

Ibirimo/Summary/Sommaire ***page/urup.***

Amateka ya Minisitiri/ Ministerial Orders/ Arrêtés Ministériels

N°017/11.30 ryo ku wa 21/12/2017

Iteka rya Minisitiri rishyiraho Ikigereranyo cy'amafaranga yishyurwa Umuganga w'amatungo2

N°017/11.30 of 21/12/2017

Ministerial Order determining the range of fees for Veterinary Doctors 2

N°017/11.30 du 21/12/2017

Arrêté Ministériel déterminant la fourchette des honoraires des Médecins Vétérinaires2

N°001/Mineduc/2018 ryo ku wa 19/01/2018

Iteka rya Minisitiri rishyiraho Koleji z'Ishuri Rikuru ry'u Rwanda ry'Imyuga n'Ubumenyigiro.....26

N°001/Mineduc/2018 of 19/01/2018

Ministerial Order establishing Colleges of Rwanda Polytechnic Higher Learning Institution26

N°001/Mineduc/2018 du 19/01/2018

Arrêté Ministériel portant Création des Collèges de l'Institution d'Enseignement Supérieur Polytechnique du Rwanda.....26

N° 01/Mos/Trans/2018 ryo ku wa 23/01/2018

Iteka rya Minisitiri rishyiraho amabwiriza arebana n'iby'Indege za Gisivili zitagira Umupilote30

N°01/Mos/Trans/2018 of 23/01/2018

Ministerial Order establishing regulations relating to unmanned civil aircraft system30

N°01/Mos/Trans/2018 du 23/01/2018

Arrêté Ministériel établissant les règlements relatifs aux aéronefs civils sans Pilote.....30

ITEKA RYA MINISITIRI N°017/11.30
RYO KU WA 21/12/2017 RISHYIRAHO
IKIGERERANYO CY'AMAFARANGA
YISHYURWA UMUGANGA
W'AMATUNGO

MINISTERIAL ORDER N°017/11.30 OF
21/12/2017 DETERMINING THE
RANGE OF FEES FOR VETERINARY
DOCTORS

ARRÊTÉ MINISTÉRIEL N°017/11.30
DU 21/12/2017 DETERMINANT LA
FOURCHETTE DES HONORAIRES
DES MEDECINS VETERINAIRES

ISHAKIRO

TABLE OF CONTENTS

TABLE DES MATIERES

Ingingo ya mbere: icyo iri teka rigamije

Article One: Purpose of this Order

Article premier: Objet du présent arrêté

Ingingo ya 2: Ikigereranyo cy'amafaranga
yishyurwa umuganga w'amatungo

Ingingo ya 2: Range of fees paid to a
veterinary doctor

Article 2: Fourchette des honoraires d'un
médecin vétérinaire

Ingingo ya 3: Uwishyura ibikorwa
by'ubuvuzi bw'amatungo

Article 3: Person responsible for payment
of veterinary services

Article 3: Personne redevable
d'honoraires des services vétérinaires

Ingingo ya 4: Ivanwaho ry'ingingo
zinyuranyije n'iri teka

Article 4: Repealing provision

Article 4: Disposition abrogatoire

Ingingo ya 5: Igihe iri teka ritangira
gukurikizwa

Article 5: Commencement

Article 5: Entrée en vigueur

ITEKA RYA MINISITIRI N°017/11.30 RYO KU WA 21/12/2017 RISHYIRAHO IKIGERERANYO CY'AMAFARANGA YISHYURWA UMUGANGA W'AMATUNGO

MINISTERIAL ORDER N°017/11.30 OF 21/12/2017 DETERMINING THE RANGE OF FEES FOR VETERINARY DOCTORS

ARRÊTÉ MINISTÉRIEL N° 017/11.30 DU 21/12/2017 DÉTERMINANT LA FOURCHETTE DES HONORAIRES DES MEDECINS VETERINAIRES

Minisitiri w'Ubuhinzi n'Ubworozi;

The Minister of Agriculture and Animal Resources;

Le Ministre de l'Agriculture et des Ressources Animales;

Ashingiye ku Itegeko Nshinga rya Repubulika y'u Rwanda ryo mu 2003 ryavuguruwe mu 2015, cyane cyane mu ngingo zaryo, iya 121, iya 122 n'iya 176;

Pursuant to the Constitution of the Republic of Rwanda of 2003 revised in 2015, especially in Articles 121, 122 and 176;

Vu la Constitution de la République du Rwanda de 2003 révisée en 2015, spécialement en ses articles 121, 122 et 176;

Ashingiye ku Itegeko n° 56/2013 ryo ku wa 09/08/2013 rishyiraho Urugaga rw'abaganga b'amatungo mu Rwanda rikanagena inshingano, imiterere n'imikorere byarwo, cyane cyane mu ngingo yaryo ya 12;

Pursuant to Law n° 56/2013 of 09/08/2013 establishing Rwanda Council of veterinary doctors and determining its mission, organization and functioning, especially in Article 12;

Vu la Loi n° 56/2013 de la 09/08/2013 portante création de l'Ordre des médecins vétérinaires au Rwanda et déterminant sa mission, son organisation et son fonctionnement, spécialement en son article 12;

Inama y'Abaminisitiri yateranye ku wa 04/10/2017, imaze kubisuzuma no kubyemeza;

After consideration and approval by the Cabinet, in its session of 04/10/2017;

Après examen et adoption par le Conseil des Ministres, en sa séance du 04/10/2017;

ATEGETSE:

HEREBY ORDERS:

ARRETE:

Ingingo ya mbere: Icyo iri teka rigamije

Article One: Purpose of this Order

Article premier: Objet du présent arrêté

Iri teka rishyiraho ikigereranyo cy'amafaranga ahabwa umuganga

This Order determines the range of fees to be paid to a veterinary doctor for veterinary services.

Le présent arrêté détermine la fourchette des honoraires d'un médecin vétérinaire pour les services vétérinaires.

w'amatungo ku bikorwa by'ubuvuzi bw'amatungo.

Ingingo ya 2: Ikigereranyo cy'amafaranga yishyurwa umuganga w'amatungo

Urutonde rw'ibikorwa by'ubuvuzi bw'amatungo byishyurwa n'ibiciro byabyo, hatabariwemo amafaranga y'urugendo, biri ku mugereka w'iri teka.

Ingingo ya 3: Uwishyura ibikorwa by'ubuvuzi bw'amatungo

Uwakorewe igikorwa cy'ubuvuzi bw'amatungo yishyura amafaranga y'ibikorwa by'ubuvuzi bw'amatungo.

Ingingo ya 4: Ivanwaho ry'ingingo zinyuranyije n'iri teka

Ingingo zose z'amateka abanziriza iri kandi zinyuranyije na ryo zivanyweho.

Ingingo ya 5: Igihe iri teka ritangira gukurikizwa

Iri teka ritangira gukurikizwa ku muni ritangarijweho mu Igazeti ya Leta ya Repubulika y'u Rwanda.

Kigali, ku wa 21/12/2017

Ingingo ya 2: Range of fees paid to a veterinary doctor

The list of veterinary services and related range of fees to be paid, excluding travel expenses, are in Annex of this Order.

Article 3: Person responsible for payment of veterinary services

The beneficiary of the veterinary services pays fees for Veterinary services.

Article 4: Repealing provision

All prior provisions contrary to this Order are repealed.

Article 5 : Commencement

This Order comes into force on the date of its publication in the Official Gazette of the Republic of Rwanda.

Kigali, on 21/12/2017

Article 2: Fourchette des honoraires d'un médecin vétérinaire

La liste des services vétérinaires et la fourchette des honoraires y relatifs, les frais de déplacement exclus, sont en annexe du présent arrêté.

Article 3: Personne redevable d'honoraires des services vétérinaires

Le bénéficiaire des services vétérinaires paie les honoraires des services vétérinaires.

Article 4: Disposition abrogatoire

Toutes les dispositions antérieures contraires au présent arrêté sont abrogées.

Article 5: Entrée en vigueur

Le présent arrêté entre en vigueur le jour de sa publication au Journal Officiel de la République du Rwanda.

Kigali, le 21/12/2017

(sé)

MUKESHIMANA Gerardine
Minisitiri w'Ubuhanzi n'Ubworozi

(sé)

MUKESHIMANA Gerardine
Minister of Agriculture and Animal
Resources

(sé)

MUKESHIMANA Gerardine
Ministre de l'Agriculture et des Ressources
Animales

**Bibonywe kandi bishyizweho Ikirango cya
Repubulika:**

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

Vu et scellé du Sceau de la République:

(sé)

BUSINGYE Johnston
Minisitiri w'Ubutabera/Intumwa Nkuru ya
Leta

(sé)

BUSINGYE Johnston
Minister of Justice/Attorney General

(sé)

BUSINGYE Johnston
Ministre de la Justice/Garde des Sceaux

Official Gazette n° Special of 23/01/2018

UMUGEREKA W'ITEKA RYA MINISITIRI N° 017/11.30 RYO KU WA 21/12/2017 RISHYIRAHO IKIGERERANYO CY'AMAFARANGA YISHYURWA UMUGANGA W'AMATUNGO	ANNEX TO MINISTERIAL ORDER N°017/11.30 OF 21/12/2017 DETERMINING THE RANGE OF FEES FOR VETERINARY DOCTORS	ANNEXE A L'ARRÊTÉ MINISTÉRIEL N°017/11.30 DU 21/12/2017 DETERMINANT LA FOURCHETTE DES HONORAIRES DES MEDECINS VETERINAIRES
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Official Gazette n° Special of 23/01/2018

URUTONDE BY'UBUVUZI BYISHYURWA N'IBICIRO BYABYO	RW'IBIKORWA BW'AMATUNGO	LIST OF VETERINARY SERVICES AND RANGE OF FEES TO BE PAID	LISTE DES SERVICES VETERINAIRES ET LA FOURCHETTE DES HONORAIRES
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ICYICIRO CY'IBIKORWA	UBWOKO BW'IBIKORWA	IGICIRO (Imisoro ikubiyemo, FRW)
1- Gusuzuma (amafaranga y'urugendo atarimo)	Gusuzumira ku muganga w'amatungo (inka, ifarasi, indogobe, ingamiya)	1.800 – 5.000
	Gusuzumira ku muganga w'amatungo (inyamaswa ibana n'abantu nk'imbwa n'injangwe)	2.000 – 10.000
	Gusuzumira ku muganga w'amatungo (nk'ihene n'intama)	1.000 – 1.500
	Gusuzumira ku muganga w'amatungo (ingurube)	1.000 – 1.500
	Gusuzumira ku muganga w'amatungo (ibiguruka n'inkwavu)	500 – 1.000
	Gusuzumira mu rugo inyamaswa ibana n'abantu (nk'imbwa n'injangwe)	10.000 – 15.000
	Gusuzumira amatungo aho yororewe (inyamabere, ibiguruka, inyamaswa zororewe mu mazi, inzuki)	5.000 – 10.000
	Gusuzuma inyamaswa aho ziba zifungiyeye cyangwa muri pariki z'Igihugu	15.000 – 20.000
2- Ibizamini byo mu isuzumiro ry'ubuvuzi ry'amatungo		
2.1- Ibizamini by'amaraso	Ikizamini cy'igitonyanga cy'amaraso	500 – 1.000
	Ikizamini cy'insoro zitukura	500 – 1.000
	IFAT (gupima abasirikare bari mu mubiri hifashishijwe imirasire y'imashini)	2.000 – 5.000
	ELISA (isuzuma rikorwa bapima abasirikare basanzwe barinda umubiri kugira ngo bamenye niba hari mikorobi idasanzwe yinjiye mu mubiri)	3.000 – 10.000
2.2- Gupima inzoka	Ikizamini cyo gupima inzoka hakoreshejwe uburyo bwo kureremba	500 – 1.000

Official Gazette n° Special of 23/01/2018

	Ikizamini cyo gupima inzoka hakoreshejwe gupima uduce	500 – 1.000
	Umubare w'amagi y'inzoka (OPG)	500 – 1.000
	Ikizamini cy'umugarane	500 – 2.000
2.3- Gupima za bagiteri	Gusuzuma bagiteri hakoreshejwe uburyo bw'amabara bwa Gram	500 – 1.000
	Gusuzuma bagiteri hakoreshejwe uburyo bw'amabara bwa Ziehl-Neelsen	500 – 2,000
	Gusuzuma bagiteri hahuzwa uturemangingo dutandukanye	1.000 – 2.000
	Antibiyogaramu	2.000 – 4.000
	Gupima bagiteri ziba ahantu hatari umwuka uhumekwa	1.500 – 3.000
	Gupima bagiteri ziba ziri muri ml/gram	1.000 – 3.000
	Gushakisha no gupima bagiteri zo mu bwoko bw'udukoni, zisa n'ibara ry'iroza iyo hakoreshejwe uburyo bw'amabara bwa Gram, ...	1.000 – 3.000
2.4- Gupima mikorobi zitera ibimeme	Gushakisha no gupima mikorobi zitera ibimeme n'imisemburo	1.500 – 3.000
	Gushakisha no gupima uruhumbu	2.000 – 3.000
2.5- Seroloji	Ikizamini cyihuse cyo gupima virusi	500 – 2.000
	Ikizamini cyitondewe cyo gupima virusi	500 – 3.000
	Ikizamizi cyo gupima virusi ziboneka ku buryo bugoranye mu maraso	2.000 – 5.000
	PCR	3.500 – 6.000
	Gupima igituntu	1.000 – 3.000
2.6- Gupima virusi	Gusuzuma virusi y'ibisazi	3.500 – 8.000
	Gusuzuma byihuse virusi y'ibicurane by'ibiguruka	1.000 – 3.000
	Kumenya ubwoko bwa virusi y'uburenge	3.500 – 6.000
	Gusuzuma izindi virusi	3.500 – 8.000
2.7- Gupima ubwandu mu biribwa	Gupima ubwandu bw'ibiribwa mu rwungano ngongozi	5.000 – 10.000

Official Gazette n° Special of 23/01/2018

3- Gusuzuma nyuma y’urupfu	Gusuzuma amatungo maremare	5.000 - 10.000
	Gusuzuma amatungo magufi	2.000 – 5.000
	Gusuzuma ingurube	2.000 – 5.000
	Gusuzuma urukwavu	500 – 1.000
	Gusuzuma ibiguruka	500 – 1.000
	Gusuzuma imbwa/injangwe	10.000 - 20.000
	Gusuzuma inyamaswa yororewe mu mazi	1.000 – 10.000
	Gusuzuma inyamaswa yo mu gasozi	15.000 – 25.000
4- Ibikorwa by’ubuvuzi bw’amatungo		
4.1- Ubuvuzi bworoheje	Gutera urushinge mu nyama, mu mutsi, muni y’uruhu, mu nda, mu rutirigongo, kuvoma ibisuzumwa cyangwa imyanda	500 – 2.000
	Gupfuka igikomere kikiri kibisi	1.000 – 3.000
	Gukura ikintu cyinjiye mu ruhu	5.000 – 10.000
	Kudoda byoroheje uruhu ukoresheje ikinya cy’igice cy’umubiri ukanapfuka	10.000 – 15.000
	Kudoda byoroheje uruhu udakoresheje ikinya cy’igice cy’umubiri ukanapfuka	3.000 – 10.000
	Kudoda ibikomere byinshi ukoresheje ikinya cy’igice cy’umubiri ukanapfuka	15.000 – 20.000
	Gusubiranya amagufa yavunitse ukoresheje cyangwa udakoresheje ikinya cy’igice cy’umubiri ukanashyiraho igitambaro cyabugenewe	20.000 – 30.000
	Kumena ikibyimba n’ibindi bisa na cyo	5.000 – 10.000
	Gukura amenyo no kongera umwanya uri hagati y’amenyo	10.000 – 20.000
	Gukura ku menyo imyanda yihometseho	20.000 – 30.000

Official Gazette n° Special of 23/01/2018

	Gukata amenyo	1.000 – 5.000
	Guca iminwa	80 – 150
	Guca amahembe	3.000 – 5.000
	Gupfumura igifu, gusunika icyahaganye mu muhogo	5.000 – 10.000
	Indi mirimo yoroheje nko gukata ibinono (inzara, kogosha, guca umurizo, gushyira impeta ku zuru, kwambika iherena igiciro cy’iherena kitarimo, gushyira ikimenyetso ku ruhu rw’itungo, n’ibindi)	1.000 – 5.000
4.2- Kubaga	Gukona utavushije amaraso; -Isekurume cyangwa rugeyo; -Ikimasa kitaracuka; -Imfizi	1.000 – 2.000 1.000-2.000 3.000 – 5.000
	Gukona ubaze: -Imfizi; -Ifarasi (wateye n’ikinya rusange); -Ingurube nto; -Ingurube ikuze; -Imbwa cyangwa injangwe	5.000 – 10.000 50.000 – 75.000 2.000 – 5.000 3.000 – 5.000 15.000 – 30.000
	Kuniga ijwi	20.000 – 35.000
	Kubaga mu mazuru y’itungo	10.000 – 15.000
	Kubaga umuhogo: -Itungo rirerire -Itungo rigufi	10.000 – 20.000 15.000 – 30.000
	Kubaga herini: -Inka -Ifarasi -Ihene cyangwa intama -Imbwa cyangwa injangwe	15.000 – 25.000 50.000 – 75.000 5.000 – 10.000 30.000 – 50.000
	Gufungura ku nda yo hasi	25.000 – 40.000
4.3- Imyororokere, ibikorwa bijyanye n’imyororokere	Gutera intanga itungo rirerire (igikorwa gusa)	1.000 – 5.000

Official Gazette n° Special of 23/01/2018

	Gutera intanga itungo rigufi ryuza nk'ihene n'intama (igikorwa gusa)	1.000 – 2.000
	Gutera intanga ingurube (igikorwa gusa)	2.000 – 4.000
	Gutera insoro mu nka (igikorwa gusa)	10.000 – 15.000
	Gutera insoro mu itungo rigufi	5.000 – 10.000
	Gusuzuma ko itungo rihaka hakoreshejwe intoki/itungo rirerire	1.000 - 3.000
	Gusuzuma ko itungo rihaka hakoreshejwe intoki/itungo rigufi	500 – 1.500
	Gufasha amatungo maremare kubyara neza	10.000 – 15.000
	Gufasha amatungo magufi kubyara neza	3.000 – 4.000
	Gukikura amatungo maremare	20.000 – 30.000
	Gukikura amatungo magufi	3.500 – 5.000
	Kubyaza itungo ribazwe: -Amatungo maremare;	50.000 – 75.000
	-Amatungo magufi	10.000 – 20.000
	Kubwaguzwa imbwa cyangwa injangwe	75.000 – 100.000
	Kubyaza itungo hakoreshejwe intoki: -Amatungo maremare	5.000 – 10.000
	-Amatungo magufi	2.500 – 5.000
	Gusubiranywa itungo ryamuritse: -Amatungo maremare;	15.000 – 30.000
	-Amatungo magufi;	5.000 – 10.000
	-Imbwa cyangwa injangwe	20.000 – 30.000
	Gufunga burundu imiyoborantanga y'imbwa cyangwa iy'injangwe	75.000 – 100.000
5- Gukingira (gutera + urukingo) <i>Ibi biciro by'ikingira ni ibyishyurwa mu gihe umuntu akingije abisabye ku giti cye. Bitandukanye n'ibiciro by'igihe cya gahunda rusange y'ikingira ku ndwara zikingirwa buri mwaka zateganyijwe n'itegeko</i>	Gukingira ibisazi (imbwa n'injangwe)	Hakurikizwa igiciro cy'urukingo + umurimo wakozwe
	Inkingo zikomatanijwe (imbwa)	Hakurikizwa igiciro cy'urukingo + umurimo wakozwe

Official Gazette n° Special of 23/01/2018

	Inkingo z'ubutaka, <i>Black Quarter</i> n'indwara z'uruhu	Hakurikizwa igiciro cy'urukingo + umurimo wakoze
	Gukingira ibiguruka	Hakurikizwa igiciro cy'urukingo + umurimo wakoze
6- Gusuzuma amatungo yabazwe/Ibikomoka ku matungo	Amatungo maremare Amatungo magufi Ibiguruka Amafi (ku kilo) Ubuki (ku kilo) Impu (ku kilo)	5.000 – 10.000 2.000 – 5.000 80 -150 200 – 500 200 – 500 200 – 500
7- Ibikorwa binyuranye	Guhuta itungo hakoreshejwe umuti	20.000 – 35.000
8- Gufasha/gutanga inama	Kwiga umushinga w'ubworozi	3 - 5% y'agaciro k'umushinga
	Gusuzuma umushinga w'ubworozi (igihembo ku munsu)	100.000
	Gukurikirana ubuzima bw'amatungo (gutanga igihembo ku isura/ishyo/umukumbi)	10.000 – 15.000
	Kugenzura farumasi y'imiti y'amatungo	50.000 -75.000
9- Ibindi	Kurobanura amatungo afite icyororo cyiza agenewe ubworozi (buri tungo)	10.000 – 15.000
	Gutanga ikiganiro/kuyobora inama (igihembo ku isaha)	25.000 – 30.000
	Kuba mu nteko nkemurampaka cyangwa itsinda ry'impuguke	50.000
	Gutanga icyemezo cy'ubuzima cy'umuganga w'amatungo	5.000 – 10.000
	Gutanga icyemezo cy'isuzuma cy'umuganga w'amatungo	5.000 – 10.000

Official Gazette n° Special of 23/01/2018

FIELD	TYPES OF SERVICES	PRICE APPLIED (ATI, FRW)
1- Consultations (excluding transport charges)	Consultation at veterinary doctor's office (cow, horse, donkey, camel)	1,800 – 5,000
	Consultation at veterinary doctor's office companion animals (like a dog an a cat)	2,000 – 10,000
	Consultation at veterinary doctor's office small ruminants (like goat or sheep)	1,000 – 1,500
	Consultation at veterinary doctor's office (pig)	1,000 – 1,500
	Consultation at veterinary doctor's office (poultry and rabbits)	500 – 1,000
	Home veterinary consultation for companion animals (like dog or cat)	10,000 – 15,000
	Veterinary consultation at farm level (mammals, poultry, aquaculture, bees)	5,000 - 10,000
	Veterinary consultation in zoos and national parks	15,000 – 20,000
2- Veterinary laboratory examinations		
2.1- Protozoology	Smears/thick smears	500 – 1,000
	Hematocrite	500 – 1,000
	IFAT (Immuno Fluorescence Antibody Test)	2,000 – 5,000
	ELISA (Enzyme-Linked Immunosorbent Assay)	3,000 – 10,000
2.2- Helminthology	Floatation	500 – 1,000
	Sedimentation	500 – 1,000
	"OPG"	500 – 1,000
	Fecal examinations	500 – 2,000
2.3- Bacteriology	Gram staining	500 – 1,000

Official Gazette n° Special of 23/01/2018

	Ziehl Neelsen staining	500 – 1,000
	Biochemical characterization	1,000 – 2,000
	Antibiogram	2,000 – 4,000
	Anaerobic culture	1,500 – 3,000
	Total microbial count	1,000 – 3,000
	Search and examination of coliform bacteria	1,000 – 3,000
2.4- Mycology	Search and examination of fungi and yeasts	1,500 – 3,000
	Search for moisissures	2,000 – 3,000
2.5- Serology	Rapid Agglutination Test	500 – 2,000
	Slow Agglutination Test	500 - 3,000
	Complement Fixation Test	2,000 – 5,000
	PCR (Polymerase Chain Reaction)	3,500 – 6,000
	Tuberculin test	1000 - 3,000
2.6- Virology	Rabies test: (search for Negri bodies)	3,500 - 8,000
	Rapid test for avian influenza	1,000 – 3,000
	Serotyping FMD	3,500 – 6,000
	Testing other virus	3,500 - 8,000
2.7- Alimentary tract microbiology	Alimentary tract microbiology (per sample)	5,000 – 10,000
3- Post mortem examination	Large animal autopsy	5,000 - 10,000
	Small animal autopsy	2,000 – 5,000
	Autopsy of the pig	2,000 – 5,000
	Autopsy of the rabbit	500 – 1,000

Official Gazette n° Special of 23/01/2018

	Autopsy of birds	500 – 1,000
	Autopsy of dogs or cats	10,000 - 20,000
	Autopsy of an aquatic animal	1,000 – 10,000
	Autopsy of a wild animal	15,000 - 25,000
4- Veterinary services		
4.1- Minor services	IM, IV, SC, Intra-rachis injections, evacuation and exploratory punctures	500 – 2,000
	Traumatic wound dressing	1,000 – 3,000
	Extraction of superficial foreign bodies	5,000 – 10,000
	Simple skin suture (including local anesthesia and wound dressing)	10,000 – 15,000
	Simple skin suture (without local anesthesia and wound dressing)	3,000 – 10,000
	Suture of multiple wounds with local anesthesia and wound dressing	15,000 – 20,000
	Reduction of fractures with or without local anesthesia, including bandaging	20,000 – 30,000
	Debridement of abscesses, incision of phlegmons and hematomas	5,000 – 10,000
	Tooth extraction and tooth remodeling	10,000 – 20,000
	"Detartrage"	20,000 – 30,000
	Tooth clipping	1,000 – 5,000
	Debeacking	80 – 150
	Dehorning	3,000 – 5,000
	Blot treatment using trocar and cannula; unblocking with stomach tube	5,000 – 10,000
	Various minor surgical interventions (hoof trimming, shaving, tail docking, fixing a nose ring, ear tagging price of ear tag not included, tattoo, etc)	1,000 – 5,000

Official Gazette n° Special of 23/01/2018

4.2- Surgical operations	Closed castration:	-Billy goat or ram; -Male calf; -Bull	1,000 – 2,000 1,000 – 2,000 3,000 – 5,000
	Open castration:	-Bull;	5,000 – 10,000
		-Stallion (with general anesthesia);	50,000 – 75,000
		-A piglet	2,000 – 5,000
		-Boar	3,000 – 5,000
		-Dog or cat	15,000 – 30,000
	Removing vocal cords		20,000 – 35,000
	Conchotomy/ergotomy dog		10,000 – 15,000
	Oesophagotomia:	-Large animal	10,000 – 20,000
-Small animal		15,000 – 30,000	
Hernias	-Bovine	15,000 – 25,000	
	-Horse	50,000 – 75,000	
	-Sheep or goat	5,000 – 10,000	
	-Dog or cat	30,000 – 50,000	
Laparotomy		25,000 – 40,000	
4.3- Reproduction, obstetrical and gynecological services	AI large animal (only the service)		1,000 - 5,000
	AI small ruminants (only the service)		1,000 – 2,000
	AI pig (only the service)		2,000 – 4,000
	Bovine ET		10,000 – 15,000
	Small animal ET		5,000 – 10,000
	Large animal manual PD (per animal)		1,000 - 3,000
	Small animal manual PD (per animal)		500 - 1,500
	Assistance to normal delivery in large animals		10,000 – 15,000

Official Gazette n° Special of 23/01/2018

	Assistance to normal delivery in small animals	3,000 – 4,000
	Correction of dystocia in large animals	20,000 – 30,000
	Correction of dystocia in small animals	3,500 – 5,000
	CS: -Large animal; -Small ruminants; -Bitch and cat	50,000 – 75,000 10,000 – 20,000 75,000 – 100,000
	Assisted manual delivery: -Large animals; -Small animals	5,000 – 10,000 2,500 – 5,000
	Reduction of prolapses: -Large animal; -Small animal; -Dog and cat	15,000 – 30,000 5,000 – 10,000 20,000 – 30,000
	Spaying (dog and cat)	75,000 – 100,000
5- Vaccinations (injection + vaccine) <i>This pricing applies for individual vaccinations on request. It is not applicable for annual vaccinations mandatory by law</i>	Anti rabies vaccination (dog and cat)	In accordance with the vaccine cost + intervention
	Combined vaccines (dog)	In accordance with the vaccine cost + intervention
	Anthrax, Black Quarter and LSD vaccines	In accordance with the vaccine cost + intervention
	Poultry vaccination	In accordance with the vaccine cost + intervention
6- Veterinary inspection	Large animals	5,000 - 10,000
	Small animals	2,000 – 5,000
	Poultry	80 -150
	Fish (per Kg)	200 – 500
	Honey (per Kg)	200 – 500
	Hides and skins (per Kg)	200 - 500

Official Gazette n° Special of 23/01/2018

7- Various services	Euthanasia	20,000 – 35,000
8- Support/Advice	Study of a livestock project	3 - 5% of the total cost of the project
	Evaluation of a livestock project (fees per day)	100,000
	Heath and advisory management visit (fees per visit/herd/flock)	10,000 – 15,000
	Inspection of veterinary pharmacies	50,000 – 75,000
9- Others	Selection of high genetic breeding animal (per animal)	10,000 – 15,000
	Conference presentation/meeting facilitation (per hour)	25,000 – 30,000
	Participation in activities of a jury or panel of experts	50,000
	Issuance of a veterinary health certificate or	5,000 – 10,000
	Issuance of a veterinary certificate of expertise	5,000 – 10,000

Official Gazette n° Special of 23/01/2018

DOMAINE	TYPES DE SERVICES	PRIX A APPLIQUER (TTC, FRW)
1- Consultations (frais de déplacement exclus)	Consultation au cabinet vétérinaire (vache, cheval, âne, chameau)	1.800 – 5.000
	Consultation au cabinet vétérinaire (animaux de compagnie comme chien ou chat)	2.000 – 10.000
	Consultation au cabinet vétérinaire (comme petit ruminant comme chèvre ou mouton)	1.000 – 1.500
	Consultation au cabinet vétérinaire (porc)	1.000 – 1.500
	Consultation au cabinet vétérinaire (volaille et lapins)	500 – 1.000
	Consultation vétérinaire à domicile animaux de compagnie (comme chien ou chat)	10.000 – 15.000
	Consultation vétérinaire à la ferme (animaux de rente): mammifères, volaille, aquaculture, abeilles	5.000 – 10.000
	Consultation vétérinaire au zoo ou aux parcs nationaux	15.000 – 20.000
2- Examens de laboratoire vétérinaire		
2.1- Protozoologie	Frottis/goutte épaisse	500 – 1.000
	Hématocrite	500 – 1.000
	IFAT (Test d'anticorps contre l'immunofluorescence)	2.000 – 5.000
	ELISA (l'essai immunosorbant lié aux enzymes)	3.000 – 10.000
2.2- Helminthologie	Flottaison	500 – 1.000
	Sédimentation	500 – 1.000
	OPG	500 – 1.000
	Coproculture	500 – 2.000

Official Gazette n° Special of 23/01/2018

2.3- Bactériologie	Coloration Gram	500 – 1.000
	coloration de Ziel	500 – 1.000
	Caractérisation biochimique	1.000 – 2.000
	Antibiogramme	2.000 – 4.000
	Culture anaérobie	1.500 – 3.000
	Nombre total de microbes	1.000 – 3.000
	Recherche et examen des bactéries coliformes	1.000 – 3.000
2.4- Mycologie	Recherche et examen des champignons	1.500 – 3.000
	Recherche des moisissures	2.000 – 3.000
2.5- Sérologie	Test d'agglutination rapide	500 – 2.000
	Test d'agglutination lente	500 – 3.000
	Test de fixation du complément	2.000 – 5.000
	PCR (la réaction en chaîne par polymérase)	3.500 – 6.000
	Test tuberculinique	1.000 – 3.000
2.6- Virologie	Test rabique (Recherche de Corps de Negri)	3.500 – 8.000
	Test rapide de grippe aviaire	1.000 – 3.000
	Sérotypage virus FMD	3.500 – 6.000
	Test autres virus	3.500 – 8.000
2.7- Microbiologie des voies digestives	Microbiologie des voies digestives (par échantillon)	5.000 – 10.000
3- Autopsie	Autopsie d'un grand animal	5.000 - 10.000
	Autopsie d'un petit animal	2.000 – 5.000
	Autopsie d'un porc	2.000 – 5.000

Official Gazette n° Special of 23/01/2018

	Autopsie d'un lapin	500 – 1.000
	Autopsie des volailles	500 – 1.000
	Autopsie des chiens et chats	10.000 – 20.000
	Autopsie d'un animal aquatique	1.000 – 10.000
	Autopsie d'un animal sauvage	15.000 - 25.000
4- Services vétérinaires		
4.1- Petits services	Injection IM, IV, SC, IP, intrarachidienne, ponctions exploratrices et évacuatrices	500 – 2.000
	Pansement d'une plaie traumatique	1.000 – 3.000
	Extraction de corps étrangers superficiels	5.000 – 10.000
	Suture simple de la peau avec anesthésie locale et pansement	10.000 – 15.000
	Suture simple de la peau sans anesthésie locale et pansement	3.000 – 10.000
	Suture de plaies multiples avec anesthésie locale et pansement	15.000 – 20.000
	Réduction fracture avec ou sans anesthésie locale et bandage	20.000 – 30.000
	Débridement d'un abcès, incision des phlegmons et des hématomes	5.000 – 10.000
	Extraction dentaire et remodelage dentaire (odontotomie)	10.000 – 20.000
	Détartrage	20.000 – 30.000
	Racourcir les dents/découpage dentaire	1.000 – 5.000
	Débecage	80 – 150
	Ecornage	3.000 – 5.000
	Trocardage, déblocage avec tube d'estomac	5.000 – 10.000
Diverses petites interventions (parage des pieds, tonte, caudectomie, fixation anneau nasal, fixation boucle d'oreille, tatouage, etc)	1.000 – 5.000	

Official Gazette n° Special of 23/01/2018

4.2- Opérations	Castration fermée :	-Bélier ou bouc ;	1.000 – 2.000	
		-Veau;	1.000 – 2.000	
		-Taurillon, taureau;	3.000 – 5.000	
	Castration sanglante:	-Taureau;	5.000 – 10.000	
		-Etalon (avec anesthésie générale);	50.000 – 75.000	
		-Porcelet;	2.000 – 5.000	
		-Porc adulte;	3.000 – 5.000	
		-Chien ou chat	15.000 – 30.000	
		Ablation des cordes vocales	20.000 – 35.000	
		Conchotomie/ergotomie chien	10.000 – 15.000	
		Oesophagotomie :	-Grand animal ;	10.000 – 20.000
			-Petit animal	15.000 – 30.000
	4.3- Reproduction, services gynécologiques ou obstétricaux	Hernie:	-Bovin;	15.000 – 25.000
		-Cheval;	50.000 – 75.000	
		-Caprin ou ovin;	5.000 – 10.000	
		-Chien ou chat;	30.000 – 50.000	
		Laparotomie	25.000 – 40.000	
		Insémination artificielle grand animal (acte seulement)	1.000 – 5.000	
		Insémination artificielle petit ruminant (acte seulement)	1.000 – 2.000	
		Insémination artificielle truie (acte seulement)	2.000 – 4.000	
		Transfert embryonnaire bovin	10.000 – 15.000	
		Transfert embryonnaire petit animal	5.000 – 10.000	
	Diagnostic de gestation (manuel)/grand animal (par animal)	1.000 - 3.000		

Official Gazette n° Special of 23/01/2018

	Diagnostic de gestation (manuel)/petit animal (par animal)	500 – 1.500
	Assistance à un accouchement eutocique (grand animal)	10.000 – 15.000
	Assistance à un accouchement eutocique (petit animal)	3.000 – 4.000
	Assistance à un accouchement dystocique (grand animal)	20.000 – 30.000
	Assistance à un accouchement dystocique (petit animal)	3.500 – 5.000
	Césarienne: -Grands animaux	50.000 – 75.000
	-Petits animaux	10.000 – 20.000
	-Chienne, chatte	75.000 – 100.000
	Délivrance manuelle: -Grands animaux	5.000 – 10.000
	-Petits animaux	2.500 – 5.000
	Réduction prolapses: -Grands animaux	15.000 – 30.000
	-Petits animaux	5.000 – 10.000
	-Chien, chat	20.000 – 30.000
	Ovariectomie (Chien et chat)	75.000 – 100.000
5- Vaccinations (injection + vaccin) <i>Cette tarification s'applique pour les vaccinations individuelles sur demande. Elle n'est pas applicable lors des vaccinations obligatoires annuelles obligatoires prévues par la loi</i>	Vaccination antirabique (Chien et chat)	Suivant le coût du vaccin + intervention
	Vaccins combinés (chien)	Suivant le coût du vaccin + intervention
	Vaccins de maladie du charbon, <i>Black Quarter</i> et de la maladie de peau grumeleuse	Suivant le coût du vaccin + intervention
	Vaccination des volailles	Suivant le coût du vaccin + intervention
6-Inspection vétérinaire	Grands animaux	5.000 – 10.000
	Petits animaux	2.000 – 5.000

Official Gazette n° Special of 23/01/2018

	Volaille	80 -150
	Poisson (par kg)	200 – 500
	Miel (par kg)	200 – 500
	Cuir et peaux (par kg)	200 - 500
7- Divers services	Euthanasie	20.000 – 35.000
8- Appui/conseil	Etude d'un projet d'élevage	3-5% du coût total du projet
	Evaluation d'un projet d'élevage (honoraires par jour)	100.000
	Visite sanitaire et conseil (honoraires/visite/troupeau)	10.000 – 15.000
	Inspection des pharmacies vétérinaires	50.000 – 75.000
9- Autres	Sélection d'animaux de qualité génétique destinés à l'élevage (par animal)	10.000 – 15.000
	Facilitation d'une conférence/réunion (par heure)	25.000 – 30.000
	Participation dans les activités d'un jury ou dans un groupe d'experts	50.000
	Délivrance d'un certificat de santé vétérinaire	5.000 – 10.000
	Délivrance d'un certificat d'expertise vétérinaire	5.000 – 10.000

Official Gazette n° Special of 23/01/2018

Bibonywe kugira ngo bishyirwe ku mugereka w'Iteka rya Minisitiri n°017/11.30 ryo ku wa 21/12/2017 rishyiraho ikigereranyo cy'amafaranga yishyurwa umuganga w'amatungo

Kigali, ku wa 21/12/2017

(sé)

MUKESHIMANA Gerardine
Minisitiri w'Ubuhinzi n'Ubworozi

Bibonywe kandi bishyizweho Ikirango cya Repubulika:

(sé)

BUSINGYE Johnston
Minisitiri w'Ubutabera/Intumwa Nkuru ya Leta

Seen to be annexed to Ministerial Order n° 017/11.30 of 21/12/2017 determining the range of fees for veterinary doctors

Kigali, on 21/12/2017

(sé)

MUKESHIMANA Gerardine
Minister of Agriculture and Animal Resources

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° 017/11.30 du 21/12/2017 déterminant la fourchette des honoraires des médecins vétérinaires

Kigali, le 21/12/2017

(sé)

MUKESHIMANA Gerardine
Ministre de l'Agriculture et des Ressources Animales

Vu et scellé du Sceau de la République:

(sé)

BUSINGYE Johnston
Ministre de la Justice/Garde des Sceaux

ITEKA RYA MINISITIRI N°001/MINEDUC/2018 RYO KU WA 19/01/2018 RISHYIRAHU KOLEJI Z'ISHURI RIKURU RY'U RWANDA RY'IMYUGA N'UBUMENYINGIRO	MINISTERIAL N°001/MINEDUC/2018 OF ESTABLISHING COLLEGES OF RWANDA POLYTECHNIC HIGHER LEARNING INSTITUTION	ORDER 19/01/2018 OF COLLEGES OF HIGHER LEARNING	ARRÊTÉ N°001/MINEDUC/2018 DU 19/01/2018 PORTANT CREATION DES COLLEGES DE L'INSTITUTION D'ENSEIGNEMENT SUPERIEUR POLYTECHNIQUE DU RWANDA	MINISTÉRIEL DU 19/01/2018 DES DE L'INSTITUTION SUPERIEUR DU RWANDA
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ISHAKIRO

TABLE OF CONTENTS

TABLE DES MATIERES

Ingingo ya mbere: Ishyirwaho rya Koleji z'Ishuri Rikuru ry'u Rwanda ry'Imyuga n'Ubumenyigiro

Article One: Establishment of Colleges of Rwanda Polytechnic Higher Learning Institution

Article premier: Création des Collèges de l'Institution d'Enseignement Supérieur Polytechnique du Rwanda

Ingingo ya 2: Ivanwaho ry'ingingo zinyuranyije n'iri teka

Article 2: Repealing provision

Article 2: Disposition abrogatoire

Ingingo ya 3: Igihe iteka ritangira gukurikizwa

Article 3: Commencement

Article 3: Entrée en vigueur

ITEKA RYA MINISITIRI	MINISTERIAL	ORDER	ARRÊTÉ	MINISTÉRIEL
N°001/MINEDUC/2018 RYO KU WA	N°001/MINEDUC/2018	OF 19/01/2018	N°001/MINEDUC/2018	DU 19/01/2018
19/01/2018 RISHYIRAHO KOLEJI	ESTABLISHING COLLEGES OF	PORTANT CREATION DES	COLLEGES DE L'INSTITUTION	D'ENSEIGNEMENT SUPERIEUR
Z'ISHURI RIKURU RY'U RWANDA	RWANDA POLYTECHNIC HIGHER	COLLEGES DE L'INSTITUTION	D'ENSEIGNEMENT SUPERIEUR	POLYTECHNIQUE DU RWANDA
RY'IMYUGA N'UBUMENYINGIRO	LEARNING INSTITUTION			

Minisitiri w'Uburezi;

Ashingiye ku Itegeko Nshinga rya Repubulika y'u Rwanda ryo mu 2003 ryavuguruwe mu 2015, cyane cyane mu ngingo zaryo, iya 121, iya 122 n'iya 176;

Ashingiye ku Itegeko n° 22/2017 ryo ku wa 30/05/2017 rishyiraho ishuri rikuru ry'u Rwanda ry'imyuga n'ubumenyiringiro rikanagena inshingano, ububasha, imitunganyirize n'imikorere byaryo, cyane cyane mu ngingo yaryo ya 5;

Inama y'Abaminisitiri, yateranye ku wa 05/12/2017, imaze kubisuzuma no kubyemeza;

ATEGETSE:

The Minister of Education;

Pursuant to the Constitution of the Republic of Rwanda of 2003 revised in 2015, especially in Articles 121, 122 and 176;

Pursuant to Law n° 22/2017 of 30/05/2017 establishing Rwanda Polytechnic Higher Learning Institution and determining its mission, powers, organisation and functioning, especially in Article 5;

After consideration and approval by the Cabinet, in session of 05/12/2017;

ORDERS:

Le Ministre de l'Education;

Vu la Constitution de la République du Rwanda de 2003 révisée en 2015, spécialement en ses articles 121, 122 et 176;

Vu la Loi N° 22/2017 de la 30/05/2017 portante création de l'Institution d'Enseignement Supérieur Polytechnique du Rwanda et déterminant ses missions, ses pouvoirs, son organisation et son fonctionnement, spécialement en son article 5;

Après examen et adoption par le Conseil des Ministres, en sa séance du 05/12/2017;

ARRETE:

Official Gazette n° Special of 23/01/2018

Ingingo ya mbere: Ishyirwaho rya Koleji z'Ishuri Rikuru ry'u Rwanda ry'Imyuga n'Ubumenyigiro

Hashyizweho Koleji z'ishuri Rikuru ry'u Rwanda ry'imyuga n'ubumenyigiro (IPRCs) zikurikira:

- 1° Koleji ya Kigali;
- 2° Koleji ya Ngoma;
- 3° Koleji ya Karongi;
- 4° Koleji ya Huye;
- 5° Koleji ya Tumba;
- 6° Koleji ya Musanze;
- 7° Koleji ya Gishari;
- 8° Koleji ya Kitabi.

Ingingo ya 2: Ivanwaho ry'ingingo zinyuranyije n'iri teka

Ingingo zose z'amateka abanziriza iri kandi zinyuranyije na ryo zivanyweho.

Article One: Establishment of Colleges of Rwanda Polytechnic Higher Learning Institution

The following Colleges of Rwanda Polytechnic Higher Learning Institution (IPRCs) are established:

- 1° College of Kigali;
- 2° College of Ngoma;
- 3° College of Karongi;
- 4° College of Huye;
- 5° College of Tumba;
- 6° College of Musanze;
- 7° College of Gishari;
- 8° College of Kitabi.

Article 2: Repealing provision

All prior provisions contrary to this Order are repealed.

Article premier: Création des Collèges de l'Institution d'Enseignement Supérieur Polytechnique du Rwanda

Il est créé des Collèges de l'Institution d'Enseignement Supérieur Polytechnique du Rwanda (IPRCs) ci-après:

- 1° Collège de Kigali;
- 2° Collège de Ngoma;
- 3° Collège de Karongi;
- 4° Collège de Huye;
- 5° Collège de Tumba;
- 6° Collège de Musanze;
- 7° Collège de Gishari;
- 8° Collège de Kitabi.

Article 2: Disposition abrogatoire

Toutes les dispositions antérieures contraires au présent arrêté sont abrogées.

Official Gazette n° Special of 23/01/2018

Ingingo ya 3: Igihe iteka ritangira gukurikizwa

Iri teka ritangira gukurikizwa ku muni ritangarijweho mu Igazeti ya Leta ya Repubulika y'u Rwanda.

Kigali, ku wa **19/01/2018**

(sé)

Dr. MUTIMURA Eugene
Minisitiri w'Uburezi

Bibonywe kandi bishyizweho Ikirango cya Repubulika:

(sé)

BUSINGYE Johnston
Minisitiri w'Ubutabera/Intumwa Nkuru ya Leta

Article 3: Commencement

This Order comes into force on the date of its publication in the Official Gazette of the Republic of Rwanda.

Kigali, on **19/01/2018**

(sé)

Dr. MUTIMURA Eugene
Minister of Education

Seen and sealed with the Seal of the Republic:

(sé)

BUSINGYE Johnston
Minister of Justice/Attorney General

Article 3: Entrée en vigueur

Le présent arrêté entre en vigueur le jour de sa publication au Journal Officiel de la République du Rwanda.

Kigali, le **19/01/2018**

(sé)

Dr. MUTIMURA Eugene
Ministre l'Education

Vu et scellé du Sceau de la République :

(sé)

BUSINGYE Johnston
Ministre de la Justice/Garde des Sceaux

ITEKA RYA MINISITIRI N° 01/MOS/Trans/2018 RYO KU WA 23/01/2018 RISHYIRAHO AMABWIRIZA AREBANA N'IBY'INDEGE ZA GISIVILI ZITAGIRA UMUPILOTE	MINISTERIAL N°01/MOS/Trans/2018 OF ESTABLISHING REGULATIONS RELATING TO UNMANNED CIVIL AIRCRAFT SYSTEM	ORDER 23/01/2018	ARRÊTÉ N°01/MOS/Trans/2018 DU 23/01/2018 ETABLISSANT LES REGLEMENTS RELATIFS AUX AERONEFS CIVILS SANS PILOTE	MINISTÉRIEL
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ISHAKIRO

TABLE OF CONTENTS

TABLE DES MATIERES

Ingingo ya mbere: Icyo iri teka rigamije

Article One: Purpose of this Order

Article premier: Objet du présent arrêté

Ingingo ya 2: Amabwiriza arebana n'iby'indege za gisivili zitagira umupilote

Article 2: Regulations relating to unmanned civil aircraft systems

Article 2: Règlements relatifs aux aéronefs civils sans pilote

Ingingo ya 3: Ivanwaho ry'amabwiriza n'ingingo zinyuranyije n'iri teka

Article 3: Repealing provision

Article 3: Disposition abrogatoire

Ingingo ya 4: Igihe iteka ritangira gukurikizwa

Article 4: Commencement

Article 4: Entrée en vigueur

Official Gazette n° Special of 23/01/2018

ITEKA RYA MINISITIRI	MINISTERIAL	ORDER	ARRÊTÉ	MINISTÉRIEL
N°01/MOS/Trans/2018 RYU KU WA	N°01/MOS/Trans/2018	OF 23/01/2018	N°01/MOS/Trans/2018	DU 23/01/2018
23/01/2018 RISHYIRAHU	ESTABLISHING	REGULATIONS	ETABLISSANT LES	REGLEMENTS
AMABWIRIZA AREBANA	RELATING TO UNMANNED CIVIL	AIRCRAFT SYSTEMS	RELATIFS AUX AERONEFS CIVILS	SANS PILOTE
N'IBY'INDEGE ZA GISIVILI				
ZITAGIRA UMUPILOTE				

Umunyamabanga wa Leta ushinzwe Gutwara Abantu n'Ibintu;	The Minister of State in charge of Transport;	Le Secrétaire d'Etat chargé des Transports;
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Ashingiye ku Itegeko Nshinga rya Repubulika y'u Rwanda ryo mu 2003 ryavuguruwe mu 2015, cyane cyane mu ngingo zaryo, iya 121, iya 122 n'iya 176;	Pursuant to the Constitution of the Republic of Rwanda of 2003 revised in 2015, especially in Articles 121, 122 and 176;	Vu la Constitution de la République du Rwanda de 2003 révisée en 2015, spécialement en ses articles 121, 122 et 176;
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Ashingiye ku Itegeko n° 75/2013 ryo ku wa 11/09/2013 rigena amabwiriza mu by'indege za gisivili, cyane cyane mu ngingo yaryo ya 7;	Pursuant to Law n° 75/2013 of 11/09/2013 establishing regulations governing civil aviation, especially in Article 7;	Vu la Loi n° 75/2013 du 11/09/2013 portant réglementation de l'aviation civile, spécialement en son article 7;
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Asubiye ku Mabwiriza ya Ministiri n° 01/MOS/Trans/016 yo ku wa 26/04/2016 arebana n'iby'indege za gisivili zitagira umupilote;	Having reviewed Ministerial Regulations n° 01/MOS/Trans/016 of 26/04/2016 relating to unmanned civil aircraft systems;	Revu les Règlements Ministériels n° 01/MOS/Trans/016 du 26/04/2016 relatifs aux aéronefs civils sans pilote;
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Inama y'Abaminisitiri yateranye ku wa 19/01/2018 imaze kubisuzuma no kubyemeza;	After consideration and approval by the Cabinet, in its session of 19/01/2018;	Après examen et adoption par le Conseil des Ministres, en sa séance du 19/01/2018;
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ATEGETSE:

HEREBY ORDERS:

ARRETE:

Official Gazette n° Special of 23/01/2018

Ingingo ya mbere: Icyo iri teka rigamije

Iri teka rishyiraho amabwiriza yerekeranye n'iby'indege za gisivili zitagira umupilote.

Ingingo ya 2: Amabwiriza arebana n'iby'indege za gisivili zitagira umupilote

Amabwiriza arebana n'iby'indege za gisivili zitagira umupilote ari ku mugereka w'iri teka.

Ingingo ya 3: Ivanwaho ry'amabwiriza n'ingingo zinyuranyije n'iri teka

Amabwiriza ya Ministiri n° 01/MOS/Trans/016 yo ku wa 26/04/2016 arebana n'iby'indege za gisivili zitagira umupilote n'ingingo zose z'amateka abanziriza iri kandi zinyuranyije na ryo bivanyweho.

Ingingo ya 4: Igihe iteka ritangira gukurikizwa

Iri teka ritangira gukurikizwa ku muni ritangarijweho mu Igazeti ya Leta ya Repubulika y'u Rwanda.

Article One: Purpose of this Order

This Order establishes regulations relating to unmanned civil aircraft systems.

Article 2: Regulations relating to unmanned civil aircraft systems

Regulations relating to unmanned civil aircraft systems are in annex to this Order.

Article 3: Repealing provision

Ministerial Regulations n° 01/MOS/Trans/016 of 26/04/2016 relating to unmanned civil aircraft systems and all prior provisions contrary to this Order are repealed.

Article 4: Commencement

This Order comes into force on the date of its publication in the Official Gazette of the Republic of Rwanda.

Article premier: Objet du présent arrêté

Le présent arrêté établit les règlements relatifs aux aéronefs civils sans pilote.

Article 2: Règlements relatifs aux aéronefs civils sans pilote

Les règlements relatifs aux aéronefs civils sans pilote sont en annexe du présent arrêté.

Article 3: Disposition abrogatoire

Les Règlements Ministériels n° 01/MOS/Trans/016 du 26/04/2016 relatifs aux aéronefs civils sans pilote ainsi que toutes les dispositions antérieures contraires au présent arrêté sont abrogés.

Article 4: Entrée en vigueur

Le présent arrêté entre en vigueur le jour de sa publication au Journal Officiel de la République du Rwanda.

Official Gazette n° Special of 23/01/2018

Kigali, ku wa 23/01/2018

Kigali, on 23/01/2018

Kigali, le 23/01/2018

(sé)

UWIHANGANYE Jean de Dieu
Umunyamabanga wa Leta ushinzwe Gutwara
Abantu n'Ibintu

**Bibonywe kandi bishyizweho Ikirango cya
Repubulika:**

(sé)

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UWIHANGANYE Jean de Dieu
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**Seen and sealed with the Seal of the
Republic:**

(sé)

BUSINGYE Johnston
Minister of Justice/Attorney General

(sé)

UWIHANGANYE Jean de Dieu
Secrétatire d'Etat chargé des Transports

Vu et scellé du Sceau de la République:

(sé)

BUSINGYE Johnston
Ministre de la Justice/Garde des Sceaux

UMUGEREKA	W'ITEKA	RYA	ANNEX TO MINISTERIAL ORDER N°	ANNEXE A L'ARRÊTÉ MINISTÉRIEL
MINISITIRI	N°01/MOS/Trans/2018	01/MOS/Trans/2018	OF 23/01/2018	N°01/MOS/Trans/2018 DU 23/01/2018
RYO	KU	WA	23/01/2018	ESTABLISHING REGULATIONS
RISHYIRAHU				ETABLISSANT LES REGLEMENTS
AMABWIRIZA		AREBANA	RELATING TO UNMANNED CIVIL	RELATIFS AUX AERONEFS CIVILS
N'IBY'INDEGE		ZA	AIRCRAFT SYSTEM	SANS PILOTE
ZITAGIRA	UMUPILOTE			

Part 27

Unmanned Aircraft Systems

Subpart A: General	5
27.001 Citation & Applicability	5
27.005 Definitions	5
27.010 Acronyms & Abbreviations.....	10
Subpart B: Classification & Registration of UAS	10
27.015 Categorization & Classification of UAS (Equipment) & Operations (Activity).....	10
27.020 Ownership of UAS in Rwanda	11
27.025 Declaration of UAS on Arrival at the Airport/Border	11
27.030 Manufacture, Assembly & Testing of UAS.....	12
27.035 Registration of UAS	12
27.040 Display of Registration Marks	13
27.045 UAS Register	13
27.050 De-Registration of UAS	13
27.055 Identification Plate	13
27.060 Airworthiness of UAS.....	13
27.065 Maintenance & Inspection	14
27.070 Inspection, Testing & Demonstration of Compliance	14
27.075 Reporting of UAS Incidents and Accidents	14
27.080 Import & Export of UAS	14
Subpart C: Operation of UAS	14
27.085 General Obligation of UAS Owner & Operator	14
27.090 Authorization of UAS Activities	16
27.095 Preflight Familiarization, Inspection & Actions for UAS operation.....	16
27.100 Operation of UAS in Prohibited or Restricted Areas	16
27.105 Carriage of Dangerous Goods.....	16
27.110 Hazardous/Reckless Operation	17
27.115 Operation in Controlled airspace	17
27.120 Medical Condition, Consumption of Alcohol & Drugs.....	17
27.125 International RPAS Operation	17
27.130 Cancellation, Suspension or Variation of Authorization	18
27.135 Notification to the Local Authorities.....	18
27.140 Emergencies & Contingencies.....	18
27.145 Command & Control	18
27.150 Issuance of Authorization/Operator Certificate	18
27.155 Operation in the Vicinity of Aerodromes	18
27.160 UAS Communication Frequencies.....	19
27.165 Responsibility of the Remote Pilot	19
27.170 Operations Manual	19

Subpart D: Basic Operations of UAS for Private, Sport & Recreation20

 27.175 Private UAS Operations20

 27.180 Training for Private UAS Operations20

 27.185 Recreational & Sports UAS Operations20

 27.190 Training Requirements for Recreational and Sports UAS Operations20

 27.195 Basic UAS Operating Limitations20

 27.200 Daylight Operation21

 27.205 Visual Line-of-Sight (VLOS) Aircraft Operation21

Subpart E: Specific Operations21

 27.210 Flight Plan21

 27.215 Operation near Aircraft; Right-of Way Rules21

 27.220 Operation in Congested Areas & Over People22

 27.225 Operation in Controlled Airspace22

 27.230 ATC Communication22

 27.235 Operations at an Aerodrome22

Subpart F: Complex Commercial Operations22

 27.240 ROC Compliance22

 27.245 UAS Remote Operator Certificate (ROC).....23

 27.250 Application for UAS Remote Operator Certificate23

 27.255 Issuance of ROC23

 27.260 Validity and Renewal of a UAS Remote Operator Certificate.....24

 27.265 Amendments of UAS Remote Operator Certificate24

 27.270 Conducting Surveillance, Tests & Inspections24

 27.275 Personnel Required for UAS Commercial Operations24

 27.280 Authorization for Commercial UAS Operations24

 27.285 Certification of UAS Pilots / Instructors24

 27.290 Eligibility Requirements for a Remote Pilot Certificate/License25

 27.295 Validity of UAS Pilots Certificate/License25

 27.300 Training Requirements for Commercial UAS Operations25

 27.305 Instruments & Equipment Requirements25

 27.310 Issuance of a Remote Pilot License with a UAS rating25

 27.315 Responsibility of the Remote Pilot26

 27.320 Aeronautical Knowledge Recency26

 27.325 Knowledge Tests: General Procedures & Passing Grades26

 27.330 Initial & Recurrent Knowledge Tests26

 27.335 UAS Operation Beyond Visual Line-of-Sight (BVLOS)27

 27.340 Highly Automated UAS Operations28

Subpart G: Security Requirements for UAS Operations28

 27.345 Security Vetting for Remote Pilots or the Owner28

 27.350 Security Program Requirements29

 27.355 Security Obligations for UAS Operators29

 27.360 Acts of Unlawful Interference29

 27.365 Unmanned Aircraft System Operator or Owner’s Security Measures30

Subpart H: General Provisions30

 27.370 Records30

Civil Aviation Regulations

Part 27

27.375 Insurance	30
27.380 Privacy of Persons & Property	30
27.385 Discharging or Dropping Goods.....	31
27.390 Reports of Violation.....	31
Appendices.....	33
Appendix 1 to 27.015: Permit & Licensing Flow Chart for Non-Toy UAS.....	33
Appendix 1 to 27.170: UAS Operations Manual.....	33
Appendix 1 to 27.185: Operational Guidelines for UAS Clubs	35
Appendix 1 to 27.290: Eligibility Requirements for a Remote Pilot Certificate/License.....	36

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SUBPART A: GENERAL

27.1 CITATION & APPLICABILITY

- (a) These Regulations are cited as Civil Aviation (Unmanned Aircraft Systems (UAS)) Regulations.
- (b) This Part prescribes the requirements of Rwanda regarding the operations or piloting of unmanned and remotely piloted aircraft of any size, whether generically termed as aircraft, balloons, drones, vehicles or models.
- (c) This Part is applicable to all persons operating unmanned and/or remotely piloted aircraft of any size in the airspace of Rwanda over land or water.
- (d) This Part is specifically applicable to the following—
 - (1) Remotely piloted aircraft systems;
 - (2) Unmanned aircraft systems;
 - (3) Unmanned aerial vehicles;
 - (4) Drones;
 - (5) Unmanned balloons, whether tethered or free-flight;
 - (6) Radio controlled model aircraft;
 - (7) Free flight model aircraft (whether launched by hand, catapult or rocket cartridge);
 - (8) Control line model aircraft;
 - (9) Model rockets;
 - (10) Kites;
 - (11) Small free flight toys; and
 - (12) Any other unmanned or remotely piloted aircraft that is not yet identified in this Section.
- (e) Civil Aviation Technical Standards (Unmanned Aircraft Systems) published by the Authority shall also be applicable to the operations of unmanned aircraft systems in Rwanda.

27.5 DEFINITIONS

- (a) The following definitions are used in this Part—

Note: Additional definitions are provided in Part 1, Appendix 1 to 1.015.

Accident: An occurrence associated with the operation of any aircraft, including UAS, which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which—

- (i) a person is fatally or seriously injured as a result of—
 - (A) being in the aircraft, or
 - (B) direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
 - (C) direct exposure to jet blast,
 except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or
- (ii) the aircraft sustains damage or structural failure which—
 - (A) adversely affects the structural strength, performance or flight characteristics of the aircraft, and
 - (B) would normally require major repair or replacement of the affected component,

except for engine failure or damage, when the damage is limited to a single engine, including its cowlings or accessories, to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin, such as small dents or puncture holes, or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or

(iii) the aircraft is missing or is completely inaccessible.

Aerodrome: A defined area on land or water, including any buildings, installations and equipment intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

Aircraft: Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Air traffic: All aircraft in flight or operating on the maneuvering area of an aerodrome.

Air traffic control clearance: Authorization for an aircraft to proceed under conditions specified by an air traffic control unit.

Note 1. — For convenience, the term “air traffic control clearance” is frequently abbreviated to “clearance” when used in appropriate contexts.

Note 2. — The abbreviated term “clearance” may be prefixed by the words “taxi”, “take-off”, “departure”, “enroute”, “approach” or “landing” to indicate the particular portion of flight to which the air traffic control clearance relates.

Appropriate authority—

- (i) Regarding flight over the high seas: the relevant authority of the State of Registry.
- (ii) Regarding flight other than over the high seas: the relevant authority of the State having sovereignty over the territory being overflown.

Authority: The Rwanda Civil Aviation Authority;

Authorization: The formal permission granted to an applicant, from the Authority, allowing particular operations with limitations commensurate with the combined operational and system risk.

Automatic Dependent Surveillance – Broadcast (ADS-B): One method by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.

Basic operations: Operations that are likely to fall under the lowest risk categories and likely require only registration of the UAS in addition to set restrictions for private use.

Beyond Visual-Line-of-Sight: Unmanned aircraft operations in which the remote pilot does not have to keep the unmanned aircraft within visual-line-of-sight at all times.

Command and Control (C2) link: The data link between the unmanned aircraft and the remote pilot station for the purposes of managing the flight.

Commercial operation of UAS: Any UAS operations for hire, profit, gain, remuneration or earnings.

Conspicuity: Quality of an aircraft (e.g. lighting or paint scheme) allowing it to be easily seen or noticed by others (e.g. by pilots, ATCOs, aerodrome personnel).

Continuing airworthiness: The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.

Control area: A controlled airspace extending upwards from a specified limit above the earth.

Controlled airspace: Airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.

Note 3. — Controlled airspace is a generic term which covers ATS airspace Classes A, B, C, D and E as described in Annex 11, 2.6.

Controlled flight: Any flight which is subject to an air traffic control clearance.

Control zone: Controlled airspace extending upwards from the surface of the earth to a specified upper limit.

Data link communications: Form of communication intended for the exchange of messages via a data link.

Detect and avoid: The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.

Fatigue: A physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness, circadian phase, or workload (mental or physical activity) that can impair a crew member's alertness and ability to safely operate an aircraft or perform safety-related duties.

Flight plan: Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

Flight recorder: Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation. In the case of unmanned aircraft system, it also includes any type of recorder installed in a remote pilot station for the purpose of complementing accident/incident investigation.

Flight time: The total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

Note 4. — Flight time as here defined is synonymous with the term "block to block" time or "chock to chock" time in general usage which is measured from the time an aircraft first moves for the purpose of taking off until it finally stops at the end of the flight.

Flight visibility: The visibility forward from the cockpit of an aircraft in flight.

Geographical limitation: A restricted airspace volume defined through electronic map data.

Geofencing: Automatic function to limit the access of the UA to airspace areas or volumes provided as geographical limitations based on the UA position and navigation data.

Guidance Material (GM): Non-binding material developed by the Authority that helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of the Regulation, Standard Scenarios, and outlines additional Acceptable Means of Compliance.

Highly automated aircraft: An unmanned aircraft that does allow minimal pilot(s)' intervention in the management of the flight.

Highly automated operation: An operation during which an unmanned aircraft system is operating with minimal pilot intervention in the management of the flight.

Human performance: Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

Incident: An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

Note 5. — The types of incidents which are of interest for safety-related studies include the incidents listed in Annex 13, Attachment C.

Instrument Meteorological Conditions (IMC): meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions.

Landing area: That part of a movement area intended for the landing or take-off of aircraft.

Maintenance: The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification and the embodiment of a modification or repair.

Maintenance organization's procedures manual: A document which details the maintenance organization's structure and management responsibilities, scope of work, description of facilities, maintenance procedures, and quality assurance, or inspection systems. This document is normally endorsed by the head of the maintenance organization.

Maintenance program: A document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability program, necessary for the safe operation of those aircraft to which it applies.

Maneuvering area: That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

Movement area: That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the maneuvering area and the apron(s).

Operational control: The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.

Operations manual: a manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.

Operation specification: the Authorization, conditions and limitations within the UAS operator's certificate and subject to the conditions in the operation manual.

Operator: a person, organization or enterprise engaged in or offering to engage in an aircraft operation.

Private operation of UAS: UAS operation by individual or organization, for the recreational purposes and not intended for any commercial use.

Note 6. - In the context of unmanned aircraft system, refer to the UAS definition

Remote crew member: A crew member responsible of any duty essential to the operation of an unmanned aircraft system during a flight duty period.

Remote flight crew member: a licensed crew member responsible of any duty essential to the operation of an unmanned aircraft system during a flight duty period.

Remote pilot: a person given responsibility by the operator of any duty essential to the operation of an unmanned aircraft system and who manipulates the flight controls, as appropriate, during flight time.

Remote pilot-in-command: the remote pilot designated by the operator as being in command and is responsible for the safe conduct of a flight.

Remote pilot station: the component of the unmanned aircraft system containing the equipment used to pilot the unmanned aircraft.

Unmanned Aircraft (UA): an aircraft where the pilot is not on board the aircraft.

Unmanned Aircraft System (UAS): a set of configurable elements consisting of a remotely-piloted aircraft, its associated remote pilot station(s), the required command and control links and any other system elements as may be required, at any point during flight operation.

Unmanned Aircraft System operating manual: A manual containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the UAS and each associated UAS model and other material relevant to the operation of the unmanned aircraft system.

Note 7. — The unmanned aircraft system operating manual is part of the operations manual.

Risk mitigation: The process of incorporating defenses or preventive controls to lower the severity and/or likelihood of a hazard's projected consequence in an effort to meet safety performance, "Target Levels of Safety," necessary for flight operations.

Rotorcraft: A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

Remote Operator Certificate (ROC): A certificate authorizing an operator to carry out specified UAS operations.

Safety: The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.

Safety Management System (SMS): systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

Safety performance indicator: Data-based safety parameter used for monitoring and assessing safety performance.

Safety risk: The predicted probability and severity of the consequences or outcomes of a hazard.

Segregated airspace: Airspace of specified dimensions allocated for exclusive use to a specific user(s).

Standard Scenario: A description of a type of operation included in a certification specification issued by the Authority, for which an operational risk assessment has been conducted and mitigations identified that can be applied to a variety of applicants in satisfying Target Levels of Safety for approval.

State of Design: The State having jurisdiction over the organization responsible for the type design.

State of Manufacture: The State having jurisdiction over the organization responsible for the final assembly of the aircraft.

State of Registry: The State on whose register the aircraft is entered.

State of the Operator: The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

Target Level of Safety (TLS): A generic term representing the level of risk which is considered acceptable in particular circumstances.

Testing Site: A specific geographical location designated by the Authority for UAS testing and flight operations, managed by the Rwandan government or delegated entity such as a UAS Club.

Toy aircraft: Any unmanned aircraft that is under 250 grams maximum takeoff weight including payload and used for recreational purposes only

Type certificate: A document issued by a Contracting State to define the design of an aircraft type and to certify that this design meets the appropriate airworthiness requirements of that State.

Note 8. – Many unmanned aircraft systems (UAS) do not have, and according to current standards, are not able to be certificated. It is up to the operator to provide the proper mitigations to risk that enable higher risk operations in lieu of more robust and reliable system certification and to use industry best practice standards when available to achieve Alternate Means of Compliance (AMOC).

Unmanned free balloon: Non-power-driven, unmanned, lighter-than-air aircraft in free flight.

Unmanned Aircraft (UA) observer: A trained and competent person designated by the operator who, by visual observation of the unmanned aircraft system, assists the remote pilot in the safe conduct of the flight.

Unmanned Aircraft System: An aircraft and its associated elements which are operated with no pilot on board.

VFR flight: Flight conducted in accordance with the visual flight rules.

Visibility: For aeronautical purposes is the greater of—

- (i) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background;
- (ii) The greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background.

Note 9. - The two distances have different values in air of a given extinction coefficient, and the latter (i) varies with the background illumination. The former (i) is represented by the meteorological optical range (MOR).

Note 10. - The definition applies to the observations of visibility in local routine and special reports, to the observations of prevailing and minimum visibility reported in the aerodrome routine meteorological report (METAR) and aerodrome special meteorological report (SPECI) and to the observations of ground visibility.

Visual Line-of-Sight (VLOS) operation: An operation in which the remote crew maintains direct unaided visual contact with the unmanned aircraft system to manage its flight..

Visual Meteorological Conditions (VMC): Meteorological conditions expressed in terms of visibility, distance from clouds, and ceiling, equal to or better than specified minima.

27.010 ACRONYMS AND ABBREVIATIONS

The following acronyms and abbreviations are used in this Part—

Note: Additional acronyms and abbreviations are provided in Part 1, Appendix 1 to 1.020.

GM = Guidance Material
IMC = Instrument Meteorological Conditions
MOR = Meteorological Optical Range
ROC = Remote Operator Certificate
SMS = Safety Management System
TLS = Target Level of Safety
UA = Unmanned Aircraft
UAS = Unmanned Aircraft System
VFR = Visual Flight Rules
VLOS = Visual Line-of-Sight
VMC = Visual Meteorological Conditions
SSR=Secondary Surveillance Radar
ATC= Air Traffic Control
RPAS= Remotely Piloted Aircraft System

SUBPART B: CLASSIFICATION AND REGISTRATION OF UAS

27.15 CATEGORIZATION AND CLASSIFICATION OF UAS (EQUIPMENT) AND OPERATIONS (ACTIVITY)

- (a) A classification of UAS separate from their intended operations is impossible without clear certification and airworthiness standards, and therefore until such time that these become available,
- (1) UAS classification must consider both the intended operation and proposed system.
 - (2) In addition to these three general classifications, the Authority reserves the right to require additional mitigations commensurate with the perceived risk to air and ground populations in the interest of safety and/or security.
 - (3) Class 1 – Basic Operations: A category of UAS operation that, considering the risk involved, does not require a prior Authorization by the Authority before the operation takes place.
 - (i) Operational requirements fitting the Basic Operation category are identified in Subpart D “Basic Operations” of this regulation.
 - (ii) These are considered the lowest risk operations for UAS and will not be considered for any commercial UAS flights.
 - (4) Class 2 – Specific Operations: A category of UAS operation that, considering the risk involved, requires an Authorization by the Authority before the operation takes place and takes into account the mitigation measures identified by an operational risk assessment, except for certain standard scenarios where a declaration by the operator is sufficient.
 - (i) Operational requirements for this category can be found in Subpart E “Specific Operations” of this regulation.
 - (ii) These operations are considered acceptable only upon approval of a risk assessment and risk mitigation plan as described in the issued Authorization granted by the Authority.
 - (iii) Specific categories fit UAS operations that are either for commercial UAS operations and limited in risk exposure on the ground or in the air, or larger more complex aircraft for private testing and flight operations.
 - (5) Class 3 – Complex Operations: A category of UAS operation that, considering the risks involved requires extensive performance review and reliability testing, a licensed remote pilot, a Remote

Operator Certificate (ROC), and approval by the Authority (Authorization) with specifically required risk mitigations to operate as described.

- (i) This category of operation may also require additional system certification such as type certifications.
 - (ii) Operational requirements for this category can be found in Subpart F “Complex Operations” of this regulation.
 - (iii) Complex Operations categorization provides the opportunity for highly robust UAS to operate in Authority controlled airspace where other operations would not be allowed for lack of system performance, reliability, and certification.
- (b) As an applicant seeks approval for UAS operations from the Authority, they can look to these three categories for guidance and what will be required of them.

Appendix 1 to 27.015 illustrates of permit and licensing flow chart for non-toy UAS

- (1) It is recommended that an applicant identifies what elements of the operation do not meet with the “Basic Category.”
 - (2) These identified operational differences will be the focus of the risk assessment processes to be considered in the Specific or Complex categories
 - (3) As an applicant’s intended operation is characterized by higher risk elements, more significant training, licensing, permissions, system reliability, and equipage will be required.
- (c) The Subparts in this regulation relating to the categories (Subparts D, E and F) outline and identify requirements that characterize that classification of operation.
- (d) The Authority reserves the right to amend or require operational changes at any time.

UAS Operation Licensing and Permission Categories			
Toys	Basic	Specific	Complex
None	Registration	1. Registration 2. Authority Authorization 3. Pilot License	1. Registration 2. Authority Authorization 3. Pilot License 4. Remote Operator Certification

- (e) An applicant seeking operations beyond those limitations identified in Subpart D “Basic Operations” must provide operational risk assessment as described by the Authority in support of an Authorization. As risk increases, the complexity of the assessment will include operational considerations identified in Subpart E Specific Operations and Subpart Complex Operations.

27.20 OWNERSHIP OF UAS IN RWANDA

- (a) A person shall be eligible to own a UAS if they are—
 - (1) A Rwandan citizen of minimum age of eighteen (18) years.
 - (2) A resident of Rwanda of minimum age of eighteen (18) years.
 - (3) A company registered in Rwanda.
 - (4) An institution of the government of Rwanda.
- (b) A person who wishes to change ownership of a UAS shall notify the Authority in writing seven days before the change.
- (c) A person shall not own, register or operate UAS with military specifications.

27.25 DECLARATION OF UAS ON ARRIVAL AT THE AIRPORT/BORDER

- (a) A person shall declare his/her unregistered UAS to Airport security or security officer at the border post upon arrival.

- (b) A person who intends to bring a UAS into the country shall notify the Airport security on arrival and obtain a seizure form. The owner of UAS brings the form to the Authority for the UAS pickup after registration process is completed.
- (c) A person who has already registered his/her aircraft prior to arrival must present all documentation to Airport security or security officer at the border post to confirm the aircraft is adequately registered and marked.

27.30 MANUFACTURE, ASSEMBLY & TESTING OF UAS

- (a) Any person intending to manufacture, assemble or test a UAS, or a component thereof, shall register the aircraft or component with the Authority and issue notification to the Authority prior to any flight. He/she is subject to necessary security clearance by relevant/competent security agencies.

Applications will be submitted through www.caa.gov.rw/uas.

- (b) Areas of operation may be designated by the Authority as “Testing Sites” where any person manufacturing, assembling, or testing a UAS, or a component thereof, may fly any registered aircraft or component without an Authorization.

27.35 REGISTRATION OF UAS

- (a) A person shall not operate an unmanned aircraft system within Rwanda unless the unmanned aircraft system has been registered by the Authority and a certificate of registration is issued to its owner in accordance with these regulations;
- (b) An unmanned aircraft system acquires Rwandan nationality when registered under these Regulations;
- (c) An unmanned aircraft system is eligible for registration if it is owned by—
 - (1) any Rwanda Government institution except if classified as state aircraft;
 - (2) an individual legally residing in Rwanda or a Rwandan citizen;
 - (3) any company registered in Rwanda;
- (d) The owner of a UAS applies to the Authority by sending the following items—
 - (1) an application form to provide information about the remotely aircraft system and contact information for the UAS owner;
 - (2) evidence of ownership (such as a bill of sale); and
 - (3) the registration fee as determined by the Authority.
- (e) If the applicant meets the registration requirements, the Authority registers the UAS by assigning a registration number (“**9XR-....**”) and issues a certificate of registration to the owner;
- (f) The Authority establishes and maintains a UAS register containing the information specified in Section 27.045,
- (g) If a UAS is leased or is the subject of a lease, charter or hire purchase agreement to a person qualified under paragraph (c), the Authority temporarily registers the UAS in the names of the parties to the charter or hire purchase agreement for the duration of the lease, charter or hire-purchase agreement.
- (h) The certificate of registration shall not be transferable.
- (i) An operator or owner of a UAS shall be subjected to security vetting from competent security vetting agencies.
- (j) Any significant modification, that affects flight characteristics, to the specifications of registered UAS shall be subject to clearance by the authority.
- (k) Not prejudice to the paragraph (a) and (i), an applicant with foreign registered UAS intending to fly UAS in Rwanda, will not require Rwandan registration mark.
- (l) A foreign applicant shall fly in Rwandan airspace only if the following are fulfilled—

- (1) presenting all required documents as proof of having gone through registration process applicable in their home country (and recognized by the Authority) or registration in a global and accessible database;
- (2) when Authorization is issued by the Authority as required;

27.40 DISPLAY OF REGISTRATION MARKS

- (a) The owner of the unmanned aircraft system shall display Authority-issued registration marks prominently on the unmanned aircraft system;
- (b) The registration marks shall be displayed in the largest practicable manner.

27.45 UAS REGISTER

- (a) The Authority shall establish and maintain a remotely piloted register containing the following particulars-
 - (1) the number of the certificate;
 - (2) the registration mark assigned to unmanned aircraft system by the Authority;
 - (3) the name of the manufacturer and the manufacturer's designation of the unmanned aircraft system;
 - (4) the serial number of the unmanned aircraft system;
 - (5) the name and address of the owner
 - (6) the use or conditions with regard to which unmanned aircraft system is registered.
 - (7) entry date,
 - (8) registration/deregistration date
 - (9) inspector's signature

27.50 DE-REGISTRATION OF UAS

- (a) The Authority may de-register or cancel the registration of a UAS under the following circumstances—
 - (1) upon application of the UAS owner for purposes of registering the UAS with another Authority;
 - (2) upon destruction of the UAS or its permanent withdrawal from use; or
 - (3) in the interest of National Security.

27.55 IDENTIFICATION PLATE

- (a) UAS flying BVLOS must carry an easily identified inscription with its registration mark and be made of fire resistant material or placed far from any combustible material such as batteries;
- (b) The identification inscription must be commensurate with the size of the UAS and affixed conspicuously to the exterior of the unmanned aircraft system.

27.60 AIRWORTHINESS OF UAS

- (a) Unmanned aircraft systems owner or operator shall ensure that all its components are in working order and in accordance with the manufacturers' user manual.
- (b) For the "Specific" and "Complex" risk categories of UAS operation, the Authority shall require UAS operations to meet a standards level of performance to be determined by the authority and commensurate with the risk of the operation.
- (c) No airworthiness type certification shall be required for unmanned aircraft system operations that are subject to these Regulations;
- (d) Without prejudice to paragraph (c), no person shall operate an unmanned aircraft system unless it is in a condition for safe operation. This condition may be determined during the preflight check required under Section 27.095 of these Regulations;
- (e) The remote pilot must discontinue the flight when he/she knows or has reason to know that continuing the flight would pose a hazard to other aircraft, people, or property.

27.65 MAINTENANCE & INSPECTION

- (a) A remote pilot or the owner of an unmanned aircraft system must—
 - (1) maintain the unmanned aircraft system in a condition for safe operation; and
 - (2) inspect the unmanned aircraft system prior to flight to determine that the system is in a condition for safe operation;
 - (3) keep a log of all the checks performed before each flight operation. These logs should then be consulted in case of a minor incident or a serious accident.

27.70 INSPECTION, TESTING & DEMONSTRATION OF COMPLIANCE

- (a) A remote pilot, or an owner of an unmanned aircraft system, must upon request, make available to the Authority—
 - (1) the remote pilot license with an unmanned aircraft system rating;
 - (2) the certificate of registration for the unmanned aircraft system being operated; and
 - (3) any other document, record, or report required to be kept by a remote pilot or owner of an unmanned aircraft system under these Regulations
- (b) The remote pilot, or owner of an unmanned aircraft system must, upon request, allow the Authority to make any test or inspection of the unmanned aircraft system, the remote pilot, and, to determine compliance with these Regulations.

27.75 REPORTING OF UAS INCIDENTS AND ACCIDENTS

- (a) A remote pilot must, immediately but not later than 24 hours, report to the Authority any operation of the unmanned aircraft system that involves the following accident—
 - (1) any fatal or serious injury to any person; or
 - (2) damage to any property, other than the unmanned aircraft system, in an amount greater than 120,000 Rwandan Francs.
- (b) UAS operator shall ensure that all eligible incidents and accidents involving UAS are reported to the Authority in accordance with Rwanda Civil Aviation Safety Management requirements.

27.80 IMPORT AND EXPORT OF UAS

- (a) A person shall not import a UAS or a component thereof without a permit issued by the Authority subject to necessary security clearance by the competent security agencies.
- (b) A person who intends to export a Rwandan registered UAS shall notify the Authority in writing attached to the registration certificate issued and obtain a de-registration certificate prior transportation.

SUBPART C: OPERATION OF UAS**27.85 GENERAL OBLIGATION OF UAS OWNER AND OPERATOR**

- (a) The UAS operator shall be responsible for the safe conduct of its operations.
- (b) The UAS operator shall comply with all requirements established by the Authority regarding its operation.
- (c) The UAS operator shall be responsible for contracted services from providers (e.g. communications service providers), as necessary, to carry out its operations.
- (d) Responsibility for operational control shall rest with the registered owner or operator of the UAS.
- (e) The UAS owner or operator shall ensure that it is registered in accordance with the provisions of these regulations.
- (f) Unless otherwise specified by the Authority the request for Authorization for operation shall include the following—

- (1) name and contact information of the operator;
 - (2) UAS characteristics including type of aircraft, maximum certificated take-off mass, number of engines and wing span;
 - (3) copy of certificate of registration;
 - (4) aircraft identification to be used in radiotelephony, if applicable;
 - (5) copy of all approvals related to aircraft airworthiness;
 - (6) copy of the UAS operator certificate;
 - (7) copy of the remote pilot license;
 - (8) copy of the aircraft radio station license, if applicable;
 - (9) description of the intended operation such as to include type of operation or purpose, flight rules, mode of separation from air and ground obstacles, date of intended flight, point of departure, destination, cruising speed, cruising level, route to be followed, duration/frequency of flight;
 - (10) take-off and landing requirements and procedures;
 - (11) UAS performance characteristics, including—
 - (i) operating speeds;
 - (ii) typical and maximum climb rates;
 - (iii) typical and maximum descent rates;
 - (iv) typical and maximum turn rates;
 - (v) other relevant performance data including limitations regarding wind, icing, precipitation; and
 - (vi) maximum unmanned aircraft endurance;
 - (12) communications, navigation and surveillance capabilities;
 - (i) aeronautical safety communications frequencies and equipment, including—
 - (ii) ATC communications, including any alternate means of communication;
 - (iii) command and control links (C2) including performance parameters and designated operational coverage area;
 - (iv) communications between remote pilot and UA observer, if applicable;
 - (v) navigation equipment; and
 - (vi) surveillance equipment, such as SSR transponder, ADS-B;
 - (13) detect and avoid capabilities;
 - (14) emergency procedures, including but not limited to—
 - (i) communications failure with ATC;
 - (ii) C2 failure; and
 - (iii) UAS pilot/UA observer communications failure, if applicable;
 - (15) number and location of remote pilot stations as well as handover procedures between remote pilot stations, if applicable;
 - (16) document attesting noise certification, if applicable;
 - (17) confirmation of compliance with the Civil Aviation (Security) Regulations found on www.caa.gov.rw/uas.
 - (18) payload information/description; and
 - (19) proof of adequate insurance coverage commensurate to the risk of the operation.
- (g) Where documents identified in paragraph (f) above are issued in another language other than English, the UAS operator shall ensure that an English translation is included.
- (h) The UAS shall meet the performance and equipment carriage requirements for the specific airspace in which the flight is to operate.

27.90 AUTHORIZATION OF UAS ACTIVITIES

- (a) A person shall not operate a UAS in Rwanda, except in accordance with this regulation and given Authorization by the Authority.
- (b) UAS operations shall be authorized in accordance with the category of use, for purposes of—
 - (1) Private Use: No additional Authorization is required if operating within the constraints of Subpart D (Basic Operations);
 - (2) Recreation and Sports: Authorization shall be through registered clubs established in accordance with the provisions of Subpart D of these regulations;
 - (3) Commercial UAS Operations: Authorization shall be issued in accordance with the provisions of Subpart E and F of these regulations.
- (c) The Authority may grant upon application a temporary Authorization(s) to person(s) intending to operate UAS not registered in Rwanda—
 - (1) For a period of fourteen (14) days' renewable once when the reason for renewal is genuine;
 - (2) Such application shall be submitted to the Authority and processed within three (3) weeks.

27.95 PREFLIGHT FAMILIARIZATION, INSPECTION AND ACTIONS FOR UAS OPERATION

- (a) Prior to flight, the remote pilot must—
 - (1) assess the operating environment, considering risks to persons and property in the immediate vicinity, both on the surface and in the air. This assessment must include—
 - (i) local weather conditions;
 - (ii) local airspace and any flight restrictions;
 - (iii) the location of persons and property on the surface; and
 - (iv) other ground hazards.
 - (2) ensure that all persons involved in the operation of the unmanned aircraft system receive a briefing that includes operating conditions, emergency procedures, contingency procedures, roles and responsibilities, and potential hazards;
 - (3) ensure that all links between ground station and the unmanned aircraft system are working properly; and
 - (4) if the unmanned aircraft system is powered, ensure that there is enough available power for the unmanned aircraft system to operate for the intended operational time and to operate after that for at least five minutes.
- (b) Each person involved in the operation must perform the duties assigned by the remote pilot.

27.100 OPERATION OF UAS IN PROHIBITED OR RESTRICTED AREAS

- (a) A person shall not operate a UAS—
 - (1) in or around a prohibited or a restricted area, the particulars of which have been duly published in the Rwanda Aeronautical Information Publication, except in accordance with the conditions of the restrictions or by permission granted by the Authority;
 - (2) in or around Strategic Installations, Radar Sites, high tension cables and Communication Masts, highways, stadiums, Prisons, Police Stations, Military barracks, Courts of Law, Scenes of Crime, except in accordance with the conditions of the restrictions or by permission granted by the Authority through an Authorization.

27.105 CARRIAGE OF DANGEROUS GOODS

- (a) A person shall not take or cause to be taken on board a UAS or deliver or cause to be delivered for loading thereon any goods which that person knows or has reasonable cause to know to be dangerous goods unless authorized by the Authority to do so.

(b) Dangerous goods are defined as—

- (1) chemical and/or Biological substances;
- (2) nuclear material;
- (3) explosives;
- (4) arms, ammunition and munitions of war;
- (5) corrosive substances;
- (6) radioactive elements;
- (7) volatile liquids;
- (8) highly flammable liquids;
- (9) aerosol sprays;
- (10) illicit or unauthorized drugs;
- (11) any such materials and/or substances that may from time to time be so classified by the Authority.

27.110 HAZARDOUS/RECKLESS OPERATION

(a) No person shall—

- (1) operate a unmanned aircraft system in a careless or reckless manner so as to unduly endanger the life or property of another; or
- (2) allow an object to be dropped from an unmanned aircraft system if such action would endanger the life or property of another.

27.115 OPERATION IN CONTROLLED AIRSPACE

- (a) An unmanned aircraft system shall not operate in a controlled airspace unless the operator has prior Authorization from the appropriate Authority to operate in such airspace;
- (b) An unmanned aircraft system must only operate outside any aerodrome control zone (CTR);
- (c) Any person conducting unmanned aircraft system operations must ensure that the appropriate air traffic service unit(s) is advised immediately anytime the flight of an unmanned aircraft system inadvertently enters into controlled airspace.

27.120 MEDICAL CONDITION, CONSUMPTION OF ALCOHOL & DRUGS

- (a) No person shall act as a remote pilot/observer if he or she knows or has reason to know that he/she has a physical or mental condition that would interfere with the safe operation of an unmanned aircraft system.
- (b) No UAS pilot or observer shall—
 - (1) consume alcohol less than 8 hours prior to reporting for duty;
 - (2) commence a duty period while the concentration of alcohol in any specimen of blood taken from any part of his or her body is more than 0.04 grams per 100 milliliters;
 - (3) consume alcohol or any psychoactive substance during the duty period or whilst on standby for duty; or
 - (4) commence duty period/operate UAS while under the influence of alcohol or any psychoactive substance having a narcotic effect and put operation to safety risk.

27.125 INTERNATIONAL RPAS OPERATION

- (a) A person shall not conduct a RPAS flight commencing at a place within Rwanda and terminating at a place outside Rwanda without Authorization from the State of destination or any other State over whose airspace the RPAS shall fly.
- (b) A person shall not conduct a RPAS flight commencing at a place outside Rwanda and terminating at a place within Rwanda or over-flying the Rwandan airspace without Authorization from the Authority.

27.130 CANCELLATION, SUSPENSION OR VARIATION OF AUTHORIZATION

- (a) Notwithstanding the provisions of Section 27.090, the Authority may, in the interest of safety and national security, cancel, suspend or vary any Authorization granted under these regulations.

27.135 NOTIFICATION TO THE LOCAL AUTHORITIES

- (a) No unmanned aircraft system shall be launched or recovered from any public or private property without Authorization;
- (b) After reception of Authorization from the Authority, the remote pilot or the owner must notify appropriate authorities (local authorities and police), as well as inform people around the area, know before starting the operations.
- (c) If the flight is to be performed near to any aerodrome or aircraft operating site procedures for notification of the intended operation should be provided to air traffic services unit in the area prior to take-off and file flight plan as prescribed in Section 27.165.
- (d) All UAS operations shall always be notified to local/security authorities in the area of the intended operation to avoid interruption or concerns from the public.

27.140 EMERGENCIES AND CONTINGENCIES

- (a) UAS operators shall develop and implement emergency and contingency procedures acceptable to the Authority.

27.145 COMMAND AND CONTROL

- (a) A UAS owner or operator shall ensure that he or she has command and/or control of the UAS at all times during the flight.
- (b) Any UAS owner or operator who loses command and/or control of his UAS must report to the Authority immediately.

27.150 ISSUANCE OF AUTHORIZATION/OPERATOR CERTIFICATE

- (a) A person shall not operate an unmanned aircraft system within Rwanda unless an Authorization is granted by RCAA when required.
- (b) The Authority may issue an Authorization for a single activity or a block of repeated activities to be carried out by an unmanned aircraft at a specific area of operation, and which are of specific operational profiles and conditions.
- (c) A UAS Remote Operator Certificate (ROC) is granted by RCAA if the applicant is able to ensure safe operation of unmanned aircraft, taking into account the applicant's organizational set-up, competency of the personnel especially those flying the unmanned aircraft, procedures to manage safety including the conduct of safety risk assessments, the airworthiness of the aircraft system, training and security programs in place.
- (d) Applications for UAS Operator Certificate or Authorization will be assessed on a case-by-case basis.

The average processing time is 3 weeks for an Authorization and 8 weeks for an UAS Operator Certificate after submission, presuming all required the documents are submitted.

- (e) Authorization applications and documents to be provided in the form and manner prescribed by the Authority.

27.155 OPERATION IN THE VICINITY OF AERODROMES

- (a) Except with the written permission of the operator of an aerodrome, the appropriate ANSP and approval from the Authority; a person shall not operate a—

- (1) toy aircraft within three (3) Km of an aerodrome from the aerodrome reference point for code C, D, E, and F aerodromes.
- (2) UAS not defined as toy, within ten (10) Km of an aerodrome from the aerodrome reference point for code C, D, E and F aerodromes;
- (3) UAS not defined as a toy, Within seven (7) Km of an aerodrome from the aerodrome reference point for code A and B aerodromes;
- (4) UAS on approach and take-off paths;
- (5) UAS within the vicinity of navigation aids;
- (6) UAS within the aerodrome traffic zone;
- (7) UAS within terminal traffic holding patterns.

27.160 UAS COMMUNICATION FREQUENCIES

- (a) Communication between remote pilot and ATC shall be on established Radio frequencies used in aeronautical radio frequency spectrum.
- (b) The UAS operator shall seek radio license from Rwanda Utilities Regulatory Agency (RURA) prior to operating any radio for communication.
- (c) Communication between remote pilot and ATC for operations considered as basic category for UAS, Subpart D of this Regulation, will require notification to the RCAA.

27.165 RESPONSIBILITY OF THE REMOTE PILOT

- (a) The remote pilot is directly responsible for, and is the final authority as to the operation of the unmanned aircraft system.
- (b) The remote pilot must ensure that the unmanned aircraft system will pose no undue hazard to other aircraft, people, or property in the event of a loss of control of the unmanned aircraft system for any reason.

27.170 OPERATIONS MANUAL

- (a) A UAS operator shall develop and submit to the Authority for approval an operation manual as set out in the Appendix 1 to 27.170 to these regulations.
- (b) An operations manual shall include each item set forth in this Appendix which is applicable to the specific operation, unless otherwise approved by the Authority.
- (c) The holder of ROC establishes a safety management system commensurate with the size of the organization or entity and the complexity of its operations
- (d) The safety management system shall include—
 - (1) lines of responsibility and accountability;
 - (2) safety policy;
 - (3) identification of aviation safety hazards encountered by the activities of the operator, assessment and mitigation of the associated risks, including taking actions and verifying their effectiveness;
 - (4) a process to identify actual and potential safety hazards and assess the associated risks;
 - (5) a process to develop and implement remedial action necessary to maintain an acceptable level of safety;
 - (6) provision for continuous and regular assessment of the appropriateness and effectiveness of safety management activities.
- (e) The holder of ROC establishes a system of record-keeping that allows adequate storage and reliable traceability of all activities conducted;
- (f) The format of the records is specified in the ROC holder's operations manual;

- (g) Records are stored for at least 5 years in a manner that ensures protection from damage, alteration and theft.

SUBPART D: BASIC OPERATIONS OF UAS FOR PRIVATE, SPORT AND RECREATION

27.175 PRIVATE UAS OPERATIONS

- (a) A person operates UAS for private purposes only after registering the UAS with the Authority, and is subject to the conditions contained in Section 27.195.

27.180 TRAINING FOR PRIVATE UAS OPERATIONS

- (a) The UAS pilots will be trained in accordance with training requirements provided and approved by the Authority.

27.185 RECREATIONAL AND SPORTS UAS OPERATIONS

- (a) UAS operations for recreation and sports purposes shall be conducted within registered clubs which are approved by the Authority as set out in the Appendix 1 to 27.185 of these regulations. Such recognition shall be valid for twelve (12) months.
- (b) The Authority shall develop a system for approval of clubs including requirements for composition, documentation and club rules and regulations.
- (c) The clubs referred to in paragraph (a) shall provide the Authority with details of their operation areas and times for approval.
- (d) The Authority shall segregate and notify through the applicable element of the Aeronautical Information Publication (AIP) of such airspaces designated for use by UAS operators, including limitations that may apply.

27.190 TRAINING REQUIREMENTS FOR RECREATIONAL AND SPORTS UAS OPERATIONS

- (a) Clubs referred to in Section 27.185 herein shall prescribe minimum training requirements for UAS operation under the club.
- (b) Training requirements referred to in paragraph (a) above shall be documented and submitted to the Authority for acceptance.

27.195 BASIC UAS OPERATING LIMITATIONS

- (a) A remote pilot must comply with all of the following operating limitations when operating an unmanned aircraft system under the Basic Classification of UAS operations—
- (1) the airspeed of the unmanned aircraft system shall not exceed 87 knots (100 miles per hour) calibrated airspeed at full power in level flight;
 - (2) the maximum take-off weight of a UAS under the Basic Classification shall be 5 kg.
 - (3) a person shall not operate a UAS at a height of 400 feet (120 meters) Above Ground Level and a lateral distance of 100 m away from any person, vessel, vehicle or structure which is not under the control of the person in charge of the UAS except when approved by the Authority.
 - (4) the lateral distance between the unmanned aircraft system and the remote pilot shall be in such a way that the remote pilot will maintain continuous visual contact with the unmanned aircraft system;
 - (5) the unmanned aircraft system shall not be flown over or within any congested area of a city, town or settlement unless approved by the Authority;
 - (6) the minimum flight visibility, as observed from the location of the ground control station must be no less than 3 statute miles (5 kilometers); and
 - (7) the minimum distance of the unmanned aircraft system from clouds must be no less than—

- (i) 500 feet (150 meters) below the cloud; and
- (ii) 2,000 feet (600 meters) horizontally away from the cloud.
- (8) notwithstanding the provisions of paragraph (a)(3), operations for private and commercial categories of UAS may be conducted at such higher heights and lateral distances as the Authority may approve.
 - (i) A person shall not operate a UAS—
 - (ii) In conditions other than Visual Meteorological Conditions (VMC);
 - (iii) At night unless specifically cleared by the Authority on a case by case basis.
- (9) operating UAS fitted with cameras and/or imaging devices at heights or lateral distances where such cameras and/or imaging devices capture information, pictures or videos extending beyond the prescribed area of approved operation is prohibited.
- (10) UAS will not be operated in controlled airspace under this category

27.200 DAYLIGHT OPERATION

- (a) All operations of an unmanned aircraft system under basic regulations must be between the hours of official sunrise and sunset.
- (b) Night operations are not permitted under these regulations, except by approval under the “Specific” classification of operations.

27.205 VISUAL LINE-OF-SIGHT (VLOS) AIRCRAFT OPERATION

- (a) The remote pilot operating must maintain continuous unaided visual contact with the unmanned aircraft system sufficient to be able to—
 - (1) maintain operational control of the unmanned aircraft system,
 - (2) know the unmanned aircraft system’s location;
 - (3) determine the unmanned aircraft system’s attitude, altitude, and direction;
 - (4) observe the airspace for other air traffic or hazards; and
 - (5) determine that the unmanned aircraft system does not endanger the life or property of another.

Note 11. - The use of a trained UA Observer may satisfy this condition for VLOS aircraft operation.

SUBPART E: SPECIFIC OPERATIONS

27.210 FLIGHT PLAN

- (a) All UAS flights flown under Subpart E or F shall file flight plans as specified in the conditions here under—
 - (1) flights in controlled airspace shall file flight plans as prescribed for in the Aeronautical Information Publication (AIP).
 - (2) flights in uncontrolled air space shall file flight plans as follows—
 - (i) operations within 5 kilometers out of launch area to notify the nearest ATC and fulfil Section 27.195;
 - (ii) operations beyond 5 Km out of launch shall file flight plans as stipulated in paragraph (a) above and fulfil Section 27.195.
 - (3) while filing a Flight Plan, UAS operator shall abide by the appropriate regulations.
- (b) The UAS operator shall share any UAS flight data with the authority when required.
- (c) Data related to UAS flight shall be recorded, stored and retrievable as and when required by the Authority for investigation.

27.215 OPERATION NEAR AIRCRAFT; RIGHT-OF WAY RULES

- (a) A remote pilot must maintain awareness so as to see and avoid other aircraft and vehicles and must yield the right-of-way to all aircraft and vehicles;

- (1) in order to maintain awareness so as to see other aircraft and vehicles, the remote pilot must, at each point of the unmanned aircraft system's flight, satisfy the criteria specified in Section 27.120;
 - (2) yielding the right-of-way means that the unmanned aircraft system must give way to the aircraft or vehicle and may not pass over, under, or ahead of it unless well clear.
- (b) No person may operate an unmanned aircraft system so close to another aircraft as to create a collision hazard.

27.220 OPERATION IN CONGESTED AREAS & OVER PEOPLE

- (a) A person shall not operate a UAS at lateral distance of less than 100 meters from any person or an open-air assembly/crowd of persons, building structure, vehicle, vessel or animal not associated with the operations of UAS unless otherwise authorized by the Authority.
- (b) Subject to paragraph (a) above vertical limits shall be less than 100 feet AGL except when approved by the Authority.

27.225 OPERATION IN CONTROLLED AIRSPACE

- (a) An unmanned aircraft system shall not operate in a controlled airspace unless the operator has prior Authorization from the appropriate authority to operate in such airspace;
- (b) An unmanned aircraft system must only operate outside any aerodrome control zone (CTR);
- (c) Any person conducting unmanned aircraft system operations must ensure that the appropriate air traffic service unit(s) is advised immediately anytime the flight of an unmanned aircraft system inadvertently enters into controlled airspace

27.230 ATC COMMUNICATION

- (a) UAS pilots shall ensure that ATC is made aware of any operations that shall take place in areas which are likely to affect manned and controlled air traffic.

27.235 OPERATIONS AT AN AERODROME

- (a) The Authority may upon approval of UAS operation at an aerodrome—
 - (1) impose operating restrictions on the approval in the interest of safety;
 - (2) publish details of the approval in the appropriate element of the Aeronautical Information Publication (AIP);
 - (3) revoke or change the conditions that apply to such approval and publish details of any revocation or change in conditions in the appropriate element of the AIP.

SUBPART F: COMPLEX COMMERCIAL OPERATIONS

27.240 ROC COMPLIANCE

- (a) An operator shall not engage in commercial UAS operations unless the operator holds a valid Remote Operator's Certificate (ROC) issued by the Authority.
- (b) The ROC referred to in paragraph (a) shall enable the operator to conduct UAS operations in accordance with the conditions and limitations detailed in the operations specifications attached to the ROC.
- (c) The issuance of an ROC by the Authority is dependent upon the UAS operator demonstrating an adequate organization, method of control and supervision of flight operations, training program as well as ground handling and maintenance arrangements consistent with the nature and extent of the operations specified and commensurate with the size, structure and complexity of the organization.
- (d) A commercial UAS operator shall establish and implements a safety management system (SMS) in accordance with their operational requirements established under the Civil Aviation Law or any other regulations made there under.

27.245 UAS REMOTE OPERATOR CERTIFICATE (ROC)

- (a) An operator or owner of unmanned aircraft system shall have a ROC issued in accordance with these Regulations.
- (b) The issuance of a ROC by the Authority shall be dependent upon the unmanned aircraft system operator demonstrating method of control and supervision of flight operations and training consistent with the nature and extent of the operations specified.
- (c) Application for a ROC shall be sent to the Authority—
 - (1) on a form and manner prescribed by the Authority; and
 - (2) containing any other information the Authority requires the applicant to submit.
 - (3) accompanied by proof of payment of 400,000 francs for ROC issuance.
- (d) The Authority shall issue a ROC to an applicant if that applicant—
 - (1) has its principal place of business and it is registered in Rwanda;
 - (2) meets the requirements of these Regulations;
 - (3) has qualified remote pilots to safely operate the unmanned aircraft system; and
 - (4) has met any other requirements as specified by the Authority.
- (e) The ROC shall contain at least the following—
 - (1) the issuing authority;
 - (2) the ROC number and its expiration date;
 - (3) the unmanned aircraft system operator name, trading name (if different) and address of the principal place of business;
 - (4) the date of issue and the name, signature and title of the authority representative;
 - (5) the location where the contact details of operational management can be found;
 - (6) the description of the types of operations authorized;
 - (7) the type(s) or model(s) of the unmanned aircraft system authorized for use; and
 - (8) the authorized areas of operation.
- (f) An ROC shall be valid for a period of 12 months
- (g) The continued validity of an ROC shall depend upon the unmanned aircraft system operator maintaining the requirements of paragraph (b) and (c) under the supervision of the Authority

27.250 APPLICATION FOR UAS REMOTE OPERATOR CERTIFICATE

- (a) An operator applying to the Authority for a UAS Remote Operator Certificate (ROC) shall submit an application in a form and manner prescribed by the Authority and containing any other information the Authority may require.
- (b) An applicant shall make the application for an initial issue or reissue of an ROC at least two weeks before the date of the intended operation.

27.255 ISSUANCE OF ROC

- (a) The Authority may issue a UAS Remote Operator Certificate (ROC) to an applicant if that applicant—
 - (1) meets the requirements of ownership stipulated in Section 27.020
 - (2) meets the applicable regulations and standards for the holder of an ROC;
 - (3) is properly qualified and adequately staffed and equipped to conduct safe operations in commercial operations of the UAS;
 - (4) has an approved aircraft operator security program in accordance with the Civil Aviation (Security) Regulations, and meets any other requirements as specified by the Authority.

27.260 VALIDITY AND RENEWAL OF A UAS REMOTE OPERATOR CERTIFICATE

- (a) A UAS Remote Operator Certificate (ROC) issued by the Authority shall be valid for 12 months from the date of issue or renewal unless—
 - (1) a shorter period is specified by the Authority;
 - (2) the Authority amends, suspends, revokes or otherwise terminates the certificate;
 - (3) an ROC holder surrenders it to the Authority;
 - (4) the ROC holder notifies the Authority of the suspension of operations.
- (b) An ROC which is suspended or revoked shall be returned to the Authority.
- (c) An applicant for an ROC which has expired shall make an initial application.

27.265 AMENDMENTS OF UAS REMOTE OPERATOR CERTIFICATE

- (a) The Authority may amend a UAS operator certificate (ROC) if the—
 - (1) Authority determines that the amendment is necessary for the safety of commercial UAS operations.
 - (2) ROC holder applies for an amendment and the authority determines that the amendment is necessary.
 - (3) The amendment is in the interests of national security.
- (b) The ROC holder shall operate in accordance with the amendment unless it is subsequently withdrawn.

27.270 CONDUCTING SURVEILLANCE, TESTS AND INSPECTIONS

- (a) The Authority shall conduct surveillance, inspections and tests on the UAS operator certificate (ROC) holder to ensure continued eligibility to hold an ROC and associated approvals.

27.275 PERSONNEL REQUIRED FOR UAS COMMERCIAL OPERATIONS

- (a) UAS operator shall have an accountable manager acceptable to the authority, with corporate authority for ensuring that all necessary resources are available to support activities as mentioned in the ROC specifications.
- (b) The accountable manager shall have sufficient qualified and competent personnel for the planned tasks and activities to be performed in accordance with the applicable requirements.
- (c) A UAS operator should establish initial and recurrent training to ensure continuing competence of its personnel.

27.280 AUTHORIZATION FOR COMMERCIAL UAS OPERATIONS

- (a) A ROC holder shall not undertake commercial operations of UAS except with Authorization issued by the Authority.
- (b) Authorization referred to in paragraph (a) shall be specific to particular operations.

27.285 CERTIFICATION OF UAS PILOTS / INSTRUCTORS

- (a) A person shall not operate a UAS, for commercial or private purposes, without a valid Certificate/License issued by the authority in accordance with these regulations.
- (b) An applicant for UAS Pilots License referred in paragraph (a) above shall—
 - (1) be at least 18 years old;
 - (2) hold a current Class 3 medical certificate;
 - (3) demonstrate English language proficiency at least level 4;
 - (4) demonstrate basic knowledge of radio telephony phraseologies;
 - (5) have completed remote pilot training in a training organization approved by the Authority;
 - (6) have passed a knowledge and skill test;
 - (7) proof of identity;

- (8) criminal record certificate (Casier judiciaire).
- (c) Where applicable, UAS Pilot shall hold an appropriate rating for the type of operations they will perform including—
 - (1) type rating;
 - (2) instrument rating;
 - (3) night rating;
- (d) where applicable UAS Instructor shall hold an appropriate rating for the type of operations they will perform including—
 - (1) type rating;
 - (2) instrument rating;
 - (3) night flying rating;
 - (4) instructor rating.
- (e) UAS pilots/instructors for commercial operations shall be certified by the Authority in accordance with the Appendix 1 to 27.300 to these regulations.

27.290 ELIGIBILITY REQUIREMENTS FOR A REMOTE PILOT CERTIFICATE / LICENSE

- (a) A person shall not act as a remote pilot unless that person holds—
 - (1) a remote pilot certificate;
 - (2) a rating for the specific UAS type or is operating under the supervision of a rated remote pilot for the purpose of qualifying for the rating;
 - (3) the required knowledge for the type of UAS;
 - (4) a current Class 3 medical certificate.
- (b) A person undergoing training to qualify for a remote pilot certificate or rating shall not—
 - (1) act as solo remote pilot of an UAS unless under the supervision of, or with the authority of, an authorized UAS instructor;
 - (2) form a part of the crew of a commercial UAS flight.

27.295 VALIDITY OF UAS PILOTS CERTIFICATE / LICENSE

- (a) The UAS pilots Certificate/license shall be valid subject to validity of the holder's medical certificate.

27.300 TRAINING REQUIREMENTS FOR COMMERCIAL UAS OPERATIONS

- (a) The UAS pilots shall be trained in accordance with training requirements in Appendix 1 to 27.300.

27.305 INSTRUMENTS AND EQUIPMENT REQUIREMENTS

- (a) The Authority shall prescribe instrument requirements for UAS operators for specific operations depending on—
 - (1) the category of the UAS
 - (2) type of operations
 - (3) special authorizations sought

27.310 ISSUANCE OF A REMOTE PILOT LICENSE WITH A UAS RATING

- (a) An applicant for a remote pilot license with an unmanned aircraft system rating under these Regulations must make the application in a form and manner acceptable to the Authority.
- (b) The application must include—
 - (1) a knowledge test report showing that the applicant passed an initial aeronautical knowledge test, or recurrent aeronautical knowledge test; and

- (2) a certification signed by the applicant stating that the applicant does not know or have reason to know that he or she has a physical or mental condition that would interfere with the safe operation of a unmanned aircraft system;
 - (3) proof of payment of fifty thousand Rwandan francs (50,000Frw) for remote pilot license issuance.
 - (4) a copy of ID/passport plus one passport photo
- (c) A remote pilot license is valid for a period of twenty four (24) months.

27.315 RESPONSIBILITY OF THE REMOTE PILOT

- (a) The remote pilot is directly responsible for, and is the final authority as to the operation of the unmanned aircraft system.
- (b) The remote pilot must ensure that the unmanned aircraft system will pose no undue hazard to other aircraft, people, or property in the event of a loss of control of the unmanned aircraft system for any reason.

27.320 AERONAUTICAL KNOWLEDGE RECENCY

- (a) A person shall not operate an unmanned aircraft system unless that person has completed one of the following, within the previous 24 calendar months—
 - (1) passed an initial aeronautical knowledge test covering the areas of knowledge specified in Section 27.325;
 - (2) passed a recurrent aeronautical knowledge test covering the areas of knowledge specified in Section 27.325(b).

27.325 KNOWLEDGE TESTS: GENERAL PROCEDURES AND PASSING GRADES

- (a) Knowledge tests prescribed by or under these regulations is conducted by the Authority or by persons designated by the Authority.
- (b) An applicant for a knowledge test must have proper identification at the time of application that contains the applicant's—
 - (1) photograph;
 - (2) signature;
 - (3) date of birth, which shows the applicant meets or will meet the age requirements of these Regulations for the certificate sought before the expiration date of the applicant knowledge test report; and
- (c) The minimum passing grade for the knowledge test and second chance exam sitting is 70% as specified by the Authority.

27.330 INITIAL & RECURRENT KNOWLEDGE TESTS

- (a) An initial aeronautical knowledge test covers the following areas of knowledge—
 - (1) applicable regulations relating to unmanned aircraft system rating privileges, limitations, and flight operation;
 - (2) airspace classification and operating requirements, obstacle clearance requirements, and flight restrictions affecting unmanned aircraft system operation;
 - (3) official sources of weather and effects of weather on unmanned aircraft system performance;
 - (4) unmanned aircraft system loading and performance;
 - (5) emergency procedures;
 - (6) crew resource management;
 - (7) radio communication procedures;
 - (8) determining the performance of unmanned aircraft system;
 - (9) physiological effects of drugs and alcohol;
 - (10) aeronautical decision-making and judgment; and

- (11) airport operations.
- (b) A recurrent aeronautical knowledge test covers the following areas of knowledge—
 - (1) applicable regulations relating to unmanned aircraft system rating privileges, limitations, and flight operation;
 - (2) airspace classification and operating requirements, obstacle clearance requirements, and flight restrictions affecting unmanned aircraft system operation;
 - (3) official sources of weather;
 - (4) emergency procedures;
 - (5) crew resource management;
 - (6) aeronautical decision-making and judgment; and
 - (7) airport operations.

27.335 UAS OPERATION BEYOND VISUAL LINE-OF-SIGHT (BVLOS)

- (a) To conduct BVLOS operations, the operator shall obtain Authorization from the Authority after conducting operation safety riskassessment.
- (b) To conduct flights BVLOS of the remote pilot or UA observer, the remote pilot shall have a means to Detect and Avoid traffic and all other hazards such as hazardous meteorological conditions, terrain and obstacles unless otherwise approved by the appropriate authority.
- (c) Prior to conducting a controlled BVLOS operation, coordination shall be effected with the ATC unit involved regarding—
 - (1) any operational performance limitations or restrictions unique to the UAS (e.g. unable to perform standard rate turns);
 - (2) any preprogrammed lost C2 link flight profile or flight termination procedures; and
 - (3) direct telephone communication between the RPS and the ATC unit for contingency use, unless otherwise approved by the ATC unit(s) involved.
- (d) Communication between the Remote Pilot Station and the ATC unit(s) shall be as required for the class of airspace in which operations occur and should utilize standard ATC communications equipment and procedures, unless otherwise approved by the ATC unit involved.
- (e) C2 link transaction time should be minimized so as not to inhibit the remote pilot's ability to interface with the UAS compared to that of a manned aircraft.
- (f) UAS operating BVLOS shall only operate within Radio line of sight (RLOS). Operation beyond Radio line of sight shall require special Authorization from the Authority after indicating all operational control functions and safety measures associated to the type of operation.
- (g) Remote Pilot Station for UAS operations BVLOS will be designed in such way to match the performance of the type of C2 link (BRLOS/RLOS) with which they will be used.
- (h) BVLOS operations shall be conducted only when the following conditions are met—
 - (1) the State of the Operator and the State in whose airspace the operation occurs have approved the operation;
 - (2) the UA remains in VMC throughout the flight; and
 - (3) a Detect And Avoid (DAA) capability or other mitigation is used to assure the UA remains well clear of all other traffic; or
 - (4) the area is void of other traffic; or
 - (5) the operation occurs in specifically delimited or segregated airspace.
- (i) Operations BVLOS over heavily populated areas or over open air assemblies of people shall require special considerations such as the following—

- (1) altitudes for safe operation;
 - (2) consequences of uncontrolled landing;
 - (3) obstructions;
 - (4) proximity to airports/emergency landing fields;
 - (5) local restrictions regarding UAS operations over heavily populated areas; and
 - (6) the emergency termination of a UA flight.
- (j) Take-off launch of UAS BVLOS shall be operated from established aerodromes/UAS ports or from any other location depending on operational requirements and system configuration, design and performance.
- (k) Take-off/launch from aerodromes for BVLOS operations from established aerodromes may be approved after ensuring that the safety of manned aircraft operations is not jeopardized, the remote pilot shall consider the following—
- (1) regulations pertaining to UAS operations on or near an aerodrome;
 - (2) complexity and density of air traffic;
 - (3) ground operations (e.g. taxiway width, condition, other ground traffic);
 - (4) C2 link continuity;
 - (5) payload considerations;
 - (6) wake turbulence;
 - (7) performance and capability related to take-off distance/run available and minimum obstruction climb requirements, departure procedures and any flight restricting conditions associated with operations to or from the aerodrome; and
 - (8) availability of emergency recovery areas.

27.340 HIGHLY AUTOMATED UAS OPERATIONS

- (a) Increasingly complex automated aircraft require extensive performance review, risk assessment, and testing.
- (b) The entity conducting the automated unmanned aircraft operations is responsible for oversight of the operations, including unmanned aircraft airworthiness and any operational requirements imposed by the government entity;
- (c) Automated unmanned aircraft operations must comply with rules of air, as applicable to all aircraft in Rwanda Airspace;
- (d) Approval of highly automated UAS operations must be done in consultation with the Chairperson of the National Civil Aviation Security Committee (NCASC) who will issue a Certificate of Authorization for a specific period of time that permits an entity to operate an automated aircraft, in a particular area;
- (e) The NCASC shall prescribe security conditions and limitations for highly automated unmanned aircraft operations to ensure they do not jeopardize national security.

SUBPART G: SECURITY REQUIREMENTS FOR UAS OPERATIONS

27.345 SECURITY VETTING FOR REMOTE PILOTS OR THE OWNER

- (a) On receipt of an application for a remote pilot license or registration of a unmanned aircraft system, the Authority verifies compliance and the accuracy of the application and provides the applicant's information to competent security agencies for security vetting prior to certificate issuance;
- (b) The Authority only issues pilot licenses and/or UAS Remote Operator Certificate (ROC)s to individuals who have successfully completed a security threat assessment conducted by the competent security agencies;

- (c) The security threat assessment consists of a check of intelligence-related databases, including Interpol and international databases, terrorist watch lists, and other sources relevant to determining whether an individual poses or may pose a threat to national security, and that confirms the individual's identity;
- (d) If the competent security agencies determine that the applicant poses a security risk, the Authority denies the application for a certificate;
- (e) A holder of a remote pilot license or the certificate of registration who will be determined to pose a security risk must have his/her certificate amended, modified, suspend, or revoke (as appropriate) based on the competent security agencies' security findings;
- (f) The competent security agencies conducts background and criminal record checks every 24 months on all personnel employed in the deployment, handling, and storage of unmanned aircraft system.

27.350 SECURITY PROGRAMME REQUIREMENTS

- (a) A person or a club shall not operate a UAS without operator security procedures developed in accordance with the provisions of the Civil Aviation (Security) Regulations and accepted by the Authority.
- (b) A UAS operator shall specify the security measures, procedures and practices to be followed by the operator to protect pilots and facilities from acts of unlawful interference.
- (c) A UAS operator shall carry out and maintain security measures including identification and resolution of suspicious activity that may pose a threat to civil aviation—
 - (1) at a remote pilot station;
 - (2) on an UAS; and
 - (3) at any facility under the control of the UAS operations.
- (d) UAS shall be subject to security inspection at any time during its operations without prior notification to the operator,
- (e) The specific security measures referred to in paragraph (c) shall provide—
 - (1) that the premises used for preparing, storing, parking including UAS ground station shall be secured at all times against unauthorized access;
 - (2) for protection of critical information technology and communication systems used for operations purposes from interference that may jeopardize the security of civil aviation;
 - (3) for protection of flight documents;
 - (4) that Commercial Operators requesting to operate with a camera shall be required to include details of the camera usage in the application for Security review and approval;
 - (5) requirements for checks and searches of specific areas and accessible compartments of the interior and exterior of UAS; and
 - (6) that persons engaged in UAS operations are subject to recurrent background checks and selection procedures and are adequately trained.

27.355 SECURITY OBLIGATIONS FOR UAS OPERATORS

- (a) The operator of UAS shall be responsible for the security of UAS operations including associated facilities, personnel and equipment,
- (b) The UAS operator shall ensure that the UA or any component thereof that is no longer in use is completely disabled or destroyed to prevent unauthorized use,
- (c) The UAS operator shall comply with any security directives or circulars issued by the Authority.

27.360 ACTS OF UNLAWFUL INTERFERENCE

- (a) The UAS operator shall ensure that the unmanned aircraft system is protected from acts of unlawful interference;

- (b) The UAS operator shall have response procedures for operations, personnel for threats and incidents involving UAS operations.
- (c) UAS operator or owner shall ensure that reports on acts of unlawful interference are promptly submitted to the Authority as per the Civil Aviation (Security) Regulations.

27.365 UNMANNED AIRCRAFT SYSTEM OPERATOR OR OWNER'S SECURITY MEASURES

- (a) The holder of an ROC issued under these Regulations shall—
 - (1) ensure that unmanned aircraft systems not in use are stored in a secure manner to prevent and detect unauthorized interference or use;
 - (2) ensure that the unmanned aircraft system is protected from acts of unlawful interference;
 - (3) ensure that the unmanned aircraft system is stored and prepared for flight in a manner that will prevent and detect tampering and ensure the integrity of vital systems;
 - (4) designate a security coordinator responsible for the implementation,
 - (5) ensure that all personnel employed in the deployment, handling, and storage of unmanned aircraft system have received security awareness training.

SUBPART H: GENERAL PROVISIONS

27.370 RECORDS

- (a) A UAS operator should establish a system of record-keeping that allows adequate storage and reliable traceability of all activities developed, covering at a minimum—
 - (1) operator's organization;
 - (2) SMSs;
 - (3) Personnel training and competence verification;
 - (4) Documentation of all management system key processes;
 - (5) Maintenance records; and
 - (6) Security management records.
- (b) Records shall be stored in a manner that ensures protection from damage, alteration and theft
- (c) Records identified in this Section shall be current and in sufficient detail to determine whether the experience and qualification requirements are met for the purpose of commercial operations

27.375 INSURANCE

- (a) A person shall not operate, or cause to be operated or commit any other person to operate UAS unless there is in force a minimum insurance policy, commensurate with the risk of the operation conducted, in respect of third party risks and proof of insurance document submitted to the authority.
- (b) An operator of UAS shall make available third party liability insurance certificate, in the authentic form, at the location of the UAS operator's operational management or other location specified by the Authority
- (c) Notwithstanding the provisions of paragraph (a), the authority may dispense with requirement depending on the class and category of the UAS.

27.380 PRIVACY OF PERSONS AND PROPERTY

- (a) Any person conducting operations using UAS fitted with cameras shall operate them in a responsible way to respect the privacy of others.
- (b) No person shall use a UAS to do any of the following—
 - (1) conduct surveillance of—
 - (i) a person without the person's consent.
 - (ii) private real property without the consent of the owner.

- (2) photograph or film an individual, without the individual's consent, for the purpose of publishing or otherwise publicly disseminating the photograph or film. This requirement shall not apply to news gathering, or events or places to which the general public is invited.
- (c) Infrared or other similar thermal imaging technology equipment fitted on unmanned aircraft system shall only be for the sole purpose of—
 - (1) scientific investigation;
 - (2) scientific research;
 - (3) mapping and evaluating the earth's surface, including terrain and surface water bodies and other features;
 - (4) investigation or evaluation of crops, livestock, or farming operations;
 - (5) investigation of forests and forest management; and
 - (6) other similar investigations of vegetation or wildlife;
 - (7) border surveillance as approved by the Authority.

27.385 DISCHARGING OR DROPPING GOODS

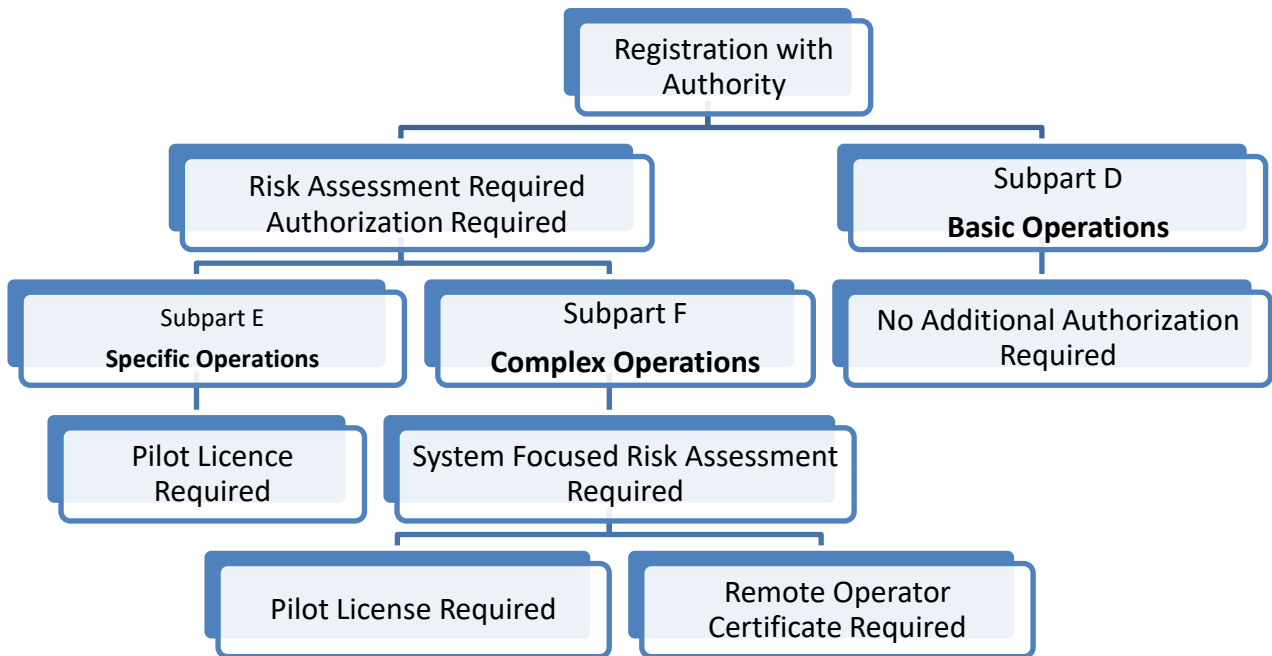
- (a) A person must not cause a thing to be dropped or discharged from an unmanned aircraft in a way that creates a hazard to another aircraft, a person, or property.

27.390 REPORTS OF VIOLATION

- (a) Any UAS Operator or employee of the operator who knows of a violation under these regulations, shall reports it to the Authority.
- (b) The Authority will determine the nature and type of any additional investigation or enforcement action that requires to be taken.

APPENDICES

APPENDIX 1 TO 27.015- PERMIT AND LICENSING FLOW CHART FOR NON-TOY UAS



APPENDIX 1 TO 27.170: UAS OPERATIONS MANUAL

An operations manual shall include each item set forth below which is applicable to the specific operation, unless otherwise approved by the Authority.

Part A - General

1.0 INTRODUCTION

1.1 Purpose and scope of manuals

1.2 A statement that the manual complies with all applicable Authority regulations and requirements and with the terms and conditions of the applicable UAS operator certificate.

1.3 A statement that the manual contains operational instructions that are to be complied with by the relevant personnel in the performance of their duties.

1.4 List of manuals comprising operations manual.

1.5 A list and brief description of the various operations manual parts, their contents, applicability and use.

- 1.6 Responsibility for manual content.
- 1.7 Responsibility for manual amendment.
- 1.8 List of effective pages.
- 1.9 Distribution of manuals and amendments

2.0 SAFETY MANAGEMENT SYSTEM

- 2.1 Safety Policy
- 2.2 Description of safety management system
- 2.3 Accident and Investigation policies

3.0 QUALITY SYSTEM

Description of quality system adopted

4.0 MANAGEMENT ORGANISATION

- 4.1 A description of the organizational structure including the general company organization and operations department organization. The relationship between the operations department and the other departments of the company. In particular, the subordination and reporting lines of all divisions, departments etc., which pertain to the safety of the UAS operations, shall be shown
 - 4.2 Accountable Manager –duties and responsibilities
 - 4.3 Nominated personnel – Functions duties and responsibilities
 - 4.4 UAS Pilot- duties and responsibilities
 - 4.5 Support personnel in the operation of UAS- duties and responsibilities
 - 4.6 A description of the objectives, procedures and responsibilities necessary to exercise operational control with respect to flight safety.
- ## **5.0 DOCUMENTATION**
- 5.1 Documents required in UAS operations
 - 5.2 Document storage and retention period

Part B – UAS Operating Information

- ### **1.0 CREW INFORMATION**
- 1.1 Flight team/crew composition
 - 1.2 Qualification requirements of UAS Pilot and support crew
 - 1.3 Medical competencies
 - 1.4 Operations of different types of UAS

2.0 OPERATIONS OF UAS

- 2.1 Operating Limitations and conditions
- 2.2 Communications
- 2.3 Weather
- 2.4 On site procedures

3.0 UAS FLIGHT MANAGEMENT

- 3.1 Assembly and functional checks
- 3.2 Pre –flight checks
- 3.3 Normal flight procedures associated with relevant systems
- 3.4 Inflight checks associated with relevant systems

- 3.5 Abnormal procedures associated with relevant systems
- 3.6 Emergency Procedures associated with relevant systems

4.0 UAS USER MANUAL

Part C – Areas Routes and Aerodromes

- 1.0 Areas of Operations
- 2.0 Operating site planning and assessment
- 3.0 Authorizations including site permissions

Part D – Training

- 1.0 Training syllabi and checking programs for UAS crew
- 2.0 Training syllabi and checking programs for UAS support crew
- 3.0 Training syllabi and programs for personnel other than crew
- 4.0 Recurrent training programs
- 5.0 Additional training requirements that individual clients specify for the proposed operations.

APPENDIX 1 TO 27.185: OPERATIONAL GUIDELINES FOR UAS CLUBS

The following requirements shall apply to UAS clubs intending to operate for sport and recreation as required in these regulations.

1. GENERAL PROVISIONS

- (a) A UAS club shall be registered in accordance with the provisions pertaining to the registration of clubs in Rwanda for it to be recognized and approved by the Authority.
- (b) No UAS club shall operate without the approval by the Authority;
- (c) The club is required to develop an operational manual that provides for—
 - (1) Membership requirements;
 - (2) Administration of members;
 - (3) Training requirements for its members;
 - (4) Procedures and guidelines of operations;
 - (5) Types of operation;
 - (6) Class of equipment operated;
 - (7) Security arrangement for operations; and
 - (8) Reporting mechanisms of incidents and accidents of the UAS operations.

2. ADMINISTRATION OF THE CLUB

- (a) The club management shall ensure that members—
 - (1) Have adequate training to facilitate operations;
 - (2) Are informed on current regulations, policies and procedures;
 - (3) Adhere to safe business practices in their activities;
 - (4) Are knowledgeable of airspace restrictions that apply in the area of operation as approved;
 - (5) Are conversant with and meet the training requirements of the club.

3. RESPONSIBILITY OF THE CLUB MANAGEMENT

- (a) The administrator of the club shall—
 - (1) Obtain consent of the property owner or person in charge of the area of operation.
 - (2) Ensure that the club's recognition status is current with the Authority
 - (3) Develop and operationalize a training program and plan for their membership;
 - (4) A current list of members and particulars of their UAS;
 - (5) Maintain a record/database of all accidents and incidents that occur within their area of jurisdiction;
 - (6) Ensure that it has adequate personnel are properly qualified and competent to perform their allocated tasks and responsibilities;
 - (7) Have procedures for responding to an incident, accident, medical emergency, or if any UAS becomes uncontrollable;
 - (8) Immediately stop all operations if unable to meet the exemption requirements or if the safety of a person, property or other aircraft is at risk,
 - (9) Ensure that club activities does not interfere with civil aviation;
 - (10) Adhere to laws from all levels of government;
 - (11) Inspect their UAS on site before conduct of any flight to ensure that they are safe.

APPENDIX 1 TO 27.290: ELIGIBILITY REQUIREMENTS FOR A REMOTE PILOT CERTIFICATE/LICENSE

This appendix sets forth the eligibility and training requirements for the certification of UAS pilots.

1. KNOWLEDGE AND SKILL REQUIREMENTS

- (a) An applicant for a remote pilot certificate shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of the certificate holder, in the following subjects—
 - (1) Air law;
 - (2) UAS general knowledge;
 - (3) Flight performance, planning and loading;
 - (4) Human performance;
 - (5) Meteorology;
 - (6) Navigation;
 - (7) Operational procedures;
 - (8) Principles of flight related to UAS; and
 - (9) Radiotelephony
- (b) An applicant for a remote pilot certificate shall pass a skill test to demonstrate the ability to perform, as remote PIC of the appropriate RPA category and associated RPS, the relevant procedures and maneuvers with the competency appropriate to the privileges granted.

2. CREDIT

- (a) A holder of a license issued by the Authority may be credited towards the requirements for theoretical knowledge instruction and examination requirements for the remote pilot certificate.

3. PASSING GRADE

- (a) The Authority shall prescribe the minimum passing grade.

4. RETESTING AFTER FAILURE

- (a) An applicant for a knowledge or practical test who fails that test, may retest after the applicant has received the necessary training from an authorized instructor who has determined that the applicant is proficient to pass the test.

5. SPECIAL CONDITIONS

- (a) In the case of introduction of new UA or UAS in an operator's fleet, when compliance with the requirements established by the Authority is not possible, the Authority may consider issuing specific Authorization giving privileges for UAS instruction. Such an Authorization should be limited to the instruction flights necessary for the introduction of the new type of UAS or UA.
- (b) The validity period for this Authorization shall be for the instruction sought only.

End of RCAR Part 27

Official Gazette n° Special of 23/01/2018

Bibonywe kugira ngo bishyirwe ku mugereka w'Iteka rya Minisitiri n° 01/MOS/Trans/2018 ryo ku wa 23/01/2018 rishyiraho amabwiriza arebana n'iby'indege za gisivili zitagira umupilote

Seen to be annexed to Ministerial Order n°01/MOS/Trans/2018 of 23/01/2018 establishing regulations relating to unmanned civil aircraft system

Vu pour être annexé à l'Arrêté Ministériel n°01/MOS/Trans/2018 du 23/01/2018 établissant les règlements relatifs aux aéronefs civils sans pilote

Kigali, ku wa 23/01/2018

Kigali, on 23/01/2018

Kigali, le 23/01/2018

(sé)

UWIHANGANYE Jean de Dieu
Umunyamabanga wa Leta ushinzwe
Gutwara Abantu n'Ibintu

(sé)

UWIHANGANYE Jean de Dieu
Minister of State in charge of Transport

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UWIHANGANYE Jean de Dieu
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Bibonywe kandi bishyizweho Ikirango cya Repubulika:

Seen and sealed with the Seal of the Republic:

Vu et scellé du Sceau de la République:

(sé)

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Minisitiri w'Ubutabera/Intumwa Nkuru ya Leta

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BUSINGYE Johnston
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