO SARPS are worded impersonally. That is, the wording of the SARP does not assign responsibility.
- For example, an impersonal wording may be “The aircraft will not fly over a congested area below 1000 feet above the surface.”
 - in this example, it is obvious that the aircraft does not, on its own, fly over the congested area.
 - It is the pilot or pilots who are causing the aircraft to fly over the congested area.
 - The operator or the person exercising operational control may have directed the pilots to fly over the congested area.
- B. Where the applicable ICAO SARP does not assign specific responsibility, the wording of the parallel regulation was edited to assign that responsibility.
- For example, an assignment of personal responsibility would be to edit the wording, to whic “No person may fly an aircraft over a congested area below 1000 feet above the surface.
 - While this may seem like a small change, the subsequent enforcement when a pilot does not comply with the requirement is made easier by replacing vague, ambiguous or impersonal wording.

2.3 EDITING TO BE USER-FRIENDLY

2.3.1 ORGANIZED FOR QUICK READER COMPREHENSION

- A. A goal of the RCAR authors is to organize the regulations so that the general requirements are stated in reasonable short “Sections” and “Paragraphs” (sometimes called “Sub-Sections”).
- A more detailed explanation of the organization of the RCARs is provided in RCAR Section 1.005.
- This organization enables the reader to quickly comprehend the primary requirements of the RCARs.
- B. Where there are detailed requirements that support the “Sections,” these have been located in appendices to the applicable RCAR Part.
- The appendices provide the reader with additional detail that may be necessary to fully comply with the “Sections.”
- C. Where it is necessary to consolidate and adopt larger, more detailed groupings of technical standards to comply with the RCAR Part, these technical standards will be published in separate regulatory documents as CATS.
- The CATS are intended for as separate regulatory documents that developed to support the full compliance with the RCAR Sections.
- D. The RCAA also publishes advisory circulars which provide guidance for “one way, but not the only way” to comply with the RCAR Sections.

2.3.2 EDITING TO AVOID DUPLICATION OF REQUIREMENTS

- A. During the development of the RCAR, special attention was given to avoiding repetitive duplication of requirements that are found both in the ICAO Standards and in other States' regulations.
- Example #1: Some ICAO flight planning requirements appear verbatim in 5 different locations in the various parts of Annex 6.
 - Example #2: Some ICAO instrument and equipment requirements also appear in 5 different locations in the various parts of Annex 6
- In the RCAR, these requirements appear only once, avoiding large amounts of words and repetitive text.
- B. Preventing this duplication is a editing goal of the RCAR which requires continuing diligence to ensure that users are not confused by these types of duplicated requirements.
- The only deliberate deviation from this policy are in the first Subparts of those regulations pertaining to specific types of organizations.
 - Here, restatement was necessary to ensure that the management of these specific types of organizations understand the certification requirements specific to their organization and incorporate small differences of requirements between the different types of organizations.

2.4 RELEVANT INTERNATIONAL AVIATION SAFETY REQUIREMENTS

- A. The RCAR incorporate the ICAO-SARPS in order to meet the international standards specified for Contracting States.
- B. But, during the development of the RCAR, the relevant international standards that had not yet been incorporated in the ICAO-SARPS were also considered for inclusion.
- C. These relevant international standards that were considered to be necessary to ensure that RCAR were comprehensive, yet not overly detailed or restrictive, were adopted. For example—
- The RCAR requirement for a period of supervised line flying prior to having pilots assume unrestricted duties in their assigned duty station is not an ICAO-SARP. It is, however, a relevant safety standard incorporated in the FAA and EASA aviation regulations.
 - The RCAR include equipment requirements regarding public address systems, interphone systems and portable breathing apparatus that are clearly required in modern passenger aircraft, but have not yet been adopted as ICAO-SARPS.
- D. From the opposite perspective, the RCAR do not contain very detailed requirements that are included in other States' regulations that—
- 1) Are not an ICAO-SARP;
 - 2) Would be subject to further refinement as international safety practices evolve. and
 - 3) Have not yet “matured” as an relevant international safety requirement.
- In these situations, the RCAA has decided to publish detailed guidance as—
- An advisory circular, if there may be more than one method that will meet the desired level of safety, or
 - A technical directive, if a specific method of compliance is considered necessary.

2.5 CONSOLIDATED “BODY” OF SAFETY REQUIREMENTS

- A. The RCAR with its Parts as a consolidated set of regulatory requirements that provide the requirements for the spectrum of aircraft, personnel, operators and service providers that are in Rwanda now and those expected in the future.

- B. They are grouped by technical subjects in sequence for easier use. For example—
- Those regulations relating to groupings, such as airworthiness, personnel licensing and operations of aircraft, are in separate, sequenced groups and arranged numerically in those groups.

2.6 ORGANIZED INTO “BOOKS” BY TECHNICAL SPECIALTY

- A. The RCAR is also organized so that the requirements are located in Parts that are essentially “books” for the users. For example—

This concept is more specifically outlined in Section 3 of this AC.

- The primary requirements for maintenance personnel are located in Part 4.
 - The primary requirements for management of an approved maintenance organization are located in Part 5.
 - The primary requirements for medical licensing are consolidated in Part 8
 - The primary requirements that apply to all operations of aircraft by pilots are located in Part 10.
 - The primary requirements for management of an air operator are located in Part 12.
 - The primary requirements for cabin crew members are located in Part 13.
 - The primary requirements for AOC managers of training and instructors are located in Part 14.
- B. These “books” for technical users make it possible for them to easily consult the regulations that apply to their technical specialties and organizations.

2.7 CATS = CIVIL AVIATION TECHNICAL STANDARDS

- A. The RCARs have also been edited to avoid referring to ICAO Annexes as additional standards for compliance.
- B. To keep the RCARs user-friendly, the RCAA has also implemented a policy of separately publishing large consolidated technical standards as separate regulatory documents that are referenced in the applicable RCAR Parts called “Civil Aviation Technical Standards.”
- C. To ensure that each SARP is fully adopted, it is sometimes necessary to adapt the Annex or a portion of the Annex verbatim into a CATS regulatory document that is an extension of the requirements of the associated RCAR Part.

● These regulatory documents are named according to the applicable RCAR Part.
● For example, CATS-03-01 is the first of the Part 3 Civil Aviation Technical Standards.

- D. These regulatory Standards are published separately and are available from the RCAA. A digital copy will be provided to organizations and operators.

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SECTION 3 APPLICABLE REQUIREMENTS VS TARGETED USERS

The following table outlines the separation of purpose and audience employed in the RCAR—

Part #	TARGETED USERS	PURPOSE
Part 1 General Policies, Procedures & Definitions	<ul style="list-style-type: none"> ● All Users 	This Part addresses concepts that apply across the body of regulations that are the RCAR, prescribing requirements for— <ul style="list-style-type: none"> ● Formatting ● Definitions applicable to all RCARs ● Enforcement of the RCARs ● Exemptions to the RCARs ● Amendment to the RCARS ● Use of validation by the RCAA ● Use of designees by the RCAA ● SMS framework for Service Providers - This Part contains the ICAO definitions and abbreviations included in the applicable Annexes.
Part 2 Registration of Aircraft	<ul style="list-style-type: none"> ● Aircraft Owners 	This Part applies only to registration of aircraft, prescribing requirements for—. <ul style="list-style-type: none"> ● Eligibility for Certificates of Registration ● Issuance of Certificates of Registration ● RCAA registry responsibilities ● Marking of aircraft - This Part is closely aligned with ICAO Annex 7, Registration of Aircraft.
Part 3 Aircraft & Component Original Certification	<ul style="list-style-type: none"> ● Maintenance Personnel ● Aeronautical Engineers ● Aircraft Owners 	This Part applies to the establishment of the conformance of an aircraft with original type design, prescribing the requirements for— <ul style="list-style-type: none"> ● Validation of a Type Certificate ● Validation of a Supplemental Type Certificate ● Relationships with other ICAO Contracting States on matters of airworthiness ● Conformance with international aircraft design standards through validation. - This Part is closely aligned with ICAO Annex 8, Airworthiness of Aircraft.
Part 4 Continuing Airworthiness of Aircraft	<ul style="list-style-type: none"> ● Maintenance Personnel ● AMO Management 	This Part is intended as the primary “book” for performance of maintenance by aviation maintenance personnel, prescribing the requirements for— <ul style="list-style-type: none"> ● Eligibility and issuance of Certificates of Airworthiness ● Performance standards for maintenance ● Eligibility to perform maintenance and repair ● Major repair and modifications ● Eligibility and issuance of maintenance releases ● Privileges of maintenance-related licences - This Part addresses those requirements of Annex 8 not addressed in Part 3.

<p>Part 5 Approved Maintenance Organizations</p>	<ul style="list-style-type: none"> ● AMO Management ● AMO Employees 	<p>This Part is intended as the primary “book” for the certification and administration of approved maintenance organizations. prescribing the requirements for—</p> <ul style="list-style-type: none"> ● Applicability and approvals for maintenance organizations ● Content, issuance and amendment of a maintenance approval. ● Management, records, facilities, equipment, tools and technical data ● Qualification, training and assignment of maintenance personnel <p>- <i>This Part contains the SARPs of Annex 6, Parts I, II and III pertaining to maintenance organization approvals.</i></p>
<p>Part 6 Required Instruments and Equipment</p>	<ul style="list-style-type: none"> ● Maintenance Personnel ● Flight Crew Members ● Cabin Crew Members ● AMO Management ● AOC Management 	<p>This Part is intended as a primary “reference book” for determining the instruments and equipment that must be installed on the aircraft for specific operations, including—</p> <ul style="list-style-type: none"> ● Visual flight operations ● Instrument flight operations ● High altitude operations ● Passenger operations ● Special operations, such as ETDO, AWO, RVSM, PBN <p>- <i>This Part consolidates the instrument and equipment SARPs of Annex 6, Parts I, II, and III.</i></p> <p>- <i>This Part also contains requirements that are not yet SARPs, but are considered to be relevant safety practises in international aviation.</i></p>
<p>Part 7 Personnel Licensing</p>	<ul style="list-style-type: none"> ● Aviation Personnel ● Aviation Instructors ● ATO Management ● Flight Crew Members ● Air Traffic Controllers 	<p>This Part is intended as a “book” for the personnel licensing, prescribing the requirements for—</p> <ul style="list-style-type: none"> ● Establishing minimum eligibility requirements, such as age, experience ● The specific licenses that may be issued through validation, conversion or completion of knowledge and skill evaluations ● The ratings, endorsements and limitations of those licenses ● Language proficiency <p>- <i>This Part addresses the ICAO Annex 1 SARPS for obtaining a licence or additional rating on that license and medical evaluations .</i></p> <p>- <i>The Annex 1 SARPS for flight crew continuing recency and proficiency requirements are included in Part 10 and 14.</i></p>
<p>Part 8 Medical Licensing</p>	<ul style="list-style-type: none"> ● Aviation Personnel ● Aviation Instructors ● ATO Management ● Medical Examiners ● Flight Crew Members ● Air Traffic Controllers 	<p>This Part is intended as a “book” for the medical licensing, prescribing the requirements for—</p> <ul style="list-style-type: none"> ● Establishing minimum medical standards ● The specific medical certificates that may be issued through medical evaluations ● Medical evaluations of aviation personnel <p>- <i>This Part addresses the ICAO Annex 1 SARPS for obtaining a licence or additional rating on that license and medical evaluations .</i></p>
<p>Part 9 Approved Training Organizations</p>	<ul style="list-style-type: none"> ● ATO Management ● ATO Employees 	<p>This Part is intended as the primary “book” for the certification and administration of approved training organizations. prescribing the requirements for—</p> <ul style="list-style-type: none"> ● Applicability and approvals for training organizations ● Content, issuance and amendment of a training approval. ● Management, records, facilities, equipment, aircraft and flight simulation ● Qualification, training and assignment of training instructor and evaluator personnel <p>- <i>This Part contains the SARPs of Annex 1 and 6 pertaining to training organization approvals.</i></p>

<p>Part 10 Operations of Aircraft</p>	<ul style="list-style-type: none"> ● Flight Crew Members ● Flight Dispatchers ● Air Traffic Controllers ● AOC Management 	<p>This Part is intended as the primary ‘book’ for the flight crews conduct of flights, prescribing the requirements for—</p> <ul style="list-style-type: none"> ● General aircraft operations ● Flight crew responsibilities ● Flight crew continuing recency and proficiency qualifications ● General passenger-carrying requirements ● Flight planning and preparation ● Flight plans ● Flight rules regarding all aircraft ● Flight rules for controlled flight ● Flight rules for visual flights ● Flight rules for instrument flights ● General aviation large and/or turbine aircraft operations ● General aviation corporate fleet operators <p>- This Part addresses SARPS from Annex 1, 2 and 6 pertaining specifically to the conduct of flight operations.</p> <p>- This Part includes the primary requirements that ALL pilots should be aware of (except the minimum instruments and equipment of Part 7.</p>
<p>Part 11 Aerial Work</p>	<ul style="list-style-type: none"> ● Aerial Work Management ● Aerial Work Flight Crews 	<p>This Part is intended as the primary “book” for the certification and administration of aerial work operators. prescribing the requirements for—</p> <ul style="list-style-type: none"> ● Applicability and approvals ● Content, issuance and amendment of approvals ● Management, records, facilities, equipment and aircraft ● Qualification, training and experience of aerial work crews ● Special operating rules for certain operations. <p>- This Part contains international requirements found pertinent to aerial work operators.</p>
<p>Part 12 Air Operator Certification and Administration</p>	<ul style="list-style-type: none"> ● AOC Management ● AOC Employees 	<p>This Part is intended as the primary “book” for the certification and administration of air operators engaged in commercial air transport. prescribing the requirements for—</p> <ul style="list-style-type: none"> ● Applicability and approvals ● Content, issuance and amendment of approval. ● Management, manuals records, facilities, equipment, aircraft and flight simulation ● Operations administration ● Maintenance administration <p>- This Part contains the SARPs of Annex 6 pertaining to commercial air transport.</p>
<p>Part 13 Passenger-Carrying Requirements</p>	<ul style="list-style-type: none"> ● Cabin Crew Members ● AOC Management ● Operators of turbine and large aircraft 	<p>This Part is intended as the primary ‘book’ for operators and cabin crew members engaged in passenger-carrying, prescribing the requirements for—</p> <ul style="list-style-type: none"> ● Numbers and location of cabin crew members ● Passenger information ● Boarding of passengers and carry-on baggage ● Location of passengers and bags during takeoff and landing ● Carriage of cargo in the cabin. <p>- This Part addresses Annex 6 requirements pertaining to passenger-carrying in aircraft configured for 20 or more passengers.</p> <p>- Required instruments and equipment are prescribed in Part 7.</p>

<p>Part 14 AOC Personnel Qualification</p>	<ul style="list-style-type: none"> ● Flight Instructors ● Check Airmen ● Flight Crew Members ● Cabin Crew Members ● Flight Dispatchers ● AOC Management 	<p>This Part is intended as the primary ‘book’ for training and qualification of AOC personnel (flight and cabin crew members and flight dispatchers), prescribing the requirements for—</p> <ul style="list-style-type: none"> ● Minimum experience ● Basic qualifications ● Initial ground training ● Proficiency and competency checks ● Supervised line experience ● Recurrent training ● Route qualification ● Instructor and check airmen qualification <p>- This Part addresses Annex 1 and 6 pertaining to qualification, training and checking of AOC personnel for commercial air transport operations.</p>
<p>Part 15 AOC Fatigue Management</p>	<ul style="list-style-type: none"> ● Flight Crew Members ● Cabin Crew Members ● AOC Management ● Corporate operators 	<p>This Part is intended to be a “book” for AOC flight and cabin crew members and persons scheduling them for duty in flight, prescribing the requirements for—</p> <ul style="list-style-type: none"> ● Maximum duty times ● Flight duty periods ● Minimum rest periods ● Completion of FTL records. ● Fatigue Risk Management System <p>- This Part addresses Annex 6 SARPS pertaining to flight time limitations.</p>
<p>Part 16 Operational Control</p>	<ul style="list-style-type: none"> ● Flight Dispatchers ● Flight Crew Members ● AOC Management 	<p>This Part is intended to be the primary “book” of requirements for flight dispatchers and other persons exercising operational control, prescribing the requirements for—</p> <ul style="list-style-type: none"> ● Operational control policies and assignments ● Responsibilities of personnel exercising operational control ● Specific operational control methodology depending of operational factors ● Privileges and responsibilities of flight dispatchers <p>- This Part addresses Annex 6 SARPS pertaining to operational control.</p>
<p>Part 17 Mass and Balance and Performance</p>	<ul style="list-style-type: none"> ● AOC Loading Personnel ● AOC Management ● Corporate Operators ● Flight Crew Members 	<p>This Part is intended to be a “reference book” for personnel involved in the computation of mass and balance and performance for specific operators, prescribing the requirements for—</p> <ul style="list-style-type: none"> ● Weighing of aircraft ● Computing the mass and balance of an aircraft ● General factors affecting aircraft performance ● Determination of the impact of obstacles during flight ● Computing the performance of aeroplanes ● Computing the performance of helicopters <p>- This Part addresses Annex 6 SARPS applicable to mass and balance and performance of certain operators.</p>
<p>Part 18 Safe Transport of Dangerous Goods by Air</p>	<ul style="list-style-type: none"> ● AOC Management ● Flight Crew Members ● AOC Employees ● Shippers 	<p>This Part is intended to be the “book” for persons involved in the shipment of dangerous goods and their carriage by air, prescribing the requirements for—</p> <ul style="list-style-type: none"> ● Determination of dangerous goods ● Packaging and marking of dangerous goods ● Determination of acceptability of dangerous goods ● Proper handling and storage of dangerous good ● Documentation and notifications ● Training and qualification of personnel <p>- This Part addresses the Annex 6 and 18 SARPS pertaining to the safe transport of dangerous goods by air.</p>

<p>Part 19 Aircraft Accident and Incident Reporting and Investigation</p>	<ul style="list-style-type: none"> ● Flight Crew Members ● AOC Management ● Accident Investigation Personnel 	<p>This Part is intended to be the “book” for persons for reporting of aircraft incidents and accidents and their subsequent investigation, prescribing requirements for—</p> <ul style="list-style-type: none"> ● Reporting of incidents and accidents ● Duties and responsibilities of the Investigator-in-charge ● Duties and responsibilities of the State of the Accident ● Duties, responsibilities and rights of other States ● Participation in the investigation ● Types of reports that are required. <p>- This Part address the ICAO Annex 13 SARPS pertaining to accident and incident investigation.</p>
<p>Part 20 Foreign Operators</p>	<ul style="list-style-type: none"> ● Foreign Operator Managements ● Foreign Operator personnel 	<p>This Part is intended to be the “book” for foreign operators, prescribing requirements for—</p> <ul style="list-style-type: none"> ● Foreign general aviation operators, including business aircraft ● Foreign air operators, including scheduled and unscheduled flights <p>- This Part addresses the ICAO Annex 6 SARPS pertaining to foreign operators.</p>
<p>Part 21 Aeronautical Telecommunications Services Certification & Operation</p>	<ul style="list-style-type: none"> ● Service Providers 	<ul style="list-style-type: none"> ● This Part is intended to be the “book” for the certification and administration of communications service provider. <p>- This Part addresses the ICAO Annex 10 SARPS pertaining to telecommunications</p>
<p>Part 22 Air Traffic Service Certification & Operation</p>	<ul style="list-style-type: none"> ● Service Providers 	<ul style="list-style-type: none"> ● This Part is intended to be the “book” for the air traffic service provider. <p>- This Part addresses the ICAO Annex 11 SARPS and PANS-OPS pertaining to air traffic services.</p>
<p>Part 23 Flight Procedures Service Certification & Operation</p>	<ul style="list-style-type: none"> ● Service Providers 	<ul style="list-style-type: none"> ● This Part is intended to be the “book” for the flight procedures service provider. <p>- This Part addresses ICAO Annex 4 SARPS pertaining to flight procedures development..</p>
<p>Part 24 Aeronautical Meteorological Service Certification & Operation</p>	<ul style="list-style-type: none"> ● Service Providers 	<ul style="list-style-type: none"> ● This Part is intended to be the “book” for the certification and operation of a meteorological service provider. <p>- This Part addresses the ICAO Annex 3SARPS pertaining to meteorology services in aviation.</p>
<p>Part 25 Aeronautical Information Service Certification & Operation</p>	<ul style="list-style-type: none"> ● Service Providers 	<ul style="list-style-type: none"> ● This Part is intended to be the “book” for the aeronautical information service provider. <p>- This Part addresses the ICAO Annex 15 SARPS pertaining to publication of aeronautical information..</p>
<p>Part 26 Aerodrome Certification & Operation</p>	<ul style="list-style-type: none"> ● Aerodrome Operators ● Aerodrome Engineers ● Rescue & Fire Fighting ● Service Providers 	<p>This Part is intended to be the “book” for the certification and administration of an aerodrome operators, prescribing requirements for Domestic aerodrome operators.</p> <p>- This Part addresses Annex 14-I SARPS pertaining to aerodrome operating standards.</p>
<p>Part 27 Unmanned & Remotely Piloted Aircraft</p>	<ul style="list-style-type: none"> ● Owners & Pilots 	<ul style="list-style-type: none"> ● This Part is intended to be the “book” for the operations of remotely piloted and unmanned aircraft. <p>- This Part addresses the ICAO Annex 2 SARPS pertaining to unmanned and remotely piloted aircraft..</p>

<p>Part 28 General Aviation: Corporate and Operators of Large and Turbojet Aircraft</p>	<ul style="list-style-type: none"> ● Corporate Operator Management 	<ul style="list-style-type: none"> ● This Part is intended to be the “book” for the management of corporate and operators of large and turbojet aircraft. - <i>This Part addresses the ICAO Annex 6-II SARPS pertaining to general aviation operations of large and turbojet aircraft.</i>
<p>Part 29 Civil Aviation Security</p>	<ul style="list-style-type: none"> ● Aerodrome Security Service Providers ● Airline and General Aviation Security Service Providers. 	<ul style="list-style-type: none"> ● This Part is intended to be the “book” for the certification and administration of aviation security. - <i>This Part addresses the ICAO Annex 17 SARPS pertaining to aviation security.</i>
<p>Part 30 Safety Management System</p>	<ul style="list-style-type: none"> ● AOC Management ● AMO Management ● ATO Management ● ATS Service Providers ● Corporate Operators 	<ul style="list-style-type: none"> ● This Part is intended as a “book” for the development of SMS in the regulated organizations. - <i>This Part addresses the ICAO Annex 19 SARPS pertaining to implementing an acceptable safety management system in a regulated entity.</i>
<p>Part 31 Aeronautical Charting</p>	<ul style="list-style-type: none"> ● Service providers of Aeronautical Charting 	<ul style="list-style-type: none"> ● This Part is intended as a book of standards for the service providers of aeronautical charting. - <i>This Part addresses the ICAO Annex 4 SARPS pertaining to aeronautical charting.</i>
<p>Part 32 Search & Rescue Services</p>	<ul style="list-style-type: none"> ● SAR Management 	<ul style="list-style-type: none"> ● This Part is intended as a “book” for the implementation of search and rescue operations. - <i>This Part addresses the ICAO Annex 12 SARPS pertaining to implementation of search and rescue operations..</i>
<p>Part 33 Parachuting Operations</p>	<ul style="list-style-type: none"> ● Parachuting Operators ● Parachuting Certificate Holders ● Parachute Riggers. 	<ul style="list-style-type: none"> ● This Part is intended as a “book” for the parachuting service providers and the individual parachuting license/certificate holders.
<p>Part 34 Sport Aviation Operations</p>	<ul style="list-style-type: none"> ● Pilots and owners of sport aviation aircraft ● Service providers in sport aviation. 	<ul style="list-style-type: none"> ● This Part is intended as a “book” for the sport aviation community to provide requirements in addition or in lieu of Part 4, 6, 7, 8 and 10 requirements.
<p>Part 35 Registration of Interest</p>	<ul style="list-style-type: none"> ● Owners of Aircraft 	<ul style="list-style-type: none"> ● This Part is intended as a “book” for the owners of aircraft to register the sport .
<p>Part 36 Fees & Charges</p>	<ul style="list-style-type: none"> ● Regulated Organizations ● Licensed Individuals 	<ul style="list-style-type: none"> ● This Part is intended as a “book” consolidating the fee and charges related to aviation services and functions provided by the Rwanda Civil Aviation Authority.
<p>Part 36 Licensing of Air Services</p>	<ul style="list-style-type: none"> ● Air Operator Management 	<ul style="list-style-type: none"> ● This Part is intended as a “book” for the application for economic licensing for operations as an air operator in Rwanda.

End of Advisory Circular

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