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WA 06/02/2019 RIHINDURA ITEKA RYA  
MINISITIRI N° 04/CAB.M/08 RYO KUWA  
24/07/2018 RISHYIRAHU AMABWIRIZA  
AJYANYE N'IBY'INDEGE ZA GISIVIRI**

**ANNEX III TO MINISTERIAL ORDER  
N°01/CAB.M/019 OF 06/02/2019  
AMENDING MINISTERIAL ORDER  
N°04/CAB.M/08 OF 24/07/2018  
ESTABLISHING CIVIL AVIATION  
REGULATIONS**

**ANNEXE III A L'ARRÊTÉ MINISTÉRIEL  
N°01/CAB.M/019 OF 06/02/2019  
PORTANT MODIFICATION DE  
L'ARRÊTÉ MINISTÉRIEL  
N°04/CAB.M/08 DU 24/07/2018  
ÉTABLISSANT LES RÈGLEMENTS DE  
L'AVIATION CIVILE**

## Part 3

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**SUBPART A: GENERAL****3.001 CITATION & APPLICABILITY**

- (a) These Regulations may be cited as Civil Aviation (Aircraft and Component Original Certification) Regulations.
- (b) This Part prescribes the requirements of Rwanda for the—
  - (1) Aircraft type-certificate and supplemental type certificate standards that will be applied during the issuance and renewal of airworthiness certificates; and
  - (2) Designation of applicable rules for original certification of aircraft and components.
- (c) This Part is applicable to the owners and operators of aircraft registered in Rwanda and the persons and organizations that maintain these aircraft.
- (d) Civil Aviation Technical Standards published by the Authority shall also be applicable to the issuance of aircraft-related certificates and continuing airworthiness of aircraft registered in Rwanda.

**3.005 DEFINITIONS**

- (a) All definitions applicable to this Part are contained in Part1 (Appendix 1 to 1.015) of these regulations.

**3.010 ACRONYMS**

- (a) The following acronyms are used in this Part—
  - AOC** – Air Operator Certificate
  - TSO** – Technical Standard Order

**3.015 GENERAL REQUIREMENTS & PROHIBITIONS**

- (a) No person may operate or provide maintenance to or issue aircraft certificates to an aircraft unless the aircraft is in conformance with—
  - (1) The requirements of this Part; and
  - (2) Any Civil Aviation Technical Standards issued by the Authority.

**SUBPART B: TYPE CERTIFICATES****3.020 VALID CERTIFICATES**

- (a) All aircraft to receive a Certificate of Airworthiness shall have a valid type certificate.
- (b) A copy of that type certificate will be presented to the Authority.
- (c) The Authority shall establish the validity of that type certificate having been issued through a process that parallels the requirements of this Subpart.

**3.025 NO TYPE CERTIFICATE ISSUED BY RWANDA**

- (a) The Authority shall not issue Type Certificates.

**3.030 ACCEPTANCE OF TYPE CERTIFICATE**

- (a) The Authority may accept a type certificate or equivalent document issued by a State of design in respect of an aircraft or aircraft component if—
  - (1) The type certificate or equivalent document was issued based on an airworthiness code recognized by the Authority; or
  - (2) The design, materials, construction equipment, performance and maintenance of aircraft or aircraft component technical evaluation against a recognized airworthiness code has been carried out by the Authority and has been found to meet the required

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standards of an airworthiness code recognized by the Authority.

- (b) Upon acceptance of the type certificate by the Authority, the Authority may, prior to issue of standard or restricted certificate of airworthiness, require the applicant to comply with any additional requirements as prescribed by the Authority.
- (c) In accepting a type certificate, information for use in developing procedures for maintaining aircraft, and or aircraft component shall be available.
- (d) In this Part, recognized airworthiness code means standards relating to the design, materials, construction equipment, performance and maintenance of aircraft or aircraft component issued by the State of design and accepted and prescribed by the Authority, in compliance with requirements which are at least equal to the applicable standards specified in the latest effective edition of *Annex 8 – Airworthiness of Aircraft to the Chicago Convention*.

**3.035 ACCEPTANCE OF SUPPLEMENTAL TYPE CERTIFICATES**

- (a) Any person who alters a product by introducing a major change in type design, not great enough to require a new application for a type certificate, shall apply for a Supplemental Type Certificate to the regulatory agency of the State of Design that approved the type certificate for that product, or to the State of Registry of the aircraft.
- (b) The applicant shall apply in accordance with the procedures prescribed by the issuing State.
- (c) An application for the acceptance of supplemental type certificate shall be made in a form and manner prescribed by the Authority.

**3.040 [RESERVED]**

**SUBPART C: AIRCRAFT CERTIFICATION REGULATIONS**

**3.045 APPLICABLE AIRCRAFT CERTIFICATION REGULATIONS**

- (a) The Authority will apply the detailed and comprehensive aircraft certification regulations of the ICAO Contracting State which issued the type certificate to the determination of continued airworthiness of the aircraft, provided—
  - (1) These regulations are in conformance with the Standards of ICAO Annex 8 and 16;
  - (2) These regulations are in English or certified translation to English;
  - (3) A copy of these regulations are provided with the application for the airworthiness certificate; and
  - (4) There is a satisfactory method of updating the Authority’s copy of these regulations throughout the period of time the aircraft is registered in Rwanda.
- (b) The aircraft certification regulations which are available to and applied by the Authority in the determination for issuance of a certificate of airworthiness and continuing airworthiness are those of the—
  - (1) United States Federal Aviation Administration.
  - (2) European Joint Aviation Authorities.
  - (3) Canadian Ministry of Transport.
  - (4) National Civil Aviation Agency of Brazil.
  - (5) Any other airworthiness code evaluated and approved by the Authority

**3.050 DESIGN & MANUFACTURE & PROOF OF COMPLIANCE WITH THE APPROPRIATE AIRWORTHINESS REQUIREMENTS**

- (a) The design aspects of the appropriate airworthiness requirements, used by the Authority for type certification in respect of a class of aircraft or for any change to such type certification, shall be such that compliance with them will ensure compliance with the requirements which are at least equal to the

applicable standards specified in the latest effective edition of Annex 8 – *Airworthiness of Aircraft* to the Chicago Convention.

- (b) There shall be an approved design consisting of such drawings, specifications, reports and documentary evidence as are necessary to define the design of the aircraft and to show compliance with the design aspects of the appropriate airworthiness requirements.
- (c) The design shall not have any features or characteristics that render it unsafe under the anticipated operating conditions.
- (d) The design shall have established limiting ranges whose variation may compromise the safe operation of the aircraft, aircraft components such as mass, centre of gravity location, load distribution, thrust, ambient air temperature and altitude, within which the compliance with all the pertinent standards in these regulations is shown.
- (e) The aircraft shall be subjected to such inspections and ground and flight tests as are deemed necessary by the Authority to show compliance with the design aspects of the appropriate airworthiness requirements.
- (f) The Authority shall take whatever other steps it deems necessary to ensure that the design approval is withheld if the aircraft is known or suspected to have dangerous features not specifically guarded against by those requirements.
- (g) If an aircraft is designed and/or manufactured in Rwanda, the Authority shall ensure compliance with the provisions concerning State of design and State of manufacture detailed in the latest effective edition of Chapter 4 of Annex 8 – *Airworthiness of Aircraft* to the Chicago Convention.
- (h) All necessary information for the safe and correct interfaces between the engine and the aircraft shall be made available including the installation instructions specifying those assumptions concerning the conditions that may be imposed on the engine when it is eventually installed in an aircraft.
- (i) The approved design of an aircraft under these regulations shall use extinguishing agents that are not listed in the 1987 Montreal Protocol on Substances that Deplete the Ozone Layer as it appears in the Eighth Edition of the Handbook for the Montreal Protocol on Substances that Deplete the Ozone Layer, Annex A, Group II, in the aircraft fire suppression or extinguishing systems in the lavatories, engines and auxiliary power unit.

*Note. — Information concerning extinguishing agents is contained in the UNEP Halons Technical Options Committee Technical Note No. 1 — New Technology Halon Alternatives and FAA Report No. DOT/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.*

- (j) A Contracting State issuing an approval for the design of a modification, of a repair or of a replacement part shall do so on the basis of satisfactory evidence that the aircraft is in compliance with the airworthiness requirements used for the issuance of the Type Certificate, its amendments or later requirements when determined by the State.

*Note 1. — While a repair may be completed and shown to be in compliance with the set of requirements that had been selected for the original type certification of the aircraft, some repairs may need to be shown to comply with the latest applicable certification requirements. In such cases, States may issue a repair design approval against the latest set of requirements for that aircraft type.*

### **3.055 PROOF OF COMPLIANCE**

- (a) The Authority shall take steps to ascertain that the proof of compliance with the design aspects is available in any situation where there is not adequate knowledge of the manufacturer and/or Contracting State's compliance with ICAO Annex 8 Standards.
- (b) In addition to determining compliance with the design aspects of the appropriate airworthiness requirements for an aircraft, the Authority shall take whatever other steps they

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deem necessary to ensure

that the certificate of airworthiness is withheld if the aircraft is known or suspected to have dangerous features not specifically guarded against by those requirements.

- (c) Any approval for the design of a modification, of a repair or of a replacement part shall be provided to the Authority as satisfactory evidence that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the type certification of that aircraft type or amended Type Certificate.
- (d) The manufacturer shall be able to show an approved design consisting of such drawings, specifications, reports and documentary evidence as are necessary to define the design of the aircraft and to show compliance with the design aspects of the appropriate airworthiness requirements.
- (e) The manufacturer shall be able to show that the aircraft was subjected to such inspections and ground and flight tests as are deemed necessary by the State of Design and Manufacturer to show compliance with the design aspects of the appropriate airworthiness requirements.

**3.060 SATISFACTORY EVIDENCE**

- (a) The applicant for an airworthiness certificate shall present to the Authority satisfactory evidence that the requirements of (b) and (c) have been met.
- (b) The State of Design, upon receipt of satisfactory evidence that the aircraft type is in compliance with the design aspects of the appropriate airworthiness requirements, shall issue a Type Certificate to define the design and to signify approval of the design of the aircraft type.
- (c) When a Contracting State, other than the State of Design, issues a Type Certificate for an aircraft type, it shall do so on the basis of satisfactory evidence that the aircraft type is in compliance with the design aspects of the appropriate airworthiness requirements.

**SUBPART D: PRODUCTION**

**3.065 ACCEPTANCE OF PRODUCTION**

- (a) The Authority shall only accept application for production of aircraft or aircraft component if the Authority is satisfied that—
  - (1) the work to be undertaken conforms to specified design as approved by the State of design;
  - (2) there is in place a suitable arrangement with the holder of a type certificate which ensures satisfactory co-ordination between production and design;
  - (3) there are acceptable arrangements for oversight by the State of design including the use of a quality system so that construction and assembly are satisfactory; and.
  - (4) records are maintained such that the identification of the aircraft and of the parts with their approved design and production can be established.

**3.070 PRODUCTION CERTIFICATES**

- (a) Any applicant for a production certificate for any aircraft or aeronautical product thereof for manufacture in Rwanda shall comply with the type certificate as required by the State of Design for approval.
- (b) At such time as the application for production is presented the Authority will make available suitable schedules or provisions for the issuance of an airworthiness certificate, or airworthiness document as appropriate for the product concerned.

**3.075 AIRCRAFT PRODUCTION**

- (a) The Authority shall not issue a production certificate unless it has adequate qualified personnel to ensure that each aircraft, including parts manufactured by sub-contractors,

conforms to the approved design

### **3.080 PARTS PRODUCTION**

- (a) The Authority, with the issuance of a production certificate, shall ensure that the parts conform to the approved design.

### **3.085 PRODUCTION CONTROL**

- (a) When approving production of aircraft or aircraft parts, the Authority shall ensure that there are adequate quality control personnel to ensure that production is performed in a controlled manner including the use of a quality system so that construction and assembly are satisfactory.

### **3.090 TRACEABILITY**

- (a) Persons holding a production certificate shall provide traceability records such that the identification of the aircraft and of the parts with their approved design and production can be established.

## **SUBPART E: CERTIFICATE OF AIRWORTHINESS**

### **3.095 APPLICABILITY**

- (a) The requirements of this Subpart are applicable in respect of all aircraft registered in Rwanda.

### **3.100 INITIAL ISSUANCE OF A CERTIFICATE OF AIRWORTHINESS**

- (a) A Certificate of Airworthiness shall not be issued by the Authority unless there is satisfactory evidence that the aircraft complies with the design aspects of the appropriate airworthiness requirements.

*Note: More specific information regarding the issuance of a Certificate of Airworthiness is provided in Part 4 of these Regulations.*

- (b) The Authority shall not issue or render valid a Certificate of Airworthiness international operations unless there is satisfactory evidence that the aircraft complies with the applicable Standards of ICAO Annex 8 through compliance with appropriate airworthiness requirements.
- (c) A Certificate of Airworthiness for aircraft on Rwanda registry shall be renewed or shall remain valid, subject to compliance with the system of inspection prescribed by the Authority that requires periodical inspection at appropriate intervals having regard to lapse of time and type of service.

*Note: The general criteria for those inspections is provided in Part 4 of these Regulations*

- (d) The Authority shall accept applications for an aircraft possessing a valid Certificate of Airworthiness issued by a Contracting State to be entered on the register of Rwanda.
- (e) The Authority may consider prior issuance of the Certificate of Airworthiness by another Contracting State, when issuing another Certificate of Airworthiness or rendering the original certificate valid.
  - (1) This Authority may accept the original Certificate of Airworthiness, in whole or in part, as satisfactory evidence that the aircraft is airworthy and in compliance with the appropriate airworthiness requirements.
  - (2) The validity of this authorization shall not extend beyond the period of validity of the original Certificate of Airworthiness.
- (f) The Authority may exercise this alternative when the aircraft is registered for the first time and when the aircraft changes its nationality.



**3.105 STANDARD FORM OF CERTIFICATE OF AIRWORTHINESS**

- (a) The Certificate of Airworthiness shall contain the information specified by Appendix 3.105 to these regulations.
- (b) The Certificate of Airworthiness shall be issued in English.

**3.110 AIRCRAFT LIMITATIONS & INFORMATION**

- (a) Each applicant for a Certificate of Airworthiness will make available to the Authority a flight manual, placards, or other documents stating the approved limitations within which the aircraft is considered airworthy as defined by the appropriate airworthiness requirements, and additional instructions and information necessary for the safe operation of the aircraft.

**3.115 TEMPORARY LOSS OF AIRWORTHINESS**

- (a) Any failure of the owner or operator to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements of these regulations shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.

**3.120 DAMAGE TO FOREIGN AIRCRAFT**

- (a) When an aircraft not registered in Rwanda or any such equipment has sustained damage of a nature, such that the aircraft might no longer be airworthy, and if the damage is sustained or ascertained when the aircraft is within Rwanda, the Authority shall prevent, if it sees fit, the aircraft from resuming its flight on the condition that the Authority shall advise the State of registry immediately, communicating to it all details necessary to formulate the judgment as to the nature of the damage in relation with the airworthiness of the aircraft; and
  - (1) when the State of registry considers that the damage sustained is of a nature such that the aircraft is no longer airworthy, it—
    - (i) shall prohibit the aircraft from resuming flight until it is restored to an airworthy condition; or
    - (ii) may, however, in exceptional circumstances, prescribe particular limiting conditions to permit the aircraft to fly a non-commercial air transport operation to an aerodrome at which it will be restored to an airworthy condition, taking into account all limitations proposed by the Authority and the Authority shall permit such flight or flights within the prescribed limitations; or
  - (2) when the State of registry considers that the damage sustained is of a nature such that the aircraft is still airworthy, the aircraft shall be allowed to resume its flight.

**SUBPART F: AIRCRAFT NOISE & ENGINE EMISSIONS**

**3.125 APPLICABILITY**

- (a) This Subpart is applicable to the validation of a noise certificate.

**3.130 REQUIREMENT OF NOISE CERTIFICATION**

- (a) An aircraft to which this Part applies shall not land or take off in Rwanda unless there is in force a noise certificate issued or rendered valid by the competent authority in which the aircraft is registered.
- (b) The maximum noise emission levels for the issuance of a certificate of airworthiness of a prototype in respect of an aircraft, or for a change to such a certificate to record the approval of an additional model of or an acoustical change to the aircraft, shall be those specified in this Part.
- (c) The Authority shall recognize as valid a noise certification granted by another Contracting

State provided that the requirements under which such certification was granted are at least equal to the applicable Standards specified in the latest addition of ICAO Annex 16 Volume 1.

### **3.135 STANDARD FORM OF A NOISE CERTIFICATE**

- (a) The Noise Certificate shall contain the contents specified by Appendix 3.135 to these regulations.
- (b) The Noise Certificate shall be issued in English.

### **3.140 REQUIREMENT OF NOISE CERTIFICATION**

- (a) An aircraft to which this Part applies shall not land or take off in Rwanda unless there is in force a noise certificate issued or rendered valid by the competent authority in which the aircraft is registered.
- (b) The maximum noise emission levels for the issuance of a certificate of airworthiness of a prototype in respect of an aircraft, or for a change to such a certificate to record the approval of an additional model of or an acoustical change to the aircraft, shall be those specified in this Part.
- (c) The Authority shall recognize as valid a noise certification granted by another Contracting State provided that the requirements under which such certification was granted are at least equal to the applicable Standards specified in the latest addition of ICAO Annex 16 Volume 1.

### **3.145 ISSUE, SUSPENSION & REVOCATION OF AIRCRAFT NOISE CERTIFICATE**

- (a) An aircraft included in the classification defined for noise certification purpose shall be issued with a noise certificate or a suitable statement attesting noise certification contained in another document approved by the State of Registry and that shall be carried in the aircraft.
- (b) The evaluation methods of aircraft noise to be used under this regulation shall be those contained in the following Appendices of the latest effective edition of Annex 16, Volume I - *Environmental Protection - Aircraft Noise* to the Chicago Convention—
  - (1) **APPENDIX 1**, entitled "Evaluation method for noise certification of subsonic jet aeroplanes - Application for certificate of airworthiness for the prototype accepted before 6 October 1977";
  - (2) **APPENDIX 2**, entitled "Evaluation method for noise certification of—"
    - (i) "1. Subsonic jet aeroplanes - Application for certificate of airworthiness for the prototype accepted on or after 6 October 1977";
    - (ii) "2. Propeller-driven aeroplanes over 5 700 kg - Application for certificate of airworthiness for the prototype accepted on or after 1 January 1985 and before 17 November 1988";
    - (iii) "3. Propeller-driven aeroplanes over 8 618 kg - Application for certificate of airworthiness for the prototype accepted on or after 17 November 1988";
    - (iv) "4. Helicopters";
  - (3) **APPENDIX 3**, entitled "Noise evaluation method for noise certification of propeller-driven aeroplanes not exceeding 8 618 kg - Application for certificate of airworthiness for the prototype accepted before 17 November 1988";
  - (4) **APPENDIX 4**, entitled "Evaluation method for noise certification of helicopters not exceeding 3 175 kg maximum certificated take-off mass";
  - (5) **APPENDIX 6**, entitled "Noise evaluation method for noise certification of propeller-driven aeroplanes not exceeding 8 618 kg- Application for certificate of airworthiness for the prototype accepted on or after 17 November 1988".
- (c) The noise certificate referred to in paragraph (a) shall be issued or validated by the Authority on

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the basis of satisfaction evidence that the aircraft complies with the requirements which are at least equal to the applicable standards specified in the latest effective edition of Annex 16 Volume 1 to the Chicago Convention and the date used to determine the recertification basis shall be the date of acceptance of the first application for recertification.

- (d) The document attesting noise certification of an aircraft shall provide information in accordance with the Appendix 1 to 3.145.
- (e) When the document or a suitable statement attesting noise certification as contained in another document approved by the State of registry, is issued in a language other than English, it shall include an English translation and shall be required to be carried on the aircraft.
- (f) The Authority shall—
  - (1) suspend or revoke the noise certificate of aircraft on the civil aircraft register if the aircraft ceases to comply with the applicable noise standards;
  - (2) not re-instate or grant a new noise certificate unless the aircraft is found on reassessment to comply with the applicable noise standards.

**3.150 ENGINE EMISSIONS**

- (a) No person shall operate an all turbine engine powered aircraft, unless the aircraft complies with the standards related to the prevention of intentional fuel venting contained in this regulation.
- (b) Each person who applies for a certificate of airworthiness of a prototype, or an amendment to such a certificate approving a new model of, or any change affecting the fuel venting or the engine emission, of the aircraft, must show compliance with at least the applicable requirements of this regulation.
- (c) The standards respecting the prevention of intentional fuel venting applicable to the issuance of a certificate of airworthiness of a prototype for all turbine engine powered aircraft, or for a change to such a certificate to record the approval of an additional model, shall be those specified in this regulation.
- (d) The standards related to the prevention of intentional fuel venting for all turbine engine powered aircraft are those contained in latest effective edition of Annex 16, Volume II, Part II Environmental Protection - Vented Fuel to the Chicago Convention.
- (e) The maximum engine emission levels for the issuance of a certificate of airworthiness of a prototype in respect of a turbo-jet or turbo-fan aircraft engine that is intended for subsonic or supersonic speed, or for a change to such a certificate, shall be those specified in this regulation.
- (f) No person shall operate an aircraft with turbo-jet and turbofan engines intended for propulsion only at subsonic speeds or turbo-jet and turbofan engines intended for propulsion at supersonic speeds unless it carries a document attesting emissions certification in accordance with the latest effective edition of Chapter 1 of Annex 16, Volume II, Part III, to the Chicago Convention and, if the document is issued in a language other than English, it shall include an English Translation.
- (g) The standards related to aircraft engine emissions to be used shall be those contained in ICAO Annex 16, Volume II, Part III "Emission certification", as follows—
  - (1) **CHAPTER 2**, entitled "Turbo-jet and turbofan engines intended for propulsion only at subsonic speeds"; and
  - (2) **CHAPTER 3**, entitled "Turbo-jet and turbofan engines intended for propulsion at supersonic speeds".
- (h) The methods for the evaluation of aircraft engine emissions to be used shall be those prescribed by the Authority and not less than those contained in ICAO Annex 16, Volume II, Appendices 1 through 6 included.

- (i) The Authority shall recognize as valid a certification relating to fuel venting granted by the certifying authority of another Contracting State provided the requirements under which such certification was granted are not less stringent than the provision of paragraph (g) of this regulation.
- (j) The document attesting emissions certification for each individual engine shall include at least the following information which is applicable to the engine type—
  - (1) name of certifying authority;
  - (2) manufacturer's type and model designation;
  - (3) statement of any additional modifications incorporated for the purpose of compliance with the applicable emissions certification requirements;
  - (4) rated thrust;
  - (5) reference pressure;
  - (6) ratio;
  - (7) a statement indicating compliance with Smoke Number requirements;
  - (8) a statement indicating compliance with gaseous pollutant requirements.
- (k) The Authority shall recognize as valid engine exemptions for an engine production cut-off requirement granted by a certifying authority of another Contracting State provided that the exemptions are granted in accordance with the process and criteria defined in the Environmental Technical Manual (Doc 9501), Volume II — Procedures for the Emissions Certification of Aircraft Engines.

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**APPENDICES****APPENDIX 1 TO 3.105: CONTENTS OF A CERTIFICATE OF AIRWORTHINESS**

- (a) The Certificate of Airworthiness issued by the Authority shall be generally similar to the example contained in ICAO Annex 8 and shall contain the following information—
- (1) State of Registry = Republic of Rwanda;
  - (2) Issuing Authority = Rwanda Civil Aviation Department;
  - (3) Nationality and registration marks;
  - (4) Manufacturer and manufacturer's designation of aircraft;
  - (5) Aircraft Serial Number;
  - (6) Categories and operation;
  - (7) The following statement: *"This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and Rwanda Civil Aviation Regulations in respect of the above-mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations;"*
  - (8) Signature of authorized representative of the Authority;
  - (9) Date of Issue;
  - (10) Date of expiry;
  - (11) Reverse side space used for periodic endorsement (giving date of expiry);
  - (12) Certificate serial number;
  - (13) Any other information required by the Authority

**APPENDIX 1 TO 3.135: CONTENTS OF A NOISE CERTIFICATE**

- (a) The noise certificate shall be issued in English as a validation of the noise certificate issued by the State of Manufacture
- (b) The noise certificate shall contain the word "VALIDATION" which will be located in the leader of the certificate above the words "Noise Certificate."
- (c) The Noise Certificate issued by the Authority shall be generally similar to the example contained in ICAO Annex 16 and shall contain the following information:
- (1) State of Registry = Republic of Rwanda;
  - (2) Title of Certificate = Noise Certificate
  - (3) Document Number = (provided by the Authority);
  - (4) Nationality and registration marks;
  - (5) Manufacturer and manufacturer's designation of aircraft;
  - (6) Aircraft Serial Number;
  - (7) Engine;
  - (8) Propeller
  - (9) Maximum take-off mass;
  - (10) Maximum landing mass;
  - (11) Noise Certification Standards;
  - (12) Additional modifications incorporated for the purpose of compliance with the applicable noise certification Standards;
  - (13) Lateral/full-power noise level;
  - (14) Approach noise level;
  - (15) Flyover noise level;
  - (16) Overflight noise level;
  - (17) Take-off noise level;
  - (18) Contain the following words: *This noise certificate is issued pursuant to Volume I of Annex 16 to the Convention on International Civil Aviation, in respect of the above-*

*mentioned aircraft, which is considered to comply with the indicated noise Standard when maintained and operated in accordance with the relevant requirements and operating limitations*

(19) Date of issue;

(20) Signature

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**APPENDIX 1 TO 3.145: AIRCRAFT NOISE CERTIFICATION CLASSIFICATIONS**

ICAO ANNEX 16-2 CHAPTER	DETAILS
2	All subsonic jet aeroplanes for which either the application for a Type Certificate was submitted, or another equivalent prescribed procedure was carried out by the certifying authority before 6 October 1977, except those aeroplanes. (a) Requiring a runway length of 610 m or less at maximum certificated mass for airworthiness; or (b) Powered by engines with a bypass ratio of 2 or more and for which a certificate of airworthiness for the individual aeroplane was first issued before 1 March 1972; or (c) Powered by engines with a bypass ratio of less than 2 and for which either the application for a Type certificate was submitted, or another equivalent prescribed procedure was carried out by the certifying authority, before 1 January 1969, and for which a certificate of airworthiness for the individual aeroplane was first issued before 1 January 1976.
3	(1) Subsonic jet aeroplanes —Application for Type certificate submitted on or after 6 October 1977 and before 1 January 2006. (2) Propeller-driven aeroplanes over 5 700 kg — Application for Type Certificate submitted on or after 1 January 1985 and before 17 November.
4	(1) Subsonic jet aeroplanes—Application for Type Certificate submitted on or after 1 January 2006. (2) Propeller-driven aeroplanes over 8 618 kg —Application for Type Certificate submitted on or after 1 January 2006.
5	Propeller-driven aeroplanes over 5 700 kg—application for type certificate submitted before 1 January 1985.
6	Propeller-driven aeroplane not exceeding 8 618 kg — application for type certificate submitted before 17 November 1988.
7	Propeller-driven STOL (short takeoff and Landing) aeroplanes.
8	Helicopters.
9	Installed auxiliary power units (APU) and associated aircraft systems during ground operations.
10	Propeller-driven aeroplanes not exceeding 8 618 kg — application for type certificate or derived version submitted on or after 17 November 1988
11	Helicopters not exceeding 3 175 kg maximum certificated take-off mass.
12	Supersonic aeroplanes.
13	Tilt-rotor aircraft.

*END OF RCAR PART 3*

**Bibonywe kugira ngo bishyirwe ku mugereka w'Iteka rya Minisitiri n°01/CAB.M/019 ryo ku wa 06/02/2019 rihindura Iteka rya Minisitiri n°04/CAB.M/08 ryo kuwa 24/07/2018 rishyiraho amabwiriza ajyanye n'iby'indege za gisivili**

Kigali, ku wa **06/02/2019**

(sé)

**GATETE Claver**  
Minisitiri w'Ibikorwa Remezo

**Bibonywe kandi bishyizweho Ikirango cya Repubulika:**

(sé)

**BUSINGYE Johnston**  
Minisitiri w'Ubutabera/Intumwa Nkuru ya Leta

**Seen to be annexed to Ministerial Order n°01/CAB.M/019 of 06/02/2019 amending Ministerial Order n°04/CAB.M/08 of 24/07/2018 establishing civil aviation regulations**

Kigali, on **06/02/2019**

(sé)

**GATETE Claver**  
Minister of Infrastructure

**Seen and sealed with the Seal of the Republic:**

(sé)

**BUSINGYE Johnston**  
Minister of Justice/Attorney General

**Vu pour être annexé à l'Arrêté Ministériel n°01/CAB.M/019 du 06/02/2019 portant modification de l'Arrêté Ministériel n°04/CAB.M/08 du 24/07/2018 établissant les règlements de l'aviation civile**

Kigali, le **06/02/2019**

(sé)

**GATETE Claver**  
Ministre des Infrastructures

**Vu et scellé du Sceau de la République:**

(sé)

**BUSINGYE Johnston**  
Ministre de la Justice/Garde des Sceaux