STATUTORY INSTRUMENTS
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STATUTORY INSTRUMENTS SUPPLEMENT

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STATUTORY INSTRUMENTS.

2001 No. 66.

THE CIVIL AVIATION (AIR NAVIGATION) REGULATIONS, 2001.

ARRANGEMENT OF REGULATIONS.

Regulation.

Regulation.

Regulation.

PART XI—GENERAL.

SCHEDULES

STATUTORY INSTRUMENTS.

2001 No. 66.

The Civil Aviation (Air Navigation) Regulations, 2001.

(Under section 34 of the Civil Aviation Authority Statute, 1994 No. 3 of 1994).

IN EXERCISE of the powers conferred on the Minister by section 34 of the Civil Aviation Authority Statute, 1994 and on the recommendation of the Civil Aviation Authority these Regulations are made this 24th day of May, 2001.

PART I—PRELIMINARY.

Citation.

1. These Regulations may be cited as the Civil Aviation (Air Navigation) Regulations, 2001.

Interpretation.

2. (1) In these Regulations, unless the context otherwise requires—

"accident" means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which—

(a) a person is fatally or serious injured as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to it except when the injuries are from natural causes, are 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;

(b) the aircraft incurs damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component;

(c) the aircraft is completely inaccessible or is missing, that is to say, the official search for it has been terminated and its wreckage has not been located;

"acrobatic manoeuvres" means and includes loops, spins, rolls, bunts, stalls turns, inverted flying and any other similar manoeuvres;

"advisory airspace" means advisory area or advisory route;

"advisory area" means a designated area within a flight information region where air traffic advisory service is available;

"advisory route" means a designated route along which or traffic advisory service is available;

"Aerial work" means an aircraft operation for any purpose (other than public transport) for which an aircraft is flown if valuable consideration is given or promised in respect of the flight provided that, if only such valuable consideration consists of remuneration for the services of the pilot, the flight shall be deemed to be a private flight for the purpose of Part IV of these regulations.

"aerial work aircraft" means an aircraft other a public transport aircraft, flying or intended by the operator to fly for the purpose of a aerial work;

"aerial work undertaking" means an undertaking whose business includes the performance of aerial work;

"aerodrome" means a defined area on land or water including any building installations and equipment intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft:

"aerodrome flight information unit" means a person appointed by the Authority or by any other person maintaining an aerodrome to give information by means of radio signals to aircraft flying or intending to fly within the aerodrome traffic zone of that aerodrome and "aerodrome flight information service" shall be construed accordingly:

"aerodrome operating minima" means the limits of usability of an aerodrome for either takeoff or landing, usually expressed in terms of visibility or runway visual range, decision altitude or height (DA/H) or minimum descent altitude height (MDA/H) and cloud conditions:

"aerodrome traffic zone" means aerodrome at which the longest runway is 1850 meters or less, the airspace extending from the surface to a height of 2000 feet above the level of the aerodrome within the area bounded by a circle centered on the midpoint of the longest runway and having a radious of 2 nautical miles: and

(a) where the length of the longest runway is longer than 1850 meters, the radius is 2½ nautical miles;

"aeronautical beacon" means an aeronautical ground light visible at all azimuths, either continuously or intermittently to designate a particular point on the surface of the earth:

"aeronautical ground light" means any light specially provided as an aid to air navigation, other than a light displayed on an aircraft:

"aeronautical radio station" means a radio station on the surface which transmits or receives signals for the purpose of assisting aircraft:

"aeroplane" means power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;

"aircraft" mean any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against earth's surface;

"air operator certificate" means certificate issued by the Authority authorising an operator to carry out specified commercial air transport operations;

"airship" means a power-driven lighter than air craft;

"air traffic control unit" means a person appointed by the Authority or by any person maintaining an aerodrome, to give instructions and advice or both by means of radio and visual signals to aircraft in the interests of safety:

"air transport undertaking" means an undertaking whose business includes the carriage by air of passengers, mails or cargo for hire or reward;

"altitude" means the vertical distance of a level, a point, or object considered as a point, measured from mean sea level (MSL):

"annual costs" means in relation to the operation of an aircraft the best estimate reasonably practicable at the time of a particular flight in respect of the year commencing on the first day of January preceding the date of the flight, the costs of keeping and maintaining and the indirect costs of operating the aircraft, such costs in either case excluding direct costs and being those actually and necessarily incurred without a view to profit:

"annual flying hours" means the best estimate reasonably practicable at the time of a particular flight by an aircraft of the hours flown or to be flown by an aircraft in respect of the year commencing on the first day of January preceding the date of the flight.

"appropriate aeronautical radio station" means in relation to an aircraft, an aeronautical radio station serving the area in which the aircraft is for the time being;

"appropriate air traffic control unit" means in relation to an aircraft, the traffic control unit serving the area in which the aircraft is for the time being;

"approach to landing" means that portion of the flight of the aircraft, when approaching to land in which it is descending below a height of 1000 ft above the relevant specified decision altitude/height (DA/H) or minimum descend altitude/height (MDA/H);

"authority aerodrome" means any aerodrome in Uganda which is under the administration of the Authority. 1994;

"Authority" means the Civil Aviation Authority established by section 4 of the Civil Aviation Authority Statute 1994;

"authorised person" means any person authorised by the Authority either generally or in relation to a particular case or class of cases, and references to an authorised person includes references to the holder for the time being of any office designated by the Authority;

"balloon" means non-power-driven lighter-than-air aircraft;

"beneficial interest" includes interests arising under contract and other equitable interest;

"cabin attendant" means, in relation to an aircraft, a person on a flight for the purpose of public transport carried for the purpose of performing in the interest of safety of passengers, duties to be assigned by the operator or the commander of the aircraft but who shall not act as member of the flight crew;

"captive balloon" means a balloon which while in flight is attached by a restraining device to the earth surface;

"cargo" includes mail and animals;

"ceiling" means the height above the ground or water of the base of the lowest layer of cloud below 6000 meters (20,000 feet) covering more than half the sky;

"certificate of airworthiness" includes any validations of it and any flight manual or performance schedule or the document, whatever its title, incorporated by reference in that certificate relating to the certificate of airworthiness of an aircraft;

"certificate of maintenance review" and "certificate of release to service" have the meaning assigned to them by regulations 9 (1) and 11 (5) of these Regulations:

"commander" in relation to an aircraft means the member of the flight crew designated as commander of that aircraft by the operator of the aircraft or failing such a person the person who is for the time being the pilot in command of aircraft:

"competent authority" means the Managing Director of the Authority and in relation to any other State the authority responsible under the law of that state for promoting the safety of Civil Aviation:

"congested area" in relation to a city, town or settlement means any area which is substantially used for residential, industrial, commercial or recreational purposes;

"contracting state" means any State which is a party to the Chicago Convention:

"control area" means air space which has been notified as such and which extends upwards from a notified altitude or flight level;

"controlled airspace" means control areas and control zones:

"control zone" means airspace which has been notified as such and which extends upwards from the surface of the earth to a notified altitude or flight level:

"co-pilot" in relation to an aircraft means a pilot who in performing his or her duties as such, and is subjected to the direction of another pilot carried in the aircraft:

"country" includes territories;

"crew" means a member of flight crew or a person carried on a flight deck who is appointed by the operator of the aircraft to give or to supervise the training experience, practice and periodical tests required in respect of the flight crew under regulations 29 (3) of these Regulations or a cabin attendant;

"danger area" means airspace which has been notified as such within which activities dangerous to the flight of aircraft may take place or exist at such times as may be notified:

"decision altitude/height" means a specified altitude or height in the precision approach at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

"direct costs" means in respect of a flight, the costs actually and necessarily incurred in connection with that flight without a view to profit but excluding any remuneration payable to the pilot for his or her services as such;

"flight" and "to fly" have the meaning respectively assigned to them by subregulation (2) of these regulation;

"flight crew" in relation to an aircraft means those members of crew of the aircraft who respectively undertake to act as pilot, flight navigator, flight engineer and flight radio operator of the aircraft;

"flight information region" means the area allocated to the jurisdiction of the area control centre at Entebbe by the International Civil Aviation Organisation;

"flight level" means one of a series of levels of equal atmospheric pressure, separated by notified intervals and each expressed as the number of hundreds of feet which would be indicated at that level on a pressure altimeter calibrated in accordance with the International Standard Atmosphere and set to 1013.2 millibars (29.92 inches of mercury);

"flight recording system" means a system comprising either a data recorder or a cockpit voice recorder or both;

"flight simulator" means apparatus by means of which flight conditions in an aircraft are simulated on the ground;

"flight time" means the total time from the moment an aircraft first moves under its own power for the purpose of taking off until the moment it comes to rest at the end of the flight;

"free balloon" means a balloon which while in flight is not attached to any form of restraining device to the surface;

"glider" means a non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;

"height" means the vertical distance of a level, point, or an object considered as a point, measured from a specified datum;

"helicopter" means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes;

"country" includes territories;

"crew" means a member of flight crew or a person carried on a flight deck who is appointed by the operator of the aircraft to give or to supervise the training experience, practice and periodical tests required in respect of the flight crew under regulations 29 (3) of these Regulations or a cabin attendant;

"danger area" means airspace which has been notified as such within which activities dangerous to the flight of aircraft may take place or exist at such times as may be notified:

"decision altitude/height" means a specified altitude or height in the precision approach at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

"direct costs" means in respect of a flight, the costs actually and necessarily incurred in connection with that flight without a view to profit but excluding any remuneration payable to the pilot for his or her services as such;

"flight" and "to fly" have the meaning respectively assigned to them by subregulation (2) of these regulation;

"flight crew" in relation to an aircraft means those members of crew of the aircraft who respectively undertake to act as pilot, flight navigator, flight engineer and flight radio operator of the aircraft;

"flight information region" means the area allocated to the jurisdiction of the area control centre at Entebbe by the International Civil Aviation Organisation;

"flight level" means one of a series of levels of equal atmospheric pressure, separated by notified intervals and each expressed as the number of hundreds of feet which would be indicated at that level on a pressure altimeter calibrated in accordance with the International Standard Atmosphere and set to 1013.2 millibars (29.92 inches of mercury);

"flight recording system" means a system comprising either a data recorder or a cockpit voice recorder or both;

"flight simulator" means apparatus by means of which flight conditions in an aircraft are simulated on the ground;

"flight time" means the total time from the moment an aircraft first moves under its own power for the purpose of taking off until the moment it comes to rest at the end of the flight;

"free balloon" means a balloon which while in flight is not attached to any form of restraining device to the surface;

"glider" means a non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;

"height" means the vertical distance of a level, point, or an object considered as a point, measured from a specified datum;

"helicopter" means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes;

"instrument approach procedure" means a series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route, to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacles criteria apply;

"instrument flight rules" means Instrument Flight rules contained in part VI of the Fourteenth Schedule to these Regulations;

"instrument meteorological conditions (IMC)" means meteorological conditions expressed in terms of visibility, distance from cloud and ceiling, less than the minima specified for visual meteorological conditions;

"legal personal representative" means the person legally constituted a executor, administrator or other representative of a deceased person;

"licence" includes any certificate of competency or certificate of validity issued with the licence or required to be held in connection with the licence by the law of the State in which the licence is granted;

"licensed aerodrome" means an aerodrome licensed under these Regulations;

"life-jacket" includes any device designed to support a person individually in or on the water;

"log-book" means an aircraft log book, engine log book or variable pitch propeller log book or a personal flying log book, and includes records either in a book or by any other means approved by the Authority in each particular case;

"maximum total weight authorised" in relation to an aircraft means the maximum total weight of the aircraft and its content at which the aircraft may take off in accordance with the certificate of airworthiness in force in respect of that aircraft.

"microlight aeroplane" means an aeroplane having a maximum total authorised not exceeding 390kg, a wing loading at the maximum total weight authorised not exceeding 25kg per square metre, a maximum fuel capacity not exceeding 50 litres and which has been designed to carry not more than 2 persons;

"military aircraft" includes the naval, military or air force aircraft of any state and—

(a) any aircraft being contructed for the naval, military or air forces of any State under a contract entered into by the Government of Uganda;

(b) any aircraft in respect of which there is in force a certificate issued by the Minister that the aircraft is to be treated for the purposes of these Regulations as a military aircraft.

"minimum descent altitude/height" means a specified altitude or height in a non precision approach below which descent may not be made without visual reference;

"Minister" means the Minister for the time being responsible for Civil Aviation;

"munitions of war" means weapons, or parts of weapons, and ammunition or constituents of them, which are designed for use in warfare against persons;

"nautical mile" means a distance of 6.080 feet (1852 metres);

"night" means the time between fifteen minutes after sunset and fifteen minutes before sunrise being determined at surface level. and in addition, includes any time between sunset and sunrise when an unlighted aircraft or other unlighted pominent object cannot clearly be seen at a distance of 4,572 metres (5,000 yards);

"non precision approach" means an instrument approach using non visual aids for guidance in azimuth or elevation but which is not a precision approach.

"notified" means shown in any of the following publications issued in Uganda whether before or after the coming into operation of these Regulations. that is to say, Notams (Notice of Airmen), Aeronautical Information Circulars, Aeronautical Information Publications Notices to Licensed Aircraft Maintenance Engineers and to Owners of Civil Aircraft. Civil Aviation Publications (C.A.P) or such other official publications so issued for the purpose of enabling any of the provisions of these Regulations to be complied with;

"operator" has the meaning assigned to it by subregulation (3) of this regulation;

"operational flight plan" means the operator's plan for the safe conduct of the flight based on consideration of the aeroplanes performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned:

"pilot-in command" means in relation to an aircraft, a person who for the time being is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft;

"prescribed" means prescribed by rules made by the Authority under these Regulations and the expression "prescribe" shall be construed accordingly;

"pressurised aircraft" means an aircraft provided with the means of maintaining in any compartment a pressure greater than that of the surrounding atmosphere;

"private flight" means a flight which is neither for the purpose of aerial work nor public transport;

"prototype aircraft" means an aircraft in respect of which an application has been made for a certificate of airworthiness and the design of which has not previously been investigated in connection with any such application;

"prototype (modified) aircraft" means an aircraft in respect of which an application has been made for a certificate of airworthiness and the design of which has previously been investigated in connection with any such application;

"public transport" has the meaning assigned to it by regulation 104 of these Regulations;

"radio" is to be interpreted as a general term applied to the use of electromagnetic waves of frequencies between ten kilo Hertz and three million Mega Hertz.

"radio apparatus" means all apparatus including any ancillary equipment for sending or receiving by means of radio;

"replacement" means in relation to any part of an aircraft or its equipment the removal and replacement of that part whether or not by the same part and whether or not any work is done on it; but does not include the removal and replacement of a part which is designed to be removable solely for the purpose of enabling another part to be inspected. repaired. removed or replaced or cargo to be loaded;

"rules of the air and air traffic control" has the meaning assigned to it by regulation 70 (1) of these Regulations;

"runway visual range" in relation to the runway means the distance in the direction of take-off or landing over which the runway lights or surface may be seen from touch down zone or as calculated by either human observation or instruments in the vicinity of the touch down zone or where this is not reasonably practical, in the vicinity of mid-point of the runway, and the distance. if any, communicated to the commander of an aircraft by or on behalf of the person in charge of the aerodrome as being the runway visual range and shall be taken to be the visual range for the time being:

"seaplane" an aeroplane equipped with floats or other devices enabling it to land and take off from the surface of water;

"scheduled journey" means one of a series of journeys which are undertaken between the same two places and which together amount to a systematic service:

"state aircraft" means an aircraft used in military, customs and police services;

"to land" in relation to an aircraft includes alighting on the water;

"unmanned free balloon" means a non-power-driven, unmmaned lighter than air aircraft in free flight:

"valuable consideration" means any right or interest profit or benefit, forbearance, detriment, loss or responsibility accruing, given, suffered or undertaken pursuant to an agreement, which is of more than a nominal nature;

"visual flight rules" means the Visual Flight Rules contained in the Rules of the Air in the Fourteen Schedule to these Regulations;

"visual meteorological conditions (VMC)" means meteorological conditions expressed in terms of visibility, distances from cloud, and ceiling, equal to or better than specified minima:

(2) An aircraft shall be deemed to be in flight—

(a) in the case of a piloted flying machine, from the moment when, after the embarkation of its crew for the purpose of taking off, it first moves under its own power, until the moment when it next comes to rest after landing;

(b) in the case of a pilotless flying machine, or a glider, from the moment when it first moves for the purpose of taking off until the moment when it next comes to rest after landing:

(c) in the case of an airship, from the moment when it first becomes detached from the surface until the moment when it next becomes attached to it or comes to rest on it; and

(d) in the case of free balloon, from the moment when the balloon, including the canopy and basket becomes separated from the surface until the moment it next comes to rest on it; and

(e) in the case of a captive balloon, from the moment when the balloon, including the canopy and basket, becomes separated from the surface apart from a restraining device attaching it to the surface, until the moment when it next comes to rest on it; and the expressions 'a flight' shall be construed accordingly.

(3) References in these Regulations to the operator of an aircraft are for the purposes of the application of any provision of these Regulations in relation to any particular aircraft references to the person who at the relevant time has the management of that aircraft, and cognate expressions shall be construed accordingly;

(4) For the purpose of the application of any provision in Part IV of these Regulations, when by virtue of any charter or other agreement for the hire or loan of an aircraft a person other than an air transporter undertaking or an aerial work undertaking has the management of that aircraft for a period not exceeding 14 days, subregulation (3) shall have effect as if that agreement had not been entered into.

(5) The expressions appearing in the General Classification of Aircraft, specified in Part A of the First Schedule to these Regulations shall have the meanings assigned to them in that Part.

(6) A power to make rules under these Regulations shall include the power to make different provisions with respect to different classes of aircraft, aerodromes, persons or property and with respect to different circumstances and with respect to different parts of Uganda and to make such incidental and supplementary provisions as are necessary or expedient for carrying out the purpose of the Regulations.

PART II—REGISTRATION AND MARKING OF AIRCRAFT.

Aircraft to be registered.

3. (1) An aircraft shall not fly in or over the Republic of Uganda unless it is registered in—

(a) Uganda; or

(b) a Contracting State; or

(c) some other country in relation to which there is in force an agreement between the Government of Uganda and the government of that country which makes provision for the flight over Uganda of aircraft registered in that country.

(2) Notwithstanding subregulation (1)—

(a) a glider may fly unregistered, and shall be deemed to be registered in Uganda for the purpose of regulations 13, 14, 20 and 36 of these Regulations, on any flight which—

(i) begins and ends in Uganda without passing over any other country; and

(ii) is not for the purpose of public transport or aerial work other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests in a glider owned or operated by a flying club

of which the person giving the instruction or conducting the tests and the person receiving the instruction or under going the test are both members.

(b) any aircraft may fly unregistered on any flight which—

(i) begins and ends in the Republic of Uganda without passing over any other country; and

(ii) is in accordance with the "B Conditions" specified in the Second Schedule to these Regulations:

(c) subregulation (1) shall not apply to any kite or captive balloon.

(3) if an aircraft flies over Uganda in contravention of subregulation (1) of this regulation in such manner or circumstances that if the aircraft had been registered in Uganda an offence against these Regulations or any rules made under these Regulations an offence would have been committed, the like offence shall be deemed to have been committed in respect of that aircraft.

Registration of aircraft in the Republic of Uganda.

4. (1) The Authority shall be the authority for the registration of aircraft in the Republic of Uganda and shall keep the register on its premises and may record in it the particulars specified in subregulation (7) of this regulation in a legible or a non-legible form so long as the recording is capable of being reproduced in a legible form.

(2) Subject to the provisions of this regulation, an aircraft shall not be registered or continue to be registered in Uganda if it appears to the Authority that—

(a) the aircraft is registered outside Uganda and that that registration does not cease by operation of law upon the aircraft being registered in the Republic of Uganda:

(b) an unqualified person holds any legal or beneficial interest by way of ownership in the aircraft or any share in it;

(c) the aircraft could more suitably be registered in some other contracting State other than Uganda; or

(d) it would be inexpedient in the public interest for the aircraft to be or to continue to be registered in Uganda.

(3) The following persons and no others shall be qualified to hold a legal or beneficial interest by way of ownership in an aircraft registered in the Republic of Uganda or share in it—

(a) Government of Uganda:

(b) citizens of Uganda or persons bonafide resident in Uganda or such other persons as the Authority may approve; and

(c) bodies corporate established under and subject to the law of Uganda.

(4) If any unqualified person residing or having a place of business in Uganda holds a legal or beneficial interest by way of ownership in an aircraft, or a share in it, the Authority, upon being satisfied that the aircraft may otherwise be properly so registered, may register the aircraft in Uganda.

(5) The unqualified person shall not cause or permit the aircraft, while it is registered under subregulation (4) to be used for the purpose of public transport or aerial work.

(6) If an aircraft is chartered by demise to a qualified person the Authority may, whether or not an unqualified person is entitled as owner to a legal or beneficial interest in it, register the aircraft in Uganda in the name of the charterer upon being satisfied that the aircraft may otherwise be properly so registered and subject to the provisions of this regulation the aircraft may remain so registered during the continuation of the charter.

(7) Application for the registration of an aircraft in Uganda shall be made in writing to the Authority, and shall include or be accompanied by such particulars and evidence relating to the aircraft and the ownership and chartering of it as it may require to enable it to determine whether the aircraft may properly be registered in Uganda and to issue the certificate referred to in subregulation (10) of this Regulation.

(8) In particular, the application shall include the proper description of the aircraft according to column 4 of the General Classfication of Aircraft specified in Part A of the First Schedule to these Regulations.

(9) Upon receiving an application for registration of an aircraft in Uganda and being satisfied that the aircraft may properly be so registered, the Authority shall register the aircraft, wherever it may be and shall include in the register the following particulars—

(a) the number of the certificate;

(b) the nationality mark of the aircraft, and the registration mark assigned to it by the Authority;

(c) the name of the constructor of the aircraft and its designation;

(d) the serial number of the aircraft;

(e) the name and address of every person who is entitled as owner to a legal interest in the aircraft or a share in it or in the case of an aircraft which is the subject of a charter by demise, the name and address of the charterer by demise; and

(f) in the case of an aircraft registered under subregulations (4) or (6) of this regulation, an indication that it is so registered.

(10) The Authority shall furnish to the person in whose name the aircraft is registered in these Regulations referred to as 'the registered owner' a certificate of registration: which shall include the foregoing particulars and the date on which the certificate was issued.

(11) The Authority shall not be required to furnish a certificate of registration if the registered owner is the holder of an aircraft dealer's certificate granted under these Regulations who has made to the Authority and has not withdrawn a statement of his or her intention that the aircraft is to fly only in accordance with the conditions specified in Part C of the First Schedule to these Regulations. and in that case. the aircraft shall fly only in accordance with those conditions.

(12) The Authority may grant to any qualified person an aircraft dealer's certificate if it is satisfied that he or she has a place of business in Uganda for buying and selling aircraft.

(13) Subject to subregulations (4) and (6) of this regulation, if at any time after an aircraft has been registered in Uganda an unqualified person becomes entitled to a legal or beneficial interest by way of ownership in the aircraft or a share in it the registration of the aircraft shall immediately become void and the certificate of registration shall immediately be returned by the registered owner to the Authority.

(14) Any person who is the registered owner of an aircraft registered in Uganda shall immediately inform the authority in writing of—

(a) any change in the particulars which were furnished to the Authority upon application being made for the registration of the aircraft;

(b) the destruction of the aircraft, or its permanent withdrawal from use; or

(c) in the case of an aircraft registered under subregulation (6) of this regulation, the termination of the demise charter.

(15) Any person who becomes the owner of an aircraft registered in Uganda shall within 28 days inform the authority in writing to that effect.

(16) The Authority may, whenever it appears to it necessary or appropriate to do so for giving effect to this Part of these Regulations or for bringing up to date or otherwise correcting the particulars entered on the register, amend the register or, if it thinks fit, cancel the registration within 2 months, after being satisfied that there has been a change in the ownership of the aircraft.

(17) The Authority may, by rules, adapt or modify, the foregoing provisions of this regulation as it deems necessary or expedient for the purpose of providing for the temporary transfer of aircraft to or from Uganda register, either generally or in relation to a particular case or class of cases.

(18) In this regulation references to an interest in an aircraft do not include reference to an interest in an aircraft to which a person is entitled only by virtue of his or her membership of a flying club and the reference in subregulation (14) of this regulation to the registered owner of an aircraft includes in the case of a deceased person, his or her legal personal representative, and in the case of body corporate which has been dissolved, its successor.

(19) Nothing in this regulation shall require the Authority to cancel the registration of an aircraft if in its opinion it would be inexpedient in the public interest to do so.

(20) The registration of an aircraft which is the subject of an undischarged mortgage entered in the register of Aircraft mortgages kept by the Authority shall not become void by virtue of subregulation (13) of this regulation, nor shall the Authority cancel the registration of such an aircraft under this regulation, unless all persons shown in the Register of Aircraft mortgages as mortgagees of that aircraft have consented to the cancellation.

Nationality and registration marks.

5. (1) An aircraft, other than an aircraft permitted by or under and these Regulations to fly without being registered shall not fly unless it bears painted on it or affixed to it in the manner required by the law of the country in which it is registered, the nationality and registration marks required by that law.

(2) The marks to be borne by aircraft registered in Uganda shall comply with Part B of the First Schedule to these Regulations.

(3) An aircraft shall not bear any marks which purport to indicate—

(a) that the aircraft is registered in a country in which it is not fact registered; or

(b) that the aircraft is a State aircraft of a particular country if it is not in fact such an aircraft, unless the appropriate authority of that country has sanctioned bearing of such marks.

PART III—AIR OPERATORS' CERTIFICATE.

Issue of Air operator's certificate.

6. (1) An aircraft registered in Uganda shall not fly on any flight for the purpose of public transport other than under and in accordance with the terms of an air operator's certificate granted to the operator of the aircraft under subregulation (2) of this regulation. certifying that the holder of the certificate is competent to secure that aircraft operated by him or her on such flights as that in question are operated safely.

(2) The Authority shall grant to any person applying for an air operators certificate if it is satisfied that that person is competent, having regard in particular to his or her previous conduct and experience, his or her equipment, organisation, staffing, maintenance and other arrangements to secure the safe operation of aircraft of the type specified in the certificate on flights of the description and for the purposes so specified.

(3) The certificate may be granted subject to such conditions as the Authority thinks fit and shall, subject to the provisions of regulation 67 of these Regulations, remain in force for the period specified in the certificate.

PART IV— AIRWORTHINES AND EQUIPMENT OF AIRCRAFT.

Certificate of Airworthiness to be in force.

7. (1) An aircraft shall not fly unless there is in force in respect of it a certificate of airworthiness duly issued or rendered valid in under the laws of the country in which the aircraft is registered, and any conditions subject to which the certificate was issued or rendered valid are complied with.

(2) The prohibition in subregulation (1) shall not apply to flights, beginning and ending in Uganda without passing over any other country of—

(a) a glider, if it is not being used for the public transport of passengers or aerial work other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests in a glider owned or operated by a flying club of which the person giving the instruction or conducting the tests and the person receiving the instruction or undergoing the test are both members;

(b) a balloon, if it is not being used for the public transport of passengers:

(c) a kite;

(d) an aircraft flying in accordance with the "A Conditions" or the "B Conditions" set out in the Second Schedule to these Regulations: or

(e) an aircraft flying in accordance with the conditions of a permit to fly issued by the Authority in respect of that aircraft.

(3) In the case of an aircraft registered in Uganda the certificate of airworthiness referred to in subregulation (1) of this regulation shall be a certificate issued or rendered valid in accordance with regulation 8 of these Regulations.

Issue, renewal, *etc.* of certificates of airworthiness.

8. (1) The Authority shall issue in respect of any aircraft a certificate of airworthiness if it is satisfied that the aircraft is fit to fly having regard to—

(a) the design, construction, workmanship and materials of the aircraft (including in particular any engines fitted in it) and of any equipment carried in the aircraft which it considers necessary for the airworthiness of aircraft; and

(b) the results of flying trials, and such other tests of the aircraft as it may require.

(2) If the Authority has issued a certificate of airworthiness in respect of an aircraft which, in its opinion, is a prototype aircraft or a modification of a prototype aircraft, it may dispense with flying trials in the case of any other aircraft if it is satisfied that it conforms to such prototype or modification.

(3) Every certificate of airworthiness shall specify such categories as are, in the opinion of the Authority, appropriate to the aircraft in accordance with the Third Schedule to these Regulations and the certificate shall be issued subject to the condition that the aircraft shall be flown only for the purposes indicated in that Schedule in relation to those categories.

(4) The Authority may issue the certificate of airworthiness subject to such other conditions relating to the airworthiness of the aircraft as it thinks fit.

(5) The certificate of airwothiness may designate the performance group to which the aircraft belongs for the purpose of the requirements referred to in regulation 3 (1) of these Regulations.

(6) The Authority may, subject to such conditions as it thinks fit, issue a certificate of validation rendering valid for the purpose of these Regulations a certificate of airworthiness issued in respect of any aircraft under the law of any country other than Uganda.

(7) Subject to the provisions of this regulation and of regulation 67 of these Regulations, a certificate of airwothiness or validation issued under this regulation shall remain in force for such period as may be specified in it and may be renewed from time to time by the Authority for such further period as it thinks fit.

(8) A certificate of airworthiness or a certificate of validation issued in respect of an aircraft shall cease to be in force—

(a) if the aircraft, or such of its equipment as necessary for the airworthiness of the aircraft, is overhauled, repaired or modified, or if any part of the aircraft or of such equipment is removed or is replaced, otherwise than in a manner and with material of a type approved by the Authority either generally or in relation to a class of aircraft or to the particular aircraft;

(b) until the completion of any inspection of the aircraft or any such equipment being an inspection made for the purpose of ascertaining whether the aircraft remains airworthy; and—

(i) classified as mandatory by the Authority;

(ii) required by a maintenance schedule approved by the Authority in relation to that aircraft; or

(c) until the completion to the satisfaction of the Authority of any modification of the aircraft or any such equipment being a modification required by the Authority for the purpose of ensuring that the aircraft remains airworthy.

Certificate of maintenance.

9. (1) An aircraft registered in Uganda in respect of which a certificate of airworthiness in either the transport or in the aerial work category is in force shall not fly unless—

(a) the aircraft (including in particular its engines), together with its equipment and radio station, is maintained in accordance with a maintenance, schedule approved by the Authority in relation to that aircraft; and

(b) there is in force a certificate (in these Regulations referred to as a "certificate of maintenance review") issued in respect of the aircraft in accordance with this regulation and the certificate shall certify the date on which the maintenance review was carried out and the date thereafter when the next review is due.

(2) The approved maintenance schedule referred to in subregulation (1) of this regulation shall specify the occasions on which a review must be carried out for the purpose of issuing a certificate of maintenance review.

(3) A certificate of maintenance review may be issued for the purpose of this regulation only by—

(a) the holder of an aircraft maintenance engineer's licence—

(i) granted under these Regulations as being a licence which entitles him or her to issue the certificate;

(ii) granted under the law of a country other than Uganda and rendered valid under these Regulations in accordance with the privileges endorsed on the licence, or

(iii) granted under the law of any such country as may be prescribed in accordance with the privileges endorsed on the licenses and subject to any conditions which may be prescribed;

(b) a person whom the Authority has authorised to issue a certificate of maintenance review in a particular case and in accordance with that authority; or

(c) a person approved by the Authority as being competent to issue such certificates, and in accordance with that approval.

(4) In approving a maintenance schedule, the Authority may direct that certificates of maintenance review relating to the schedule, or to any part of it specified in its direction, may be issued only by the holder of such a licence as is so specified.

(5) A person referred to in subregulation (3) of this regulation shall not issue a certificate of maintenance review unless he or she has first verified that—

(a) maintenance has been carried out on the aircraft in accordance with the maintenance schedule approved for that aircraft;

(b) inspections and modifications required by the Authority as provided in regulation 8 of these Regulations have been completed as certified in the relevant certificate of release to service issued in accordance with regulation 11 of these Regulations;

(c) defects entered in the technical log of the aircraft in accordance with regulation 10 of these Regulations have been rectified or the rectification of it has been deferred in accordance with procedures approved by the Authority; and

(d) certificates of release to service have been issued in accordance with regulation 11 of these Regulations; and for this purpose the operator of that aircraft shall make available to that person such information as is necessary.

(6) A certificate of maintenance review shall be issued in duplicate, one copy of the most recently issued certificate shall be carried in the aircraft when regulations 62 of these Regulations so requires, and the other shall be kept by the operator elsewhere other than in the aircraft.

(7) Subject to regulation 66 of these Regulation, each certificate of maintenance review shall be preserved by the operator of the aircraft for a period of 2 years after it has been issued.

Technical log.

10. (1) A technical log shall be kept in respect of an aircraft registered in Uganda being an aircraft in respect of which a certificate of airworthiness in either the transport or in the aerial work category is in force.

(2) At the end of every flight by an aircraft to which this regulation applies the commander of the aircraft shall enter—

(a) the times when the aircraft took off and landed;

(b) particulars of any defect which is known to him or her and which affects the airworthiness or safe operation of the aircraft. or if no such defect is known to him or her, an entry to that effect; and

(c) such other particulars in respect of the airworthiness or operation of the aircraft as the Authority may require in a technical log. or in the case of an aircraft of which the maximum total weight authorised does not exceed 2730 kg and which is not operated by a person who is the holder of or is required by regulation 6 (1) of these Regulations to hold an air operator's certificate, in such other record as the Authority shall approve and he or she shall sign and date those entries except that in the case of a number of consecutive flights each of which begins and ends—

(i) within the same period of 24 hours;

(ii) at the same aerodrome, except where each such flight is for the purpose of dropping or projecting any material for agricultural, public health or similar purposes; and

(iii) with the same person as commander of the aircraft; the commander of an aircraft may, except where he or she becomes aware of a defect during an earlier flight, make the entries in a technical log at the end of the last of such consecutive flights.

(3) Upon the rectification of any defect which has been entered in a technical log in accordance with subregulation (2) of this regulation a person issuing a certificate of release to service required by regulation 11 of these Regulations in respect of that defect shall enter the certificate in the technical log in such a position as to be readily identifiable with the defect to which it relates.

(4) The technical log referred to in this regulation shall be carried in the aircraft when regulation 62 of these Regulations so requires and copies of the entries referred to in this regulation shall be kept on the ground.

(5) In the case of an aeroplane of which the maximum total weight authorised does not exceed 2730kg. or a helicopter, if it is not reasonably practicable for the copy of the technical log to be kept on the ground it may be carried in the aeroplane or helicopter, as the case may be, in a container approved by the Authority for that purpose.

(6) Subject to regulation 66 of these regulations. a technical log or such other approved record required by this regulation shall be preserved by the operator of the aircraft to which it relates until a date 2 years after the aircraft has been destroyed or has been permanently withdrawn from use, or for such shorter period as the Authority may permit in a particular case.

Inspection overhaul. repair. replacement and modification.

11. (1) Except as provided in subregulation (2) of this regulation an aircraft registered in Uganda being an aircraft in respect of which a certificate of airworthniess issued or rendered valid under these Regulations in force, shall not fly unless there is in force a certificate of release to service issued in accordance with this regulation if the aircraft or any part of the aircraft or such of its equipment as is necessary for the airworthiness of the aircraft has been overhauled, repaired, replaced. modified. maintained, or has been inspected as provided for in regulation 8 (7) *(b)* of these Regulations as the case may be; except that if a repair or replacement of a part of an aircraft or its equipment is carried out when the aircraft is at such a place that it is not reasonably practicable—

(a) for the repair or replacement to be carried out in such a manner that a certificate of release to service can be issued under this regulation in respect of it; or

(*b*) for such certificate to be issued while the aircraft is at that place;

it may fly to a place at which the certificate can be issued, being the nearest place—

(i) to which the aircraft can, in the reasonable opinion of the commander of the aircraft, safely fly by a route for which it is properly equipped; and

(ii) to which it is reasonable to fly, having regard to any hazards to the liberty or health of any person on board: and in that case the commander of the aircraft shall cause written particulars of the flight, and the reasons for making it, to be given to the Authority within 10 days thereafter.

(2) Nothing in subregulation (1) of this regulation shall require a certificate of release to service to be in force in respect of an aircraft of which the maximum total weight authorised does not exceed 2730kg and in respect of which a certificate of airworthiness of the special category is in force, unless the Authority gives a direction to the contrary in a particular case.

(3) Nothing in subregulation (1) of this regulation shall prevent an aircraft in respect of which there is in force a certificate of airworthiness in the private or special categories and whose maximum total weight authorised does not exceed 2730kg from flying if the only repairs or replacements in respect of which a certificate of release to service is not in force are of such a description as may be prescribed and have been carried out personally by the owner or operator of the aircraft being the holder of a pilot's licence granted or rendered valid under those regulations.

(4) Where subregulation (3) applies, the owner or operator, as the case may be, of the aircraft, shall keep in the aircraft log book kept in respect of the aircraft under regulation 16 of these Regulations a record which identifies the repair or replacement and shall sign and date the entries and, subject to regulation 66 of these Regulations, shall preserve the log book for the period specified in regulation 16 of these Regulations.

(5) Any equipment or parts used in carrying out the repairs or replacements shall be of a type approved by the Authority whether generally or in relation to a class of aircraft or one particular aircraft.

(6) Neither—

(a) equipment provided in compliance with Fifth Schedule to these Regulations other than paragraph (3) of that Schedule: nor

(b) radio apparatus provided for use in an aircraft or in any survival craft carried in an aircraft whether or not the apparatus is provided in compliance with these Regulations or any rule made under these Regulations;

shall be installed or placed on board for use in an aircraft registered in Uganda after being overhauled, repaired, modified or inspected, unless there is in force in respect of it at the time when it is installed or placed on board a certificate of release to service issued in accordance with this regulation.

(7) A certificate of release to service shall—

(a) certify that the aircraft or any part of it or its equipment has been overhauled, repaired, replaced, modified or maintained, as the case may be, in a manner and with material of a type approved by the Authority either generally or in

relation to a class of aircraft or the particular aircraft and shall identify the overhaul, repair, replacement, modification or maintenance to which the certificate relates and shall include particulars of the work done; or

(b) certify in relation to any inspection required by the Authority that the aircraft or the part of it or its equipment, as the case may be, has been inspected in accordance with the requirements of the Authority and that any consequential repair, replacement or modification has been carried out as required by this regulation.

(8) A certificate of release to service may be issued for the purpose of this regulation only by—

(a) the holder of an aircraft maintenance engineer's licence—

(i) granted under these Regulations, being a licence which entitled him or her to issue that certificate;

(ii) granted under Law of a country other than Uganda and rendered valid under these Regulations, in accordance with the privileges endorsed on the licence; or

(iii) granted under the law of any such country as may be prescribed in accordance with the privileges endorsed on the licence and subject to any conditions which may be prescribed;

(b) the holder of an aircraft maintenance engineer's licence or authorisation as such an engineer granted or issued by or under the law of any contracting state other than Uganda in which the overhaul,

repair, replacement, modification or inspection has been carried out, but only in respect of aircraft of which the maximum total weight authorised does not exceed 2730kg and in accordance with the privileges endorsed on the licence;

(c) a person approved by the Authority as being competent to issue the certification, and in accordance with that approval;

(d) a person whom the Authority has authorised to issue the certificate in a particular case, and in accordance with that authority; or

(e) in relation only to the adjustment and compensation of direct reading magnetic compasses, the holder of an Airline Transport Pilots Licence (Aeroplanes), or a Flight Navigator's Licence granted or rendered valid under these Regulations.

(9) In this regulation, the expression 'repair' includes in relation to a compass the adjustment and compensation and the expression 'repaired' shall be construed accordingly.

Licensing of maintenance engineers.

12. (1) The Authority may grant aircraft maintenance engineers' licences subject to such conditions as it thinks fit upon it being satisfied that the applicant is a fit person to hold the licence and has furnished such evidence and passed such examination and tests as the Authority may require of him or her for the purpose of establishing that he or she has sufficient knowledge, experience, competence and skill in aeronautical engineering.

(2) An aircraft maintenance engineer's licence shall authorise the holder, subject to such conditions as may be specified in the licence, to issue—

(a) certificates of maintenance review in respect of such aircraft as may be so specified;

(*b*) certificates of release to service in respect of such overhauls, repairs, replacements, modifications, maintenance and inspections of such aircraft and such equipment as may be so specified; or

(*c*) certificates of fitness for flight under "A Conditions in respect of such aircraft as may be so specified.

(3) A licence shall, subject to regulation 67 of these Regulations, remain in force for the period specified in it not exceeding 1 year, but may be renewed by the Authority from time to time upon its being satisfied that the applicant is a fit person and is qualified as required by this regulations.

(4) The Authority may issue a certificate rendering valid for the purposes of these Regulations any licence as an aircraft maintenance engineer granted under law of any country other than Uganda.

(5) The certificate may be issued subject to such conditions, and for such periods, as the Authority thinks fit.

(6) Upon receiving a licence granted under this regulation, the holder shall immediately sign his or her name in ink with his or her ordinary signature.

(7) Without prejudice to any other provision of these Regulations, the Authority may, for the purpose of this regulation, either absolutely or subject to such conditions as it thinks fit—

(*a*) approve any course of training or instruction:

(*b*) authorise a person to conduct such examinations or tests as it may specify; and

(*c*) approve a person to provide or conduct any course of training or instruction.

Equipment of aircraft.

13. (1) An aircraft shall not fly unless it is so equipped as to comply with the law of the country in which it is registered, and to enable lights and markings to be displayed, and signals to be made, in accordance with these Regulations and any rule made under these Regulations.

(2) In the case of any aircraft registered in Uganda the equipment required to be provided (in addition to any other equipment required by or under these Regulations) shall be that specified in such parts of the Fifth Schedule to these Regulations as are applicable in the circumstances and shall comply with the provisions of that Schedule.

(3) The equipment except that specified in paragraph 3 of that Schedule, shall be of a type approved by the Authority either generally or in relation to a class of aircraft or in relation to that aircraft and shall be installed in a manner so approved.

(4) In any particular case the Authority may direct that an aircraft registered in Uganda shall carry such additional or special equipment or supplies as it may specify for the purpose of facilitating the navigation of the aircraft, the carrying out of search and rescue operations, or the survival of the persons carried in the aircraft.

(5) The equipment carried in compliance with this regulation shall be so installed or stowed and kept stowed, and so maintained and adjusted, as to be readily accessible and capable of being used by the person for whose use it is intended.

(6) The position of equipment provided for emergency use shall be indicated by clear markings in or on the aircraft. In particular in every public transport aircraft registered in Uganda there shall be—

(a) provided individually for each passenger; or

(b) if the Authority so permits in writing, exhibited in a prominent position in every passenger compartment; a notice relevant to the aircraft in question containing pictorial—

(i) instructions on the brace position to be adopted in case of an emergency landing;

(ii) instructions on the method of use of safety belts and safety harnesses as appropriate;

(iii) information as to where emergency exits are to be found and instructions as to how they are to be used; and

(iv) information as to where the life-jackets, escape slides, life-rafts, and oxygen masks, if required to be provided by subregulation (2) of this regulation are to be found and instruction as to how they are to be used.

(8) All equipment installed or carried in an aircraft, whether or not in compliance with this regulation, shall be so installed or stowed and so maintained and adjusted as not to be a source of danger in itself or to impair the airworthness of the aircraft or the proper functioning of any equipment or services necessary for the safety of the aircraft.

(9) Without prejudice to subregulations (2) and (3) of this regulation, all navigational equipment (other than radio apparatus) of any of the following types—

(a) equipment capable of establishing the aircraft's position in relation to its position at some earlier time by computing and applying the resultant of the acceleration and gravitational forces acting upon it; and

(b) equipment capable of establishing automatically the altitude and relative bearing of selected celestial bodies:

when carried in an aircraft registered in Uganda (whether or not in compliance with these Regulations or any rules made under these Regulations) shall be of a type approved by the Authority either generally or in relation to a class of aircraft or in relation to that aircraft and shall be installed in a manner so approved.

(10) This regulation shall not apply in relation to radio apparatus except that specified in the Fifth Schedule to these Regulations.

Radio equipment of aircraft.

14. (1) An aircraft shall not fly unless it is so equiped with radio of and radio navigation equipment as to comply with the law of the country in which the aircraft is registered and to enable communications to be made and the aircraft to be navigated. in accordance with the provisions of these Regulations and any rules made under them.

(2) Without prejudeice to subregulation (1) of this regulation. the aircraft shall be equipped with radio and radio navigation equipment in accordance with the Sixth Schedule to these Regulations.

(3) In any particular case the Authority may direct that an aircraft registered in Uganda shall carry such additional or special radio or radio navigation equipment as it may specify for the purpose of facilitating the navigation of the aircraft, the carrying out of search and rescue operations or the survival of the persons carried in the aircraft.

(4) Subject to such exceptions as may be prescribed the radio and radio navigation equipment provided in compliance with this regulation in an aircraft registered in Uganda shall always be maintained in serviceable condition.

(5) All radio and radio navigation equipment installed in aircraft registered in Uganda or carried on such an aircraft for use in connection with the aircraft (whether or not in compliance with these Regulations or any rules made under these Regulations) shall be of a type approved by the Authority in relation to the purpose for which it is to be used, and shall, except in the case of a glider which is permitted by regulation 3 (1) of these Regulations to fly unregistered, be installed in a manner approved by the Authority.

(6) Neither the equipment nor the manner in which it is installed shall be modified except with the approval of the Authority.

Minimum equipment requirements.

15. (1) This regulation shall not apply to equipment required to be carried by virtue of sub-regulations (2) and (3) of regulation 39 of these Regulations.

(2) Subject to subregulation (1) of this regulation, the Authority may, subject to such conditions as it thinks fit, grant in respect of any aircraft or class of aircraft registered in Uganda permission permitting that aircraft to commence a flight in specified circumstances notwithstanding that any specified item or equipment (including radio apparatus) required by or under these Regulations to be carried in the circumstances of the intended flight is not carried or is not in a fit conditions for use.

(3) An aircraft registered in Uganda shall not commence a flight if any of the equipment (including radio apparatus) required by or under these regulations to be carried in the circumstances of the intended flight is not in a fit condition for use—

(a) otherwise than under and in accordance with the terms of a permission under this Regulation which has been granted to the operator; and

(b) unless in the case of an aircraft to which regulation 26 of these Regulations applies, the operations manual required under that regulation contains

the particulars specified at sub paragraph (xvii) of Part A of the Eleventh Schedule to these Regulations.

Aircraft, engine and propeller log books.

16. (1) In addition to any other log books required by or under these Regulations, the following log books shall be kept in respect of aircraft registered in Uganda—

(a) an aircraft log book;

(b) a separate log book in respect of each engine fitted in the aircraft; and

(c) a separate log book in respect of each variable pitch propeller fitted to the aircraft.

(2) The log books shall include the particulars respectively specified in the Seventh Schedule to these Regulations and in the case of an aircraft having a maximum total weight authorised not exceeding 2730kg, shall be of a type approved by the Authority.

(3) Each entry in the log book other than such an entry as is referred to in sub-paragraphs 2 *(d)* (ii) or 3 *(d)* (ii) of the Seventh Schedule to these Regulation shall be made as soon as practicable after the occurrence to which it relates, but not more than 7 days after the expiration of the certificate of maintenance review (if any) in force in respect of the aircraft at the time of the occurrence.

(4) Each entry in the log book, being such an entry as is referred to in sub-paragraphs 2*(d)* (ii) or 3*(d)* (ii) of the Seventh Schedule to these Regulation shall be made upon each occasion that any maintenance, overhaul, repair, replacement, modification or inspection is undertaken on the engine or propeller as the case may be.

(5) Entries in the log book may refer to other documents which shall clearly identified. and any other documents so referred to shall be deemed. for the purposes of these Regulation to be part of the log book.

(6) It shall be the duty of the operator of every aircraft in respect of which log books are required to be kept to keep them or cause them to be kept in accordance with this Regulation.

(7) Subject to regulation 66 of these Regulations every log book shall be preserved by the operator of the aircraft until a date 2 years after the aircraft, the engine or the variable pitch propeller as the case may be has been destroyed or has been permanently withdrawn from use.

Aircraft weight schedule.

17. (1) Every flying machine and glider in respect of which a certificate of airworthiness issued or rendered valid under these Regulations is in force, shall be weighed, and the position of its center of gravity determined at such time and in such manner as the Authority may require or approve in the case of that aircraft.

(2) Upon the aircraft being weighed the operator of the aircraft shall prepare a weight schedule showing—

(a) either the basic weight of the aircraft. that is to say, the weight of the aircraft empty together with the weight of unusable fuel and unusable oil in the aircraft and of such items of equipment as are indicated in the weight schedule, or such other weight as may be approved by the Authority in the case of that aircraft: and

(b) either the position of the centre of gravity of the aircraft when the aircraft contains only the items included in the basic weight or such other position of the centre of gravity as may be approved by the Authority in the case of that aircraft.

(3) Subject to regulation 66 of these Regulations, the weight schedule shall be preserved by the operator on the aircraft until the expiration of a period of six months following the next occasion on which the aircraft is weighed for the purpose of this regulation.

Access and inspection for air-worthiness purposes.

18. The Authority may cause such inspections, investigations, tests, experiments and flight trials to be made as it deems necessary for the purposes of this Part of these Regulations any person authorised to do so in writing by the Authority may at any reasonable time inspect any part of, or material intended to incorporated in or used in the manufacture of any part of an aircraft or its equipment or any documents relating them and may for that purpose go upon any aerodrome or enter any aircraft factory.

PART V—AIRCRAFT CREW AND LICENSING.

Com-position of crew of aircraft.

19. (1) An aircraft shall not fly unless it carries a flight crew of crew the number and description required by the law of the country in which it is registered.

(2) An aircraft registered in Uganda shall carry a flight crew adequate in number and description to ensure the safety of the aircraft and of at least the number and description specified in the certificate of airworthiness issued or rendered valid under these Regulations or, if no certificate of airworthiness is required under these Regulations to be in force, the certificate of airworthiness, if any, last in force under these Regulations, in respect of that aircraft.

(3) A flying machine registered in Uganda and flying for the purpose of public transport having a maximum total weight authorised exceeding 5700kg shall carry not less than two pilots as members of the flight crew of the aircraft.

(4) An aeroplane registered in Uganda and flying for the purpose of public transport in circumstances where the aircraft commander is required to comply with the Instrument Flight Rules and having a maximum total weight authorised of 5700kg or less and powered by—

(i) one or more turbine jets;

(ii) one or more turbine propeller engines and provided with a means of pressurising the personnel compartments:

(iii) two or more turbine propeller engines and certificated to carry more than nine passengers;

(iv) two or more turbine propeller engines and certificated to carry fewer than 10 passengers and not provided with a means of pressurising the personnel compartments, unless it is equipped with an autopilot which has been approved by the Authority for the purpose of this regulation and which is serviceable on take-off: or

(v) two or more position engines, unless it is equipped with an autopilot which has been approved by the Authority for the purposes of these Regulation and which is serviceable on take-off.

shall carry not less than two pilots as members of the flight crew of the aircraft.

(5) An aeroplane described in subregulation 4 (iv) and (v) which is equipped with an approved autopilot shall not be required to carry two pilots notwithstanding that before take-off the approved autopilot is found to be unserviceable. if the aeroplane flies in accordance with arrangements approved by the Authority.

(6) An aircraft registered in Uganda engaged on a flight for the purpose of public transport shall carry—

(a) a flight navigator as a member of the flight crew: or

(b) navigational equipment approved by the Authority and used in accordance with any conditions subject to which that approval may have been given. If on the route or any diversion from it, being a route or diversion planned before take ñ off the aircraft is intended to be more than 500 nautical mile from the point of take-off off measured along the route to be flown and to pass over part of an area specified in the Eight Schedule of these Regulation.

(7) The flight navigator carried in compliance with this regulation shall be carried in addition to any person who is carried in accordance with this regulation to perform other duties.

(8) An aircraft registered in Uganda which is required by regulation 14 of these Regulations to be equipped with radio communication apparatus shall carry a flight radio operator as a member of the flight crew, who if he or she is required to operate radiotelegraph apparatus, shall be carried in addition to any other person who is carried in accordance with this regulation to perform other duties.

(9) If it appears to it to be expedient to do so in the interests of safety, the Authority may direct any particular operator of any aircraft registered in Uganda that the aircraft operated by him or her or any such aircraft shall not fly in such circumstances as the Authority may specify unless those aircraft carry in addition to the flight crew required to be carried in them by the foregoing provisions of this regulation such additional persons as members of the flight crew as it may specify in the direction.

(10) Subregulations (11) and (12) of this regulation apply to any flight for the purpose of public transport by an aircraft registered in Uganda—

(i) on which is carried 20 or more passengers; or

(ii) which may in accordance with its certificate of airworthiness carry more than 35 passengers and on which at least one passenger is carried.

(11) The crew of an aircraft on a flight shall include cabin attendant carried for the purpose of performing in the interests of the passengers, duties to be assigned by the operator or the commander of the aircraft but who shall not act as members of the flight crew.

(12) On a flight there shall be carried not less than one cabin attendant for every 50, or fraction of 50 passenger seats installed in the aircraft except that the number of cabin attendants calculated in accordance with this subparagrah need not be carried where the Authority has granted written permission to the operator to carry a lesser number on that flight and the operator carries the number specified in that permission and complies with any other terms and conditions subject to which the permission is granted.

(13) If it appears to it to be expedient to do so in the interests of safety, the Authority may direct any particular operator of any aircraft registered in Uganda that the aircraft shall not fly in such circumstances as the Authority may specify unless those aircraft carry in addition to the cabin attendants required to be carried in them by the foregoing provisions of this regulation such additional persons as cabin attendants as it may specify in the direction.

Members of flight crew requirement of licences.

20. (1) Subject to the provision of this regulation, a person shall not act as a member of the flight crew of an aircraft registered in Uganda unless he or she is the holder of an appropriate licence granted or rendered valid under these Regulations.

(2) A person may, within Uganda without being the holder of such a licence—

(a) act as a flight radiotelephony operator if—

(i) he or she does so as the pilot of a glider not flying for the purpose of public transport or aerial work, or as a person being trained in an aircraft registered in Uganda to perform duties as a member of the flight crew of an aircraft;

(ii) he or she authorised to operate the radiotelephony station by the holder of the licence granted in respect of that station under any enactment;

(iii) messages are transmitted only for the purpose of instruction, or of the safety or navigation of the aircraft;

(iv) messages are transmitted only on a frequency exceeding 60 MHz assigned by the Authority for use on flights on which a flight radiotelephony operator acts in one of the capacities specified in paragraph (i) of this provision;

(v) the transmitter is pre-set to one or more of the frequencies so assigned and cannot be adjusted in flight to any other frequency;

(vi) the operation of the transmitter requires the use only of external switches; and

(vii) the stability of the frequency radiated is maintained automatically by the transmitter.

(b) subject to subregulation (18) of regulation 21 of these Regulations, act as pilot in command of an aircraft for the purpose of becoming qualified for the grant or renewal of a pilot's licence or the inclusion or variation of any rating in a pilot's licence if—

(i) he or she is at least 17 years of age;

(ii) he or she is the holder of a valid medical certificate to the effect that he or she is fit so to act issued by a person approved by the Authority;

(iii) he or she complies with any conditions subject to which that medical certificate was issued;

(iv) no other person is carried in the aircraft;

(v) the aircraft is not flying for the purpose of public transport or aerial work other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests; and

(vi) he or she so acts in accordance with instructions given by a person holding a pilot's licence granted under these Regulations being a licence which includes a flying instructor's rating or an assistant flying instructor's rating entitling him or her to give instruction in flying the type of aircraft being flown:

(c) subject to regulation 21 (18) of these Regulations act as pilot of an aircraft in respect of which the flight crew required to be carried by or under these Regulations does not exceed one pilot for the

purpose of becoming qualified for the grant or renewal of a pilot's licence or the inclusion or variation of any rating in a pilot's licence if—

(i) the aircraft is not flying for the purpose of public transport or aerial work other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests:

(ii) he or she acts in accordance with instructions given by a person holding a pilot's licence granted under these Regulations being a licence which includes a flying instructor's rating or an assistant flying instructor's rating entitling him or her to give instruction in flying the type of aircraft being flown; and

(iii) the aircraft is fitted with dual controls and he or she is accompanied in the aircraft by the instructor who is seated at the other set of controls or the aircraft is fitted with controls designed for and capable of use by two persons and he or she is accompanied in the aircraft by the instructor who is seated so as to be able to use the controls;

(d) subject to regulation 21(18) of these Regulations, act as pilot in command of an aircraft at night if—

(i) he or she is the holder of an appropriate licence granted or rendered valid under these Regulations in all respects except that the licence does not include an instrument rating and he or she has not within the immediately preceding 13 months carried out as pilot in command not less than 5

takeoffs and landing at at a time when depression of the centre of the sun was not less than 120 below the horizon;

(ii) he or she so acts in accordance with instructions given by a person holding a pilot's licence granted under these Regulations being a licence which includes a flying instructor's rating or an assistant flying instructor's rating entitling him or her to give instruction in flying the type of aircraft being flown by night:

(iii) no person other than that specified in sub-paragraph (ii) is carried, and

(iv) the aircraft is not flying for the purpose of public transport or aerial work other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests.

(e) subject to regulation 21 (18) of these Regulations, act as pilot in command of a balloon if—

(i) he or she is the holder of an appropriate licence granted or rendered valid under these Regulations in all respects except that he or she has not within the immediately preceding 13 months carried out as pilot in command 5 flights each of not less than 5minutes duration;

(ii) he or she so acts in accordance with instructions given by a person authorised by the Authority to supervise flying in the type of balloon being flown:

(iii) no person other than that specified in sub-paragraph (ii) is carried; and

(iv) the aircraft is not flying for the purpose of public transport or aerial work other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests;

(2) Subject to subregulation (1) a person shall not act as a member of the flight crew required by or under these Regulations to be carried in an aircraft registered in a country other than Uganda unless—

(a) in the case of an aircraft for the purpose of public transport or aerial work he or she is the holder of an appropriate licence granted or rendered valid under the law of the country in which the aircraft is registered; or

(b) in case of any other aircraft, he or she is the holder of any appropriate licence granted or rendered valid under the law of that country in which the aircraft is registered or under these Regulations. and the Authority does not in the particular case give a direction to the contrary.

(3) For the purpose of these Regulations. a licence granted under the law of a Contracting State other than Uganda purporting to authorise the holder of the licence to act as a member of the flight crew of an aircraft. not being a licence purporting to authorise him or her to act as a student pilot only. shall, unless the Authority in the particular case give a direction to the contrary, be deemed to be a licence rendered valid under these Regulations but does not entitle the holder—

(a) to act as a member of the flight crew of any aircraft flying for the purpose of public transport or aerial work or on any flight in respect of which he or she receives remuneration for his or her services as a member of the flight crew; or

(b) in the case of a pilot's licence to act as pilot of any aircraft flying in controlled airspace in circumstances requiring compliance with the Instrument Flight Rules or to give any instruction flying.

(4) Notwithstanding subregulation (1) of this regulation, a person may, unless the certificate of airworthiness in force in respect of the aircraft otherwise requires, act as pilot of an aircraft registered in Uganda for the purpose of undergoing training or tests for the grant or renewal of apilot's licence or for the inclusion, renewal or extension of a rating in it without being the holder of an appropriate licence, if the following conditions are complied with—

(a) no other person shall be carried in the aircraft or in an aircraft being towed by it except a person carried as a member of flight crew in compliance with these Regulations, a person authorised by the Authority to witness the training or tests, or, to conduct the tests, or, if the pilot in command of the aircraft is the holder of an appropriate licence, a person carried for the purpose of being trained or tested as a member of the flight crew of an aircraft; and

(b) the person acting as the pilot of the aircraft without being the holder of an appropriate licence either-

(i) within the period of six months immediately preceding was serving as a qualified pilot of an aircraft in any of Uganda's armed forces, and his or her physical condition

has not, so far as he or she is aware, so deteriorated during that period as to render him or her unfit for the licence for which he or she intends to qualify; or

(ii) holds a pilot's flight navigator's or a flight engineer's licence granted under regulation 21 of these Regulations and the purpose of the training or test is to enable him or her to qualify under these Regulations for the grant of a pilot's licence or for inclusion of an additional type in the aircraft rating in his or her licence and he or she acts under the supervision of a person who is the holder of an appropriate licence.

(5) Notwithstanding the provisions of subregulation (1) of this regulation, a person may act as a member of the flight crew (otherwise than as a pilot) of an aircraft registered in Uganda for the purpose of undergoing training or tests for the grant or renewal of a flight navigator's licence or extension of a rating in it without being the holder of an appropriate licence if he or she acts under supervision and in the presence of another person who is the holder of the type of licence or rating for which the person undergoing the training or tests is being trained or tested.

(6) Notwithstanding the provisions of subregulation (1) of this regulation, a person may act as a member of the flight crew of an aircraft registered in Uganda without being the holder of an appropriate licence if, in so doing, he or she is acting in the course of his or her duty as a member of any of the Uganda's armed forces.

(7) An appropriate licence for the purpose of this regulation means a licence which entitles the holder to perform the functions which he or she undertakes in relation to the aircraft concerned and the flight on which it is engaged.

(8) This regulation shall not require a licence to be held by a person by reason of his or her acting as a member of the flight crew of a glider unless—

(a) he or she acts as a flight radio operator; or

(b) the flight is for the purpose of public transport or aerial work, other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests in a glider owned or operated by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members.

(9) Notwithstanding anything in this regulation—

(a) the holder of a licence granted or rendered valid under these regulations, being a licence endorsed to the effect that the holder does not satisfy in full the relevant international standard, shall not act as a member of the flight crew of an aircraft registered in Uganda in or over the territory of a Contracting State other than Uganda except in accordance with permission granted by the competent authorities of that State;

(b) the holder of a licence granted or rendered valid under the law of a Contracting State other than Uganda, being a licence endorsed under this subregulation shall not act as a member of the flight crew of any aircraft in or over Uganda except in accordance with permission granted by the Authority whether or not the licence is or is deemed to be rendered valid under these Regulations.

Grant, renewal and effect of flight crew licences.

21. (1) Subject to subregulation (6) of this regulation, the Authority shall grant licence, subject to such conditions as it thinks fit of any of the classes specified in Part A of the Ninth Schedule to these Regulations authorising the holder to act as a member of the flight crew of an aircraft registered in Uganda upon its being satisfied that the applicant is a fit person to hold the licence, and is qualified by reason of his or her knowledge, experience, competence, skill, physical and mental fitness to act in the capacity to which the licence relates, and for that purpose the applicant shall furnish such evidence and undergo such examinations and tests (including in particular medical examinations) and undertake such courses of training as the Authority may require of him or her.

(2) A licence of any class shall not be granted to any person who is under the minimum age specified for that class of licence in Part A of that Schedule.

(3) A licence granted under this regulation shall not be valid unless it bears on it the ordinary signature of the holder in ink.

(4) Subject to subregulation (6) of this regulation and to regulation 67 of these Regulations, a licence shall remain in force for the period indicated in the licence, not exceeding the period specified in respect of a licence of that class in the Ninth Schedule and may be renewed by the Authority from to time upon its being satisfied that the applicant is a fit person and qualified under this regulation.

(5) If no period is indicated in the licence it shall remain in force subject to subregulation (4) for the lifetime of the holder.

(6) The Authority may include in a licence a rating, subject to such conditions as it thinks fit, of any of the classes specified in Part B of the Ninth Schedule upon its being satisfied that the applicant is qualified under this regulation to act in the capacity to which the rating relates, and that rating shall be deemed to form part of the licence.

(7) Subject to any conditions of the licence and to the provisions of these Regulations, a licence of any class shall entitle the holder to perform the functions specified in respect of that licence in Part A of the Ninth Schedule under the heading 'Privileges' and rating of any class shall entitle the holder of the licence in which the rating is included . to perform the functions specified in respect of that rating in Part B of that Schedule.

(8) Subject to sub-regulation (11) of this regulation the holder of a pilot's licence or a flight engineer's licence shall not be entitled to exercise the privileges of an aircraft rating contained in the licence on a flight unless the licence bears a valid certificate of test or a valid certificate of an experience, which certificate shall in either case be appropriate to the functions he or she is to perform on that flight in accordance with Part C of the Ninth Schedule and shall otherwise comply with that Part.

(9) The holder of a Private Pilot's Licence (Balloons and Airships) shall be entitled to exercise the privileges of an aircraft rating contained in the licence on a flight when the licence does not bear such a certificate.

(10) The holder of a flight navigator's licence shall not be entitled to perform functions on a flight to which regulation 19 (6) of these regulation applies unless the licence bears a valid certificate of experience which certificate shall be appropriate to the functions he or she is to perform on the flight in accordance with part C of the Ninth Schedule and shall otherwise comply with that Part.

(11) The holder of a Private Pilot's Licence shall not be entitled to exercise the privileges of an aircraft rating contained in the licence on a flight unless the certificate of tests or certificate of experience required by subregulation (8) of this regulation is included in the personal flying log book required to be kept by him or her under regulation 23 of these Regulations.

(12) A person shall not be entitled to perform the functions to which an instrument rating (aeroplane), an instrument rating (helicopters), a flying instructor's rating or and assistant flying instructor's rating relates unless his or her licence bears a valid certificate of test which certificate shall be appropriate to be functions to which the rating relates in accordance with Part C of the Ninth Schedule and shall otherwise comply with that part.

(13) A person who, on the last occasion when he or she took a test for the purpose of subregulations (8) or (12) of this regulation, failed that test shall not be entitled to fly in the capacity for which that test would have qualified him or her had he or she passed it.

(14) The holder of a licence, other than a flight radiotelephony operator's licence, granted under this regulation, shall not be entitled to perform any of the functions to which his or her licence relates unless it includes a valid medical certificate.

(15) Every applicant for or holder of a licence under subregulation 14 shall upon such occasions as the Authority may require, submit himself or herself to medical examination by a person approved by the Authority either generally or in a particular case or class of cases who shall make a report to the Authority in such form such as the Authority may require.

(16) On the basis of the medical examination, the Authority or any person approved by it as competent to do so may issue a medical certificate subject to such conditions as he or she thinks fit to the effect that he or she has assessed the holder of the licence as fit to perform the functions to which the licence relates.

(17) The certificate shall, without prejudice to subregulations (18), (19) and (20) of this regulation, be valid for such period as specified in it and shall be deemed to form part of the licence.

(18) A person shall not be entitled to act as a member of the flight crew of an aircraft registered in Uganda if he or she knows or suspects that his or her physical or mental conditions renders him or her temporarily or permanently unfit to perform such functions or to act in such capacity.

(19) Every holder of a medical certificate issued under regulation 20 and 21 of these Regulations who—

(a) suffers any personal injury involving incapacity to undertake his or her functions as a member of the flight crew;

(b) suffers any illness involving incapacity to undertake those functions throughout a period of 20 days or more; or

(c) in the case of a woman, has reason to believe that she is pregnant,

shall inform the Authority in writing of the injury, illness or pregnancy, as soon as possible in the case of injury or pregnancy, and as soon as the period of 20 days has elapsed in the case of illness.

(20) The medical certificate shall be deemed to be suspended upon the occurrence of such injury or the lapse of such period of illness or the confirmation of the pregnancy; and—

(a) in the case of injury or illness the suspension shall cease upon the holder being medically examined under arrangements made by the Authority and pronounced fit to resume his or her functions as a member of the flight crew or upon the Authority exempting, subject to such conditions as it thinks fit, the holder from the requirement of a medical examination; and

(b) in the case of pregnancy, the suspension may be lifted by the Authority for such period and subject to such conditions as it thinks fit and shall cease upon the holder being medically examined under arrangements made by the Authority after the pregnancy has ended and pronounced fit to resume her functions as a member of the flight crew:

(21) Nothing in these Regulations shall prohibit the holder of a pilot's licence from acting as a pilot of an aircraft certificated for single pilot operation when, with the permission of the Authority, he or she is testing any person for the purposes of subregulations (1), (8) to (12) of this regulation, notwithstanding that the type of aircraft in which the test is conducted is not specified in the aircraft rating included in his or her licence or that the licence or personal flying log book, as the case may be, does not include a valid certificate of test or a valid certificate of experience in respect of the type of aircraft.

(22) Where any provision of Part C of the Ninth Schedule or Part B of the Eleventh Schedule to these Regulations permits a test to be conducted in a flight simulator approved by the Authority, that approval may be granted subject to such conditions as the Authority thinks fit.

(23)Without prejudice to any other provision of these Regulations the Authority may, for the purpose of this regulation, either absolutely or subject to such conditions as it thinks fit—

(a) approve any course of training or instruction:

(b) authorise a person to conduct such examinations or tests as it may specify: and

(c) approve a person to provide any course of training or instruction.

Validation of licences.

22. (1) The Authority may issue a certificate of validation rendering valid for the purpose of these Regulations any licence as a member of the flight crew of aircraft granted under the law of any country other than Uganda.

(2) A Certificate of validation may be issued subject to such conditions and for such periods as the Authority thinks fit.

Personal flying log book.

23. (1) Every member of the flight crew of an aircraft registered in Uganda and every person who engages in flying for the purpose of qualifying for the grant or renewal of a licence under these Regulations shall keep a personal flying log book in which the following particulars shall be recorded—

(a) the name and address of the holder of the log book;

(b) particulars of the holder's licence (if any) to act as a member of the flight crew of an aircraft; and

(c) the name and address of his of her employer (if any).

(2) Particulars of each flight made as a member of the flight crew including—

(a) the date, time. duration and of arrival and departure of each;

(b) the type and registration marks of the aircraft;

(c) the capacity in which the holder acted in flight;

(d) particulars of any special conditions under which the flight was conducted. including night flying and instrument flying; and

(e) particulars of any test or examination undertaken whilst in flight.

(3) For the purposes of this article, a helicopter shall be deemed to be in flight from the moment the helicopter first moves under its own power for the purpose of taking off until the rotors are next stopped.

(4) Particulars of any test or examination undertaken whilst in a flight simulator shall be recorded in the log book. including—

(a) the date of the test or examination;

(b) the type of simulator;

(c) the capacity in which the holder acted; and

(d) the nature of the test or examination.

Instruction in flying.

24. (1) A person shall not give any instruction in flying to which this regulation applies unless—

(a) he or she holds a licence, granted or rendered valid under these Regulations, entitling him or her to act as pilot in command of the aircraft for the purpose and in the circumstances under which the instruction is to be given; and

(b) his or her licence includes a flying instructor's rating entitling the holder to give the instruction.

(2) This regulation applies to instruction in flying given to any person flying or about to fly a flying machine or glider for the purpose of becoming qualified for—

(a) the grant of a pilot's licence; and

(b) the inclusion or variation of any rating in his or her licence.

(3) This regulation shall not apply to any instruction in flying to a person for the purpose of becoming qualified for the inclusion in his or her licence of any aircraft rating entitling him or her to act as pilot of a multi-engine aircraft. or of an aircraft of any class appearing in column 4 of the Table in Part A of the First Schedule to these Regulations if that person has previously been entitled under the Regulations, or qualified in any of Uganda's armed forces, to act as pilot of multi-engine aircraft. or of an aircraft of that class as the case may be.

Glider pilot minimum age.

25. A person under the age of 16 years shall not act as pilot in command of a glider.

PART VI—OPERATION OF AIRCRAFT.

Operations manual.

26. (1) This regulation shall apply to public transport aircraft registered in Uganda except aircraft used for the time being solely for flights not intended to exceed 60 minutes in duration which are either—

(a) flights solely for training persons to perform duties in aircraft; or

(b) flights intended to begin and end at the same aerodrome.

(2) The operator of every aircraft to which this regulation applies shall—

(a) make available to each member of his or her operating staff an operations manual:

(b) ensure that each copy of the operations manual is kept up to date; and

(c) ensure that on each flight every member of the crew has access to a copy of every part of the operations manual which is relevant to his or her duties on the flight.

(3) Each operations manual shall contain all such information and instructions as may be necessary to enable the operating staff to perform their duties as such including in particular information and instructions relating to the matters specified in Part A of the Eleventh Schedule to these Regulations.

(4) The operations manual shall not be required to contain any information or instructions available in a flight manual accessible to the persons by whom the information or instructions may be required.

(5) An aircraft to which this regulation applies shall not fly unless, not less than 30 days prior to the flight, the operator of the craft has furnished to the Authority a copy of the whole operations manual for the time being in effect in respect of the aircraft.

(6) Any amendments or additions to the operations manual shall be furnished to the Authority by the operator or immediately after they come into effect.

(7) Where an amendment or addition relates to the operation of an aircraft to which the operations manual did not previously relate, that aircraft shall not fly for the purpose of public transport until the amendment or addition has been furnished to the Authority.

(8) Without prejudice to sub-regulations (5), (6) and (7) such amendments or additions to the operations manual as the Authority may require for the safety of the aircraft or persons or property carried in it or the safety, efficiency or regularity of air navigation.

(9) For the purpose of this regulation, regulation 46 and the Eleventh Schedule to these Regulations, operating staff means the servants and agents employed by the operator, whether or not as members of the crew of the aircraft, to ensure that the flights of the aircraft are conducted in a safe manner; and includes an operator who himself or herself performs those functions.

(10) If in the course of a flight on which the equipment specified in Scale 0 in paragraph 5 of the Fifth Schedule to these Regulations is required to be provided, the equipment becomes unserviceable, the aircraft shall be operated on the remainder of that flight in accordance with any relevant instructions in the operations manual.

Training manual

27. (1) The operator of every aircraft registered in Uganda and flying for the purpose of public transport shall—

(a) make a training manual available to every person appointed by the operator to give or to supervise the training, experience, practice or periodical tests required under regulation 29 (3) of these Regulations; and

(b) ensure that each copy of that training manual is kept up to date.

(2) Each training manual shall contain all such information and instructions as may be necessary to enable a person appointed by the operator to give or to supervise the training experience, practice and periodical tests required under regulation 29 (3) of these Regulations to perform his or her duties as such including in particular, information and instructions relating to the matters specified in Part C of the Eleventh Schedule to these Regulations.

(3) An aircraft to which this regulation applies shall not fly unless, not less than 30 days prior to the flight the operator of the aircraft has furnished to the Authority a copy of the whole of his or her training manual relating to the crew of that aircraft.

(4) Any amendments or additions to the training manual shall be furnished to the Authority by the operator before or immediately after they come into effect except that where an amendment or addition relates to training, experience, practice or periodical tests on an aircraft to which the training manual did not previously relate, that aircraft shall not fly for the purpose of public transport until the amendment or addition has been furnished to the Authority.

(5) Without prejudice to subregulations (3) and (4) the operator shall make such amendments or additions to the training manual as the Authority may require for the purpose of ensuring the safety of the aircraft or persons or property carried in it or the safety, efficiency or regularity of air navigation.

Licensing of flight operations officers.

28. (1) The Authority shall grant a licence subject to such conditions as it thinks fit to any person to act as a flight operations officer upon being satisfied that the applicant is a fit person to hold the licence and is qualified by reason of his or her knowledge, experience, skill, physical and mental fitness so to act, and has passed such examinations and tests as the Authority may require of him or her except that the Authority shall not grant a flight operations officer's licence to a person under age of 21 years.

(2) A flight operations officer's licence shall authorise the holder subject to such conditions as may be specified in the licence, to dispatch (exercise responsibility with the pilot in command in operational control of a flight) aircraft.

(3) Every licence to act as a flight operations officer shall be valid for—

(a) aeroplanes of not less than 5700 kg;

(b) the area or route of operation.

(4) Subject to regulation 67 of these Regulations, a licence to act as flight operations officer will remain in force for a period of 2 years unless suspended or revoked by the Authority.

(5) A licence to act as a flight operations officer shall not be valid unless the holder of the licence has signed his or her name in ink with his or her ordinary signature.

(6) A licence to act as a flight operations Officer shall not be valid unless the holder of that licence has, within the preceding 12 months, made at least one qualification flight on the flight deck of an aircraft in the area which he or she is authorised to exercise flight supervision including landings at as many aerodromes as may be practicable.

Public transport operator's responsibilities.

29. (1) The operator of an aircraft registered in Uganda shall not permit the aircraft to fly for the purpose of public transport without first—

(*a*) designating from among the flight crew a pilot to be the commander of the aircraft for the flight;

(*b*) satisfying himself or herself by every reasonable means, that the aeronautical radio stations and navigational aids serving the intended route or any planned diversion from it are adequate for the safe navigation of the aircraft: and

(*c*) satisfying himself or herself by every reasonable means that the aerodromes at which it is intended to take off or land and any alternate aerodrome at which a landing may be made are suitable for the purpose and in particular, are adequately manned and equipped (including such manning and equipment as may be prescribed) to ensure the safety of the aircraft and its passengers.

(2) The operator of the aircraft shall not be required to satisfy himself or herself as to the adequacy of fire-fighting, search, rescue or other services which are required only after the occurrence of an accident.

(3) The operator of an aircraft registered in Uganda shall not permit any person to be a member of the crew of the aircraft during any flight for the purpose of public transport (except a flight for the sole purpose of training persons to perform duties in aircraft) unless that person has had the training experience, practice and periodical tests specified in Part B of the Eleventh Schedule to these Regulations in respect of the duties which he or she is to perform and unless the operator has satisfied himself or herself that person is competent to perform his or her duties, and in particular to use the equipment provided in the aircraft for that purpose.

(4) The operator shall maintain, preserve, produce and furnish information respecting records relating to the matters specified in subregulation (3) in accordance with part B of the Eleventh Schedule to these Regulations.

(5) The operator of the aircraft registered in Uganda shall not permit any member of the flight crew of the aircraft, during any flight for the purpose of the public transport of passengers to simulate emergency manoeuvre and procedures which the operator has reason to believe will adversely affect the flight characteristics of the aircraft.

Loading public transport air craft and suspended loads.

30. (1) The operator of an aircraft registered in Uganda shall not cause or permit it to be loaded for a flight for the purpose of public transport, or any load to be suspended from it, except under the supervision of a person whom he or she has caused to be furnished with written instructions as to the distribution and securing of the load so as to ensure that—

(a) the load may safely be carried on the flight: and

(b) any conditions subject to which the certificate of airworthiness in force in respect of the aircraft was issued or rendered valid, being conditions, relating to the loading of the aircraft, are complied with.

(2) The instructions shall indicate the weight of the aircraft prepared for service that is to say, the aggregate of the weight of the aircraft (shown in the weight schedule referred to in regulation 17 of these Regulations) and the weight of such additional items in or on the aircraft as the operator thinks fit to include, and the instructions shall indicate the additional items included in the weight of the aircraft prepared for service and show the position of the centre of gravity of the aircraft at that weight.

(3) Subregulation (2) shall not apply in relation to a flight if—

(a) the aircraft's maximum total weight authorised does not exceed 1150 Kg;

(b) the aircraft's maximum total weight authorised not exceed 2730 Kg and the flight is intended not to exceed 60 minutes in duration and is either—

(i) a flight solely for training persons to perform duties in an aircraft; or

(ii) a flight intended to begin and end at the same aerodrome; or

(c) the aircraft is a helicopter, the maximum total weight authorised of which does not exceed 3000 kg, and the total seating capacity of which does not exceed 5 persons.

(4) The operator of an aircraft shall not cause or permit it to be loaded in contravention of the instructions referred to in subregulation (1) of this regulation.

(5) The person supervising the loading of the aircraft shall before the commencement of any such flight, prepare and sign a load sheet in duplicate conforming to the prescribed requirements and shall, (unless he or she is the commander of the aircraft) submit the load sheet for examination by the commander of the aircraft, who shall sign his or her name on it.

(6) Subregulation (5) shall not apply if—

(a) the load and the distributing and securing of it upon the next intended flight are to be unchanged from the previous flight and the commander of the aircraft makes and signs an endorsement to that effect upon the load sheet for the previous flight, indicating the date of the endorsement, the place of departure upon the next intended flight and the next intended place of destination; or

(b) subregulation (2) of this regulation does not apply in relation to the flight.

(7) One copy of the load sheet shall be carried in the aircraft when regulation 62 of these Regulations so requires until the flights to which it relates have been completed and one copy of

that load sheet and of the instructions referred to in this regulation shall be preserved by the operator until the expiration of a period of six months thereafter and shall not be carried in the aircraft.

(8) In the case of an aeroplane of which the maximum total weight authorised does not exceed 273kg. or a helicopter, if it is not reasonably practicable for the copy of the load sheet to be kept on the ground it may be carried in the aeroplane or the helicopter or as case may be in a container approved by the Authority for the purpose.

(9) The operator of an aircraft registered in Uganda and flying for the purpose of public transport of passengers shall not cause or permit baggage to be carried in the passenger compartment of the aircraft unless the baggage can be properly secured and in the case of an aircraft capable of seating more than 30 passengers, the baggage (other than baggage carried in accordance with a permission issued under regulation 37(2)*(d)* of these Regulations) shall not exceed the capacity of the spaces in the passenger compartment approved by the Authority for the purpose of storing baggage.

Public transport operating conditions

31. (1) An aircraft registered in Uganda shall not fly for the purpose of public transport, except for the sole purpose of training persons to perform duties in aircraft unless such requirements as may be prescribed in respect of its weight and related performance and flight in specified meteorological conditions or at night are complied with.

(2) The assessment of the ability of an aircraft to comply with subregulation (1) of this regulation shall be based on the information as to its performance contained in the certificate of airworthiness relating to the aircraft.

(3) If the information given is insufficient for that purpose the assessment shall be based on the best information available to the commander of the aircraft.

(4) A flying machine registered in Uganda when flying over water for the purpose of public transport shall fly, except as may be necessary for the purpose of take-off or landing, at such an altitude as would enable the aircraft—

(a) if it has one engine only when that engine fails; or

(b) it has more than one engine when one of those engines fails and with the remaining engine or engines operating within the maximum continuous power conditions specified in the certificate of airworthiness relating to the aircraft, to reach a place at which it can safely land at a height sufficient to enable it to do so.

(5) Without prejudice to subregulation (4) of this regulation an aeroplane in respect of which there is in force under these Regulations a certificate of airworthiness designating the aeroplane as being of performance group X shall not fly over water for the purpose of public transport so as to be more than 60 minutes flying time from the nearest shore, unless the aeroplane has more than 2 power units.

(6) For the purposes of subregulation (5) flying time shall be calculated at normal cruising speed with one unit inoperative.

(7) Without prejudice to subregulation (4) of this regulation, a helicopter, in respect of which there is in force under these Regulations a certificate of airworthiness designating the helicopter as being of performance group B shall not fly over water for the purpose of public transport so as to be more than 20 seconds flying time from a point from which it can make an autorative descent to land suitable for an emergency landing unless it is equipped with apparatus approved by the Authority enabling it to land safely on water but shall not so fly on any flights for more than 3 minutes except with the permission in writing of the Authority and in accordance with any conditions subject to which that permission may have been given.

(8) For the purpose of subregulation (7) flying time shall. be calculated on the assumption that the helicopter is flying in still air at the speed specified in the certificate of airworthiness in force in respect of the helicopter as the speed for compliance with regulations governing flights over water.

(9) Without prejudice to subsection 4. a helicopter in respect of which there is force under these regulation a certificate of airworthiness designating the helicopter as being of performance group A shall not fly over water for the purpose of public transport for more than 15 minutes during any flight unless it is approved with apparatus approved by the Authority enabling it to land safely on water.

(10) Without prejudice to subregulation (4) of this regulation. a helicopter in respect of which there is force under these regulations a certificate of airworthiness designating the helicopter as being of performance group A or group A (Restricted) may fly for the purpose of public transport in accordance with the weight and related performance requirements prescribed for helicopters designated as being—

(a) performance group A (Restricted) in the case of a helicopter designated as being of performance group A if—

(i) the maximum total weight authorised of the helicopter is less than 5700kg: and

(ii) the total number of passengers carried on the helicopter does not exceed 15: or

(b) performance group B if—

(i) the maximum total. weight authorised of the helicopter is less than 2730 kg: and

ii) the total number of passenger carried does not exceed 9.

Operation of radio in aircraft.

39. (1) The radio station in an aircraft shall not be operated, whether or not the aircraft is in flight, except in accordance with the conditions of the licence issued in respect of that station under the law of the country in which the aircraft is registered, and by a person duly licensed or otherwise permitted to operate the radio station under the law.

(2) Whenever an aircraft is in flight in such circumstances that it is required by or under these Regulations to be equipped with radio communications apparatus, a continuous radio watch shall be maintained by a member of the flight crew listening to the signals transmitted upon the frequency notified, or designated by a message received from an appropriate aeronautical radio station for use by that aircraft except that—

(a) the radio watch may be discontinued or continued on another frequency to the extent that a message as described above so permits: and

(b) the watch may be kept by a device installed in the aircraft if—

(i) the appropriate aeronautical radio station has been informed to the effect and has raised no objection: and

(ii) that station is notified, or in the case of a station situated in a country other than Uganda, otherwise designated as transmitting a signal suitable for that purpose.

(3) Whenever an aircraft is in flight in such circumstances that is required by these Regulations to be equipped with radio or radio navigation equipment, a member of the flight crew shall operate that equipment in such a manner as he or she may be instructed by the appropriate air traffic control unit or as may be notified in relation to any notified airspace in which the aircraft is flying.

(4) The radio station in an aircraft shall not be operated so as to cause interference which would impair the efficiency of aeronautical telecommunications or navigational services, and in particular emissions shall not be made except as follows—

(a) emissions of the class and frequency for the time being in use, in accordance with general international aeronautical practice, in the airspace in which the aircraft is flying;

(b) distress, urgency and safety message and signals, in accordance with general international aeronautical practice;

(c) message and signals relating to the flight of the aircraft in accordance with general international aeronautical practice; and

(d) such public correspondence messages as may be permitted by or under the aircraft radio station licence referred to in sub-regulation (1) of this regulation.

(5) In every aircraft registered in Uganda which is equipped with radio communications apparatus a telecommunication log book shall be kept in which the following entries shall be made—

(a) the identification of the aircraft radio station;

(b) the date and time of the beginning and end of every radio watch maintained in the aircraft and of the frequency on which it was maintained;

(c) the date and time, and particulars of all messages and signals sent or received, including in particular, details of any distress signals or distress messages sent or received;

(*d*) particulars of any action taken upon the receipt of distress signal or distress message: and

(*e*) particulars of any failure or interruption of radio communications and the cause of it.

(6) The flight radio operator maintaining radio watch shall sign the entries in the telecommunication log book indicating the times at which he or she began and ended the maintenance of the watch.

(7) The telecommunication log book shall be preserved by the operator of the aircraft until a date six months after the date of the last entry in it.

(8) In any flying machine registered in Uganda which is engaged on a flight for the purpose of public transport, the pilot and the flight engineer (if any) shall not make use of a hand held microphone (whether for the purpose of radio communication or of intercommunication within the aircraft) while the aircraft is flying in controlled airspace below flight level 150 or is taking off or landing.

Minimum navigation performance.

40. (1) An aircraft registered in Uganda shall not fly in airspace prescribed for the purpose of this regulation unless—

(*a*) it is equipped with navigation systems which enable the aircraft to maintain the prescribed navigation performance capability.

(*b*) the navigation systems required by paragraph (*a*) are approved by the Authority and installed and maintained in a manner approved by the Authority;

(*c*) the operating procedures for the navigation systems required by paragraph (*a* are approved by the Authority; and

(d) the equipment is operated in accordance with the approved procedures while the aircraft is flying in that airspace.

(2) An approval granted by the Authority for the purposes of this regulation shall be in writing and may be subject to such conditions as the Authority thinks fit.

Use of flight recording systems and preservation of records.

41. (1) On any flight on which a flight data recorder or a cockpit voice recorder or a combined cockpit voice recorder or flight data recorder is required by paragraph 4 (4),(5)(6), on (7) of the Fifth Schedule to these Regulations to be carried in an aeroplane, it shall always be in use from the beginning of the take-off run to the landing run.

(2) The operator of the aeroplane shall at all times, subject to regulation 67 of these Regulations, preserve—

(a) the last 25 hours of recording made by any flight data recorder required by or under these Regulations to be carried in an aeroplane: and

(b) a record of not less than one representative flight, being a recording of a flight made within the last 12 months which includes a take-off, climb, cruise, descent, approach to landing and landing, together with a means of identifying the record with the flight to which it relates, and shall preserve those records for such period as the Authority may in a particular case direct.

(3) On any flight on which a cockpit voice recorder or a flight data recorder or a combined cockpit voice recorder or flight data recorder is required by paragraph 4(14) of the Fifth Schedule to these Regulations to be carried in a helicopter, it shall always be in use from the time the rotors first run for the purpose of taking off until the rotors are next stopped.

(4) The operator of the helicopter shall at all times, subject to regulation 67 of these Regulations, preserve—

(a) the last 8 hours of recording made by any flight data recorder specified in subparagraph (i) or (ii) of Scale SS of paragraph 5 of the Fifth Schedule of these Regulations and required by or under these Regulations to be carried in the helicopter;.

(b) in the case of a combined cockpit voice recorder or flight data recorder specified in sub-paragraph (iii) of the said Scale SS and required by or under these Regulations to be carried in a helicopter either—

(i) the last 8 recording; or

(ii) the last 5 hours of recording or the duration of the flight, whichever is greater, together with an additional period of recording for either;

(aa) the period immediately preceding the recording required to be retained under paragraph *(b)*(ii);

(bb) such periods as the Authority may permit in any particular case or class of cases generally.

(5) The additional recording retained under subparagraphs *(aa)* and *(bb)* of subregulation (4) shall, together with the recording required to be retained under paragraph *(b)*(ii) of that subregulation, total a period of 8 hours and shall be retained in accordance with arrangements approved by the Authority.

(6) An approval granted by the Authority for the purposes of this regulation shall be in writing and may be subject to such conditions as the Authority thinks fit.

Towing of gliders

42. (1) An aircraft in flight shall not tow a glider unless the certificate of air worthiness issued or rendered valid in respect of the towing aircraft under the law of the country in which that aircraft is registered includes an express provision that it may be used for that purpose.

(2) The length of the combination of towing aircraft, tow rope and glider in flight shall not exceed 150 meters.

(3) The commander of an aircraft which is about to tow a glider shall satisfy himself or herself before the towing aircraft takes off—

(a) that the tow rope is in good condition and is of adequate strength for the purpose, and that the combination of towing aircraft and glider having regard to its performance in the conditions to be expected on the intended flight and to any obstructions at the place of departure and on the intended route is capable of safely taking off, reaching and maintaining a safe height at which to separate the combination and that thereafter the towing aircraft can make a safe landing at the place of intended destination.

(b) that signals have been agreed and communication established with persons suitably stationed so as to enable the glider to take off safely; and

(c) that emergency signals have been agreed between the commander of the towing aircraft and the commander of the glider, to be used, respectively, by the commander of the towing aircraft to indicate that the tow should immediately be released by the glider, and by the commander of the glider to indicate that the tow cannot be released.

(4) The glider shall be attached to the towing aircraft by means of the tow rope before the aircraft takes off.

Towing, picking up and raising of persons and articles.

43. (1) Subject to the provisions of this regulation, an aircraft in flight shall not, by means external to the aircraft, tow any article other than a glider, or pick up or raise any person, animal or article, unless the certificate of airworthiness issued or rendered valid in respect of that aircraft under the law of the country in which the aircraft is registered includes an express provision that it may be used for that purpose.

(2) An aircraft shall not launch or pick-up tow ropes, banners or similar articles other than at an aerodrome.

(3) An aircraft in flight shall not tow any articles, other than a glider, at night or when flight visibility is less than one nautical mile.

(4) The length of the combination of towing aircraft, tow rope, and article in tow shall not exceed 150 meters.

(5) A helicopter shall not fly at any height over a congested area of a city, town or settlement at any time when any article, person or animal is suspended from the helicopter.

(6) A passenger shall not be carried in a helicopter at any time when an article, person or animal is suspended from it other than a passenger who has duties to perform in connection with the article, person or animal or a passenger who has been picked up or raised by means external to the helicopter or a passenger who it is intended shall be lowered to the surface by such means.

(7) Nothing in this regulation shall—

(a) prohibit the towing in a reasonable manner by an aircraft in flight of any radio aerial, and instrument which is being used for experimental purposes, or any signal, apparatus or article required or permitted by or under these Regulations to be towed or displayed by an aircraft in flight;

(b) prohibit the picking up or raising of any person, animal or article in an emergency or for the purpose of saving life;

(c) apply to any aircraft while it is flying in accordance with the 'B Conditions' set out in the Second Schedule to these Regulations: or

(d) be taken to permit the towing or picking up of a glider otherwise than in accordance with regulation 42 of these Regulations.

Dropping of articles and animals.

44. (1) Articles and animals (whether or not attached to a parachute) shall not be dropped, or permitted to drop, from an aircraft in flight so as to endanger persons or property.

(2) Except under and in accordance with the terms of an aerial application certificate granted under regulation 46 of these Regulations, articles and animals (whether or not attached to a parachute) shall not be dropped, or permitted to drop to the surface, from an aircraft flying over Uganda.

(3) Subregulation (2) shall not apply to the dropping of articles by, or with the authority of, the commander of the aircraft in any of the following circumstances—

(a) the dropping of articles for the purpose of saving life;

(b) the jettisoning, in case of emergency, of fuel or other articles in the aircraft;

(c) the dropping of ballast in the form of fine sand or water;

(d) the dropping of articles solely for the purpose of navigating the aircraft in accordance with ordinary practice or with the provisions of these Regulations:

(e) the dropping at an aerodrome of tow ropes, banners, or similar articles towed by aircraft;

(f) the dropping of articles for the purpose of public health or as a measure against weather conditions, surface icing, oil pollution, or for training for the dropping of articles for any such purposes, if the articles are dropped with the permission of the Authority and in accordance with any conditions subject to which that permission may have been given; or

(4) For the purposes of this regulation dropping includes projecting and lowering.

(5) Nothing in this regulation shall prohibit the lowering of any article or animal from a helicopter to the surface, if the certificate of airworthiness issued or rendered valid in respect of the helicopter, under the law of the country in which it is registered includes express provision that it may be used for that purpose.

Dropping of persons

45. (1) A person shall not drop, be dropped or be permitted to drop to the surface or jump from an aircraft flying over Uganda except under and in accordance with the terms of a written permission granted by the Authority under this regulation.

(2) For the purpose of this regulation dropping includes projecting and lowering.

(3) Notwithstanding the grant of a permission under subregulation (1) of this regulation, a person shall not drop, be dropped or be permitted to drop from an aircraft in flight so as to endanger persons or property.

(4) An aircraft shall not be used for the purpose of dropping persons unless the certificate of airworthiness issued or rendered valid in respect of that aircraft under the law of the country in which the aircraft is registered includes an express provision that it may be used for that purpose and the aircraft is operated in accordance with the written permission granted by the Authority under this regulation.

(5) Every applicant for and every holder of a permit shall make available to the Authority, if requested to do so. a parachuting manual and shall make such amendments or additions to that manual as the Authority may require.

(6) The holder of a permission shall make available to every employee or person who is or may engage in parachuting activities conducted by him or her the manual which shall contain all such information and instructions as may be necessary to enable such employees or persons to perform their duties.

(7) Nothing in this regulation shall apply to the descent of persons by parachute from an aircraft in a emergency.

(8) Nothing in regulation shall prohibit the lowering of any person in an emergency or for the purpose of saving life.

(9) Nothing in this regulation shall prohibit the lowering of any person from a helicopter to the surface, if the certificate of airworthiness issued or rendered valid in respect of the helicopter under the law of the country in which it is registered includes an express provision that it may be used for that purpose.

Issue of aerial application certificates

46. (1) An aircraft shall not be used for the dropping of articles for the purposes of agriculture. horticulture or forestry or for training for the dropping of articles for any of such purposes. otherwise than under and in accordance with the terms of an aerial application certificate granted to the operator of the aircraft under subregulation (2) of this regulation.

(2) The Authority shall grant to any person applying for it an aerial application certificate if it is satisfied that person is a fit person to hold the certificate and is competent, having regard in particular to his or her previous conduct and experience, his or her equipment, organisation, staffing and other arrangements, to secure the safe operation of the aircraft specified in the certificate on flights for the purpose specified in subregulation (1) of this Regulation.

(3) The certificate may be granted subject to such conditions as the Authority thinks fit including without prejudice to the generality of the foregoing conditions for ensuring that the aircraft and any article dropped from it do not endanger persons or property in the aircraft or elsewhere, and shall, subject to regulation 67 of these Regulations remain in force for the period specified in the certificate.

(4) Every applicant for and holder of an aerial application certificate shall make available to the Authority upon application and to every member of his or her operating staff upon the certificate being granted, an aerial application manual which shall contain all such information and instructions as may be necessary to enable the operating staff to perform their duties as such.

(5) The holder of a certificate shall make such amendments of or additions to the manual as the Authority may require.

(6) For the purpose of this regulation "operating staff", has the meaning ascribed to it in regulation 26(4) of these Regulations.

Carriage of weapons and of munitions of war.

47. (1) An aircraft shall not carry any munitions of war unless—

(a) those munitions of war are carried with written permission of the Authority and in accordance with any condition relating to them; and

(*b*) the commander of the aircraft is informed in writing by the operator before the flight commences of the type, weight or quantity and location of any such munitions of war on board or suspended beneath the aircraft and any conditions of the permission of the Authority.

(2) Notwithstanding subregulation (1) of this regulation it shall be unlawful for an aircraft to carry any weapon or munitions of war in any compartment or apparatus to which passengers have access.

(3) It shall be unlawful for a person to carry or have in his or her possession or take or cause to be suspended beneath an aircraft or to deliver or cause to be delivered for carriage on it any weapon or munitions of war unless—

(*a*) the weapon or munitions of war—

(i) is either part of the baggage of a passenger on the aircraft or consigned as cargo to be carried by it;

(ii) is carried in a part of the aircraft or in any apparatus attached to the aircraft inaccessible to passengers: and in the case of a firearm, is unloaded.

(*b*) particulars of the weapon or munitions of war have been furnished by that passenger or by the consignor to the operator before the flight commences: and

(*c*) without prejudice to subregulation (1) of this regulation the operator consents to the carriage of the weapon or munitions of war by the aircraft.

(4) Nothing in this regulation shall apply to any weapon or munitions of war taken or carried on board an aircraft registered in a country other than Uganda if the weapon or munitions of war, as the case may be, may under the law of the country in which the aircraft is registered be lawfully taken or carried on board for the purpose of ensuring the safety of the aircraft or persons on board.

(5) For the purpose of this regulation a "munitions of war" means any weapon, ammunition or article containing an explosive or any noxious liquid, gas or other thing which is designed or made for use in warfare or against persons, including parts, whether components or accessories, for such weapon, ammunition or article.

Carriage of dangerous goods.

48. (1) Without prejudice to any other provisions of this regulation, the Minister on the recommendation of Civil Aviation Authority may make regulation prescribing-

(a) the classification of certain articles and substance as dangerous goods;

(b) the categories of dangerous goods which the aircraft may not carry;

(c) the conditions which apply to the loading on, suspension beneath and carriage by an aircraft of dangerous goods;

(d) the manner in which dangerous goods must be packed, marked, labelled and consigned before being loaded on, suspended beneath or carried by an aircraft;

(e) any other provisions for securing the safety of aircraft and any apparatus attached to it, and the safety of persons and property on the surface in relation to the loading on, suspension beneath or carriage by any aircraft of dangerous goods;

(f) the person to whom information about the carriage of dangerous goods must be provided: and

(g) the documents relating to the carriage of dangerous goods by an aircraft which must be produced to the Authority or any authorised person on request.

(2) It shall be an offence to contravene or permit the contravention of or fail to compiy with any Regulation made under section 35 of the Civil Aviation Authority Statute. 1994

(3) The provisions of any Regulation made under section 35 of the Civil Aviation Authority Statute. 1994 shall be additional to and not in derogation from the provisions of regulation 47 of these Regulations.

Method of carriage of persons.

49. (1) A person shall not be in or on any part of an aircraft in flight which is not a part designed for the accommodation of persons and in particular a person shall not be on the wings or undercarriage of an aircraft.

(2) A person shall not be in or on any object. other than a glider or flying machine, towed by or attached to an aircraft in flight.

(3) A person may have temporary access to—

(a) any part of an aircraft for the purpose of taking action necessary for the safety of the aircraft or of any person, animal or goods in it: and

(b) any part of any aircraft in which cargo or stores are carried, being a part which is designed to enable a person to have access to it while the aircraft is in flight.

Exits and break in markings.

50. (1) This regulation shall apply to every public transport aircraft registered in Uganda.

(2) Whenever an aircraft to which this regulation applies is carrying passengers, every exit from it and every internal door in the aircraft shall be in working order, and during take-off and landing and during any emergency, every such exit and door shall be kept free of obstruction and shall not be fastened by locking or otherwise so as to prevent, hinder or delay its use by passengers except that—

(a) an exit may be obstructed by cargo if it is an exit which, in accordance with the arrangements approved by the Authority either generally or in relation to a class of aircraft, is not required for use by passengers;

(b) a door between the flight crew compartment and any adjacent compartment to which passengers have access may be locked or bolted if the commander of the aircraft so determines, for the purpose of preventing access by passengers to the flight crew compartment; and

(c) nothing in this subregulation shall apply to any internal door which is so placed that it cannot prevent, hinder or delay the exit of passengers from the aircraft in an emergency if it is not in working order.

(3) Every exit from the aircraft shall be marked with the word 'Exit' or Emergency Exit' in capital letters.

(4) Every exit from the aircraft shall be marked with instruction in English and with diagrams, to indicate the correct method of opening the exit.

(5) The markings shall be placed on or near the inside surface of the door or other closure of the exit and, if it is openable from the outside of the aircraft, on or near the exterior surface.

(6) Every aircraft to which this regulation applies, being an aircraft of which the maximum total weight exceeds 3600 kg, shall marked upon the exterior surface of its fuselage with marking to show the areas (in this regulation referred to as break-in areas) which can, for purposes of rescue in an emergency be most readily and effectively broken by person outside the aircraft.

(7) The break-in areas shall be rectangular in shape and shall be marked by right angled corner markings, each arm of which shall be 10 centimetres in length along its outer edge and 2.5 centimetres in widths.

(8) The words 'Cut Here in Emergency' shall be marked across the centre of each break-in area in capital letters.

(9) On every flight by an aircraft to which this regulation applies, being an aircraft of which the maximum total weight authorised exceeds 5700 kg every exit from such an aircraft intended to be used by passengers in an emergency shall be marked upon the exterior of the aircraft by a band not less than 5 centimetres in centimetres in width outlining the exit.

(10) The markings required by this regulation shall—

(a) be painted, or affixed by other equally permanent means;

(b) except in the case of the markings required by subregulations (8) of this regulation, be red in colour, and in any case in which the colour of the adjacent background is such as to render markings not readily visible, be outlined in white or some other contrasting colour in such a manner as to render them readily visible:

(c) in the case of the markings required by sub-regulations (9) of this Regulation, be of a colour clearly contrasting with the background on which it appears: and

(d) be kept at all times clean and unobscured.

(11) If one, but not more than one, exit from an aircraft becomes inoperative at a place where it is not reasonably practicable, for it to be repaired or replaced, nothing in this regulation, shall prevent that aircraft from carrying passengers until it next lands at a place where the exit can be repaired or replaced except that—

(a) the number of passengers carried and the position of the seats which they occupy shall be in accordance with arrangements approved by the Authority either in relation to the particular aircraft or to a class of aircraft; and

(b) in accordance with arrangements so approved the exit shall be fastened by locking or otherwise, the 'Exit' or 'Emergency Exit' shall be covered, and the word the exit shall be marked by a red disc at least 23 centimetres in diameter with a horizontal white bar across it bearing the words 'No Exit' in red letters.

Endangering safety of an aircraft.

51. A person shall not recklessly or negligently act in a manner likely to endanger an aircraft or any person in it.

Endangering safety of any person or property.

52. A person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property.

Drunkenness in aircraft

53. (1) A person shall not enter any aircraft when drunk or be drunk in any aircraft.

(2) A person shall not, when acting as a member of the crew of any aircraft or being carried in any aircraft for the purpose of so acting, be under the influence of drink or a drug to such an extent as it impair his or her capacity so to act.

Smoking in aircraft

54. (1) Notice indicating when smoking is prohibited shall be exhibited in every aircraft registered in Uganda so as to be visible from each passenger seat in the aircraft.

(2) A person shall not smoke in any compartment of a an aircraft registered in Uganda at a time when smoking is prohibited in that compartment by a notice to that effect exhibited by or on behalf of the commander of the aircraft.

Authority of commander of aircraft.

55. Every person in an aircraft registered in Uganda shall obey all lawful commands which the commander of that aircraft may give for the purpose of securing the safety of the aircraft and of persons or property carried in it, or the safety, efficiency or regularity of air navigation.

Stowaways

56. A person shall not secret himself or herself for the purpose of being carried in any aircraft without the consent of either the operator or the commander of the aircraft or of any person entitled to give consent to his or her being carried in the aircraft.

Exhibitions of flying.

57. (1) No person shall act as the organiser of an exhibition of flying (in this regulation referred to as 'the exhibition organiser') at an organised event which event the exhibition organiser reasonably believes is likely to be attended by more than 500 persons and which event consists wholly or partly of an exhibition of flying, unless at the time at which such an exhibition of flying commences the exhibition organiser has obtained the permission in writing of the Authority under subregulation (7) of this Regulation for that exhibition of flying and complies with any conditions specified in it.

(2) The permission in writing of the Authority under subregulation (7) of this regulation shall not be required for an exhibition of flying at an organized event if the exhibition organizer could not reasonably foresee 7 days before the intended date of the event that it would be likely to be attended by more than 500 persons.

(3) The commander of an aircraft intending to participate in an exhibition of flying for which a permission is required by virtue of subregulation (1) of this regulation shall take all reasonable steps to satisfy himself or herself before he or she participates that—

(i) the exhibition organiser has been granted that permission;

(ii) the flight can comply with any relevant conditions subject to which that permission is granted; and

(iii) the pilot has been granted a display authorisation appropriate to the intended flight.

(4) The commander of an aircraft participating in an exhibition of flying for which a permission required by virtue of subregulation (1) of this regulation has been granted shall comply with any conditions subject to which that permission may have been granted.

(5) No person shall act as pilot of an aircraft participating in an exhibition of flying for which a permission is required by virtue of subregulation (1) of this regulation unless he or she holds a display authorisation appropriate to the intended flight granted to him or her by the Authority and he or she complies with any conditions of the authorisation.

(6) The exhibition organiser shall not permit any person to act as pilot of an aircraft which participates in an exhibition of flying for which a permission is required by virtue of subregulation (1) of this regulation unless that person holds a display authorisation appropriate to the intended flight granted by the Authority.

(7) The Authority shall grant to any person applying for it a permission required by virtue of subregulation (1) of this regulation if it is satisfied that the person is a fit and competent person having regard in particular to his or her previous conduct and experience, his or her organisation staffing and other arrangements to safely organise the proposed exhibition of flying

(8) The permission may be granted subject to such conditions, which may include conditions in respect of military aircraft, as the Authority thinks fit and shall, subject to the provisions of regulation 67 of these Regulations, remain in force for the period specified in the permission.

(9) The Authority shall, for the purposes of this regulation, either unconditionally or subject to such conditions as it thinks fit—

(a) grant a display authorisation authorising the holder to act as a pilot of an aircraft taking part in an exhibition of flying in respect of which a permission is required by virtue of subregulation (1) of this regulation upon it being satisfied that the applicant is a fit person to hold the authorisation and is qualified by reason of his or her knowledge, experience, competence, skills, physical and mental fitness to fly in accordance with it and for that purpose, the applicant shall furnish such evidence and undergo such examinations and tests as the authority may require of him or her; and

(b) authorise a person to conduct such examinations or tests as it may specify.

(10) A display authorisation granted in accordance with this regulation shall, subject to the provisions of regulation 67 of these Regulations, remain in force for the period indicated in the display authorisation and that period shall not exceed 2 years.

(11) Subregulation (1) of this regulation shall not apply to an exhibition organiser at an organised event which takes place at an aerodrome in the occupation of the Ministry responsible for Defence or of any visiting force or any other premises in the occupation or under the control of the Ministry responsible for Defence.

(12) The exhibition organiser shall not permit any military aircraft to participate in an exhibition of flying for which a permission is required by virtue of subregulation (1) of this regulation unless he or she complies with any conditions specified in respect of military aircraft subject to which the permission is granted.

(13) Nothing in this regulation shall apply to an aircraft race or contest or to an aircraft taking part in such a race or contest or to the commander or pilot of the aircraft whether or not such race or contest is held in association with an exhibition of flying.

PART VII—FATIGUE OF CREW.

Application and Interpretation of Part VII.

58. (1) Regulations 59 and 60 of these Regulations apply in relation to any aircraft registered in Uganda which is either—

(a) engaged on a flight for the purpose of public transport; or

(b) operated by an air transport undertaking.except that those regulations shall not apply in relation to a flight made only for the purpose of instruction in flying given by or on behalf of a flying club or flying school, or a person who is not in air transport undertaking.

(2) In this Part of these Regulations, the following expressions shall, except where the context otherwise requires, have the meanings respectively assigned to them in this subregulation—

(a) "flight time" in relation to any person, means all time spent by that person in an aircraft whether or not registered in Uganda (other than an aircraft of which the maximum total weight authorised does not exceed 1600 kg and which is not flying for the purpose of public transport or aerial work) while it is in flight and he or she is carried in it as a member of the crew of the aircraft;

(*b*) "day" means a continuous period of 24 hours beginning at midnight Co-ordinated Universal Time (UTC).

(3) For the purpose of this Part of these Regulations, a helicopter shall be deemed to be in flight from the moment the helicopter first moves under its own power for the purpose of taking off until the rotors are next stopped.

Fatigue of crew operator's responsibilities.

59. (1) The operator of an aircraft to which this regulation applies shall not cause or permit that aircraft to make a flight unless—

(*a*) he or she has established a scheme for the regulation of flight times for every person flying in that aircraft as a member of its crew;

(*b*) the scheme is approved by the Authority subject to such conditions as it thinks fit;

(*c*) either—

(i) the scheme is incorporated in the operations manual required by regulation 26 of these Regulations; or

(ii) in any case where an operations manual is not required by that regulation the scheme is incorporated in a document, a copy of which has been made available to every person flying in that aircraft as a member of its crew; and

(*d*) he or she has taken all such steps as are reasonably practicable to ensure that the provisions of the scheme will be complied with in relation to every person flying in that aircraft as a member of its crew.

(2) The operator of an aircraft to which this regulation applies shall not cause or permit any person to fly in it as a member of its crew if he or she knows or has reason to believe that the person is suffering from, or, having regard to the circumstances of the flight to be undertaken, is likely to suffer from, such fatigue while he or she is so flying as may endanger the safety of the aircraft or of its occupants.

(3) The operator of an aircraft to which this regulation applies shall not cause or permit any person to fly in it as a member of its flight crew unless the operator has in his or her possession an accurate and up-to-date record in respect of that person and in respect of the 28 days immediately preceding the flight showing—

(a) all his or her flight times: and

(b) brief particulars of the nature of the functions performed by him or her in the course of his or her flight times.

(4) The record referred to in subregulation (3) of this regulation shall, subject to the provisions of regulation 66 be preserved by the operator of the aircraft until a date 12 months after the flight referred to in that subregulation.

Fatigue of crew responsibilities of crew.

60. (1) A person shall not act as a member of the crew of an aircraft to which this regulation applies if he or she knows or suspects that he or she suffering from, or, having regard to the circumstances of the flight to be undertaken, is likely to suffer from, such fatigue as may endanger the safety of the aircraft or of its occupants.

(2) A person shall not act as a member of the flight crew of an aircraft to which this regulation applies unless he or she has ensured that the operator of the aircraft is aware of his or her flight times during the period of 28 days preceding the flight.

61. (1) Subject to sub regulation (2), a person shall not act as a member of the flight crew of a Ugandan registered aircraft if at the beginning of the flight the aggregate of all his or her previous flight times— Flight times responsibilities of flight crew.

(a) during the period of 28 consecutive days expiring at the end of the day on which the flight begins exceeds 100 hours; or

(b) during the period of 12 months expiring at the end of the previous month exceeds 1,000 hours.

(2) Subregulation(1) shall not apply to a flight made—

(a) in aircraft of which the maximum total weight authorised does not exceed 1,600 kg and which is not flying for the purpose of public transport or aerial work; or

(b) in an aircraft not flying for the purpose of public transport nor operated by an air transport undertaking, if at the time when the flight begins the aggregate of all the flight times of that person since he or she was last medically examined and found fit for the purpose of the renewal of the Flight Crew Licence does not exceed 25 hours.

PART VIII—DOCUMENTS AND RECORDS.

62. (1) An aircraft shall not fly unless it carries the documents which it is required to carry under the law of the country in which it is registered. Documents to be carried.

(2) An aircraft registered in Uganda shall, when in flight, carry documents in accordance with the Eleventh Schedule to these regulation.

(3) If the flight is intended to begin and end at the same aerodrome and does not include passage over the territory of any country other than the Uganda , the documents may be kept at that aerodrome instead of being carried in the aircraft.

Cosmic radiation records to be kept

63. The operator of a public transport aircraft registered in Uganda shall, in respect of any flight by that aircraft during which it may fly at an altitude of more than 49000ft, keep a record in a manner prescribed of the total dose of cosmic radiation to which the aircraft is exposed during the flight together with the names of the members of the crew of the aircraft during the flight.

Production of documents and records

64. (1) The commander of an aircraft shall, within a reasonable time after being requested to do so by an authorised person, cause to be produced to that person—

(a) the certificates of registration and airworthiness in force in respect of the aircraft;

(b) the licences of its flight crew; and

(c) such other documents as the aircraft is required by regulation 62 to carry when in flight.

(2) The operator of an aircraft registered in Uganda shall, within a reasonable time after being requested to do so by authorised person, cause to be produced to that person such of the following documents or records as may have been requested by that person being documents or records which are required, by or under this regulation, to be in force or to be carried, preserved or made available—

(a) the documents referred to in the Eleventh Schedule to these Regulations as Documents A, B and G;

(b) the aircraft log book, engine log books and variable pitch propeller log books required under these regulation to be kept;

(c) the weight schedule. if any. required to be preserved under regulation 17:

(d) in the case of a public transport aircraft or aerial work aircraft, the documents referred to in the Eleventh Schedule to these Regulation as Documents D. E,F and H:

(e) any records of flight times. duty periods and rest periods which he or she is required by regulation 59 (4) to preserve. and such other documents and information in the possession or control of the operator. as the authorised person may require for the purpose of determining whether those records are complete and accurate:

(f) any such operations manuals as are required to be made available under regulation 26 (2) *(a)* (i) of these regulations:

(g) the record made by any flight data recorder required to be carried by or under these Regulations; or

(h) the record made from any cosmic radiation detection equipment together with the record of the names of the members of the crew of the aircraft which are required to be kept under regulation 63.

(3) *(a)* The holder of a licence granted or rendered valid under these Regulation shall. within a reasonable time after being requested to do so by an authorised person, cause to be produced to that person his or her licence, including any certificate of validation:

(b) The requirements of this subregulation shall be deemed to have been complied with. except in relation to licences required by regulation 62 to be carried in the aircraft or kept at an aerodrome,

if the licence requested is produced within 5 days after the request has been made at a police station in Uganda specified, at the time of the request, by the person to whom the request is made;

(c) The provisions of this regulation shall apply to a medical certificate issued under regulation 20(1) *(b)* (ii) as they apply to a licence granted or rendered valid under these regulation.

(4) Every person required by regulation 23 to keep a personal flying log book shall cause it to be produced within a reasonable time to an authorised person after being requested to do so by him or her within 2 years after the date of the last entry in it.

Power to inspect and copy documents and records.

65. An authorised person shall have the power to inspect and copy any certificate, licence, log book, document or record which he or she has the power under these Regulation and any rules made thereunder to require to be produced to him or her.

Preservation of documents, *etc.*

66. (1) A person required by these regulation to preserve any document or record by reason of his or her being the operator of an aircraft shall, if he or she ceases to be the operator of the aircraft continue to preserve the document or record as if he or she had not ceased to be the operator, and in case of his or her death the duty to preserve document or record shall fall upon his or her personal representative.

(2) If—

(a) another person becomes the operator of the aircraft the person referred to in subregulation (1) or his or her personal representative shall deliver to that person upon demand the certificates of maintenance review and release to service, the log books and the weight schedule and any record made by a flight data recorder and preserved in

accordance with regulation 41 (2) of these Regulation which are in force or required to be preserved in respect of that aircraft:

(b) an engine or variable pitch propeller is removed from the aircraft and installed in another aircraft operated by another person. the person referred to subregulation (4) personal representative shall deliver to that person upon demand the log book relating to that engine or propeller: or

(c) any person in respect of whom a record has been kept by the person referred to subregulation (1) or his or her personal representative in accordance with regulation 59 (4) of these Regulations becomes a member of the flight crew of a public transport aircraft registered in Uganda and operated by another person that person his or her personal representative shall deliver those records to that other person upon demand: and it shall be the duty of that other person to deal with the document or record delivered to him or her as if he or she were the first mentioned operator.

Revocation suspension and variation of certificates licences and other documents.

67. (1) Subject to subregulation (4) of this regulation. the Authority may. if it thinks fit. provisionally suspend or vary any certificate. licence, approval. permission. exemption. authorisation or other documents issued. granted or having effect under these regulation, pending inquiry into or consideration of the case: and the Authority may on sufficient ground being shown to its satisfaction after due inquiry. revoke. suspend or vary any such certificate. licence. approval. permission. exemption. authorisation or other document.

(2) The holder or any person having the possession or custody of any certificate. licence, approval. permission. exemption or other document which has been revoked. suspended or varied under these Regulations shall surrender it to the Authority within a reasonable time after being required to do so by the Authority.

(3) The breach of any condition subject to which any certificate, licence, approval, other than a licence exemption or other documents, other than a licence issued in respect of an aerodrome, has been granted or issued, or which has effect under these Regulations shall, in the absence of provision to the contrary in the document, render the document invalid during the continuance of the breach.

(4) The provisions of regulation 68 of these Regulation, shall have effect, in place of the provision of this regulation, in relation to permits to which that regulation applies.

(5) Notwithstanding subregulation (1) of these regulation, a flight manual, performance schedule or other document incorporated by reference in the certificate of airworthiness may be varied on sufficient ground being shown to the satisfaction of the Authority, whether or not after the due inquiry.

Revocation, suspension or of permissions, etc granted under regulation 89 or regulation 91

68. (1) Subject to the provisions of this regulation, the Authority may revoke, suspend or vary any permit to which this regulation applies.

(2) Except as provided by subregulation (3) of this regulation, the Authority may exercise its powers under subregulation (1) only after notfying the permit-holder of its intention to do so and after due consideration of the case.

(3) If, by reason of the urgency of the matter, it appears to the Authority to be necessary for it to do so, it may provisionally suspend or vary a permit to which this regulation applies without complying with the requirements of subregulation (2) of this regulation, but it shall in any such case, comply with those requirements as soon thereafter as is reasonably practicable and shall then, in the light of its due consideration of the case, either—

(*a*) revoke the provisional suspension or variation of the permit; or

(b) substitute for it a definitive revocation, suspension or variation, which, if a definitive suspension, may be for the same or a different period as the provisional suspension (if any) or, if a definitive variation, may be in the same or different terms as the provisional variation (if any).

(4) The powers vested in the Authority by subregulation (1) or (3) of this regulation may be exercised by it whenever in its judgement and whether or not by reason of anything done or omitted to be done by the permit-holder or otherwise connected with the permit-holder, it is necessary or expedient that the permit holder, should not enjoy, or should no longer enjoy, the rights conferred on him or her by a permit to which this regulation applies or should enjoy them subject to such limitations or qualifications as the Authority may determine.

(5) In particular, and without prejudice to the generality of subregulation (4) the Authority may exercise its said powers if—

(a) it appears to it that the person to whom the permit was granted has committed a breach of any condition to which it is subject;

(b) it appears to it that any agreement between Uganda Government and the government of any other country in pursuance of which or in reliance on which the permit was granted is no longer in force or that other government has committed a breach of the agreement;

(c) it appears to it that the person to whom the permit was granted, or such other government (that is to say a Government which is a party to an agreement referred to in paragraph (b) with Uganda Government), or the aeronautical authorities of the country concerned, have acted

in a manner which is inconsistent with or prejudicial to the operation in good faith, and according to its object and purpose, of any such agreement, or have engaged in unfair discriminatory or restrictive practices to the prejudice of the holder of an Air Transport licence in his or her operation of air services to or from points in the country concerned; and

(d) it appears to it that the person to whom the permit was granted, having been granted it as a person designated by the Government of a country other than Uganda for the purpose of any such agreement, is no longer so designated or that person has so conducted himself, or herself, or that such circumstances have arisen in relation to him or her as to make it necessary or expedient to disregard or qualify consequences of his or her being so designated.

(6) The permit-holder or any person having the possession or custody of any permit which has been revoked, shall surrender it to the Authority within a reasonable time after being required by it to do so.

(7) The breach of any condition subject to which any permit to which this regulation applies has been granted shall render the permit invalid during the continuance of the breach.

(8) The permits to which this regulation applies are permissions granted by the Authority under regulation 89 or Regulation 91 of these Regulations and any approvals or authorisations of, or consents to, any matter which Authority has granted, or is deemed to have granted, in pursuance of a permission which it so granted.

(9) References in this Regulation to the 'permit holder' are references to the person to whom any permit to which this regulation applies has been granted or is deemed to have been granted.

Offences in relation to documents and records.

69. (1) A person shall not, with intent to deceive—

(a) use any certificate, licence, approval, permission, exemption or other document issued or required by or under these Regulations which has been forged, altered, revoked or suspended, or to which he or she is not entitled;

(b) lend any certificate, licence approval, permission, exemption or other document issued or having effect or required by or under these Regulations to, or allow it to be used by, any other person; or

(c) make any false representation for the purpose of procuring for, himself or herself or any other person the grant, issue, renewal or variation of any such certificate, licence, approval, permission or exemption or other documents and in this subregulation a reference to a certificate, licence, approval, permission, exemption or other document includes a copy or purported copy of it;

(2) A person shall not intentionally damage, alter or render illegible any log book or other record required by or under these Regulations to be maintained or any entry made in it, or knowingly make, or procure or assist in making of, any false entry in or material omission from any such log book or record or destroy any such log book or record during the period for which it is required under these Regulations to be preserved.

(3) All entries made in writing in any log book or record referred to in subregulation (2) of this regulation shall be made in ink or indelible pencil.

(4) A person shall not knowingly make in a load sheet any entry which is incorrect in any material particular, or any material omission from such a load sheet.

(5) A person shall not purport to issue any certificate for the purpose of these Regulations or the rules made under them unless he or she is authorised to do so under these Regulations.

(6) A person shall not issue any such certificate referred to in subregulation (5) unless he or she satisfied himself or herself that all statements in the certificate are correct.

PART IX—CONTROL OF AIR TRAFFIC.

Rules of the air and Air Traffic control.

70. (1) Without prejudice to any other provisions of these Regulations, the Authority may make Rules referred to in these Regulations as the Rules of the Air and Air Traffic Control contained in the Fourteenth Schedule prescribing—

(a) the manner in which aircraft may move or fly including in particular, provision for requiring aircraft to give way to military aircraft:

(b) the lights and other signals to be shown or made by aircraft or persons:

(c) the lighting and marking of aerodromes:

(d) the air traffic control services to be provided at aerodromes; and

(e) any other provisions for securing the safety of aircraft in flight and in movement and the safety of persons and property on the surface.

(2) Subject to subregulation (3) of this regulation, it shall be an offence to contravene, to permit the contravention of, or to fail to comply with, the Rules of the Air and Air Traffic Control.

(3) It shall be lawful for the Rules of the Air and Air Traffic Control to be departed from the extent necessary—

(a) for avoiding immediate danger:

(b) for complying with Military Flying Regulation in relation to an aircraft of which the commander is acting as such in the course of his or her duty as a member of any of Uganda armed forces;

(c) For complying with the law of any country other than Uganda within which the aircraft then is.

(4) If any departure from the Rules of the Air and Air Traffic Control is made for the purpose of avoiding immediate danger, the commander of the aircraft shall cause written particulars of the departure, and of the circumstances giving rise to it, to be given within 10 days thereafter to the competent authority of the country in whose territory the departure was made or if the departure was made over the high seas, to the Authority.

(5) Nothing in the Rules of the Air and Air Traffic Control shall exonerate any person from the consequences of any neglect in the use of lights or signals or of the neglect of any precautions required by ordinary aviation practice or by the special circumstances of the case.

Licensing of Air Traffic Controller, Student Air Traffic Controller, and aerodrome flight information service officers.

71. (1) The Authority shall grant a licence subject to such conditions as it thinks fit to any person to act as an air traffic controller, as a student air traffic controller, or as aerodrome flight information service officer upon its being satisfied that the applicant is a fit person to hold the licence and is qualified by reason of his or her knowledge, experience, competence, skill, physical and mental fitness so to act, and for that purpose the applicant shall furnish such evidence and undergo such examinations and tests (including in particular medical examinations) as the Authority may require of him or her.

(2) The Authority shall not grant—

(a) a student airtraffic controller's licence or an aerodrome flight information service officer's licence to a person under the age of 18 years;

(*b*) an air traffic controller's licence which includes an Aerodrome Control Rating, an Approach Control Rating or an Area Control Rating, to a person under the age of 20 years; or

(*c*) an air traffic controller's licence which includes any other rating, to a person under the age 21 years.

(3) Every licence to act as an air traffic controller shall include—

(*a*) ratings of one or more of the classes specified in the Tenth Schedule to these Regulations specifying the type of air traffic control service which the holder of the licence is competent to provide;

(*b*) a list of the places at which he or she may provide the service; and

(*c*) the type of radar equipment, if any, with the aid of which he or she may provide the service.

(4) If throughout any period of 90 days, the holder of the licence has not at any time provided at a particular place the type of air traffic control service specified in the rating, the rating shall, without prejudice to the Authority's powers under regulation 67 of these Regulations, cease to be valid for that place at the end of that period, and upon a rating ceasing to be valid for a place the holder of the licence shall immediately inform the Authority to that effect and shall forward the licence to the Authority to enable it to be endorsed accordingly.

(5) Every licence to act as a student air traffic controller shall be valid only for the purpose of authorising the holder to provide air traffic control service under the supervision of another person who is present at the time and who is the holder of a valid air traffic controller's licence which includes a rating specifying the type of air traffic control service which is being provided by the student air traffic controller and valid at the place in question.

(6) Every licence to act as an aerodrome flight information service officer shall be valid only for the purpose of authorising the holder to provide an aerodrome flight information service at an aerodrome specified in the licence.

(7) If throughout any period of 180 days the holder of the licence has not at any time provided such a service at a particular aerodrome, the licence shall cease to be valid for that aerodrome at the end of that period.

(8) A licence to act as an air traffic controller, as a student air traffic controller or an aerodrome flight information service officer shall not be valid unless the holder of the licence has signed his or her name on it in ink with his or her ordinary signature.

(9) Subject to the provisions of regulation 67 of these Regulations, a licence to act as an air traffic controller, as a student air traffic controller or an aerodrome flight information service officer shall remain in force for the period indicated in the licence and may be renewed by the Authority from time to time, upon its being satisfied that the applicant is a fit person and is qualified as required by subregulation (1).

(10) If no period is indicated in the licence, it shall remain in force, subject to a regulation (67) for the lifetime of the holder.

(11) Every applicant for and holder of an air traffic controller's licence or a student air traffic controller's licence shall upon such occasions as the Authority may require—

(a) submit himself or herself to medical examination by a person approved by the Authority either generally or in a particular case who shall make a report to the Authority in such form as the Authority may require; and

(b) submit himself or herself to such examinations and tests and furnish such evidence as to his or her knowledge, experience, competence and skill, as the Authority may require and such examinations and tests may be conducted by the Authority or by a person approved by the Authority.

(12) Every applicant for and holder of an aerodrome flight information service officer's licence shall upon such occasions as the Authority may require, subject himself or herself to such examinations and tests and furnish such evidence as to his or her knowledge, experience competence and skill as the Authority may require and, such examinations and tests may be conducted by the Authority or by a person approved by the Authority.

(13) On the basis of the medical examination referred to in subregulation (11) of this regulation, the Authority or any person approved by it as competent to do so, may issue a medical certificate subject to such conditions as it or he or she thinks fit to the effect that the holder of the licence has been assessed as fit to perform the functions to which the licence relates.

(14) The certificate shall, without prejudice to regulation 74 of these Regulations, be valid for such period as is specified in it and shall be deemed to form part of the licence.

(15) The holder of an air traffic controller's licence or a student air traffic controller's licence shall not provide any type of air traffic control service at any such aerodrome or place as is referred to in regulation 72 (1) of these Regulations unless his of her licence includes a medical certificate issued and in force under subregulation (13) of this regulation.

Prohibition of unlicenced Air Traffic Controller, Student Air Traffic Controller, and aerodrome flight information service officers

72. (1) No person shall provide at any place any type of air traffic control service or an aerodrome flight information service or hold himself or herself out, whether by use of a radio call sign or in any other way, as a person who may provide any type of air traffic control service or an aerodrome flight information service unless—

(a) in the case of an air traffic control service, he or she is the holder of, and complies with terms of—

(i) a valid student air traffic controls licence granted under these Regulations and he or she is supervised in accordance with regulation 71 (3) of these Regulations:

(ii) a valid air traffic controller's licence so granted authorising him or her to provide that type of service at that place: or

(iii) a valid air traffic controller's licence so granted which does not authorise him or her to provide that type of service at that place, but he or she is supervised by a person who is present at the time and who is the holder of a valid air traffic controller's licence so granted which authorises him or her to provide at that place the type of air traffic control service which is being provided: or.

(b) in the case of an aerodrome flight information service, he or she is the holder of and complies with the terms of an aerodrome flight information service officer's licence granted under these Regulations authorising him or her to provide such a service at that place:

(2) A licence shall not be required under subregulation (1) by any person who acts in the course of his or her duty as a member of any of Uganda's armed forces or a visiting force.

(3) The holder of an air traffic controller's licence shall not be entitled to perform any of the functions specified in the Fourteenth Schedule to these Regulations in respect of a rating at any place unless—

(a) his or her licence includes that rating and the rating is valid for the place at which, and the type of radar equipment, if any, with the aid of which, the functions are performed; or

(b) he or she is supervised by a person who is present at the time and who is the holder of a valid air traffic controller's licence granted under these Regulations which authorises him or her to provide at that place the type of air traffic control service which is being provided.

(4) A person shall not provide any type of air traffic control service or an aerodrome flight information service unless he or she has identified himself or herself in such a manner as may be notified.

(5) Nothing in this regulation shall prohibit the holder of a valid air traffic controller's licence from providing at any place for which the licence includes a valid rating, information to aircraft in flight in the interests of safety.

Flight information Service Manual.

73. A person shall not provide an aerodrome flight information service at any aerodrome unless—

(a) the service is provided in accordance with the standards and procedures specified in an aerodrome information service manual in respect of that aerodrome;

(b) the manual is produced to the Authority within a reasonable time after a request for its production is made by the Authority; and

(c) such amendments or additions have been made to the manual as the Authority may from time to time require.

Incapacity of air traffic controllers.

74. (1) Every holder of an air traffic controller's licence granted under regulation 71 of these Regulations who—

(a) suffers any personal injury or illness involving incapacity to undertake the functions to which his or her licence relate throughout a period of 20 consecutive days; or

(b) in the case of a woman, has reason to believe that she is pregnant; shall inform the authority in writing of such injury, illness or pregnancy as soon as possible.

(2) An air traffic controller's licence shall be deemed to be suspended until the elapse of such period of injury, illness or pregnancy as is referred to in subregulation (1) *(a)* and *(b)* of this regulation.

(3) The suspension of the licence shall cease—

(a) if the holder is medically examined under arrangements made by the Authority and pronounced fit to resume his or her functions under the licence;

(b) if the authority exempts the holder from the requirement of a medical examination subject to such conditions as the Authority may think fit.

Power to prohibit or restrict flying

75. (1) Where the Authority deems it necessary in the public interest to restrict or prohibit flying by reason of—

(a) the intended gathering or movement of a large number of persons;

(b) the intended holding of an aircraft race or contest or an exhibition of flying; or

(c) national defence or any other reason prohibiting, restricting or imposing conditions on flight—

the Authority may make rules prohibiting or imposing conditions on flight—

(aa) by any aircraft, whether or not registered in Uganda, in the airspace over Uganda;

(bb) by aircraft registered in Uganda, in any other airspace, being airspace in respect of which the Government of Uganda has in pursuance of international arrangements undertaken to provide navigation services for aircraft.

(2) Rules made under this regulation may apply either generally or in relation to any class of aircraft.

(3) If the commander of an aircraft becomes aware that the aircraft is flying in contravention of any rules which have been made for any of the reasons referred to in subregulation (1) (c) of this regulation he or she shall, unless otherwise instructed under subregulation (4) of this regulation, cause the aircraft to leave the area to which the Regulations relate by flying to the least possible extent over such area and the aircraft shall not begin to descend while over such an area.

(4) The commander of an aircraft flying either within an area for which rules have been made for any of the reasons referred to in subregulation (1) (c) of this regulation or within airspace notified as a Danger Area shall immediately comply with instructions given by radio or by one of the prescribed visual signals by the appropriate air traffic control unit or by, or on behalf of, the person responsible for safety within the relevant airspace.

Balloons, kites, airships, gliders and paracending parachutes.

76. (1) Within Uganda—

(a) a captive balloon or kite shall not be flown at a height of more than 60 metres above ground level or within 60 metres of any vessel, vehicle or structure:

(b) a captive balloon shall not be flown within 5 km of an aerodrome;

(c) a balloon exceeding 2 metres in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon, shall not be flown in controlled airspace;

(d) a kite shall not be flown within 5km of an aerodrome:

(e) an airship shall not be moored; and

(f) a glider or parascending parachute shall not be launched by winch and cable or by ground tow to a height of more than 60 metres above ground level;

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

(2) A captive balloon when in flight shall be securely moored, and shall not be left unattended unless it is fitted with a device which ensures its automatic deflation if it breaks free of its moorings.

PART X—AERODROMES AERONAUTICAL LIGHTS AND DANGEROUS LIGHTS.

Aerodromes public transport of passengers and instruction in flying.

77. (1) An aircraft to which this subregulation applies shall not take off or land at a place in Uganda other than—

(a) an aerodrome, licenced under these Regulations for the take off and landing of the aircraft; or

(*b*) a Government aerodrome or an aerodrome owned or managed by the Authority, notified as available for the take-off and landing of the aircraft, or in respect of which the person in charge of the aerodrome has given his or her permission for the particular aircraft to take off or land as the case may be;

and in accordance with any conditions subject to which the aerodrome may have been licenced or notified, or subject to which the permission may have been given.

(2) Subregulation (1) of this regulation applies to—

(*a*) aeroplanes of which the maximum total weight authorised exceeds 2730kg and which are flying—

(i) for the purpose of the public transport of passengers;

(ii) for the purpose of instruction in flying given to any person for the purpose of becoming qualified for the grant of a pilotís licence or the inclusion of an aircraft rating or a night rating in a licence;

(iii) for the purpose of carrying out flying tests in respect of the grant of a pilotís licence or the inclusion of an aircraft rating or a night rating in a licence;

(*b*) aeroplanes of which the maximum total weight authorised does not exceed 2730 kg engaged on either—

(i) scheduled journeys for the purpose of the public transport;

(ii) flights for the purpose of the public transport of passengers beginning and ending at the same aerodrome;

(iii) flights for the purpose of—

(aa) instruction in flying given to any person for the purpose of becoming qualified for the grant of a pilotís licence or the inclusion of an aircraft rating or a night rating in a licence; or

(bb) a flying test in respect of the grant of a pilot's licence or the inclusion of an aircraft rating or a night rating in a licence: or

(iv) flights for the purpose of the public transport of passengers at night;

(c) helicopters and gyroplanes engaged on such flights as are specified in paragraphs *(b)* (i) and (iii); and

(d) gliders (other than gliders being flown under arrangement made by a flying club and carrying no person other than a member of the club) which are flying for the purpose of the public transport of passengers or for the purpose of instruction in flying.

(3) The person in charge of any area in Uganda intended to be used for the taking off or landing of helicopters at night other than such a place as is specified in subregulation (1) of this regulation, shall cause to be in operation whenever a helicopter flying for the purpose of the public transport of passengers is taking off or landing at that area by night, such lighting as will enable the pilot of the helicopters—

(a) in the case landing, to identify the landing area in flight, to determine the landing direction and to make a safe approach and landing; and

(b) in the case of taking off, to make a safe take-off.

(4) A helicopter flying for the purpose of the public transport of passengers at night shall not take off or land at a place to which sub regulation (3) (a) of this regulation applies unless there is in operation such lighting as described in subregulation (3).

Use of Authority aerodrome.

78. The Authority may cause to be notified subject to such conditions as it thinks fit, any aerodrome as an aerodrome available for the take-off and landing of aircraft engaged on flights for the purpose of the public transport of passengers or for the purpose of instruction in flying or of any classes of such aircraft.

Licencing of aerodrome.

79. (1) The Authority shall grant to any person applying for it a licence in respect of any aerodrome in Uganda if it is satisfied that—

(a) that person is competent, having regard to his or her previous conduct and experience, his or her equipment, organisation, staffing, maintenance and other arrangement to ensure that the aerodrome and the airspace within which its visual traffic pattern is normally contained are safe for use by aircraft; and

(b) the aerodrome is safe for use by aircraft, having regard in particular to the physical characteristics of the aerodrome and of its surroundings.

(2) An aerodrome licence may be granted subject to such conditions as the Authority thinks fit and shall, subject to the provisions of regulation 67 of these Regulations, remain in force for the period specified in the licence

(3) Without prejudice to the generality of subregulation (2) of this regulation, if the applicant so requests or if the Authority considers that an aerodrome should be available for the take-off or landing of aircraft to all persons on equal terms and conditions, it may grant a licence (in these Regulations referred to as a licence for public use,) which shall be subject to the condition that the aerodrome shall at all times when it is available for the take-off or landing of aircraft, be so available to all persons on equal terms and conditions.

(4) The holder of an aerodrome licence granted under these regulation shall—

(a) furnish to any person on request, information concerning the terms of the licence: or

(b) in the case of a licence for public use, cause to be notified the times during which the aerodrome will be available for the take-off or landing of aircraft engaged on flights for the purpose of the public transport of passengers or instruction in flying.

(5) The holder of an aerodrome licence granted under these Regulations shall not contravene or cause or permit to be contravened any condition of the aerodrome licence at any time in relation to such aircraft engaged on such flights as are specified in regulation 77 (2) of these Regulations, but the licence shall not cease to be valid by reason only of the contravention.

(6) An aerodrome licence holder shall take all reasonable steps to secure that the aerodrome and the airspace within which its visual traffic pattern is normally contained are safe at all times for use by aircraft.

(7) *(a)* Upon making an application for an aerodrome licence the applicant shall submit to the Authority an aerodrome manual for that aerodrome:

(*b*) Unless previously submitted pursuant to subparagraph (*a*) of this paragraph: every aerodrome licence holder shall forthwith submit to the Authority an aerodrome manual for that aerodrome.

(8) An aerodrome manual required pursuant to this article shall contain all such information and instructions as may be necessary to enable the aerodrome operating staff to perform their duties as such including, in particular, information and instructions relating to the matters specified in Seventeenth Schedule to these Regulations.

(9) Every applicant for or aerodrome licence holder shall—

(*a*) furnish to the Authority any amendments or additions to the aerodrome manual before or immediately after they come into effect:

(*b*) without prejudice to the foregoing subparagraph, make such amendments or additions to the aerodrome manual as the Authority may require for the purpose of ensuring the safe operation of aircraft at the aerodrome or safety or air navigation; and

(*c*) maintain the aerodrome manual and make such amendments as may be necessary for the purposes of keeping its contents up to date.

(10) (*a*) Every aerodrome licence holder shall make available to each member of the aerodrome operating staff a copy of the aerodrome manual, or a copy of every part of the aerodrome manual which is relevant to his duties; and shall ensure that each such copy is kept up to date.

(*b*) Every aerodrome licence holder shall take all reasonable steps to secure that each member of the aerodrome operating staff—

(i) is aware of the contents of every part of the aerodrome manual which is relevant to his duties as such; and

(ii) undertakes his duties as such in conformity with the relevant provisions of the manual.

(11) For the purposes of this article—

(a) 'aerodrome operating staff' means all persons, whether or not the aerodrome licence holder and whether or not employed by the aerodrome licence holder, whose duties are concerned either with ensuring that the aerodrome and airspace within which its visual traffic pattern is normally contained are safe for use by aircraft, or whose duties require them to have access to the aerodrome manoeuvring area or apron;

(b) 'visual traffic pattern' means the aerodrome traffic zone of the aerodrome, or, in the case of an aerodrome which is not notified for the purpose of Rule 36 of the Rules of the Air, the air space which would comprise the aerodrome traffic zone of the aerodrome if it was so notified.

Aeronautical radio stations.

80. (1) A person shall not cause or permit any aeronautical radio to be established or used unless its purpose has been approved by the Authority and its equipment is of a type the specification of which is approved by the Authority in relation to the purpose for which it is to be used.

(2) The person in charge an aeronautical radio station the purpose of which is to provide a navigational aid by radio or radar to an aircraft making an approach to land or landing at an aerodrome shall not cause or permit that aeronautical radio station to provide the navigational aid unless all aeronautical radio stations operated by that person at that aerodrome are—

(*a*) installed, modified and maintained in a manner approved by the Authority;

(*b*) flight checked by the Authority or by a person approved by the Authority for that purpose on such occasions as the Authority may require.

(3) The provisions of subregulation (2) shall not apply to any aeronautical radio station which is used solely for the purpose of enabling communications to be made by or on behalf of the operator of an aircraft and the commander of the aircraft.

(4) The person in charge of an aeronautical radio station at an aerodrome for which a licence for public use has been granted shall cause to be notified in relation to that aeronautical radio station the type and hours of operation of any service which is available for use by any aircraft, and in approving the purpose for which an aeronautical radio station is to be used at any other aerodrome the Authority may, if it thinks fit require the person in charge of the aeronautical radio station to cause that information to be notified.

(5) For the purpose of this regulation an approval shall be in writing and may be granted subject to such conditions as the Authority thinks fit.

(6) This regulation shall not apply in respect of any aeronautical radio station of which the person in charge is the Authority.

Aeronautical radio station records.

81. (1) The person in charge of any aeronautical radio station the purpose of which is to provide navigational aid by radio or radar to an aircraft making an approach to land or landing at an aerodrome shall, in respect of all aeronautical radio stations operated by him or her at that aerodrome—

(*a*) keep a written record of functional tests, flight checks and particulars of any overhaul, repair, replacement or modification of it; and

(b) preserve the written record for a period of one year or such longer period as the Authority may in a particular case direct, and shall within a reasonable time after being requested to do so by an authorised person, produce that record to that person.

(2) The person in charge of an aeronautical radio station which is used for the provision of an air traffic control service by an air traffic control unit shall provide apparatus which is capable of recording the terms or content of any radio message or signal transmitted to any aircraft either alone or in common with other aircraft or received from any aircraft by the air traffic control unit.

(3) The apparatus provided in compliance with subregulation (2) of this regulation shall be—

(a) of a type the specification of which is approved by the Authority in relation to the particular aeronautical radio station;

(b) installed, modified and maintained in a manner approved by the Authority; and

(c) in operation at all times when the aeronautical radio station is in operation for providing an air traffic control service and for the purpose of this regulation, an approval shall be in writing and may be granted subject to such conditions as the Authority thinks fit.

(4) The person in charge of an aeronautical radio station shall ensure that each record made by the apparatus provided in compliance with subregulation (2) of this regulation includes—

(a) the identification of the aeronautical radio station;

(b) the date or dates on which the record was are made;

(c) a means of determining the time at which each message or signal was transmitted;

(d) identity of the aircraft to or from which and the radio frequency on which the message or signal was transmitted or received: and

(e) the time at which the record started and finished.

(5) If at any time the apparatus provided in compliance with subregulation (2) of this regulation ceases to be capable of recording the matters required by this regulation to be included in the record, the person in charge of the aeronautical radio station shall ensure that a written record is kept in which the particulars specified in subregulation (4) of this regulation are recorded together with a summary of communication exchange between the aeronautical radio station and aircraft.

(6) The person in charge of the aeronautical radio station shall preserve any record made in compliance with subregulations (2) and (5) of this regulation for a period of 30 days from the date on which the message or signal was recorded or for such longer period as the authority may in particular case direct, and shall, within a reasonable time after being requested to do so by an authorised person, produce the record to that person.

(7) A person required by this regulation to preserve any record by reason of his of her being the person in charge of the aeronautical radio station shall, if he or she ceases to be such a person, continued to preserve the record as if he or she had not ceased to be such a person and if he or she dies the duty to preserve the record shall fall upon his or her personal representative.

(8) If another person becomes the person in charge of the aeronautical radio station the previous person in charge of the aeronautical radio station or his or her personal representative shall deliver the record to that other person on demand, and it shall be the duty of that other person to deal with the record delivered to him or her as if he or she were that previous person in charge.

(9) The provisions of this regulation shall not apply in respect of any aeronautical radio station of which the person in charge is the Authority.

Charges at aerodromes licenced for public use.

82. The licencee of any aerodrome in respect of which a licence for public use has been granted shall, when required by the Authority, furnish to the Authority such particulars as it may require of the charges established by the licence for the use of the aerodrome or of any facilities provided at the aerodrome for the safety, efficiency or regularity of air navigation.

Use of aerodromes by aircraft of Contracting States.

83. The person in charge of any aerodrome in Uganda which is open to public use by aircraft registered in Uganda (whether or not the aerodrome is a licenced aerodrome) shall cause the aerodrome and all air navigation facilities provided there, to be available for use by the aircraft registered in the other Contracting States on the same terms and conditions as for use by aircraft registered in Uganda.

Noise and vibration caused by aircraft on aerodromes.

84. The Authority may prescribe the conditions under which noise and vibration may be caused by aircraft (including military aircraft) on Authority aerodromes, licenced aerodromes, or on aerodromes at which repair or maintenance of aircraft is carried out by persons carrying on business as repairers of aircraft.

Aeronautical lights.

85. (1) Except with the permission of the Authority and in accordance with any conditions subject to which the permission may be granted. a person shall not establish. maintain or alter the character of—

(a) an aeronautical beacon within Uganda:

(b) any aeronautical ground light (other than an aeronautical beacon) at an aerodrome licensed under these Regulations. or which forms part of the lighting system for use by aircraft taking off from or landing at such an aerodrome.

(2) In the case of an aeronautical beacon which is or may be visible from the waters within an area of a general lighthouse authority. the Authority shall not give its permission for the purpose of subregulation (1) except with the consent of that authority; or

(3) A person shall not intentionally or negligently damage or interfere with any aeronautical ground light established by or with the permission of the Authority.

Dangerous lights.

86. (1) A person shall not exhibit in Uganda any light which—

(a) by reason of its glare is liable to endanger aircraft taking off from or landing at any aerodrome; or

(b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft.

(2) If any light which appears to the Authority to be such a light referred to in subregulation (1) is exhibited the Authority may cause a notice to be served upon the person who is the occupier of the place where the light is exhibited or having charge of the light, directing that person, within a reasonable time to be specified in the notice for extinguishing or screening the light and for preventing for the future the exhibition of any other light which may similarly endanger aircraft.

(3) The notice may be served either personally or by post, or by affixing it in some conspicuous place near to the light to which it relates.

(4) In the case of a light which is or may be visible from any waters within the area of a general lighthouse authority, the power of the Authority under this regulation shall not be exercised except with the consent of that authority.

Custom and Excise Airport.

87. (1) The Minister may, in consultation with the Commissioner General of Uganda Revenue Authority by order, designate any aerodrome to be a place for the landing or departing of aircraft from Uganda for the purpose of the enactments for the time being in force relating to customs and exercise taxes.

(2) The Minister may, subject to the approval of the Cabinet, by order, revoke any designation made under subregulation (1).

88. (1) A person who has the management of any aviation fuel installation on an aerodrome in Uganda shall not cause or permit any fuel to be delivered to that installation or from it to an aircraft unless—

Aviation fuel at aerodromes.

(a) when the aviation fuel is delivered into the installation, he or she is satisfied that—

(i) the installation is capable of storing and dispensing the fuel so as not to render it unfit for use in aircraft;

(ii) the installation is marked in a manner appropriate to the grade of fuel stored or if different grades are stored in different parts, each part is so marked; and

(iii) in the case of delivery into the installation or part of it from a vehicle or vessel, the fuel has been sampled and is of a grade appropriate to that installation or that part of the installation as the case may be and is fit for use in aircraft.

(b) when any aviation fuel is dispensed from the installation he or she is satisfied as the result of sampling that the fuel is fit for use in aircraft.

(2) Subregulation (1) shall not apply in respect of fuel which has been removed from an aircraft and is intended for use in another aircraft operated by the same operator as the aircraft from which it has been removed.

(3) A person to whom subregulation (1) of this regulation applies shall keep a written record in respect of each installation of which he or she has the management, and the record shall include—

(a) particulars of the grade and quantity of aviation fuel delivered;

(*b*) particulars of all samples taken of the aviation fuel and of the results of tests of those samples; and

(*c*) particulars of the maintenance and cleaning of the installation: and he or she shall preserve the written record for a period of 12 months or such longer period as the Authority may, in a particular case direct and shall, within a reasonable time after being requested to do so by an authorised person, produce the record to that person.

(4) A person shall not cause or permit any aviation fuel to be dispensed for use in an aircraft if he or she knows or has reason to believe that the aviation fuel is not fit for use in aircraft.

(5) If it appears to the Authority or an authorised person that any aviation fuel is intended or likely to be delivered in contravention of any provision of this regulation, the Authority or that authorised person may direct the person having the management of the installation not to permit aviation fuel to be dispensed from that installation until the direction has been revoked by the Authority or by an authorised person.

(6) For the purpose of this regulation—

"aviation fuel" means fuel intended for use in aircraft:

"aviation fuel installation" means any apparatus or container, including a vehicle, designed, manufactured or adapted for the storage of aviation fuel or for the delivery of such fuel to an aircraft.

PART XI—GENERAL.

Restriction with respect to carriage for valuable consideration in aircraft outside Uganda.

89. (1) An aircraft registered in a Contracting State other than Uganda, or in a foreign country, shall not take on board or discharge any passengers or cargo in Uganda where hire or reward is given orpromised in respect of the carriage of that person or cargo, except with the permission of the Authority granted under this regulation to the operator or the charter of the aircraft or to the Government of the country in which the aircraft is registered, and in accordance with any conditions to which the permission may be subject.

(2) Without prejudice to the provisions of regulation 68 of these Regulations or of subregulation (۴) of this regulation, any breach by a person to whom a permission has been granted under this regulation of any condition to which that permission was subject shall constitute a contravention of this regulation.

Filing and approval of tariffs.

90. (1) Where a permission granted under regulation 89 (1) of these Regulations contains a tariff provision, the operator or chatterer of the aircraft concerned shall file with the Authority the tariff which it proposes to apply on flights to which the permission relates and the Authority shall consider the proposed tariff and may, if it thinks fit, approve or disapprove it.

(2) For the purpose of this regulation, "tariff provision" means a condition as to any of the following matters—

(a) the price to be charged for the carriage of passengers, baggage or cargo on flights to which a permission granted under regulation 89 (1) of these Regulation relates.

(b) any additional goods, services or other benefits to be provided in connection with such carriage:

(c) the price, if any, to be charged for any such additional goods, services or benefits: and

(d) the commission, or rates of commission, to be paid in relation to the carriage of passengers, baggage or cargo; and includes any condition as to the applicability of any such price, the provision of any such goods, services or benefits or the payment of any such commission or of commission at any such rate.

(3) The Authority shall act on behalf of the State in performing the functions conferred on it by this regulation.

Restriction with respect to aerial photography aerial survey and aerial work in aircraft registered outside Uganda.

91. (1) An aircraft registered in a Contracting State other than Uganda, or in a foreign country, shall not fly over Uganda for the purpose of aerial photography or aerial survey (whether or not valuableconsideration is given or promised in respect of the flight or the purpose of the flight) or for the purpose of any other form of aerial work except with the permission of the Authority granted under this regulation to the operator or the charterer of the aircraft and in accordance with any conditions to which the permission may be subject.

(2) Without prejudice to the provisions of regulation 68 of these Regulations or of subregulation (1) of this regulation, any breach by a person to whom a permission has been granted under this regulation of any condition to which that permission was subject shall constitute a contravention of this regulation.

Flights over any foreign country.

92. (1) The operator or commander of an aircraft in Uganda (or, if the operator's principal place of business or permanent residence is in Uganda, any other aircraft) which is being flown over any foreign country shall not allow that aircraft to be used for a purpose which is prejudicial to the security, public order or public health of, or to the safety of air navigation in relation to, that country.

(2) A person does not contravene subregulation (1) of this regulation if he or she neither knew nor suspected that the aircraft was being or was to be used for a purpose referred to in subregulation (1).

(3) The operator or commander of an aircraft registered in Uganda (or if the operator's principal place of business or permanent residence is in Uganda, any other aircraft) which is being flown over any foreign country shall comply with any directions given by the appropriate aeronautical authorities of that country whenever—

(a) the flight has not been duly authorised; or

(*b*) there are reasonable grounds for the appropriate aeronautical authorities to believe that the aircraft is being or will be used for a purpose which is prejudicial to the security, public order or public health of, or to the safety of air navigation in relation to, that country;

unless the lives of persons on board or the safety of the aircraft would thereby be endangered.

(4) A person does not contravene subregulation (3) of this Regulation if he or she neither knew nor suspected that directions were being given by the appropriate aeronuatical authorities.

(5) The requirement in subregulation (3) of this regulation is without prejudice to any other requirement to comply with directions of an aeronautical authority.

(6) In this regulation, "appropriate aeronautical authorities" includes any person whether a member of a country's military or civil authorities, authorised under the law of the foreign country to issue directions to aircraft flying over that country.

Mandatory reporting

93. (1) Subject to the provisions of this regulation, every person who—

(*a*) is the operator or the commander of a public transport aircraft which is registered in Uganda and has a maximum total weight authorised of more than 2300 kg;

(*b*) carries on the business of manufacturing, repairing or overhauling such an aircraft, or any equipment or part of it;

(*c*) signs a certificate of maintenance review, or of release to service in respect of the aircraft or any equipment;

(*d*) performs a function for which he or she requires an air traffic controller's licence; or

(e) is the licensee or manager of a licenced aerodrome, shall—

(i) make a report to the Authority of any reportable occurrence of which he or she knows and which is of such a description as may be prescribed: the report shall be made within such time, by such means, and shall contain such information as may be prescribed and it shall be presented in such form as the Authority may in any particular case approve; and

(ii) make a report to the Authority, within such time, by such means, and containing such information as the Authority may specify in a notice in writing served upon him or her being information which is in his or her possession or control and which relates to a reportable occurrence which has been reported by him or her by another person to the Authority in accordance with this regulation.

(2) In this regulation "reportable occurrence" means—

(a) any incident relating to such an aircraft or any defect in or malfunctioning of such an aircraft or any part or equipment of such an aircraft, being an incident, malfunctioning or defect endangering, or which if not corrected would endanger, the aircraft, its occupants, or any other person; and

(b) any defect in or malfunctioning of any facility on the ground used or intended to be used for purposes of or in connection with the operation of such an aircraft, being a defect or malfunctioning endangering, or which if not corrected would endanger, such an aircraft or its occupants.

(3) Any accident notified to the Minister under regulations made under section 62 of the Civil Aviation Authority Statute 1994, shall not constitute a reportable occurrence for the purpose of this regulation.

(4) Subject to subregulation (1) *(e)* (ii) of this regulation, nothing in this regulation shall require a person to report any occurrence which he or she has reason to believe has been or will be reported by another person to the Authority in accordance with this regulation.

(5) A person shall not make any report under this regulation if he or she knows or has reason to believe that the report is false in any particular.

(6) Without prejudice to regulation 41 (2), (4) and (5) and subject to the provisions of regulation 66 of these Regulations, the operator of an aircraft shall, if he or she has reason to believe that a report has been or will be made under this regulation, preserve any data from a flight data recorder or a combined cockpit voice recorder or flight data recorder relevant to the reportable occurrence for 14 days from the date on which a report of that occurrence is made to the Authority or for such longer period as the Authority may in a particular case direct.

(7) The record referred to in subregulation (6) may be erased if the aircraft is outside Uganda and it is not reasonably practicable to preserve the record until the aircraft reaches Uganda.

Power to prevent aircraft flying.

94. (1) If it appears to the Authority or an authorised person that any aircraft is intended or likely to be flown—

(a) in such circumstances that any provision of regulations 3,5,6,7,9, 19,20, 30,41,47 or 48 of these Regulation will be contravened; or

(b) in such circumstances that the flight would be in contravention of any other provision of these Regulations or any rules made under them and be a cause of danger to any person or property whether or not in the aircraft; or

(c) while in a condition unfit for the flight, whether or not the flight would otherwise be in contravention of any provision of these Regulations or any Rules made them,

the Authority or that authorised person may direct the operator or the commander of the aircraft that he or she is not to permit the aircraft to make the particular flight or any other flight of such description as may be specified in the direction, until direction has been revoked by the Authority or by an authorised person, and the Authority or that authorised person may take such steps as are necessary to detain the aircraft.

(2) For the purpose of subregulation (1) of this regulation the Authority or any authorised person may enter upon and inspect any aircraft.

(3) If it appears to the Authority or an authorised person that any aircraft is intended or likely to be flown in such circumstances that any provision of regulation 89, 91 or 92 of these Regulations would be contravened in relation to the flight, the Authority or that authorised person may direct the operator or the commander of the aircraft that he or she is not to permit the aircraft to make a particular flight or any other flight of such description as may be specified in the direction until the direction has been revoked by the Authority or by an authorised person, and the Authority or any authorised person may take such steps as are necessary to detain the aircraft.

(4) For the purposes of subregulation (3) of this regulation , the Authority or any authorised person may enter any aerodrome and may enter and inspect any aircraft.

Right of access to aerodromes and other places

95. (1) The Authority and any authorised person shall have right of access at all reasonable times—

(a) to any aerodrome, for the purpose of inspecting the aerodrome;

(*b*) to any aerodrome for the purpose of inspecting any aircraft on the aerodrome or any document which it or he or she has power to demand under these Regulations and for the purpose of detaining the aircraft under these Regulations.

(2) Access to an Authority aerodrome shall only be obtained with permission of the person in charge of the aerodrome.

Obstruction of persons.

96. A person shall not intentionally obstruct or impede any person acting in the exercise of his or her powers or the performance of his or her duties under these Regulations.

Enforcement of directions.

97. Any person who without reasonable excuse fails to comply with any direction given to him or her under any provision of these Regulations or any rules made under these Regulations shall be deemed for the purpose of these Regulations to have contravened that provision.

Penalties.

98. (1) If any provision of these Regulations or of any rules made under them is contravened in relation to an aircraft, the operator of that aircraft and the commander of the aircraft shall (without prejudice to the liability of any other person under these Regulations for that contravention) be deemed for the purpose of the following provisions of this Regulation to have contravened that provision unless he or she proves that the contravention occurred without his or her consent or connivance and that he or she exercised all due diligence to prevent the contravention.

(2) If it is proved that an act or omission of any person which would otherwise have been a contravention by that person of a provision of these Regulations or any rules made under them was due to any cause not avoidable by the exercise of reasonable care by that person the act or omission shall be deemed not to be a contravention by that person of that provision.

(3) Where a person is charged with contravening a provision of these Regulations or of any rules made under them by reason of his or her having been a member of the flight crew of an aircraft on a flight for the purpose of public transport or aerial work, the flight shall be treated (without prejudice to the liability of any other person under these Regulations) as not having been for that purpose if he or she proves that he or she neither knew nor suspected that the flight was for that purpose.

(4) If any person contravenes any provision of these Regulations, or of any rules made under them, not being a provision referred to in subregulation (5) or (6) of this Regulations, he or she commits an offence and is liable on conviction, to a fine not exceeding the Shs. 600,000 or its equivalent.

(5) If any person contravenes any provision specified in Part A of the Thirteenth Schedule to these Regulations he or she commits an offence and is liable on conviction, to a fine not exceeding of Shillings 1,500,000=.

(6) If any person contravenes any provision specified in Part B of the Thirteenth Schedule to these Regulations he or she commits an offence and is liable on conviction to a fine not exceeding the equivalent of Shillings. 3,000,000 or imprisonment not exceeding 2 years or both.

Extra-Territorial effect of the Regulation.

99. (1) Except where the context otherwise requires, the provisions of these Regulations—

(*a*) in so far as they apply (whether by express reference or otherwise) to aircraft registered in Uganda, shall apply to such aircraft wherever they may be;

(*b*) in so far as they apply as described in paragraph (*a*) to those other aircraft shall apply to those other aircraft when they are within Uganda;

(c) in so far as they prohibit, require or regulate (whether by express reference or otherwise) the doing of anything by persons in or by any of the crew of any aircraft registered in Uganda shall apply to such persons and crew, wherever they may be:

(d) in so far as they prohibit, require or regulate as described in paragraph (c) the doing of anything in relation to any aircraft registered in Uganda by other persons, shall apply to them wherever they may be.

(2) Nothing in this regulation shall be construed as extending to make any person who commits an offence in any case in which limits the criminal liability of any persons who are not citizens of Uganda and that person shall not be and in that case taken to have committed an offence.

Application of Regulation to Uganda Controlled Aircraft not registered in Uganda.

100. The Authority may direct that such of the provisions of these Regulations and of any rules made or having effect under them as may to Uganda be specified in the direction shall have effect as if reference in those provisions to aircraft registered in Uganda included references to the aircraft specified in the direction being an aircraft not so registered but for the time being under the management of a person who or persons each of whom is qualified to hold a legal or beneficial interest by way of ownership in an aircraft registered in Uganda.

Application of Regulations to the State and visiting forces, *etc.*

101. (1) Subject to the following provisions of this Regulation, these Regulations shall apply to or in relation to aircraft belonging to or exclusively employed in the service of the State, as they apply to or in relation to other aircraft and for the purpose of such application the Department or other authority for the time being responsible on behalf of the State for the management of the aircraft shall be deemed to be the operator of the aircraft.

(2) Nothing in this Regulation. shall render liable to any penalty any Department or other authority responsible on behalf of the state for the management of state aircraft.

(3) Except as otherwise expressly provided. the military and air force authorities and members of any visiting force and any international headquarters and its members and property held or used for the purpose of any force or headquarters shall be exempt from the provisions of these Regulations and of any rules made under them to the same extent as if that force or headquarters formed part of the Uganda armed forces and for the time being serving there.

(4) Except as otherwise provided by subregulation (5) of this regulations and regulations 57 (4) and (8). 70 (1) *(a)* and 84 of these Regulations, nothing in these Regulations shall apply to or in relation to any military aircraft.

(5) Where a military aircraft is flown by a civilian pilot and is not commanded by person who is acting in the course of his or her duty as a member of any of Uganda armed forces or as a member of a visiting force or international headquarters. the following provisions of these Regulations shall apply on the occasion of that flight, namely regulations 51. 52.53 and 75 and in addition regulation 70 (so far as applicable) shall apply unless the aircraft is flown in compliance with Military Flying Regulations or any Flying Regulations issued by the Minister.

Exemption from Regulation.

102. The Authority may exempt from any of the provisions of these Regulations other than regulations 68. 89. 90, 91.92 or any rules made under those Regulations any aircraft or persons or classes of aircraft or persons, either absolutely or subject to such conditions as it thinks fit.

Environment.

103. Subject to the provisions of these Regulations, the Authority may impose any restrictions or regulations pertaining to Chapter 1.2 and 3 aircraft as regards to their operations or registrations subject to procedures and conditions laid down in ICAO Annex 16 regardless of when the Certificate of airworthiness for the particular aircraft was first issued.

Public transport aerial work.

104. (1) Subject to the provisions of this regulation, "aerial work" means any purpose (other than public transport) for which an aircraft is and flown if valuable consideration is given or promised in respect of the flight, except that if the only such valuable consideration consists of remuneration for the services of the pilot the flight shall be deemed to be a private flight for the purpose of Part IV of these Regulations.

(2) Subject to the provisions of this regulation, an aircraft in flight shall for the purposes of these Regulations be deemed to fly for the purpose of public transport—

(a) if valuable consideration is given or promised for the carriage of passengers or cargo in the aircraft on that flight;

(b) If any passengers or cargo are carried gratuitously in the aircraft on that flight by an air transport undertaking, not being persons in the employment of the undertaking (including, in the case of a body corporate, its directors and, in the case of the Authority, the members of the Authority), persons with the authority of the Authority either making any inspection or witnessing any training, practice or test for the purposes of these Regulations, or cargo intended to be used by any such passengers or by the undertaking; or

(c) for the purposes of part IV of these Regulations (other than regulations 13 (2) and 14 (2)) if valuable consideration is given or promised for the primary purpose of conferring on a particular person the right to fly the aircraft on that flight (not being a single seat aircraft of which the maximum weight authorised does not exceed 910 kg) otherwise than under a hire-purchase or conditional sale agreement.

(3) Notwithstanding that an aircraft may be flying for the purpose of public transport by reason of sub regulation (2) *(c)* of this regulation, it shall not be deemed to be flying for the purpose of the public transport of passengers unless valuable consideration is given for the carriage of those passengers.

(4) A glider shall not be deemed to fly for the purpose of public transport for the purposes of Part IV of these Regulations by virtue of subregulation (2) *(c)* of this Regulation if the valuable consideration given or promised for the primary purpose of conferring on a particular person the right to fly the glider on that flight is given or promised by a member of a flying club and the glider is owned or operated by that flying club.

(5) Notwithstanding the giving or promising valuable consideration specified in subregulation (2) *(c)* of this regulation in respect of the flight or the purpose of the flight it shall—

(a) subject to subparagraph *(b)* for all purposes other than Part IV of these Regulation: and

(b) for the purpose of regulations 13 (2) and 14 (2) of these Regulations; be deemed to be a private flight.

(6) Where under transaction effected by or on behalf of a member of an association of persons on the one hand and the association of persons or any member on the other hand, a person is carried in, or is given the right to fly, an aircraft in such circumstances valuable consideration shall, for the purpose of these Regulations, be deemed to have been given or promised, notwithstanding any rule of law as to such transactions.

(7) A flight shall, for the purposes of Part V of these Regulations, be deemed to be a private flight if it is—

(i) wholly or principally for the purpose of taking part in an aircraft race, contest or exhibition of flying;

(ii) for the purpose of positioning the aircraft for such a flight as is specified in subparagraph (i) and is made with the intention of carrying out such a flight: or

(iii) for the purpose of returning after such a flight as is specified in subparagraph (ii) to a place at which the aircraft is usually based:

(b) the only valuable consideration in respect of the flight or the purpose of the flight other than—

(i) valuable consideration specified in subregulation (2) *(c)* of this regulation. or subparagraph (ii) in the case of an aircraft owned in accordance with subregulation (15) *(a)* of this regulation. valuable consideration which falls within subregulation (15) *(b)* of this regulation.

(ii) in the case of an aircraft owned in accordance with subregulation (15) *(a)* of this regulation, valuable consideration which falls within subregulation—

(aa) that given or promised to the owner or operator of an aircraft taking part in such a race, contest or exhibition of flying and such valuable consideration does not exceed the direct cost of the flight and a contribution shall bear no great proportion to the total annual costs of the aircraft than the duration of the flight bears to the annual flying hours of the aircraft: or

(bb) one or more prizes awarded to the pilot in command of an aircraft taking part in an aircraft race or contest to a value which shall not exceed

the equivalent of Shs.750,000 in respect of any one race or contest except with the permission in writing of the Authority granted to the organizer of the race or contest which permission may be granted subject to such conditions as the Authority thinks fit;

or falls within both subparagraph *(aa)* and *(bb)*.

(8) Any prize falling within sub-paragraph (7) *(b)* (ii) *(bb)* of this Regulation shall be deemed for the purposes of these Regulations not to constitute remuneration for services as a pilot.

(9) A flight shall be deemed to be a private flight if the only valuable consideration given or promised in respect of the flight or the purpose of the flight other than—

(a) valuable consideration specified at subregulation (2) *(c)* of this regulation; or

(b) in the case of an aircraft owned in accordance with subregulation (5) *(a)* of this regulation, valuable consideration which falls within subregulation (15) *(b)* of this regulation;

is give or promised to a registered charity which is not the operators of the aircraft and the flight is made with the permission in writing of the Authority and in accordance with any conditions specified in it.

(10) If valuable consideration specified in subregulation (2) *(c)* of this regulation is given or promised the provisions of that subregulation shall apply to the flight.

(11) A flight shall be deemed to be a private flight if the only valuable consideration given or promised in respect of the flight or the purpose of other flight other than—

(a) valuable consideration specified at subregulation (2) *(c)* of this regulation; or

(b) in the case of an aircraft owned in accordance with subregulation (15) *(a)* of this regulation, valuable consideration which falls within subregulation 15 *(b)* of this regulation; is a contribution to the direct costs of the flight otherwise payable by the pilot in command;

except that—

(i) not more than 4 person (including the pilot) shall be carried on such a flight:

(ii) the proportion which the contribution bears to the total direct costs of the flight shall not exceed the proportion which the number of persons carried on the flight (excluding the pilot) bears to the number of persons carried on the flight (including the pilot); and

(iii) no information concerning the flight must have been published or advertised prior to the commencement of the flight other than, in the case of an aircraft operated by a flying club, advertising wholly within the premises of such a flying club, in which case, all the persons carried on the flight who are aged 18 years or over shall be members of that flying club.

(12) No person acting as a pilot on such a flight shall be employed as a pilot by or be a party to a contract for the provision of services as a pilot with the operator of the aircraft being flown on the flight.

(13) If valuable consideration specified in subregulation (2) *(c)* of this regulation is given or promised, the provisions of that subregulation shall apply to the flight.

(14) A flight shall be deemed to be a private flight if the only valuable consideration given or promised in respect of the flight or the purpose of the flight other than—

(a) valuable consideration specified in regulation (2) *(c)* of this regulation; or

(b) in the case of aircraft owned in accordance with subregulation (16) *(a)* of this regulation valuable consideration which falls within subregulation (16) *(b)* of this regulation is the payment of the whole or part of the direct costs otherwise payable by the pilot in command by or on behalf of the employer of the pilot in command if neither the pilot in command nor any other person is legally obliged, whether under a contract or otherwise, to be carried;

(15) A flight shall be deemed to be a private flight if—

(a) the aircraft is owned—

(i) jointly by persons who each hold not less than a 5% beneficial share and:

(aa) the aircraft is registered in the names of all the joint owners; or

(bb) the aircraft is registered in the name or names of one or more of the joint owners as trustee or trustees for all the joint owners and written notice has been given to the Authority of the names of all persons beneficially entitled to a share in the aircraft: or

(ii) by a company in the name of which the aircraft is registered and the registered shareholders of which each hold not less than 5% of the shares in that company; and

(b) the only valuable consideration given or promised in respect of the flight or the purpose of the flight is either—

(i) in respect of and in not greater than the direct costs of the flight and is given or promised by one or more of the joint owners of the aircraft or registered shareholders of the company which owns the aircraft: or

(ii) in respect of the annual costs and given by one or more of the joint owners or shareholders: or falls within both subparagraphs (i) and (ii).

(16) A flight in respect of which valuable consideration has been given or promised for the carriage of passengers and which is for the purpose of—

(a) the dropping of persons by parachute and which is made under and in accordance with the terms of a written permission granted by the Authority under regulation 45 of these Regulations:

(b) positioning the aircraft for such a flight as is specified in sub-paragraph *(a)* and which is made with the intention of carrying out such a flight and on which no person is carried who it is not intended shall be carried on such a flight and who may be carried on such a flight in accordance with the terms of a written permission granted by the Authority under regulation 45 of these Regulation: or

(c) returning after such a flight as is specified in sub-paragraph *(b)* to the place at which the persons carried on a flight are usually based and on which flight no persons are carried other than persons carried on the flight specified in sub-paragraph *(a)* shall be deemed to be for the purpose of aerial work.

Saving.

105. (1) Subject to the provisions of regulations 79 and 83 of these Regulations nothing in these Regulations or rules made under them shall confer any right to land in any place as against the owner of the land or other persons interested in the land.

(2) Nothing in these Regulations shall oblige the Authority to accept an application from the holder of any current certificate, licence, approval, permission, exemption or other document, being an application for the renewal of that document, or for the granting of another document in continuation of or in substitution for the current document if the application is made more than 60 days before the current document is due to expire.

Small aircraft

106. The provisions of these Regulations, other than regulations 52 and 76 shall not apply to or in relation to—

(a) any balloon which at any stage of its flights is not more than 2 metres in any linear dimension including any basket or other equipment attached to the balloon;

(b) any kite weighing not more than 2kg;

(c) any other aircraft weighing not more than 7kg without its fuel; or

(d) any parachute including a parascending parachute.

Approval of persons to furnish reports

107. In relation to any of its functions under any of the provisions of these Regulations the Authority may, either absolutely or subject to such conditions as it thinks fit, approve a person as qualified to furnish reports to it and may accept such reports.

Revocation

108. (1) The East African Air Navigation Regulations, 1965 is revoked.

SCHEDULES.

FIRST SCHEDULE.

(REGULATIONS 2 (5), 4 (8) AND 24 (3))

PART A.

TABLE OF GENERAL CLASSIFICATION OF AIRCRAFT.

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
Aircraft			
Heavier than Aircraft		Lighter than Aircraft	
Power driven flying machines	None power driven	Power driven	Non Power driven
Aeroplane (Landplane) Aeroplane (Sea plane) Aeroplane (Amphibian) Aeroplane (self launching Motor glider) Powered lift (Tilt rotor) Rotorcraft -Helicopter -Gyroplane	Glider Kite	Airship	Free Baloon Captive Balloon

PART B

(REGULATION 5 (2))

NATIONALITY AND REGISTRATION MARKS OF AIRCRAFT REGISTERED IN UGANDA.

General

1. (1) The nationality mark of the aircraft shall be a combination of number and capital letter '5X' and the registration mark shall be a group of three capital letters assigned by the Authority on the registration of the aircraft. The letters shall be capital letters in Roman characters without ornamentation: the number shall be an Arabic number without ornamentation and a hyphen shall be placed between the nationality mark and registration mark.

(2) The nationality and registration marks shall be displayed to the best advantage, taking into consideration the constructional features of the aircraft and shall always be kept clean and visible.

(3) The nationality and registration marks shall also be inscribed together with the name and address of the registered owner of the aircraft, on a fire proof metal place affixed.

(a) in the case of an aeroplane having an empty weight not exceeding 150 kg either in accordance with paragraph *(b)* or in a prominent position to the wing: or

(b) in the case of any other aircraft in a prominent position on the fuselage or car or basket, as the case may be, and near or the main entrance to the aircraft.

(4) The nationality and registration marks shall be painted on the aircraft or shall be affixed to it by any other means ensuring a similar degree of permanence in the following manner.

Position of marks

2. (1) The position of marks of Flying Machines and Gliders shall be as follows—

(a) on the horizontal surfaces of the wings or fuselage (or equivalent structure).

(i) on aircraft having a fixed wing surface, the marks shall appear on the lower surface of the wing structure, and shall be on the left half of the lower surface of the structure unless they extend across the whole surface of both wings. So far as possible the marks shall be located equidistant form the leading and trailing edges of the wings. The tops of the letters shall be towards the leading edges of the wing:

(ii) on aircraft having no fixed wing surface and when owing to the structure of the aircraft the greatest height or reasonably practicable for the marks on the vertical surface of the fuselage (or equivalent structure) is less than 15 centimetres the marks shall also appear on lower surface of the fuselage on the line of symmetry and shall be placed with the tops of the letters towards the nose.

(b) on the vertical surface of the Tail or Fuselage (or equivalent structure):

(i) The marks shall also be on each side of the aircraft either on the fuselage or on the upper halves of the vertical tail surface:

(ii) On aircraft having fixed wing surface, the marks, if place on the fuselage (or equivalent structure), shall be between the horizontal tail surfaces and the wing:

(iii) where on a single vertical tail surface, the marks shall be on both sides:

(iv) Where there is more than one vertical tail surface, the marks shall be on the outer sides of the outboard vertical tail surfaces.

Airships and free balloons.

(2) The position and size of marks on airships and free balloons shall be as follows—

(a) in the case of airships case of the marks shall be on each side of the airship. They shall be placed horizontally either on the hull near the maximum cross-section of the airship or on the lower vertical stabilizer:

(b) in the case of free balloons: the marks shall be in two places diametrically opposite:

(c) in the case of both airships and free balloons the side marks shall be so placed as to be visible both from the sides and from the ground.

Size of mark

3. (1) The size of marks on flying machine and Gliders shall be as follows—

(a) on the horizontal surfaces of the wings the letters constituting each group of marks shall be of equal height. The height of the letters shall be at least 50 centimetres;

(b) on the fuselage (or equivalent structure) and vertical Tail Surfaces;

(i) the marks on the fuselage (or equivalent structure) shall not interfere with the visible outlines of the fuselage (or equivalent structure);

(ii) the marks on the vertical tail surfaces shall be such as to leave a margin of at least 5 centimetres along each side of the vertical tail surface;

(iii) the letters shall be equal height;

(iv) the height of the letters constituting each group of marks shall be at least 30 centimetres. Where marks are required to be carried on the lower surface of aircraft having no fixed wing surface the height of the marks shall be at least 50 centimetres;

(c) if owing to the structure of the aircraft the appropriate height specified in this subparagraph *(b)* is not reasonably practicable the height of the marks shall be the greatest height reasonably practicable in the circumstances consistent with and in compliance with paragraph 4 of this Part of the Schedule.

(2) The size of marks on Airships and Free Balloons shall be as follows—

The letters constituting each group of marks shall be of equal height and the height of the letters shall be at least 50 centimetres.

Width and spacing of marks.

4. (1) The width of each letter (except the letter I) and the length of the hyphen between the nationality mark and the registration mark shall be two-thirds of the height of a letter.

(2) The letters and hyphen shall be formed by solid lines and shall be of a colour clearly contrasting with the background on which they appear and the thickness of the lines shall be one-sixth of the height of a letter.

(3) Each letter shall be separated from the letter which it immediately precedes or follows by a space equal to half the width of a letter. A hyphen shall be regarded as a letter for this purpose.

PART C

AIRCRAFT DEALER'S CERTIFICATE—CONDITIONS

(1) The operator of the aircraft shall be the registered owner of the aircraft, who shall be the holder of an aircraft dealer's certificate granted under these Regulations.

(2) The aircraft shall fly only for the purpose of:

(a) testing the aircraft;

(b) demonstrating the aircraft with a view to the sale of that aircraft or of other similar aircraft;

(c) proceeding to or from a place at which the aircraft is to be tested or demonstrated as aforesaid, or overhauled, repaired or modified;

(d) delivering the aircraft to a person who has agreed to buy, lease or sell it; or

(e) proceeding to or from a place for the purpose of storage.

(3) Without prejudice to the provisions of regulation 36 of these Regulations the operator of the aircraft shall satisfy himself before the aircraft takes off that the aircraft is in every way fit for the intended flight.

(4) The aircraft shall fly only within Uganda.

SECOND SCHEDULE

(REGULATIONS 3 (2) *(b)* (ii), 7 (2) *(d)* AND 43 (7) *(c)*)

A AND B CONDITIONS

The A Conditions and B Conditions referred to in regulations 3 (2) *(b)* (i) 7 (2) *(d)* and 43 (7) *(c)* of these Regulations are as follows—

A Conditions

(1) The aircraft shall be either an aircraft in respect of which a certificate of airworthiness or validation has previously been in force under these Regulation. or an aircraft identical in design with an aircraft.Aircraft Dealer's Certificate — Conditions

(2) The aircraft shall fly only for the purpose of enabling it to—

(a) qualify for the issue or renewal of a certificate of airworthiness or of the validation of it or the approval of a modification of the aircraft. after an application has been made or such issue. renewal. validation or approval as the case may be:

(b) proceed to or from a place at which any inspection. approval. test or weighing of. or the installation of equipment in the aircraft is to take place for purpose referred to in sub-paragraph *(a)*. after such an application has been made. or at which the installation of furnishing in. or the painting of, the aircraft is to be undertaken: or

(c) proceed to or from a place at which the aircraft is to be or has been stored.

(3) The aircraft and its engines shall be certified as fit for flight by the holder of an aircraft maintenance engineer's licence granted under these Regulations, being a licence which entitles him or her to issue that certificate or by a person approved by the Authority for the purpose of issuing certificates under this condition. and in accordance with that approval.

(4) The aircraft shall carry the minimum flight crew specified in any certificate of airworthiness or validation. which has previously been in force under these Regulations in respect of the aircraft. or is or has previously been in force in respect of any other aircraft of identical design.

(5) The aircraft shall not carry any persons or cargo except persons performing duties in the aircraft in connection with the flight or persons who are carried in the aircraft to perform duties in connection with a purpose referred to in paragraph (2) of these Conditions.

(6) The aircraft shall not fly over any congested area of a city, town or settlement except to the extent that it is necessary to do so in order to take off from or land at a Government aerodrome or an aerodrome owned or managed by the Authority, or a licensed aerodrome, in accordance with normal aviation practice.

(7) Without prejudice to the provisions of regulation 19(2) of these Regulations, the aircraft shall carry such crew as may be necessary to ensure the safety of the aircraft.

B Conditions.

(1) The flights shall be made under the supervision of a person approved by the Authority for the purpose of these Conditions, and subject to any additional conditions which may be specified in such approval.

(2) If it is not registered in Uganda or under the law of any country referred to in regulation 3 of these Regulations, the aircraft shall be marked in a manner approved by the Authority for the purpose of these Conditions, and the provisions of regulations, 14,16, 20, 36, 39, 62 and 64 shall be complied with in relation to the aircraft as if it was registered in Uganda so far as such provisions are applicable to the aircraft in the circumstances.

(3) The aircraft shall fly only for the purpose of:

(a) experimenting with or testing the aircraft (including in particular its engines)and its equipment:

(b) enabling it to qualify for the issue of a certificate of airworthiness or the validation of it or the approval of a modification of the aircraft:

(c) proceeding to or from a place at which any experiment, inspection, approval, test or weighing of, or the installation of equipment in the aircraft is to take place for a purpose referred to in sub-paragraph *(a)* or *(b)* or at which the installation of furnishings in, or the painting of, the aircraft is to be undertaken: or

(d) demonstrating the aircraft with a view to the sale of that aircraft or of other similar aircraft.

(4) Without prejudice to the provisions of regulation 19 (2) of these Regulations, the aircraft shall carry such flight crew as may be necessary to ensure the safety of the aircraft.

(5) The aircraft shall not carry any cargo, or any persons other than the flight crew except the following—

(a) persons employed by the operator who carry out during the flight duties in connection with the purposes specified in paragraph (3) these Conditions;

(b) person employed by manufactures of component parts of the aircraft (including its engines) who carry out during the flight duties in connection with the purpose so specified;

(c) persons approved by the authority under regulation 107 of these Regulations as qualified to furnish report for the purposes of regulation 8 of these regulations; or

(d) persons, other than those carried under the preceding provisions of this paragraph, who are carried in the aircraft in order to carry out a technical evaluation of the aircraft or its operation.

(6) The aircraft shall not fly, except in accordance with procedures which have been approved by the authority in relation to that flight, over any congested area of a city, town or settlement.

THIRD SCHEDULE

(REGULATION 8 (3))

CATEGORIES OF AIRCRAFT

1. *(a)* Transport Category (Passenger)

   (b) Transport Category (Cargo)

   (c) Aerial Work Category

   (d) Private Category

   (e) Special Category.

2. The purposes for which the aircraft may fly are as follows—

Transport Category (Passenger)	Any purpose
Transport Category (Cargo)	Any purpose, other than the public transport of passengers.
Aerial Work Category	Any purpose other than public transport.
Private Category	Any purpose other than public transport or aerial work.
Special Category	Any purpose, other than public transport specified in the certificate of airworthiness but not including the carriage of passengers unless expressly permitted.

FOURTH SCHEDULE.

((REGULATION 12(2))

MAINTENANCE ENGINEERS: PRIVILEGES OF LICENCE

An aircraft maintenance engineer may, subject to the conditions of his or her licence issue certificate as follows—

1. Aircraft Maintenance Engineers-Category A (Aircraft) In relation to aircraft (not including engines)

(a) certificates of maintenance review in accordance with the maintenance schedules approved under these Regulations:

(b) certificates of release to service in respect of inspections. repairs replacements and modifications so approved:

(c) certificates of fitness of aircraft for flight under 'A Conditions' set out in the Second schedule.

2. Aircraft Maintenance Engineers Category B (Aircraft)

In relation to aircraft (not including engineers)

Certificate of release to service in respect of inspections. overhauls. repairs. replacements and modifications approved under these Regulations.

3. Aircraft Maintenance Engineers - Category C (Engines)

In relation to engines—.

(a) certificates of maintenance review accordance with the maintenance schedule approved under these Regulations:

(b) certificate of release to service in respect of inspections. repairs. replacements and modifications so approved:

(c) certificates of fitness of aircraft engines for flight under the 'A Conditions' set out in the Second schedule to these Regulations.

4. Aircraft Maintenance Engineers - Category D (Engines)
In relation to engines—

Certificates of release to service in respect of inspections, overhauls, repairs, replacements and modifications approved under these regulations.

5. Aircraft Maintenance Engineer—

Category X (Compasses)
Category X (Instruments)
Category X (Electricals)
Category X (Auto Pilots)

In relation respectively to compasses, instruments, electrical equipment, or auto pilots—

(a) certificate of maintenance review in accordance with the maintenance schedule approved under these Regulations:

(b) certificate of release to service in respect of inspections, repairs, replacement, and modifications so approved.

6. Aircraft Maintenance Engineers-Category R (Radio System)

In relation to aircraft radio stations—

(a) certificates of maintenance review in accordance with the maintenance schedule approved under this regulations: and

(b) certificates of release to service in respect of inspections, repairs, replacements and modifications so approved.

FIFTH SCHEDULE

AIRCRAFT EQUIPMENT

(REGULATION 11 (6) *(a)* AND 13(2))

1. *(a)* Every aircraft of a description specified in the first column of the Table set out in paragraph 4 of this Schedule and which is registered in Uganda shall be provided, when flying in the circumstances specified in the second column of that Table, with adequate equipment;

(b) For the purpose of subparagraph *(a)* the expression adequate equipment shall mean the scales of equipment respectively indicated in that Table: expect that, if the aircraft is flying in a combination of such circumstances, the scales of equipment shall not on that account be required to be duplicated.

2. The equipment carried in an aircraft as being necessary for the airworthiness of the aircraft shall be taken into account in determining whether this Schedule is complied with in respect of that aircraft.

3. The following items of equipment shall not be required to be of a type approved by the Authority:

(a) The equipment referred to in Scale A (ii):

(b) First aid equipment and handbook, referred to in Scale A;

(c) Time-pieces, referred to in Scale F:

(d) Torches, referred to in Scales, G.H.K. and Z:

(e) Whistles, referred to in Scale H;

(f) Sea anchors, referred to in Scales H, J and K:

(g) Rocket signals, referred to in Scale J:

(h) Equipment for mooring, anchoring or maneuvring aircraft on the water referred to in Scale J:

(i) Paddles, referred to in Scale K:

(j) Food and water, referred to in Scales K, U, and V:

(k) Stoves cooking utensils, snow shovels, ice saws, sleeping bags and Arctic suits, referred to in Scale V:

(m) Megaphones, referred to in Scales Y1 and Y2 and V ice saws, in Scale V.

4. TABLE

Description of Aircraft	Circumstances of Flight	Scale of Equipment required
(1) Gliders	(a) flying for purposes other than public transport or aerial work; and when flying by night.	A (ii)
	(b) flying for the purposes of public transport and aerial work: and	A, B (i) and (ii), D and F (i)
	(i) When flying by night	C and G
	(ii) When carrying out an aerobatic maneuvers.	B (iii)
(2) Aeroplanes	(a) flying for purposes other than public transport: and	A (i) and (ii) and B (i)
	(i) when flying by night	C and D
	(ii) when flying under Instrument Flight rules-	
	(aa) outside controlled airspace.	D
	(bb) within controlled airspace	E with E (ii) duplicated and F
	(iii) when carrying out aerobatic manoeuvres.	B (iii)

	(b) flying for the purpose of public transport ; and	A.B.(i) and (ii). D and F (i)
	(i) when flying under Instrument Flight Rules except flights Outside controlled airspace by Aeroplanes having a maximum total weight authorised not exceeding 1150kg.	E with E (iv) duplicated and F
	(ii) when flying by night: and in case aeroplanes of which the maximum total weight authorised exceeds 1150kg.	C and G E with E (iv) duplicated and F
	(iii) when flying over water beyond gliding distance from land.	H
	(iv) on all flights on which in the case of any emergency occurring during take-off or during the landing at the intended destination or any likely alternate destination it is reasonably possible that the aeroplane would be forced to land onto water.	H
	(v) when flying over water—	A.B. D and D and F (i)
	(aa) in case of an aeroplane	
	(aaa) classified in its certificate of airworthiness as being of performance group A. C or X: or	

	(bbb) having no performance group classification in its certificate of airworthiness and of such a weight and performance that with any of its power units inoperative and the remaining power unit or units operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Authority it is capable of a gradient of climb of at least 1 in 200 at an altitude of 5000ft in the International Standard Atmosphere specified in or ascertainable by reference to the certificate of airworthiness in force in respect of that aircraft when either more than 400 nautical miles or more than 90 minutes flying time: (ccc) for the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the	H, J & K

	speed for compliance with regulations governing flights over water. from the nearest aerodrome at which an emergency landing can be made. Circumstance of flight	Scale of Equipment required
	(bb) in the case of all other aeroplanes. when more than 30 minutes flying time from such an aerodrome-	H and K
	(iv) on all flights which involve manoeuvers on water.	H. J & K
	(vii) when flying at a height of 10.000 ft or more above man sea level.	
	(aa) having a certificate of airworthiness first issued (whether in Uganda or elsewhere) before 1st January 1989.	L1 or L2
	(bb) having a certificate of airworthiness first issued (whether in Uganda or elsewhere) on or after 1st January 1989	L2

	(viii) on flight when the weather report or forecasts available at the aerodrome at the time of departure indicate that the conditions favouring ice formation are likely to be met.	M
	(ix) when carrying out aerobatic manoeuvres.	B (ii)
	(x) on all flights on which the aircraft carries a flight crew of more than one person	N
	(xi) on all flights for the purpose of the public transport of passengers-	
	(aa) before 1st January, 1990	Q & Y1
	(bb) on or after 1 January, 1990	Q & Y1 (i), (ii) and (iii)
	(xii) on all flights by a pressurised aircraft-	R1
	(aa) before 1st January, 1990.	R2
	(bb) on or after 1st January 1990.	U
	(xiii) when flying over substantially uninhabited land areas where, in the case of any emergency landing, typical conditions are likely to be met.	

	(xiv) when flying over substantially uninhabited land areas where, in case of any emergency landing: polar conditions are likely to be met.	V
	(xv) when flying at an altitude of more than 49,000ft.	W
(3) Turbine-jet aeroplanes having a maximum total weight authorised exceeding 5700kg or pressurised aircraft having a maximum total weight authorised exceeding 11400kg.	when flying for the purpose of public transport.	O
(4) Turbine-engined aeroplanes having a maximum total weight authorised exceeding 5700kg. And piston-engined aeroplanes having a maximum total weight authorised exceeding 2730kg-		
(a) which are operated by an air transport undertaking under a certificate of airworthiness in the Transport category (passenger) or the Transport Category (Cargo); or	When flying on any flight	P

(b) in respect of which application has been made and not withdrawn or refused for such a certificate and which fly under a certificate of airworthiness in the Special Category. except that this paragraph shall not apply to aeroplanes falling within paragraphs (5) or (6) of this Table.	When flying on any flight	P
(5) Aeroplanes in respect of which there is in force a certificate of airworthiness in the Transport Category (Cargo) and aeroplanes in respect of which application has been made, and not withdrawn or refused for such a certificate of airworthiness and which fly under 'A conditions' or in respect of which there is in force a certificate of airworthiness in the Special Category.		
(a) which conform to a type first issued with a certificate (whether in Uganda or elsewhere) on or after 1st	When flying on any flight.	S (i)

April.1971 and which have a maximum total weight authorised exceeding 5700kg but not exceeding 11400kg.		
(b) which conform to a type first issued with a type certificate (whether in Uganda or elsewhere) on or after 1st April 1971 and which have a maximum total weight authorised exceeding 11400kg but not exceeding 27000kg;	when flying on any flight.	S (ii)
(c) which conform to a type first issued with a type certificate (whether in Uganda or elsewhere) on or after 1st January 1971 and which have a maximum total weight authorised exceeding 230000kg;	when flying on any flight.	S (iii)
(d) which conform to a type first issued with a type certificate in Uganda on or after 1 January 19[illegible] and which have a maximum total weight authorised exceeding 230000kg. expect that this paragraph shall not apply to aeroplanes falling within paragraph (6) of this table.	when flying on any flight.	S (iv)

(6) Aeroplanes in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger) or Transport Category (Cargo) and aeroplanes in respect of which application has been made and not withdrawn or refused for such a certificate of airworthiness and which fly under ëA Conditionsí or in respect of which there is in force a certificate of airworthiness in the Special Category.		
(a) for which an individual certificate of airworthiness was first issued (whether in Uganda or elsewhere) on or after 1 June 1990 and which have a maximum total weight authorised not exceeding 5700kg are powered by 2 or more turbine engines and are certified to carry more than 9 passenger; or	when flying on any flight.	S(iv)
(b) for which an individual certificate of airworthiness was first issued (whether in Uganda or elsewhere on or after 1 June 1990) and which have a maximum total weight	when flying on any flight.	S(v)

authorised exceeding 5700kg but not exceeding 27000kg: or		
(c) for which an individual certificate of airworthiness was first issued (whether in Uganda or elsewhere) on or after 1st June 1990 and which have a maximum total weight authorised exceeding 27000kg:		S(vi)
(7) Aeroplanes in respect of which there is in force a certificate of airworthiness in the Aerial Work or Private Category and for which an individual certificate of airworthiness was first issued (whether in Uganda or elsewhere) on or after 1st June, 1990 and which have a maximum total weight authorised exceeding 27000kg.		S(iv)
(8) Aeroplanes:	when flying on any flight.	T
(a) which conform to a type first issued with a type certificate in Uganda on or after 1st January, 1970 and which have a maximum total weight authorised	When flying on any flight.	T T

exceeding 230000kg. And in respect of which there is in force such airworthiness in the Transport Category (Passenger) or the Transport Category (Cargo).		
(b) which conform to a type first issued with a type certificate in Uganda on or after 1st 1970 and which have a maximum total weight authorised exceeding 230,000kg and in respect of which there is in force such a certificate of airworthiness.	When flying on any flight.	T
(c) having a maximum total weight authorised exceeding 27,000kg which conform to a type first issued with a type certificate on or after 1st April, 1971 (or 1st January 1870 in the case of an aeroplane having a maximum total weight authorised exceeding 230,000kg) in respect of which an application has been made, and not withdrawn or refused for such a certificate of airworthiness and which fly under the 'A condition' or in respect of which there is in force a certificate of airworthiness in the [illegible] category.	When flying on any flight	T

(9) Aeroplane which have a maximum total weight authorised exceeding 15000kg or which in accordance with the certificate of airworthiness in force in respect of it may carry more than 30 passengers.	On all flights for the purpose of public transport.	T
(10) Aeroplanes: (a) which are a turbo-jet and which have a maximum total weight authorised exceeding 22.700kg: or	When flying by night for the purpose of the public transport of passengers.	Z(i) and (ii)
(b) having a maximum weight authorised exceeding 5.700kg. And which conform to a type for which a certificate of airworthiness was first applied for whether in Uganda or elsewhere) after 30th April 1972 but not including any aeroplane which in the opinion of the Authority is identical in all matters affecting the provision of emergency evacuation facilities to an aeroplane for which a certificate of airworthiness was first applied for before that date; or	When flying by night for the purpose of the public transport of passengers.	Z (i) and (ii)

(e) which in accordance with the certificate in force in respect of it may carry more than 19 passengers; or	When flying by night for the purpose of the public transport of passengers.	Z(ii) and (iii)
(e) which are a turbo-jet and which have a maximum total weight authorised exceeding 22.700kg; or	When flying for the purpose of the public transport of passengers.	Z(ii)
(f) first issued with a type certificate whether in Uganda or elsewhere) on or after 1st January 1958 and which in accordance with the certificate of airworthiness in force in respect therefore may carry more than 19 passengers	When flying on any flight on or after 1st April, 1989.	Z(iii)
(11) Aeroplanes (a) powered by one or more turbine jets and first issued with a certificate of airworthiness in Uganda prior to 1 April 1989.	When flying on any flight on or after 1st April, 1989.	A.A
(b) powered by one or more turbine jets and first issued with a certificate of airworthiness in Uganda prior to 1 April 1989.	When flying on any flight on or after 1st April 1990.	A.A

(12) Aeroplanes (a) which conform to a type first issued with a type certificate (whether in Uganda or elsewhere) on or after 1st April 1978 and in respect of which there is in force a certificate airworthiness in the Transport Category (Passenger).	on all flights for the purpose of the public transport of passengers.	Y 2(iv)
(b) which conform to a type issued with a type certificate (whether in Uganda or elsewhere) on or after 1st April 1968) and before 1 April 1978 and in respect of which there is in force a certificate of airworthiness in the Transport Category. (Passenger):	On all flights for the purpose of the public transport of passengers.	Y2(iv)
(c) which conform to a type first issued with a type certificate (whether in Uganda or elsewhere before 1st April 1968 and in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger):	on all flights for the purpose of the public transport of passengers on or after 1st April 1993.	Y2(iv)
(13) Helicopters and Gyroplanes	(a) flying for purposes other than public transport: and	[illegible] and B(i)

	(i) when flying by day under visual flight rules with visual ground reference. (ii) when flying by day under Instrument Flight rules or without visual ground reference.	D
	(aa) outside controlled airspace *(bb)* within controlled airspace	E with (II) duplicated E with E(ii) and E(iv) duplicated & F with F(iv) for all weights.
	(iii) when flying at night.	
	(aa) with visual ground reference.	C.E.G(ii) and G (v)
	(bb) without visual ground reference	
	(aaa) outside controlled airspace.	C.E with E (ii) duplicated. G (iii) and G(v)
	(bbb) within control airspace)	C. E with both E (ii) and E (iv) duplicated F with (iv) for all weights. G(iii) and D(v).
	(b) flying for the purpose of public transport: and	A.B (i) and (ii). F(i) and F (iv) for all weights.
	(i) when flying by day under visual flight rules with visual ground reference.	D

	(ii) when flying by night with visual ground reference.	E with both E (ii) and E(iv) duplicated F(ii). F(iii) and F(v).
	(aa) in the case of a helicopter or gyroplane having a maximum total weight authorised not exceeding 2000kg.	C.E and G
	(bb) in the case of a helicopter or gyroplane having a maximum total weight authorised exceeding 2000kg.	C.E with E(ii) duplicated and either E(iv) duplicated and either E(v) duplicated or radio altimeter. F(ii). F(iii). F(v) and G.
	(iv) when flying by night without visual ground reference.	
	(v) when flying over water.	C.E with both E (ii) and E (iv) duplicated. F (ii) f(v) and G
	(aa) in the case of a helicopter or gyroplane classified in its certificate of airworthiness as being of performance group A2 or B when beyond autorotational gliding distance from land suitable for an emergency landing.	E and H
	(bb) on all flights on which in case of any emergency occurring during the take off or during the landing at the intended destination	H

	or any likely alternate destination it is reasonably possible that the helicopter or gyroplane would be forced to land onto water.	
	(cc) in the case of helicopter or gyroplane classified in its certificate of airworthiness as being of performance group A2 when beyond 10 minutes flying time from land	E.H.K and T
	(dd) for more than a total of 3 minutes in any flight.	EE
	(ee) in the case of a helicopter or a gyroplane classified in its certificate of airworthiness as being of performance group A2 which is intended to fly beyond 10 minutes flying time form land which actually flies beyond 10 minutes flying time from land, on a flight in support of or in connection with the offshore exploitation or exploration of mineral resources (including gas) when the weather report or forecasts available to the commander of the	I

	aircraft indicate that the sea temperature will be less than10oC during the flight or when any part of the flight,is at night.	
	(vii) when flying at a being of 10.000ft or more above man sea level:	
	(aa) having a certificate of airworthiness first issued (whether in Uganda or elsewhere) before 1st January 1989.	L1 or L2
	(bb) having a certificate of airworthiness first issued (whether in Uganda or elsewhere) on or after 1st January 1989.	L2
	(viii) on flights when the weather reports or forecasts available at the aerodrome at the time of departure indicate that conditions favouring ice formation are likely to be met	
	(ix) on all flights on which the aircraft carries a flight crew of more than one person.	N
	(x) on all flights for the purpose of the public transport of passengers.	
	(aa) before 1st January 1990	Y1

	(bb) on or after 1st January, 1990.	Y2 (i), (ii) & (iii)
	(xi) when flying over substantially uninhabited land areas where, in the event of an emergency landing, tropical conditions are likely to be met.	(U)
	(xii) when flying over substantially uninhabited land or other areas where, in the event of an emer-gency landing, polar conditions are likely to be met.	(V)
(14) Helicopters and Gyroplanes:		
(a) having a maximum total weight authorised exceeding 5700 kg and which conform to a type for which a certificate of airworthi-ness was first applied for whether in Uganda or elsewhere after 30 April 1972 but not including any helicopter of gyroplane which in the opinion of the Authority is identical in all matters affecting the provision of emergency evacuation facilities to a helicopter or gyroplane for which a certificate of airworthi-ness was first applied for before that date; or	When flying by night for the purpose of the public transport of passengers.	Z(i) and (ii)
(b) which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 19 passengers; or	When flying by night for the purpose of the public transport of passengers.	Z(i)

(c) which have a certificate of airworthiness issued in the Transport Category (Passenger or Cargo) and which have either a maximum total weight authorised exceeding 2730kg or which may carry more than 9 passengers; or	When flying on any flight before 1st February, 1991	Seats
(d) which have a certificate of airworthiness issued in the Transport Category (Passenger or Cargo) and helicopters and gyroplanes in respect of which application had been made and not withdrawn or refused for such a certificate of airworthiness and which fly under the "A" conditions or which have a certificate of airworthiness in the special category and		
(i) which have a maximum total weight authorised exceeding 2730kg but not exceeding 7000kg or which in accordance with the certificate of airworthiness in force in respect of it may carry more than 9 passengers, or both	When flying on any flight on or after 1st February, 1991	Seats
(ii) which have a maximum total weight authorised exceeding 7000kg.	When flying on any flight on or after 1st February, 1991	Seats

5. The scale of equipment indicated in the Table set out in paragraph 4 shall be as follows—

Scale A

(i) Spare fuses for all electrical circuits the fuses of which can be replaced in flight consisting of 10 percent of the number of each rating, whichever is the greater.

(ii) maps, charts, codes and other documents and navigational equipment necessary, in addition to any other equipment required under these regulations, for the intended flight of the aircraft including any diversion which may reasonably be expected.

(iii) First aid equipment of good quality, sufficient in quantity, having regard to the number of persons on board the craft, and including the following—

Roller bandaged, triangular bandages, adhesive plaster, absorbent gauze, cotton wool (or wound dressing in place of absorbent gauze and cotton wool); burn dressing, safety pins;

Homeostatic bandages or tourniquets, scissors, antiseptic, analgesic and stimulant drugs, splints, in the case of aeroplanes the maximum total weight authorised of which exceeds 5700kg.

A handbook on first aid:

(iv) In the case of a flying machine used for the public transport of passengers in which, while the flying machine is at rest on the ground, the sill of any external door intended for the disembarkation of passenger, whether normally or in an emergency:

(a) is more than 1.82 metres from the ground when the undercarriage of the machine is in the normal position for taxing; or

(b) would be more than 1.82 metres from the ground if the undercarriage or any part of it should collapse, break or fail to function: apparatus readily available for use at each such door consisting of a device or devices which will enable passengers to

reach the ground safely in an emergency while the flying machine is on the ground, and can be readily fixed in position for use.

Scale AA

An altitude alerting system capable of alerting the pilot upon approaching a preselected altitude in either ascent or descent, by a sequence of visual and aural signals in sufficient time to establish level flight at that preselected altitude, and when deviating above or below that preselected altitude, by a visual and an aural signal:

except that if the system becomes unserviceable, the aircraft may fly or continue to fly, until it first lands at a place at which it is reasonably practicable for the system to be repaired or replaced.

Scale B

(i) *(a)* If the maximum total weight authorised of the aircraft is 2730 kg or less, for every pilots seat and for any seat situated alongside a pilot's seat, a safety belt with one diagonal shoulder strap or a safety harness:

except that the Authority may permit a safety belt without diagonal shoulder strap to be fitted if it is satisfied that it is not reasonably practicable to fit a safety belt with one diagonal shoulder strap or a safety harness:

(b) If the maximum total weight authorised of the aircraft exceeds 2730kg a safety harness for every pilot's seat and for any seat situated alongside a pilot's seat, in place of the safety belt with one diagonal shoulder strap referred to under sub-paragraph *(a)*: except that the Authority may permit a safety belt with one diagonal shoulder strap to be fitted it is satisfied that it is not reasonably practicable to fit for a safety harness.

(c) For every seat in use (not being a seat referred to in sub-paragraph *(a)*, *(b)* *(e)* and *(f)* a safety belt with or without one diagonal shoulder strap or a safety harness.

(d) In addition and for attachment to the equipment required in sub-paragraph *(c)* above, a child restraint device for every child under the age of 2 years on board.

(e) On all flights for the public transport of passengers by aircraft, for each seat for use by cabin attendants who are required to be carried under these Regulations. a safety harness.

(f) On all flights in aeroplanes the maximum total weight authorised of which does not exceed 5700kg which in accordance with the certificate of airworthiness in force for it is not capable of seating more than 9 passengers (otherwise than in seats referred to under sub-paragraphs *(a)* and *(b)*, a safety belt with one diagonal shoulder strap or a safety harness for each seat intended for use by a passenger.

(g) The provisions of sub-paragraph *(f)* shall not apply to aeroplanes in respect of which a certificate of airworthiness was first issued (whether in Uganda or elsewhere) before 1 February, 1989;

(ii) If the commander cannot, from his or her own seat, see all the passengers' seats in the aircraft, a means of indicating to the passengers that seat belts should be fastened.

(iii) A safety harness for every seat in use expect that in the case of an aircraft carrying out aerobatic maneuvres consisting only of erect spinning, the Authority may permit a safety belt with one diagonal shoulder strap to be fitted if it is satisfied that such restraint is sufficient for the carrying out of erect spinning in that aircraft and that it is not reasonably practicable to fit a safety harness in that aircraft.

Scale C

(i) Equipment for displaying the lights required by the Rules of the Air and Air Traffic Control:

(ii) Electrical equipment supplied from the main source of supply in the aircraft, to provide sufficient illumination to enable the flight crew properly to carry out their duties during flight.

(iii) Unless the aircraft is equipped with radio, devices for making the visual signal specified in the Rules of the Air and Air Traffic Control as indicating a request for permission to land.

Scale D

(i) *(a)* In the case of a helicopter or gyroplane, a slip indicator;

(b) In the case of any other flying machine either;

(aa) a turn indicator and a slip indicator; or

(bb) a gyroscopic bank and pitch indicator and a gyroscopic direction indicator;

(ii) A sensitive pressure altimeter adjustable for any sea level barometric pressure which the weather report or forecasts available to the commander of the aircraft indicate is likely to be encountered during the intended flight.

Scale E

(i) *(a)* In the case of a helicopter or gyroplane, a slip indicator;

(b) In the case of any other flying machine, a turn indicator and a slip indicator;

(ii) A gyroscopic bank and pitch indicator;

(iii) A gyroscopic direction indicator;

(iv) A sensitive pressure altimeter adjustable for any sea level barometric pressure which the weather report or forecasts available to the commander of the aircraft indicate is likely to be encountered during the intended flight.

(c) Any aircraft may, at the option of the operator be equipped with an additional gyroscopic bank and pitch indicator in lieu of the turn indicator referred to in (i) of this scale.

Scale EE

A radio altimeter with an audio voice warning operating below; and pre-set height and a visual warning capable of operating at a height selectable by the pilot.

Scale F

(i) A timepiece indicating the time in hours. minutes and seconds;

(ii) A means of indicating whether the power supply to the gyroscopic instrument is adequate;

(iii) A rate of climb and descent indicator;

(iv) If the maximum total weight authorised of the aircraft exceeds 5700kg a means of indicating outside air temperature;

(v) If the maximum total weight authorised of the aircraft exceeds 5700kg two air speed indicators.

Scale G

(i) In the case of an aircraft other than a helicopter or gyroplane landing lights consisting of 2 single filament lamps, or one dual filament lamp with separately energised filaments;

(ii) An electrical lighting system to provide illumination in every passenger compartment;

(iii) *(a)* One electric torch for each member of the crew of the aircraft; or

(b) (aa) one electric torch for each member of the flight crew of the aircraft: and

(bb) at least one electric torch affixed adjacent to each floor level exit intended for the disembarkation of passengers whether normally or in on emergency except that such torches shall—

(aaa) be readily accessible for use by the crew of the aircraft at all times; and

(bbb) number in total not less than the minimum number of cabin attendants required to be carried with a full passenger complement;

(iv) In the case of an aircraft other than a helicopter or gyroplane of which the maximum total weight authorised exceeds 5700kg, means of observing the existence and build up of ice on the aircraft;

(v) *(a)* In the case of a helicopter or gyroplane in respect of which there is in force a certificate of airworthiness designating the helicopter or gyroplane as being of performance group A, either:

(aa) 2 landing lights both of which are adjustable so as to illuminate the ground in front of and below the helicopter or gyroplane and one of which is adjustable so as to illuminate the ground on either side of the helicopter or gyroplane; or

(bb) one landing light or, if the maximum total weight authorised of the helicopter or gyroplane exceeds 5700kg, one dual filament landing light with separately energized filaments, or 2 single filament lights, each of which is adjustable so as to illuminate the ground in from of and below the helicopter of gyroplane, and 2 parachute flares;

(b) In the case of a helicopter or gyroplane in respect of which there is in force a certificate of airworthiness designating the helicopter or gyroplane as being of performance group B, either:

(aa) one landing light and 2 parachute flares; or

(bb) if the maximum total weight authorised of the helicopter or gyroplane exceeds 5700kg, either one dual filament landing light with separately energized filaments or 2 single filament landing lights, and 2 parachute flares.

Scale H

(a) For each person on board, a lifejacket equipped with a whistle and water proof torch:

(b) Lifejackets constructed and carried solely for use by children under three years of age need not be equipped with a whistle.

Scale I

A survival suit for each member of the crew.

Scale J

(i) Additional flotation equipment, capable of supporting one-fifth of the number of persons on board, and provided in a place of stowage accessible form outside the flying machine:

(ii) Parachute distress rocket signals capable of making, from the surface of the water, the pyrotechnical signal of distress specified in the Rules of the Air Traffic Control.

(iii) A sea anchor and other equipment necessary to facilitate mooring, anchoring or maneuvering the flying machine on water, appropriate to its size, weight and handling characteristics.

Scale K

(i) *(a)* In the case of a flying machine, other than a helicopter or gyroplane carrying 20 or more persons, aircrafts sufficient to accommodate all persons on board;

(b) in the case of a helicopter or gyroplane carrying 20 or more persons, a minimum of 2 liferafts sufficient together to accommodate all persons on board;

Each life raft shall contain the following equipment—

(a) means for maintaining buoyancy;

(b) a sea anchor;

(c) life-lines, and means of attaching one-aircraft to another;

(d) paddles or other means of propulsion;

(e) means of protecting the occupants from the elements;

(f) a waterproof torch;

(g) marine type pyrotechnical distress signals;

(h) means of making sea water drinkable, unless the full quantity of fresh water is carried as specified in sub-paragraph (i);

(i) for each 4 or proportion of 4 persons the aircraft is designed to carry: 100 grammes of glucose toffee tablets; $^1/_2$ litre of fresh water in durable containers.

(c) In any case in which it is not reasonably practicable to carry the quantity of water specified as large, a quantity of fresh water as is reasonably practicable in the circumstances may be substituted. In no case however shall the quantity of water carried be less than is sufficient, when added to the amount of fresh

water capable of being produced by means of the equipment specified in sub-paragraph *(h)* to provide 1/2 litre of water each 4 or proportion of 4 persons the aircraft is designed to carry.

(j) first aid equipment;

Item *(f)* or *(j)* inclusive shall be contained in a pack.

(ii) The number of survival beacon radio apparatus carried when the aircraft is carrying the number of aircrafts specified in column 1 of the following Table shall be not less than the number specified in or calculated in accordance with column 2.

TABLE

Column 1	*Column 2*
Not more than 8 liferafts.	2 survival beacon radio apparatus.
For every additional 4 or proportion of 4 liferafts.	1 additional survival beacon radion apparatus.

(iii) In the case of a helicopter or gyroplane, an emergency beacon which is automatically deployed and activated in the event of a cash.

Scale L1 Part I

(i) In every flying machine which is provided with means for maintaining a pressure greater then 700 millibars throughout the flight in the flight crew compartment and in the compartments in which the passengers are carried:

(a) a supply of oxygen sufficient, in case of failure to maintain such pressure, occurring in the circumstances specified in columns 1 and 2 of the Table set out in Part II of this Scale for continuous use, during the periods specified in column 3 of that Table, by the persons for whom oxygen is to be provided in accordance with column 4 of this Table; and

(b) in addition, in every case where the flying machine flies above flight level 350, a supply of oxygen in a portable container sufficient for the simultaneous first aid treatment of 2 passengers; together with suitable and sufficient apparatus to enable such persons to use the oxygen.

(ii) In any other flying machine:

(a) a supply of oxygen sufficient for continuous use by all the crew other than the flight crew, and if passengers are carried, 10% of the number of passengers, for any period exceeding 30 minutes during which the flying machine flies above flight level 130 and the flight crew shall be supplied with oxygen sufficient for continuous use for any period during which the flying machine flies above flight level 100; and

(b) a supply of oxygen sufficient for continuous use by all persons on board for the whole time during which the flying machine flies above flight level 130.

Together with suitable and sufficient apparatus to enable such persons to use the oxygen.

(iii) The quantity of oxygen required for the purpose of complying with paragraphs (i) and (ii) of this Part of this scale shall be computed in accordance with the information and instructions relating to it specified in the operations manual relating to the aircraft under t Item (vi) and Part A of Schedule 11 of these Regulations.

PART II

Column 1	Column 2	Column 3	Column 4
Vertical displacement of the flying machine in relation to flight levels	*Capacity of flying machine to descend (where relevant)*	*Period of supply of oxygen.*	*Persons for whom oxygen is to be provided.*
Above flight level 100	—	30 minutes or the period specified at A hereunder whichever is the greater.	In addition to any passengers for whom oxygen is provided as specified below all the crew.
Above flight level 100 but not above flight level 300	Flying machine in either flying at or below flight level 150 or is capable of descending and continuing to destination as specified at X here-under.	30 minutes or the period specified at A hereunder whichever is the greater.	10% of number of passengers.
	Flying machine is flying above flight level 150 and is not so capable.	10 minutes or the period specified at B hereunder whichever is the greater and in addition 10% of number of passengers.	All passengers.
		30 minutes or the period specified at C hereunder whichever is the greater.	
Above flight level 300 but not above flight level 350.	Flying machine is capable of descending and continuing to destination as specified at Y hereunder.	30 minutes or the period specified at A hereunder whichever is the greater.	15% of number of passengers.
		10 minutes or the period specified at B hereunder whichever is the greater. and in addition	All passengers
	Flying machine is not capable.	30 minutes or the period specified whichever is the greater.	15% of number of passengers.
Above flight level 350.	—	10 minutes or the period specified at B hereunder whichever is the greater.	All passengers
		And in addition	
		30 minutes or the period specified at C hereunder whichever is the greater.	15% of number of passengers.

A The whole period during which, after a failure to maintain a pressure greater than 700 millibars in the control compartment and in the compartments in which passengers are carried has occurred, the flying machine flies above flight level 100.

B The whole period during which, after a failure to maintain such pressure has occurred, the flying machine flies above flight level 150.

C The whole period during which, after a failure to maintain such pressure has occurred, the flying machine flies above flight level 100, but not above flight level 150.

X The flying machine is capable, at the time when a failure to maintain such pressure occurs, of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitude for safe flight specified in the operations manual relating to the aircraft, to flight level 150 within 6 minutes, and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

Y The flying machine is capable, at the time when a failure to maintain such pressure occurs, of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft, to flight level 150 within 4 minutes, and of continuing at or below that flight to its place of intended destination or any other place at with a safe landing can be made.

Scale L2

A supply of oxygen and the associated equipment to meet the requirements set out in Parts I and II of this scale. The duration for the purpose of this scale be—

(i) that calculated in accordance with the operations manual prior to the commencement of the flight being the periods which it is reasonably anticipated that the aircraft will be flown in the circumstances of the intended flight at a height where the said requirements apply and in calculating that duration account shall be taken of:

(a) in the case of pressurised aircraft, the possibility of depressurisation when flying above flight level 100;

(b) the possibility of failure of one or more of the aircraft engines;

(c) restrictions due to required minimum safe altitude;

(d) fuel requirement; and

(e) the performance of the aircraft; or

(ii) the period or periods during which the aircraft is actually flown in the circumstances specified in the said Parts; whichever is the greater.

PART I

Unpressurised aircraft

(i) When flying at or below flight level 100 Nil

(ii) When flying above flight level 100 flight level but not exceeding flight level 120:

Supply for	*Duration*
(a) Members of the flight crew	Any period during which the aircraft flies above flight level 100.
(b) Cabin attendants and 10% passengers	For any continuous period exceeding 30 minutes during which the aircraft flies above flight level 100 but not exceeding flight level 120, the duration shall be the period by which 30 minutes is exceeded.

(iii) When flying above flight level 120:

Supply for	*Duration*
(a) Members of the flight crew	Any period during which the aircraft flies above flight level 120.

(b) Cabin attendants and all passengers	any period during which the aircraft flies above flight level 120.

PART II

Pressurised aircraft

(i) when flying at or below flight level 100 Nil.

(ii) When flying above flight level 100 but not exceeding flight level 250:

Supply for	*Duration*
(a) Members of the flight crew	30 minutes or whenever the cabin pressure altitude exceeds 10,000ft, whichever is the greater.
(b) Cabin attendants and 10% of	*(aa)* when the aircraft is capable of passengers descending and continuing to its destination as specified in A hereunder 30 minutes or whenever the cabin pressure altitude exceeds 10,000ft, whichever is the greater.
	(bb) when the aircraft is not so capable, whenever the cabin pressure altitude is greater than 10,000ft. but does not exceed 12,000ft.
(c) Cabin attendants and passengers	*(aa)* When the aircraft is capable of descending and continuing to its destination as specified in A hereunder, no requirement other than that at (ii) *(b) (aa)* of this part of this scale.
	(bb) when the aircraft is not so capable and the cabin pressure altitude and the cabin pressure altitude exceeds 12,000ft or 15 minutes, whichever is the greater.

(iii) when flying above flight level 250:

Supply for	*Duration*
(a) Members of the flight crew	2 hours or whenever the cabin pressure altitude exceeds 10,000ft. whichever is the greater.
(b) Cabin attendants	Whenever the cabin pressure altitude exceeds 10,000ft. and a portable supply of 15 minutes.
(c) 10% of passengers	When the cabin pressure altitude exceeds 10,000ft but does not exceeds 12,000ft.
(d) 30% of passengers	Whenever the cabin pressure altitude exceeds 12,000ft but does not exceeds 15,000ft.
(e) All passengers	If the cabin pressure altitude exceeds 15,000ft. the duration shall be the period when the cabin pressure altitude exceeds 15,000ft or 10 minutes. whichever is the greater.
(f) 2% of passengers or 2 passengers. the whichever is the greater, being a cabin supply of first aid oxygen which must be available for simultaneous first aid treatment of 2% or 2 passengers wherever they are seated in the aircraft.	Whenever. after decompression. pressure altitude exceeds 8000ft

A The flying machine is capable. at the time when a failure to maintain cabin pressurisation occurs of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft. to flight level 120 within 5 minutes and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

Scale M

Equipment to prevent the impairment through ice formation of the functioning of the controls means of propulsion, lifting surfaces, windows or equipment of the aircraft so as to endanger the safety of the aircraft

Scale N

An intercommunication system for use by all members of the flight crew and including microphones not of a hand-held type, for use by the pilot and flight engineer (if any)

Scale O

A radar set capable of giving warning to the pilot in command of the aircraft and to co-pilot of the presence of cumulonimbus clouds and other potentially hazardous weather conditions:

A flight may commence if the set is unserviceable or continue if the set becomes unserviceable after the flight has commenced—

(a) so as to give the warning only to one pilot, so long as the aircraft is flying only to the place at which it first becomes reasonably practicable for the set to be repaired: or

(b) when the weather report or forecasts available to the commander of the aircraft indicate that cumulonimbus clouds or other potentially hazardous weather conditions, which can be detected by the set when in working order, are unlikely to be encountered on the intended route or any planned diversion from that route or the commander has satisfied himself or herself that any such weather conditions will be encountered in daylight and can be seen and avoided, and the aircraft is in either case operated throughout the flight in accordance with any relevant instructions given in the operations manual.

Scale P

A flight data recorder which is capable of recording, by reference to a time-scale, the following data:

(a) indicated airspeed:

(b) indicated altitude:

(c) vertical acceleration;

(d) magnetic heading;

(e) pitch attitude, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded;

(f) engine power, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded;

(g) flap position;

(h) roll attitude, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded;

except that any aeroplane having a maximum weight authorised not exceeding 11,400kg may be provided with—

(i) a flight data recorder capable of recording the data described in sub paragraphs *(a)* to *(h)* of this Scale; or

(ii) a 4 channel cockpit voice recorder.

In addition, on all flight by turbine-powered aeroplanes having a maximum total weight authorised exceeding 11,400kg, a 4 channel cockpit voice recorder.

The flight data recorder and cockpit voice recorder referred to shall be so constructed that the record would be likely to be preserved in case of an accident to the aeroplane:

An aeroplane shall not be required to carry flight data recorder and cockpit voice recorder, if before take-off the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Authority.

Scale Q

If the maximum total weight authorised of the aeroplane exceeds 5700kg and it was first registered, whether in Uganda or elsewhere, on or after 1 June 1965, a door between the flight crew compartment and any adjacent compartment to which passengers have access, which door shall be fitted with a lock or bolt capable of being worked from the flight crew compartment.

Scale RI

(i) Equipment sufficient to protect the eyes, nose and mouth of the pilot in command of the aircraft from the effects of smoke and noxious gases for a period of not less than 15 minutes; and

(ii) Portable equipment sufficient to protect the eyes, nose and mouth of the pilot in command of the aircraft from the effect of smoke and noxious gases for period of not less than 8 minutes; and

(iii) Equipment sufficient to protect from the effects of smoke and noxious gases the eyes of all members of the flight crew of the aircraft whose eyes are not adequately protected by other equipment.

Scale R2

(i) *(a)* In respect of aeroplanes having a maximum total weight authorised exceeding 5700kg, equipment sufficient to protect the eyes, nose and mouth of all members of the flight crew required to be carried by virtue of Regulations of this Regulation for a period of not less than 15 minutes and, in addition, where the minimum flight crew required is more than one and a cabin attendant is not required to be carried by virtue of regulation 19 of these Regulations; portable equipment sufficient to protect the eyes, nose and mouth of one member of the flight crew for a period of not less than 15 minutes;

(b) In respect of aeroplanes having a maximum total weight authorised not exceeding 5700kg, the equipment specified in (i) *(a)* of this Scale;

In the case of such aeroplanes restricted by virtue of the operator's operations manual to flight level 250 and capable of descending as specified at paragraph A such equipment shall be sufficient to protect the eyes only.

(ii) *(a)* In respect of aeroplanes having a maximum total weight authorised exceeding 5700 kg portable equipment to protect the eyes, nose and mouth of all cabin attendants required to be carried by virtue of regulation 19 of these Regulation for a period of not less than 15 minutes;

(b) In respect of aeroplanes having a maximum total weight authorised not exceeding 5700kg. the equipment specified in (ii) *(a)* of this Scale;

This requirement shall not apply to such aeroplanes restricted by virtue of the operator's operations manual to flight at or below level 250 and capable of descending as specified at A hereunder.

A. The aeroplane is capable of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aeroplane, to flight level 100 within 4 minutes and of continuing at or below that flight level to the place of intended destinations or any other place at which a safe landing can be made.

Scale S

A flight recording system comprising—

(i) either a 4 channel cockpit voice recorder or a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane: the flight path, attitude and the basic lift, thrust and drag forces acting upon it;

(ii) a 4 channel cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane the information specified in paragraph (i) of this Scale together with use of VHF transmitters:

(iii) a 4 channel cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane the flight path, attitude, the basic lift. thrust and drag forces acting upon it, the selection of high lift devices (if any) and airbrakes (if any). the position of primary flying control and pitch trim surfaces. outside air temperature, instrument landing deviations, use of

automatic flight control system, use of VHF transmitters, radio altitude (if any), the level or availability of essential AC electricity supply and cockpit warnings relating to engine fire and engine shutdown, cabin pressurisation, presence of smoke and hydraulic/pneumatic power supply;

(iv) either a cockpit voice recorder and a flight data recorder or a combined cockpit voice recorder/flight data recorder capable in either case of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane; the flight path, speed, attitude, engine power, outside air temperature, configuration of lift an drag devices, use of VHF transmitters and use of automatic flight control system;

(v) a cockpit voice recorder and a flight data recorder capable of recording by accurately in respect of the aeroplane the flight path, speed, attitude, engine power, outside air temperature, configuration of light and drag devices, use of VHF transmitters and use of automatic flight control system;

(vi) a cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane: the flight path, speed, attitude, engine power, outside air temperature, instrument landing system deviations, marker beacon passage, radio altitude, configuration of the landing gear and lift and drag devices, position of primary flying control and pitch trim surfaces, use of automatic flight control systems, use of VHF transmitters, ground speed/drift angle or latitude/longitude if the navigational equipment provided in the aeroplane is of such a nature as to enable this information to be recorded with reasonable practicability, cockpit warnings relating to engine fire, engine shut down, cabin pressurisation, presence of smoke, essential AC electricity supply, hydraulic/ pneumatic power supply ground proximity and stalling;

(vii) in respect of the helicopters having a maximum total weight authorised exceeding 2730kg or a seating capacity exceeding 9 passengers, a 4 channel cockpit voice recorder which has attached to it an under-water sonar location device:

The cockpit voice recorder or flight data recorder or combined cockpit voice recorder/flight data recorder, as the case may be shall be so constructed that the record would be likely to be preserved in the case of an accident:

An aircraft shall not be required to carry the equipment referred to in (vii) if before take-off the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Authority:

Scale SS

(i) A 4 channel cockpit voice recorder capable of recording and retaining the date recorded during at least the last 30 minutes of its operation and a flight data recorder capable or recording and retaining the data recorded during at least the last 8 hours of its operation being the data required to determine by reference to a time scale the following matters accurately in respect of the helicopter or gyroplane:

(a) flight path:

(b) speed:

(c) attitude:

(d) engine power:

(e) main rotor speed:

(f) outside air temperature:

(g) position of pilot's flight control:

(h) use of VHF transmitters:

(i) use of automatic flight controls (if any):

(j) use of stability augmentation system (if any):

(k) cockpit warnings relating to the master warning system; and

(l) selection of hydraulic system and cockpit warnings of failure of essential hydrolic system.

(ii) A 4 channel cockpit voice recorder capable of recording and retaining the data recorded during at least the last 30 minutes of its operation and a flight data recorder capable of recording and retaining the data recorded during at least the last 8 hours of its operation being the data required to determine by reference to a time scale of information specified in paragraph (i) of this scale together with the following matters accurately in respect of the helicopter or gyroplane.

(m) landing gear configuration:

(n) indicated sling load force if any indicator is provided in the helicopter or gyroplane of such a nature as to enable this information to be recorded with reasonably practicability;

(o) radio altitude;

(p) instrument landing system deviations;

(q) marker beacon passage;

(r) ground speed/drift angle or latitude/longitude if the navigational equipment provided in the helicopter or gyroplane is of such a nature as to enable this information to be recorded with reasonable practicability; and

(s) main gear box oil temperature and pressure.

(iii)*(a)* A combined cockpit voice recorder/flight data recorder which meets the following requirements:

(aa) in the case of a helicopter or gyroplane, which is otherwise required to carry a flight data recorder specified in paragraph (i) of this scale the flight data recorder shall be capable of recording the data specified in it and retaining it for the duration specified;

(bb) in the case of helicopter or gyroplane which is otherwise required to carry a flight data recorder specified in paragraph (ii) of this scale, the flight data recorder shall be capable of recording the data specified in it and retaining it for the duration specified:

(cc) the cockpit voce recorder shall be capable of recording and retaining at least the last or cockpit voice recording information on not less than three separate channels.

(b) In any case when a combined cockpit voice recorder/flight data recorder specified in paragraph (iii) *(a)* of this Scale is required to be carried by or under these Regulations, the flight data recorder shall be capable of retaining as protected data the data recorded during at least the last 5 hours of its operation or the maximum duration of the flight, whichever is the greater. It shall also be capable of retaining additional data as unprotected data for a period which together with the period for which protected data is required to be retained amounts to a total of 8 hours:

except that the flight data recorder need not be capable of retaining the said additional data if data is retained which relates to the period immediately preceding the period to which the required protected data relates or for such other period or periods as the Authority may permit pursuant to Regulation 41 of this Regulations and the additional data is retained in accordance with arrangements approved by the Authority.

With the exception of flight data which it is expressly stated above may be unprotected, the cockpit voice recorder, f flight data recorder or combined cockpit voice recorder and flight data recorder, as the case may be, shall be so constructed and installed that the record (herein referred to as 'protected data') would be likely to be preserved in the event of an accident and each cockpit voice recorder, flight data recorder or combined cockpit voice recorder/flight data recorder required to be carried on the helicopter or

gyroplane shall have attached an automatically activated underwater sonar location device or an emergency locator radio transmitter as appropriate:

except that a helicopter or gyroplane shall not be required to carry the said equipment if, before take-off, the equipment is found to be unserviceable and the aircraft files in accordance with arrangements approved by the Authority.

Scale T

An underwater sonar location device except in respect of those helicopter or gyroplanes which have a device attached to a cockpit voice recorder in accordance with Scale A or are required to carry equipment in accordance with arrangements approved by the Authority.

Scale U

(a) I survival beacon radio apparatus;

(b) marine type pyrotechnical distress signals:

(c) for each 4 or proportion of 4 persons on board 100 grammes of glucose toffee tablets;

(d) for each 4 or proportion of 4 persons on board $^1/_2$ litre of fresh water in durable containers;

(e) first aid equipment.

Scale V

(a) 1 survival beacon radio apparatus;

(b) marine type protechnical distress signals:

(c) for each 4 or proportion of 4 persons on board, 100 grammes of glucose toffee tablets;

(d) for each 4 or proportion of 4 person on board. $^1/_2$ litre of fresh water in durable containers;

(e) first aid equipment;

(f) for every 75 or proportion of 75 persons on board, one stove suitable for use with aircraft fuel:

(g) one cooking utensil, in which snow or ice can be melted;

(h) two snow shovels;

(i) two ice saws;

(j) single or multiple sleeping-bags, sufficient for the use of one third of all persons on board;

(k) one Arctic suit for each member of the crew of the aircraft.

Scale W

Cosmic radiation detection equipment calibrated in millibars per hour and capable of indicating the action and alert levels of radiation dose rate:

An aircraft shall not be required to carry the cosmic radiation detection equipment if before take-off the equipment is found to be unserviceable and it is not reasonably practicable to repair or replace it at the aerodrome of departure and the radiation forecast available to the commander of the aircraft indicates that hazardous radiation conditions are unlikely to be encountered by the aircraft on its intended route or any planned diversion from that route.

Scale X

Equipment capable of giving warnings to the pilot of the potentially hazardous proximity of ground or water:

If the equipment becomes unserviceable, the aircraft may fly or continue to fly until it first land at a place at which it is reasonably practicable for the equipment to be repaired or replaced.

Scale YI

(i) If the aircraft has a total seating capacity of not less than 60 and not exceeding 149 passengers, one portable battery-powered megaphone capable of conveying instructions to all persons in the passenger compartment and readily available for use by a member of the crew.

(ii) If the aircraft has a total seating capacity 149 passengers' or more, 2 portable battery-powered megaphones together capable of conveying instructions to all persons in the passenger compartment and readily available for use by a member of the crew.

Scale Y2

(i) If the aircraft may in accordance with its certificate of airworthiness carry more than 19 and less than 100 passengers, one portable battery-powered megaphone capable of conveying instructions to all persons in the passenger compartment and readily available for use by members of the crew.

(ii) If the aircraft may accordance with its certificate of airworthiness carry more than 99 and less than 200 passengers, 2 portable battery-powered megaphone together capable of conveying instructions to all persons in the passenger compartment and each readily available for use by a member of the crew.

(iv) If the aircraft may in accordance with its certificate of airworthiness carry more than 19 passengers—

(a) a public address system; and

(b) an interphone system of communication between members of the flight crew and the cabin attendants.

Scale Z

(i) An emergency lighting system to provide illumination in the passenger compartment sufficient to facilitate the evacuation of the aircraft notwithstanding the failure of the systems specified in paragraph (ii) of Scale G.

(ii) An emergency lighting system to provide illumination outside the aircraft sufficient to facilitate the evacuation of the air craft.

(iii) An emergency lighting system to provide illumination outside the aircraft sufficient to facilitate the evacuation of the aircraft. An emergency floor path lighting system in the passenger compartment sufficient to facilitate the evacuation of the aircraft notwithstanding the failure of the lighting system specified in paragraph (ii) of Scale G:

(iv) if the equipment in sub-paragraph (iii) becomes unserviceable the aircraft may fly or continue to fly in accordance with arrangements approved by the Authority.

SIXTH SCHEDULE

(Regulation 16)

RADIO AND RADIO NAVIGATION EQUIPMENT TO BE CARRIED IN AIRCRAFT

1. Every Aircraft shall be provided when flying in the circumstances specified in the first column of the Table set out in paragraph 2 of this Schedule with the scales of equipment respectively indicated in that Table except that, if the aircraft is flying in a combination of such circumstances the scales of equipment shall not on that account be required to be duplicated.

2. TABLE:

Aircraft and circumstances of Flight	*Scales of Equipment Required*							
	A	B	C	D	E	F	G	H
(1) All aircraft within Uganda—								
(a) When flying under Instrument Flight Rules within controlled airspace.	A*					F*		
(b) When flying within any air space in respect of which special rules are prescribed by the Rules of the Air and Air Traffic Control in relation to a particular aerodrome, so as to require two-way radio communication with that aerodrome:	A*							
(c) When making an approach to landing at an aerodrome notified for the purpose of this sub-paragraph.							G*	
(2) All aircraft (other than gliders) within Uganda—								
(a) when flying at or above flight level 245:	A*				E*	F*		
(b) when flying within airspace as may be notified for the purposes of this sub-paragraph being airspace in respect of which special rules are prescribed by the Rules.	A*				E*			
(c) when flying at or above flight level 100					E*			

Aircraft and circumstances of Flight	*Scales of Equipment Required*							
(3) All aircraft registered in Uganda wherever they may be—								
(a) When flying for the purpose of public transport under instrument Flight Rules—								
(i) While making an approach to landing:	A		C	D				H
(ii) On all other occasions:	A		C					H
(b) Multi-engine aircraft when flying for the purpose of public transport under Visual Flight Rules;	A							H
(c) Single-engine aircraft when flying for the purpose of public transport under Visual Flight Rules—								
(i) over a route on which navigation is effected solely by visual reference to land marks;	A							
(ii) On all occasions.	A	B						
Provided that aircraft which come within paragraphs 4*(b)* and 4*(c)* above solely by virtue of the provisions of Regulation 103 (2) *(c)* may carry of the said paragraphs (4) *(b)* and 4*(c)*:								
(aa) over a route on which navigation is not effected solely by visual reference to landmarks:	A	B						
(bb) over water, beyond gliding distance from any land.	A							
(d) when flying under Instrument Flight Rules within controlled airspace and not required to comply comply with paragraph 4*(a)* above	A*							

*Unless the appropriate air control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

3. The scales of radio and radio navigation equipment indicated in the Table shall be as follows—

Scale A
Radio equipment capable of maintaining direct two-way communication with the appropriate aeronautical radio stations.

Scale B
Radio navigation equipment capable of enabling aircraft to be navigated on the intended route including such equipment as may be prescribed.

Scale C
Radio equipment capable of receiving from the appropriate aeronautical radio stations meteorological broadcasts relevant to the intended flight.

Scale D
Radio navigation equipment capable receiving signals from one or more aeronautical radio stations on the surface to enable the aircraft to be guided to a point from which a visual landing can be made at the aerodrome at which the aircraft is to land.

Scale E
Secondary surveillance radar equipment.

Scale F
Radio and radio navigation equipment capable enabling aircraft to be navigated along the intended route including either.

(a) (i) automatic direction finding equipment;

(ii) distance measuring equipment: and

(iii) VHF omni-range equipment or.

(b) Equipment including the Decca Flight Log, which will enable the aircraft to be navigated by means of signals received from radio navigation land stations forming part of the Decca radio navigation system and which provides the pilot with a visual indication of the aircraft's position relative to the intended route.

Scale G
Radio navigation equipment capable of enabling the aircraft to make an approach to landing using the instrument land system.

Scale H
Radio navigation equipment capable enabling the aircraft to be navigated on the intended route including.

This Schedule; unless the context otherwise requires-

(1) "automatic direction finding equipment" means radio navigation equipment which automatically indicates the bearing of any radio station transmitting the signals received by that equipment.

(2) "distance measuring equipment" means radio equipment capable of providing a continuous indication of the aircraftis distance from the appropriate aeronautical radio stations, and

(3) "secondary surveillance radar equipment" means such type of radio equipment as may be notified as being capable of *(a)* replying to an interrogation from secondary surveillance radar unit on the surface and *(b)* being operated in accordance with such instructions as may be given to the aircraft by appropriate air traffic control unit.

(4) "VHF omni-range equipment" means radio navigation equipment capable of giving visual indications of bearings of the aircraft by means of signals received from very high frequency omni-directional radio ranges.

SEVENTH SCHEDULE

(Regulation 16)

AIRCRAFT, ENGINE AND PROPELLER LOG BOOKS

Aircraft log book

1. The following entries shall be included in the aircraft log book—

(a) the name of the constructor, the type of the aircraft, the number assigned to it by the constructor and the date of construction of the aircraft;

(b) the nationality and registration marks of the aircraft;

(c) the name and address of the operator of the aircraft;

(d) the date of each flight and the duration of the period between take-off and landing, or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day;

(e) particulars of all maintenance work carried out on the aircraft or its equipment;

(f) particulars of any defects occurring in the aircraft or in any equipment required to be carried in it by or under these Regulations, and of the action taken to rectify such defects including a reference to the relevant entries in the technical log required by Regulation 16(2) and (3) of these Regulations;

(g) particulars of any overhauls, repairs, replacements and modifications relating to the aircraft or any such equipment as aforesaid.

Provided that entries shall not be required to be made under subparagraphs *(e)*, *(f)* and *(g)* in respect of any engine or variable pitch propeller.

Engine log book

2. The following entries shall be included in the engine log book—

(a) the name of the constructor, type of engine, the number assigned to it by the constructor and the date of the construction of the engine;

(b) the nationality and registration marks of each aircraft in which the engine is fitted;

(c) the name and address of the operator of each such aircraft—

(d) either—

(i) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day; or

(ii) the aggregate duration of periods between take-off and landing for all flights made by that aircraft since, the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the engine.

(e) Particulars of all maintenance work done on the engine;

(f) particulars of any defects occurring in the engine, and of the rectification of such defects, including reference to the relevant entries in the technical log required by regulation 10(2) and (3) of these Regulations;

(g) particulars of all overhauls, repairs, replacement and modifications relating to the engine or any of its accessories.

Variable pitch propeller log book.

3. The following entries shall be included in the variable pitch propeller log book—

(a) the name of the constructor, the type of the propeller, the number assigned to it by the constructor and the date of the construction of the propeller;

(b) the nationality and registration marks of each aircraft, and the type and number of each engine, to which the propeller is fitted;

(c) the name and address of the operator of each such aircraft;

(d) either—

(i) (the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day; or

(ii) the aggregated duration of periods between take-off and landing for all flights made by that aircraft since the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the propeller;

(e) Particulars of all maintenance work done on the propeller;

(f) particulars of any defects occurring in the propeller, and of the rectification of such defects, including a reference to the relevant entries in the technical log required by regulation 10(2) and (3) of these Regulation;

(g) particulars of any overhauls, repairs, replacements and modifications relating to the propeller.

EIGHTH SCHEDULE

(Regulation 19(6))

AREAS SPECIFIED IN CONNECTION WITH THE CARRIAGE OF FLIGHTY NAVIGATORS AS MEMBERS OF THE FLIGHT CREWS OR APPROVED NAVIGATION EQUIPMENT ON PUBLIC TRANSPORT AIRCRAFT.

The following areas are specified for the purposes of regulation 19(4) of these Regulation:

Area A - Arctic

All that area north of latitude 67° north, but excluding any part of flying within 300 nautical miles of Norway.

Area B - Antarctic

All that area south of latitude 55° south.

Area C - Sahara

All that area enclosed by rhumb lines joining successively following points:

32°	north latitude	03°	west	longitude
24°	north latitude	14°	west	longitude
14°	north latitude	14°	west	longitude
18°	north latitude	25°	west	longitude
24°	north latitude	25o	west	longitude
28°	north latitude	23°	west	longitude
32°	north latitude	03°	west	longitude

Area D - Arabian Desert

All that area enclosed by rhumb lines joining successively following points:

22°	north latitude	42°	east	longitude
16°	north latitude	46°	east	longitude
20°	north latitude	55°	east	longitude
24°	north latitude	45°	east	longitude
22°	north latitude	42°	east	longitude

Area E - South America (Central)

All that area enclosed by rhumb lines joining successively following points:

04°	north latitude	72°	west	longitude
04°	south latitude	60°	west	longitude
08°	south latitude	42°	west	longitude
18°	south latitude	54°	west	longitude
18°	south latitude	60°	west	longitude
14°	south latitude	72°	west	longitude
05°	south latitude	76°	west	longitude
04°	north latitude	72°	west	longitude

Area F - Pacific Ocean.

All that area enclosed by rhumb lines following points:

55°	south latitude	75°	west	longitude
20°	south latitude	73°	west	longitude
05°	south latitude	85°	west	longitude
05°	north latitude	80°	west	longitude
15°	north latitude	105°	west	longitude
30°	north latitude	125°	west	longitude
55°	north latitude	140°	west	longitude
67°	north latitude	180°	west	longitude
60°	north latitude	180°	west	longitude
20°	north latitude	128°	east	longitude
04°	north latitude	128°	east	longitude
00°	north latitude	165°	west	longitude
55°	south latitude	180°	west	longitude
55°	south latitude	75°	west	longitude

Area G - Australia

All that area enclosed by rhumb lines joining successively the following points:

18°	south latitude	123°	east	longitude
30°	south latitude	118°	east	longitude
30°	south latitude	135°	east	longitude
18°	south latitude	123°	east	longitude

Area H - Indian Ocean.

All that area enclosed by rhumb lines joining successively the following points:

35°	south latitude	110°	east	longitude
20°	south latitude	110°	east	longitude
13°	south latitude	120°	east	longitude
10°	south latitude	100°	east	longitude
13°	north latitude	91°	east	longitude
13°	north latitude	86°	east	longitude
00°	north latitude	80°	east	longitude
20°	north latitude	67°	east	longitude
20°	north latitude	62°	east	longitude
05°	south latitude	43°	east	longitude
20°	south latitude	60°	east	longitude
25°	south latitude	10°	east	longitude
40°	south latitude	10°	east	longitude
55°	south latitude	10°	east	longitude
55°	south latitude	180°	east	longitude
35°	south latitude	110°	east	longitude

Area I - North Atlantic Ocean

55°	north latitude	15°	west	longitude
67°	north latitude	40°	west	longitude
67°	north latitude	60°	west	longitude
45°	north latitude	45°	west	longitude
40°	north latitude	63°	west	longitude
40°	north latitude	19°	west	longitude
55°	north latitude	15°	west	longitude

Area J - South Atlantic Ocean

All that area enclosed by rhumb lines joining successively the following points:

40°	north latitude	63°	west	longitude
19°	south latitude	63°	west	longitude
05°	south latitude	30°	west	longitude
55°	south latitude	55°	west	longitude

55°	south latitude	10°	east	longitude
05°	south latitude	10°	east	longitude
02°	south latitude	05°	east	longitude
02°	north latitude	10°	west	longitude
15°	north latitude	25°	west	longitude
40°	north latitude	19°	west	longitude
40°	north latitude	63°	west	longitude

Area K - Northern Canada

All that area enclosed by rhumb lines joining successively the following points:

67°	north latitude	130°	west	longitude
55°	north latitude	115°	west	longitude
55°	north latitude	70°	west	longitude
67°	north latitude	60°	west	longitude
67°	north latitude	130°	west	longitude

NINTH SCHEDULE.

(Regulation (21))

FLIGHT CREW OF AIRCRAFT LICENCES AND RATINGS

PART A - LICENCES-

Minimum Age. Period of validity, privileges.

1. Students Pilots

Students Pilot's Licence (All Aircraft)

Minimum age -17 years

Maximum period of validity—

(a) twenty four months, if the holder is less than 40 years of age on the date of which the licence is granted or renewed: or

(b) twelve months, if the holder is 40 years of age or more on that date.

Privileges

The licence—

(a) shall entitle the holder to fly pilot-in-command of an aircraft for the purpose of becoming qualified for the grant or renewal of a pilot's licence:

(b) shall be valid only for flight within Uganda:

(c) shall not entitle the holder to fly as pilot-command of an aircraft in which any person is carried.

(d) shall be valid only for flights carried out in accordance with instructions given by a person holding a pilot's licence rated under these Regulations, being a licence which includes a flying instructor's rating or an assistant flying instructor's entitling him or her to give instructions in flying on the type of aircraft to be flown.

2. Aeroplane Pilots

Private Pilot's Licence (Aeroplane)

Minimum Age - 17 years

Minimum period of validity—

(a) twenty four months, if the holder is less than 40 years of age on the date on which the granted or renewed; or

(b) twelve months, if the holder is 40 years of age or more on that date.

Privileges:

The licence—

(a) shall entitle the holder to fly as pilot-in-command or co-pilot of an aeroplane of any of the types specified in the aircraft rating included in the licence, when the aircraft is flying for any purpose other than public transport or aerial work;

(b) shall not entitle the holder to act as pilot-in-command by night while carrying any passenger in the aircraft unless a night rating is included in the licence, and unless an instrument rating is included in it or he or she has within the immediately preceding six months carried out as pilot-in-command not less than five take-offs and five landings at a time when the depression of the centre of the sun is not less than 12 degrees below the horizon.

Commercial Pilots (Aeroplane)

Minimum age - 18 years

Maximum period of validity—

(a) six months if the holder is less than 40 years of age on the date of which the licence is granted or renewed; or

(b) six months if the holder is 40 years of age or more on that date.

Privileges - In addition to the privileges given above for the private Pilot's licence (Aeroplanes) the holder of the licence shall be entitled to fly as—

(a) pilot-in-command of any aeroplane of a type specified in Part I of the aircraft rating included in the licence, when the aeroplane engaged in a flight for any purpose whatsoever:

except that—

(i) he or she shall not, unless his or her licence includes an instrument rating fly such an aeroplane on any scheduled journey;

(ii) he or she shall not fly such an aeroplane at night on a flight in which any passenger is carried unless his or her licence includes an instrument rating or he or she has within the immediately preceding 90 days carried out as pilot-in-command not less than five take-offs and five landings at a time when the depression of the centre of the sun was not less than 12 degrees below the horizon;

(iii) he or she shall not, unless his or her licence includes an instrument rating, fly any such aeroplane of which the maximum total weight authorised exceeds 2,300kg on any flight for the purpose of public transport except a flight beginning and ending at the same aerodrome and not extending beyond 25 nautical miles from the aerodrome;

(iv) he or she shall not fly such an aeroplane on a flight for the purpose of public transport if its maximum total weight authorised exceeds 20,000kg;

(b) co-pilot any aeroplane of a type specified in Part I or Part III of such Aircraft rating included in his or her licence, when the aircraft is engaged in a flight for any purpose whatsoever.

Airline Pilots License (Aeroplanes)

Minimum age- 21 years.

Maximum period of validity six months.

Privileges - In addition to the privileges given above for the Private Pilot's Licence (Aeroplane), the holder of the licence shall be entitled to fly as—

(a) pilot-in-command of any aeroplane of a type specified in Part I of the aircraft rating included in the licence, when the aeroplane is engaged in a flight for the purpose of public transport or aerial work.

except that—

(i) he or she shall not, unless his or her licence includes an instrument rating, fly such an aircraft on any scheduled journey;

(ii) he or she shall not fly such an aircraft on a flight carrying passengers at night unless an instrument rating is included in his or her license or he or she has within the immediately proceeding 90 days carried out as pilot-in-command not less than five offs and five landings at a time when the depression of the centre of the sun is not less than 12 degrees below the horizon;

(iii) he or she shall not, unless his or her licence includes an instrument rating, fly any such aircraft of which the maximum total weight authorised exceeds 2,300kg on any flight for the purpose of public transport except a flight beginning and ending at the same aerodrome and not extending beyond 25 nautical miles from the aerodrome;

(iv) he or she shall not at any time after he or she attains the age of 60 years fly such an aircraft on a flight for the purpose of public transport if its maximum total weight authorised exceeds 20,000kg;

(b) co-pilot of any aeroplane of a type specified in Part I and Part II of such aircraft included in his or her licence, when the aeroplane is engaged in a flight for the purpose of public transport or aerial work.

3. Helicopter Pilots:

Private Pilot' Licence (Helicopters)

Minimum period age - 17 years

Maximum period of validity—

(a) twenty four months, if the holder is less than 40 years of age on the date on which the licence is granted or renewed; or

(b) 12 months, if the holder is 40 years of age or more on that date.

Privileges - The holder of the licence shall be entitled to fly as a pilot-in-command or co-pilot of any type of helicopter specified in the aircraft rating included in the licence, when the aircraft is operated for a purpose other than public transport or aerial work. He or she may not fly as a pilot in-command of that flight at night when carrying passengers, unless his or her licence contains a night rating and he or she has, within the immediately preceding 90 days, carried out not less than five circuits and landings as pilot-in-command a t a time when the depression of the centre of the sun is not less than 12 degrees below the horizon—

Commercial Pilot's Licence (Helicopters)

Minimum age - 18 years

Maximum period of validity—

(a) twelve months if the holder is less than 40 years of age on the date on which the licence is granted or renewed: or

(b) 6 months if the holder is 40 years of age or more on that date.

Privileges - In addition to the privileges given for the private Pilot's licence (Helicopters), the holder of licence shall be entitled to fly as—

(a) pilot-in-command of any helicopter of which the total weight authorised does not exceed 5.700kg and which is of a type specified in Part 1 of the aircraft rating included in the licence, when the helicopter is engaged on a flight for the purpose of public transport or aerial work;

(b) pilot-in-command of any helicopter of a type specified in Part 1 of the aircraft rating of the licence when the helicopter is engaged on a flight for the purpose of aerial work.

Airline Transport pilot's License (Helicopter)

Minimum age - 21 years

Maximum, period of validity-6 months

Privileges - In addition to the privileges given above for the Private pilot's Licence (Helicopters), the holder of the license shall be entitled to fly as—

(a) pilot-in-command of any helicopter of a type specified in Part I of the aircraft rating included in the license, when the aircraft is engaged on a flight for purposes of public transport or aerial work;

except that he or she shall not fly as pilot-in-command on a flight at night carrying passengers unless he or she has within the immediately preceding 90 days carried out not less than five take-offs and five landings as pilot-in-command at the time when the depression of the centre of the sun is not less than 12 degrees below the horizon.

(b) co-pilot of any helicopter required to carry two pilots and of a type specified in Part I or Part II of such aircraft rating included in the license, for the purpose of public transport or aerial work.

Note—there is at present no instrument rating applicable to helicopters.

4. Balloon and Airship Pilots

Private Pilot's (Balloons and Airship)

Minimum age - 17 years

Maximum period of validity-

(a) twenty four months if the holder is less than 40 years of age on the date on which the license is granted or renewed: or

(b) twelve months if the holder is 40 years of age or more on that date.

Privileges: The holder of the licence shall be entitled to fly when the balloon or airship is flying for any purpose other than public transport or aerial work as—

(a) pilot-in-command of any type of balloon or airship specified in Part I of the aircraft type rating included in the licence:

(b) co-pilot of any type of balloon or airship specified in Part I or Part II of such aircraft rating—

Commercial Pilot's License (Balloon)

Minimum age - 18 years

Maximum period of validity - six months.

Privileges

(a) The holder of the licence shall be entitled to exercise the privileges of a private Pilot's Licence (Balloon and Airship); and

(b) he or she shall be entitled to fly, when the balloon is flying for any purpose whatsoever, as pilot-in-command or co-pilot of any type of balloon specified in the aircraft rating included in the licence.

5. Other Flight Crew

Flight Navigator's License

Minimum age - 21 years

Maximum period of validity - 12 months.

Privileges - The holder of the license shall be entitled to act as flight navigator in any aircraft.

Flight Engineer's License

Minimum age - 21 years

Maximum period of validity - 12 months

Privileges - The holder of the license shall be entitled to act as flight engineer in any type of aircraft specified in the rating included in the license.

PART B - RATINGS

1. The following rating may be included in a pilot's licence (other than a student pilot's licence) granted under Part IV of these Regulations and subject to the provisions of these Regulations and of the licence, the inclusion of a rating in a license shall have the consequences respectively specified as follows—

Aircraft Rating - the licence shall entitle the holder to act as pilot only of aircraft of the types specified in the aircraft rating and different types of aircraft may be specified in respect of different privileges of a licence.

Instrument Rating (Aeroplane) shall entitle the holder of the licence to act as pilot of an aeroplane flying in accordance with the Instrument Flight Rules;

except that the holder shall not be entitled unless the licence bears a certificate, signed by a person authorised by the Authority for that purpose, indicating that the holder has, within the previous 13 months, passed an instrument flying test.

Night Rating (Private Pilot's Licence - Aeroplane) shall entitled the holder of a private pilot's licence to act as pilot in command of an aeroplane carrying passengers by flight.

Night Rating (Private Pilot's Licence - Helicopters) shall entitle the holder of a private pilot's licence to act as pilot-in-command of a helicopter carrying passengers by night.

Flying Instructor's Rating shall entitle the holder of the licence to give instruction in flying aircraft of such types as may be specified in the rating for that purpose. The maximum period of validity of a flying instrument's rating shall be 12 months.

Assistant Flying Instructor's Rating shall entitle the holder of the licence to give instruction in flying aircraft of such types as may be specified in the rating for that purpose.

except that—

(a) where the Authority has given a direction in writing to the contrary, such instruction shall only be given under the supervision of a person present during the take-off and landing at the aerodrome at which the instruction is to begin and end and holding a pilot's licence endorsed with a flying instructor's rating; and

(b) an assistant flying instructor's rating shall not entitle the holder of the licence to give direction to the person undergoing instruction in respect of the performance by that person of—

(i) his or her first solo flight; or

(ii) his or her first solo flight by night; or

(iii) his or her first solo cross-country flight by day; or

(iv) his or her first solo cross-country flight by night.

The Maximum period of validity of an assistant flying instructor's rating shall be twelve months.

2. An aircraft rating may be include in every flight engineer's licence. The licence shall entitled the holder to act as flight engineer only of aircraft of a type specified in the aircraft.

3. For the purposes of this Schedule—

"Solo flight" means a flight on which the pilot of the aircraft is not accompanied by a person holding a pilot's licence granted or rendered valid under these Regulations.

"cross-country flight" means any flight during the course of which the aircraft is more than 30 nautical miles from the aerodrome of departure.

PART C - CERTIFICATE OF TEST OR EXPERIENCE

1. *(a)* A certificate of test or a certificate of experience required by Regulation 21(8) of these Regulations shall not be appropriate to the functions to be performed on a flight unless it is a certificate appropriate to the description of the flight according to the following table—

Case	Class of Licence	Description or Flight	Certificate Required
A	Private Pilots Licence (Aeroplanes) Private Pilots Licence (Helicopters and Gyroplanes	Any flight within the privileges of the licence	Certificate of test or certificate of experience

	Commercial Pilots Licence (Aeroplanes) Commercial Pilot's Licence Helicopters) and (Gyroplanes) Commercial (Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airstrips)	Carriage of passengers on a flight in respect of which the holder of the licence receives remuneration	Certificate of test
C	Commercial Pilot's Licence (Aeroplanes) Commercial Pilot's Licence (Helicopters and Gyroplanes) Commercial pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airstrips) Airline Transport Pilot's Licence (Aeroplanes) airline Transport (Pilot's Licence (Aeroplanes) and Gyroplanes)	For public transport	Certificate of test
D	Commercial Pilot's Licence (Aeroplanes) Commercial Pilot's Licence (Helicopters and Gyroplanes) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airstrips)	For aerial work	Certificate of test or certificate of experience

	Airline Transport Pilot's Licence (Helicopters) Airline Transport (Pilot's Licence (Aeroplanes) And Gyroplanes)		
E	Commercial Pilot's Licence (Aeroplanes) Commercial Pilot's Licence (Helicopters and Gyroplanes) Commercial pilot's License(Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airstrips) Airline Transport Pilot's Licence (Aeroplanes) Airline Transport (Pilot's Licence (Aeroplanes) And Gyroplanes)	Any flight within the privileges of a Private Pilot's Licence	Certificate of test or certificate of experience
F	Flight Navigator's Licence	Flights to which Regulation 19(6) of these Regulations applies	Certificate of experience
G	Flight Engineer's Licence	For public transport	Certificate of test
H	Flight Engineer's Licence	Any flight other than for public transport.	Certificate of test or certificate of experience.

(b) For the purposes of this Part of this Schedule references to Cases are references to the Cases indicated in the first Column of the Table in paragraph 1(a) of this Part of this Schedule.

2. Certificate of Test

A certificate of test required by Regulation 21(8) or 21(9) of these Regulations shall be signed by a person authorised by the authority to sign certificates of this kind and shall certify the following particulars—

(a) the functions to which the certificate relates:

(b) that the persons signing the certificate is satisfied that on a date specified in the certificate the holder of the licence or personal flying logbook of which the certificate forms part, as the case may be, passed an appropriate test of his or her ability to perform the functions to which the certificate relates.

(c) the type of aircraft or flight simulator in or by means or which the test was conducted; or

(d) the date on which it was signed.

3. Nature of Test

The appropriate test referred to in paragraph 2 of this Part of this Schedule shall be—

(a) in the case of test which entitles the holder of the licence of which the certificate forms part to act as pilot in command or co-pilot of aircraft of the type specified in the certificate, a test of the pilot's competence to fly the aircraft as pilot in command and/or co-pilot and shall where the Authority so specified in respect of the whole or part of a test conducted in an aircraft in flight or by means of a flight simulator approved by the Authority;

(b) in the case of a test which entitles the holder of the licence which the certificate forms part to act as flight engineer of aircraft of the type specified in the certificate, a test of the flight engineer's competence to perform the duties of a flight engineer in the type of aircraft to be used on the flight and shall, where the Authority so specifies in respect of the whole or part of the test, be conducted in an aircraft in flight or by means of a flight simulator approved by the Authority;

(c) in the case of a test which entitles the holder of the licence of which the certificate forms part to perform the functions to which an Instrument Rating relates a test of his or her ability to perform the functions to which the rating relates and shall, where the Authority so specifies in respect of the whole or part of the test, be conducted in an aircraft in flight or by means of a flight simulator approved by the Authority;

(d) in the case of a test which entitles the holder of the licence of which the certificate forms part to perform the functions to which a flying instructor's rating, an assistant flying instructor's rating or an Instrument meteorological conditions rating relates a test of his or her ability to perform the functions to which the rating relates and shall where the Authority so specifies in respect of the whole or part of the test be conducted in an aircraft in flight.

4. Period of Validity of Certificate of Test:

(a) A certificate of test required by regulation 21(8) of these Regulations in respect of a Commercial Pilot's Licence (Balloons) shall not be valid in relation to a flight made more than thirteen months after the date of the test which it certifies and in respect of any other licence shall not be valid in relation to a flight made more than thirteen months in cases A, B,E and H or more than six months in Cases, C, D and G, after the date of the test which it certifies.

(b) In the case of Cases C,D and G 2 certificates of test shall together be deemed to constitute a valid certificate of test if they certify flying tests conducted on two occasions within the period of thirteen months preceding the flight on which the functions are to be performed, such occasions being separated by an interval of not less than 4 months, and if both certificates are appropriate to those functions;

(c) A certificate of test required by Regulation 21(9) of these Regulations shall not be valid in relation to a flight made more than thirteen months in the case of an instrument rating (aeroplanes), an instrument rating (helicopters) and an Assistant flying instructor's rating not more than twenty five months in the case of an instrument meteorological conditions rating (aeroplanes) and a flying instructor's rating, twelve months after the date of the test which it certifies.

5. Certificate of Experience:

A certificate of experience required by regulation 21(8) of these Regulations shall, be signed by a person authorized by the Authority to sign such a certificate and shall certify the following particulars—

(a) the functions to which the certificates relates:

(b) in the case of a pilot or flight engineer, that on the date on which the certificate was signed the holder of the licence or personal flying log book of which it forms part, as the case may be, produced his or her personal flying book to the person signing the certificate and satisfied him or her that he or she had appropriate experience in the capacity to which his or her licence relates within the appropriate period specified in paragraph 6 of this Schedule:

(c) in the case of a flight navigator that on the date on which the certificate was signed the holder of the licence of which it forms part, produced his or her navigation logs, charts and workings of astronomical observations to the person signing the certificate and satisfied him or her that he or she had appropriate experience in the capacity to which the licence relates within the appropriate period specified in paragraph 6 of this Part of this Schedule;

(d) in the case of a pilot or flight engineer the type of aircraft in which the experience was gained:

(e) the date on which it was signed.

6. Period of Experience:

A certificate of experience shall not be valid unless the experience was gained within the period of thirteen months preceding the signing of the certificate in the case of A,E,F and H or six months preceding the signing of the certificate in the case of Case D.

7. Period of Validity of Certificate of Experience:

A certificate of experience in respect of a Commercial Pilot's Licence (Balloons) shall not be valid more than thirteen months after is was signed and in respect of any other licence shall not be valid more than six months after it was signed for Case D not more than thirteen months after it was signed for any other Case.

TENTH SCHEDULE

(Regulation 72(3))

AIR TRAFFIC CONTROLLERS - RATINGS

1. The holder of a licence which includes ratings of two or more of the classes specified in paragraph 2 of this Schedule shall not at any one time perform the functions specified in respect of more than one of those ratings:

except that the functions of any one of the following groups of ratings may be exercised at the same time—

(a) the aerodrome control rating and the approach control rating;

(b) the approach control rating and the approach radar control rating: except that the functions of the approach control rating shall not be exercised at the same time as the functions of the approach radar control rating if the service being provided under the latter is a surveillance radar approach terminating at a point less than 2 nautical miles from the point of intersection of the glide path with the runway;

(c) the area control rating and the area radar control rating.

2. Rating of the following classes may be included in air traffic controller's licence (other than a student air traffic controller's licence) granted under regulation 71 of these Regulations, and, subject to the provisions of these Regulations and of the licence, the inclusion of a rating in a licence shall have the consequences respectively specified as follows:

(1) Aerodrome Control Rating shall entitle the holder of the licence, at any aerodrome for which the rating is valid, to provide air traffic control service (but not with any type of radar equipment for which a radar control rating is required under this paragraph) for any aircraft on the manoeuvring area or apron of that aerodrome or which is flying in the vicinity of the aerodrome traffic zone by visual reference to the surface.

(2) Approach Control Rating shall entitle the holder of the licence at any aerodrome for which the rating is valid, to provide air traffic control service (but not with any type of radar equipment for which a radar control rating is required under this paragraph) for arriving departing controlled flights.

(3) Approach Radar Control Rating shall entitle the holder of the licence, at any aerodrome for which the rating is valid, to provide air traffic control service with the aid of any type of surveillance radar equipment for which the rating is valid for any aircraft which is flying within 6 nautical miles of the aerodrome traffic zone whether or not it is flying by visual reference to the surface.

(4) Precision Approach Control Rating shall entitle the holder of the licence at any aerodrome for which the rating is valid, to provide air traffic control service with the aid of any type of precision approach radar equipment for which the rating is valid.

(5) Area Control Rating shall entitle the holder of the licence at any place for which the rating is valid ton provide an air traffic control service without the aid of any surveillance radar equipment.

(6) Area Radar Controller rating shall entitle the holder of the licence at any place for which the rating is valid, to provide air traffic control service with the aid of any type of surveillance radar equipment for which the rating is valid.

ELEVENTH SCHEDULE (Regulation 26)

PUBLIC TRANSPORT OPERATIONAL REQUIREMENTS

PART A - OPERATIONS MANUALS

Information and instructions relating to the following matters shall be included in the operations manual referred to in regulation 26(2) of these Regulations—

(i) the number of the crew to be carried in the aircraft, on each stage of any route to be flown, and the respective capacities in which they are to act, and instructions as to the order and circumstances in which command is to be assumed by members of the crew;

(ii) the respective duties of each member of the crew and the other members of the operating staff;

(iii) the scheme referred to in regulation 59(1)*(c)*(ii) of these Regulations;

(iv) such technical particulars concerning the aircraft, its engines and equipment and concerning the performance of the aircraft as may be necessary to enable the flight crew of the aircraft to perform their respective duties;

(v) the manner in which the quantities of fuel and oil to be carried by the aircraft are to be computed and records of fuel and oil carried and consumed on each stage of the route to be flown are to be maintained: the instructions shall take account of all circumstances likely to be encountered on the flight including the possibility of failure of one or more of the aircraft engines;

(vi) the manner in which the quantity, if any, of oxygen and oxygen equipment to be carried in the aircraft for the purpose of complying with the Scale LI or L2 in Fifth Schedule to these Regulations is to be computed:

(vii) the check system to be followed by the crew of the aircraft prior to and on take-off, on landing, and in an emergency, so as to ensure that the operating procedures contained in the operations manual and in the flight manual or performance schedule forming part of the relevant certificate of airworthiness are complied with;

(viii) the circumstances in which a radio watch is to be maintained:

(ix) the circumstances in which oxygen is to be used by the crew of the aircraft and by passengers:

(x) communication, navigational aids, aerodromes local Regulations, in flights procedures, approach and landing procedures and such other information as the operator may deem necessary for the proper conduct of flight operations; the information referred to in this paragraph shall be contained in a route guide, which may be in the form of a separate volume;

(xi) the reporting in flight to the notified authorities of meteorological observations;

(xii) the minimum altitudes for safe flight on each stage of the route to be flown and any planned diversion from it, such minimum altitudes being not lower than any which may be applicable under the law of Uganda or of the countries whose territory is to be flown over;

(xiii) the particulars referred to in regulation 32 of these Regulations;

(xiv) emergency flight procedures, including procedures for the instruction of passengers in the position and use of emergency equipment and procedures to be adopted when the commander of the aircraft becomes aware that another aircraft or a vessel is in distress and needs assistance:

(xv) in the case of aircraft intended to fly at an altitude of more than 49,000 ft the procedures for the use of cosmic radiation detection equipment:

(xvi) the labelling and marking of dangerous goods, the manner in which they must be loaded on or suspended beneath an aircraft, the responsibilities of members of the crew in respect of the carriage of dangerous goods and the action to be taken in case of emergencies arising involving dangerous goods:

(xvii) such particulars of any permission granted to the operator under regulation 15 of these Regulations as may be necessary to enable the commander for the aircraft o determine whether he or she comply with regulation 36*(b)* (ii) of these Regulation:

(xviii) in relation to any flight which is not one of a series of flight between the same two places it shall be sufficient if, to the extent that it is not practicable to comply with paragraphs (x) and (xii), the manual contains such information and instructions as will enable the equivalent data to be ascertained before takeoff.

PART B - CREW TRAINING AND TESTS.

1. The training, experience, practice and periodical tests required under regulation 29(3) of these Regulations in the case of members of the crew of an aircraft engaged on a flight for the purpose of public transport shall be as follows—

(1) The Crew

Every member of the crew shall—

(a) have been tested within the relevant period by or on behalf of the operator as to his or her knowledge of the use of the emergency and life saving equipment required to be carried in the aircraft on the flight: and

(b) have practised within the relevant period under the supervision of the operator or of a person appointed by the operator for the purpose, the carrying out of the duties required of him or her in case of an emergency occurring to the aircraft, either in an aircraft of the type to be used on the flight or in apparatus approved by the Authority for the purpose and controlled by persons so approved.

(2) Pilots

(a) Every pilot in the flight crew who is intended by the operator to fly as pilot in circumstances requiring compliance with the Instrument Flight Rules shall within the relevant period have been tested by or on behalf of the operator—

(i) as to his or her competence to perform his or her duties while executing normal manoeuvre and procedures in flight, in an aircraft of the type to be used on the flight, including the use of the instruments and equipments provided in the aircraft;

(ii) as to his or her competence to perform his or her duties in instrument flight conditions while executing emergency manoeuvres and procedures in flight, in an aircraft of the type to be used on the flight, including the use of the instruments and equipments provided in the aircraft;

(b) A pilots ability to carry out normal manoeuvers and procedures shall be tested in the aircraft in flight:

(c) Other tests required by this paragraph may be conducted either in the aircraft in flight, or under the supervision of a person approved by the Authority for the purpose by means of a flight simulator approved by the authority under Regulation 21(22) of these Regulations:

(d) The tests specified in sub-paragraph *(a)*(ii) of this paragraph when conducted in aircraft in flight shall be carried out either in actual instrument flight conditions or in instrument flight conditions simulated by means approved by the Authority;

(e) Every pilot included in the flight crew whose licence does not include an instrument rating or who, notwithstanding the inclusion of such a rating in his or her licence, is not intended by the operator to fly in circumstances requiring compliance with the Instrument Flight Rules, shall within the relevant period have been tested. by or on behalf of the operator in flight in an aircraft of the type to be used on the flight;

(i) as to his or her competence to act as pilot, while executing normal manoeuvres and procedures; and

(ii) as to his or her competence to act as pilot while executing emergency manoeuvres and procedures.

(f) Every pilot included in the flight crew who is seated at the flying controls during take-off or landing shall within the relevant period—

(i) have been tested as to his or her proficiency in using instrument approach-to-land systems of the type in use at the aerodromes intended landing and any alternate aerodromes, such test being carried out either in flight in instrument flight conditions or in instrument flight conditions simulated by means approved by the Authority or under the supervision of a person approved by the Authority for the purpose by means of a flight simulator approved by the Authority; and

(ii) have carried out when seated at the flying controls not less than three take-offs and three landings in aircraft of the type to be used on the flight.

(3) Flight Engineers

Every flight engineer included in the flight crew shall within the relevant period have been tested by or on behalf of the operator—

(a) as to his or her competence to perform his or her duties while executing normal procedures in flight, in an aircraft of the type to be used on the flight:

(b) as to his or her competence to perform his or her duties while executing emergency procedures in flight, in an aircraft of the type to be used on the flight.

A flight engineer's ability to carry out normal procedures shall be tested in an aircraft in flight. The other tests required by this subparagraph may be conducted either in the aircraft in flight, or under the supervision of a person approved by the authority for the purpose by means of a flight simulator approved by the Authority.

(4) Flight Navigators and Flight Radio Operators

Every flight navigator and flight radio operator whose inclusion in the flight crew is required under regulation 19(6) and (7) respectively of these Regulations shall within the

relevant period have been tested by or on behalf of the operator as to his or her competence to perform his or her duties in conditions corresponding to those likely to be encountered on the flight—

(a) in the case of a flight navigator, using equipment of the type to be used in the aircraft on the flight for purposes of navigation;

(b) in the case of a flight radio operator using equipment of the type installed in the aircraft to be used on the flight, and including a test of his or her ability to carry out emergency procedures.

(5) Aircraft Commanders

(a) The pilot designated as commander of the aircraft for the flight shall within the relevant period have demonstrated to the satisfaction of the operator that he or she has adequate knowledge of the route to be taken, the aerodromes of take-off and landing and any alternate aerodromes, including in particular his or her knowledge of—

(i) the terrain;

(ii) the seasonal meteorological conditions;

(iii) the meteorological, communications and air traffic facilities;

(iv) the search and rescue procedures; and

(v) the navigational facilities;

relevant to the route.

(b) In determining whether a pilot's knowledge of the matters referred to in sub-paragraph *(a)* is sufficient to render him or her competent to perform the duties of aircraft commander on the flight, the operator shall take into account the pilot's flying experience in conjunction with the following—

(i) the experience of other members of the intended flight crew;

(ii) the influence of a terrain and obstructions on departure and approach procedures at the aerodromes of take-off and intended landing and at alternate aerodromes;

(iii) the similarity of the instrument approach procedures and let-down aids to those with which the pilot is familiar;

(iv) the dimensions of runways which may be used in the course of the flight in relation to the performance limits of aircraft of the type to be used on the flight;

(v) the reliability of meteorological forecasts and the probability of difficult meteorological conditions in the areas to be traversed;

(vi) the adequacy of the information available regarding the aerodrome of intended landing and any alternate aerodromes;

(vii) the nature of air traffic control procedures and the familiarity of the pilot with such procedures;

(viii) the influence of the terrain on route conditions and the extent of the assistance obtainable en-route from navigational aids and air-to-ground communication facilities; and

(ix) the extend to which is possible for the pilot to become familiar with unusual aerodrome procedures and features of the route by means of ground instructions and training devices.

(6) For the purpose of this Schedule

'instrument flight conditions' means weather conditions such that the pilot is unable to fly by visual reference to objects outside the aircraft;

'relevant period' means a period which immediately proceeds the commencement of the flight, being a period—

(a) in the case of sub-paragraph (2)*(f)*(ii) of this schedule, of three months;

(b) in the case of sub-paragraphs (2)*(a)*(ii), (2)*(e)*(ii), (2)*(f)*(i) and (3)*(b)* of this Schedule, of six months;

(c) in the case of sub-paragraph (1), (2) *(a) (i)*, (2)*(e)* (i), (3) *(a)*, (4) and (5) *(a)* of this paragraph, of thirteenth month except that—

(i) any pilot of the aircraft to whom the provisions of sub-paragraphs (2)*(a)*(ii), (2)*(b)*(ii) or (2)*(c)*(i) and any flight engineer of the aircraft to whom the provisions of sub-paragraph (3)*(b)* of this Schedule apply shall for the purpose of the flight be deemed to have complied with such requirements respectively within the relevant period if he or she has qualified to perform his or her duties in accordance therewith on the occasions within the period of thirteen months immediately preceding the flight, such occasions being separated by an interval of not less than four months;

(ii) the requirements of sub-paragraph (5)*(a)* shall be deemed to have been complied with within the relevant period by a pilot designated as commander of the aircraft for the flight if, having become qualified so as to act on flights between the same places over the same route more than thirteen months before commencement of the flight, he or she has within the period of thirteen months immediately preceding the flight flown as pilot of an aircraft between those places over that route.

2. (1) The records required to be maintained by an operator under regulation 29 (4) of these Regulations shall be accurate and up-to date records so kept as to show, on any date, in relation to each person who has during the period of two years immediately preceding that date flown as a member of the crew of any public transport aircraft operated by that operator—

(a) the date and particulars of each test required by this Schedule undergone by that person during that period including the name and qualifications of the examiner;

(b) the date upon which that person last practised the carrying out of duties referred to in paragraph 1(5)*(b)* of this Schedule;

(c) the operator's conclusions based on each test and practice as to that person's competence to perform his or her duties;

(d) the date and particulars of any decision taken by the operator during that period under paragraph 1(5) *(a)* of Schedule including particulars of the evidence upon which that decision was based.

(2) The operator shall whenever called upon to do so by any authorised person produce for the inspection of any person so authorised all records referred to in sub-paragraph (2) and furnish to any the persons all the information as he or she may require in connection with any such records and produce for his or her inspection all log books, certificates, papers and other documents, which he or she may reasonably require to see for the purpose of determining whether such records are complete or of verifying the accuracy of their contents.

(3) The operator shall at the request of any person in respect of whom he or she is required to keep records referred to sub-paragraph (2) furnish to that person, or to any operator of aircraft for the purpose of public transport by whom that person may subsequently be employed, particulars of any qualifications in accordance with this Schedule obtained by such person whilst in his or her service.

PART C - TRAINING MANUAL

The following information and instructions in relation to the training, experience, practice and periodical tests required under regulation 29(3) of these Regulations shall be included in the training manual referred to in regulation 27 (2) of these Regulations—

(i) the manner in which the training practice and periodical tests required under regulation 29 (3) and specified in Part B of Eleventh Schedule are to be carried out:

(ii) *(a)* the minimum qualifications and experience which the operator requires of persons appointed by him or her to give or to supervise the training, practice and periodical tests:

(b) the type of training, practice and periodical tests which each person is appointed to give or to supervise; and

(c) the type of aircraft in respect of which each person is appointed to give or to supervise the training, practice and periodical tests;

(iii) the minimum qualifications and experience required for each member of the crew undergoing the training, practice and periodical tests;

(iv) the syllabus for, and specimen forms for recording, the training, practice and periodicals tests;

(v) the manner in which instrument flight conditions and engine failure are to be simulated in the aircraft in flight;

(vi) the extent to which the training and testing is permitted in the course of flights for the purpose of public transport; and

(vii) the use to be made in the training and testing of apparatus approved for the purpose by the Authority.

TWELVETH SCHEDULE

(Regulations 62 and 64)

DOCUMENTS TO BE CARRIED ON BOARD AIRCRAFT REGISTERED IN UGANDA

1. On flight for the purpose of public transport.

Document A.B.C.D.E.F.H. and if the flight is international air navigation. Documents G and I.

2. On a flight for the purpose of aerial work.

Documents A.B.C,D,E.F, and, if the flight is international air navigation, Documents G. and I.

3. On a private flight. being international. air navigation Documents A.B.C.G and I.

4. On a flight made in accordance with the terms of a permission granted to the operator under regulations 15 of these Regulations Document J.

5. For the purpose of this Schedule—

'A' means any licence to install and operate radio apparatus in the aircraft for the time being in force. and the current telecommunication log book required by these Regulations:

'B' means the certificate of airworthiness in force in respect of the aircraft.

except that. with the permission in writing of the Authority, the aircraft to which regulation 26 of this Regulations applies need not carry the flight manual as part of this document if carries an operations manual which include—

(i) the information shown in the Limitations and Emergency procedures section of the flight manual: and

(ii) performance instructions which are derived from the material contained in the performance section of the flight manual:

'C' means the licence of the members of the flight crew of the aircraft;

'D' means one copy of the load sheet, if any, required by regulation 30 of these Regulations in respect of the flight;

'E' means one copy of each certificate of maintenance review, if any, in force in respect of the aircraft;

'F' means the technical log, if any, in which entries are required to be made under regulation 10 of these Regulations;

'G' means the certificate of registration in force in respect of the aircraft;

'H' Operations manual required by regulation 26 of these Regulations to be carried on the flight;

'I' means a copy of the notified procedures to be followed by the pilot in command of an intercepted aircraft and the notified visual signals for use by intercepting and intercepted aircraft;

'J' means the permission, if any, granted in respect of the aircraft under Regulation 15 of these Regulations.

except, with the permission in writing of the authority, which may be granted subject to such conditions as it thanks fit, an aircraft to which regulation 26 of these Regulations applies need to carry that a permission if it carries an operations manual which includes the particulars specified at sub-paragraph (xvii) of Part A of the Eleventh Schedule to these Regulations.

'International air navigation' means any flight which includes passage over the territory of any country other than Uganda.

THIRTEENTH SCHEDULE

(Regulation 98)

PENALTIES

PART A - PROVISIONS REFERRED TO IN REGULATION 98(5)

Regulation	*Subject Matter*
3	Aircraft flying unregistered
5	Aircraft flying with false or incorrect markings
9(1)*(a)*	Flight without appropriate maintenance
9(1)*(b)*	Flightwithout a certificate of maintenance review
10	Failure to keep a technical log
11	Flight without a certificate of release to service
13	Flight without required equipment
14	Flight without required radio equipment
15	Minimum equipment requirements
16	Failure to keep log books
17	Requirement to weigh aircraft and keep weight schedule
19	Crew requirement
20	Requirement for appropriate license
21(5) and (6)	Requirement for appropriate certificates
21(7)	Prohibition of flight after failure of test
21(8)(a)	Flight without valid medical certificate
21(9)	Flight in unfit condition
24	Instruction in flying without appropriate license and rating
26	Operations manual requirements
27	Training manual requirements
29	Operator's responsibilities in connection with crew
30	Requirements for loading aircraft

31	Operational restriction on aircraft
32	Aerodrome operating minima - Uganda registered aicraft
33	Aerodrome operating minima-foreign registered aicraft
34	Requirement for pilot to remain at controls
36	Pre-flight action by commander of aircraft
37	Requirement for passenger briefing
38	Additional duties of commander on flight for public transport of passengers
39	Requirements for radio station in aircraft to be licenced and for operation of the radio station
40	Requirement for minimum navigation performance system
41	Use of flight recording systems and preservation of records
42	Towing of gliders
43	Towing. picking up and raising of persons and articles by aircraft
44	Dropping of articles and animals from aircraft
45	Dropping of persons
46	Requirement for aerial application certificate
49	Carriage of persons in or on any part of an aircraft not designed for that purpose
50	Requirement for exits and break-in markings
54	Prohibition of smoking in aircraft
55	Requirement to obey lawful commands of aircraft commander
56	Prohibition of stowaways
57	Exhibitions of flying
59(3)	Operator's obligation to obtain flight time records of flight crew
60(2)	Flight crew member's obligation to inform operator of flight times

61	Flight time limitations
70(2)	Breach of the Rules of the Air and air Traffic Control
72 (except (4)	Requirement for licencing of air traffic controllers and aerodrome flight information service officer
73	Requirement for aerodrome information service manual
74	Flight in contravention of restriction of flying regulations
75	Flight by balloons, kites, airships, gliders and parascending parachutes
77	Requirement for licensed aerodrome
79(5)	Contravention of conditions of aerodrome licence
80	Use of aeronautical radio station
81	Requirement to keep aeronautical radio station records
85	Use of aeronautical lights
86(1)	Prohibition of dangerous lights
86(2)	Failure to extinguish or screen dangerous lights
88(1) and (2)	Management of aviation fuel at aerodromes
93(except(4)	Requirement to report occurrences
96	Obstruction of persons performing duties under these regulations

PART B - PROVISIONS REFERRED TO IN REGULATION 98(6)

Regulation	*Subject Matter*
6	Flight for the purpose of public transport without an air operator's certificate
7	Flight without a certificate of airworthiness
47	Prohibition of carriage of weapons and munitions of war
48	Prohibition of carriage of dangerous goods

51	Endangering safety of aircraft
53	Prohibition of drunkenness in aircraft
59(1)	Operator's obligation to regulate flight times of flight crew
59(2)	Operator's obligation to regulate flight by crew in dangerous state of fatigue
60(1)	Crew's obligation not to fly in dangerous state of fatigue
69(except (3)	Use of false or unauthorised documents and records
88(3)	Use of aviation fuel which is unfit for use in aircraft
89	Restriction of flights for valuable consideration by non-Uganda registered aircraft
91	Restriction on flights for aerial photography, aerial survey and aerial work by non-Uganda registered aircraft
92	Operators' or commanders' obligation in respect of flight over any foreign country.
93(4)	Making false reports
94	Flight in contravention of direction not to fly.

FOURTEENTH SCHEDULE

(Regulation 70)

THE RULES OF THE AIR AND AIR TRAFFIC CONTROL

PART I—PRELIMINARY

1. (1) In these Rules, unless the context otherwise requires— Interpretation.

'Air traffic control clearance' means authorisation by an air traffic control unit for an aircraft to proceed under conditions specified by that unit.

'anti-collision light' means—

(a) in relation to any other rotorcraft a flashing red or flashing white light;

(b) in relation to any other aircraft a flashing red or flashing white light,

and in either case showing in all directions for the purpose of enabling the aircraft to be more readily detected by the pilots of distant aircraft;

'Apron' means the pat of an aerodrome provided for the stationing of aircraft for the embarkation and disembarkation of passengers, the loading and unloading of cargo and for parking;

'Ground visibility, means the horizontal visibility at ground level:

'Hang glider' means a glider capable of being—

(a) carried;

(b) foot launched: and

(c) landed solely by the energy and use of a pilot's legs.

'IFR flight' means a flight conducted in accordance with the Instrument Flight Rules in Section VI of these Rules.

"Manoeuvering area" means the part of an aerodrome provided for the take-off and landing of aircraft and for the movement of aircraft on the surface, excluding the apron and any part of the aerodrome provided for the maintenance of aircraft.

"Regulation" means the Civil Aviation Regulations, 2001.

"Runway" means an area, whether or not paved, which is provided for the take off or landing of aircraft.

"VFR flight" means a flight conducted in accordance with the Visual Flight Rules in Section V of these Rules.

(2) Subject to the provisions of rule (1) of this Rules expression used in these Rules shall, unless the context otherwise requires, have the same respective meanings as in the Civil Aviation "Regulations, 2001.

PART II—GENERAL

Application of Rules to aircraft.

2. These Rules, in so far as they are applicable in relation to aircraft subject to the provisions of Rule 30 of these Rules, apply in relation to—

(a) all aircraft within Uganda;

(b) all aircraft registered in Uganda, wherever they may be.

Misuse of signals and markings.

3. (1) A signal or marking to which a meaning is given by these rules, or which is required by these Rules to be used in circumstances, or for a purpose specified there in shall not be used except with that meaning, or for that purpose.

(2) A person in an aircraft or on an aerodrome or at any place at which an aircraft is taking off or landing shall not make any signal which may be confused with a signal specified in these Rules, and except with lawful authority, shall make any signal which he or she knows or ought to know to be a signal in use for signalling to or from any of Uganda military or air force aircraft.

4. The commander of an aircraft shall, on meeting with hazardous conditions in the course of the flight, or as soon as possible thereafter, send to the appropriate air traffic control unit by the quickest means available information containing such particulars of the hazardous conditions as may be pertinent to the safety of other aircraft. Reporting hazardous conditions.

5. (1) Subject to the provisions of subrules (2) and (3) of this Rule— Low flying.

(a) An aircraft other than a helicopter shall not fly over any congested area of a city, town or settlement below—

(i) that height as would enable the aircraft to alight clear of the area and without danger to persons or property on the surface, in the case of failure of a power unit and if such an aircraft is towing a banner that height shall be calculated on the basis that the banner shall not be dropped within the congested area; or

(ii) a height of 1500 feet above the height fixed within 2000 feet of the aircraft, whichever is the higher:

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

(c) Except with the permission in writing of the Authority and in accordance with any conditions specified in the permission a helicopter shall not fly over a congested area of a city, town or settlement below a height of 1500 feet above the highest fixed object within 2000 feet of the helicopter.

(d) an aircraft shall not fly—

(i) over, or within 1000 metres of, any assembly in the open air of more than 1000 persons assembled for the purpose of witnessing or participating in any organised event, except with the permission in writing of the Authority and in accordance

with any conditions specified in the permission and with the consent in writing of the organisers of the event: or

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

(e) For any person charged with an offence under these rule by reason of a contravention of this subrule, it shall be a good defence to prove that the flight of the aircraft over, or within 1000 metres of. the assembly was made at a reasonable height and for a reason not connected with the assembly or with the event which was the occasion for the assembly;

(f) an aircraft shall not fly closer than 500 feet to any person. vessel, vehicle or structure.

(2) (a) The provision of rule (1)*(a)*(ii) and (1)*(c)*(i) of this Rule shall not apply to a flying aircraft—

(i) on a route notified for the purpose of this Rule: or

(ii) on a special VFR flight as defined in Rule 23 of these Rules in accordance with instructions given for the purpose of that Rule by the appropriate air traffic control unit; or

(iii) on a flight in respect of which a special VFR clearance has been given under Rule 36 of these Rules in accordance with instructions given by the appropriate air traffic control unit.

(b) Paragraphs (1)*(d)* and (1)*(e)* of this Rule shall not apply to an aircraft in the service of the police for any area of Uganda: .

(c) Paragraphs (1)*(d)* and (1)*(e)* of this Rule shall not apply to the flight of an aircraft over or within 1000 metres of an assembly of persons gathered for the purposes of witnessing or participating in air event which consists wholly or partly of an aircraft race or contest if the aircraft is taking part in such race or contest or is engaged on a flight arranged by or made with the contest in writing of, the organisers of the event:

(d) Paragraph (1)*(e)* of this Rule shall not apply to—

(i) any aircraft while it is landing or taking off in accordance with normal aviation practice:

(ii) any glider while it is hill soaring:

(iii) any aircraft while it is flying under and in accordance with the terms of an application certificate granted to the operator under regulation 57 of the Regulations.

(iv) any aircraft while it is flying for the purpose of dropping streamers, ropes, or similar articles at an aerodrome in accordance with regulation 43(2) or provision (e) of Regulation 44(2) of the Regulations.

(3) Nothing in this rule shall p[prohibit an aircraft from flying in such a manner as is necessary for the purpose of saving life.

(4) Nothing in this Rule shall prohibit any aircraft from flying in accordance with normal aviation practice, for the purpose of taking off from, landing at or practising approaches to land at, or checking navigational aids or procedures at a Government aerodrome owned or managed by the Authority or licensed aerodrome in Uganda or at any aerodrome in any other country.

except that the practising of approaches to landing shall be confined to the airspace customarily used by aircraft when landing or taking off in accordance with normal aviation practice at the aerodrome concerned.

(5)Nothing in this Rule shall apply to any captive balloon or kite.

Simulated instrument flight.

6. (1) An aircraft shall not be flown in simulated instrument flight conditions unless—

(a) the aircraft is fitted with dual controls which are functioning properly;

(b) an additional pilot (in this Rule called a safety pilot), is carried in a second control seat of the aircraft for the purpose of rendering such assistance as may be necessary to the pilot flying the aircraft; and

(c) if the safety pilot's field of vision is not adequate both forward and to each side of the aircraft, a third person, being competent observer, occupies a position in the aircraft which from his field of vision makes good the deficiencies in that of the safety pilot, and from which he or she can readily communicate with the safety pilot.

(2) For the purposes of this Rule the expression simulated instrument flight means a flight during which mechanical or optical devices are used in order to reduce the field of vision or the range of visibility form the cockpit of the aircraft.

Practice instrument approaches.

7. (1) Within Uganda an aircraft shall not carry out instrument approach practice when flying in visual meteorological conditions unless—

(a) the appropriate air traffic control unit has previously been informed that the flight is to be made for the purpose of instrument approach practice; and

(b) if the flight is not being carried out in simulated instrument flight conditions, a competent, observer is carried in such a position in the aircraft that he or she has an adequate field of vision and can readily communicate with the pilot flying the aircraft.

PART III—LIGHTS AND OTHER SIGNALS TO BE SHOWN OR MADE BY AIRCRAFT

Lights and other signals to be shown or made by aircraft.

8. (1) For the purpose of this Part of these Rules the horizontal plane of a light shown in an aircraft means the plane which would be the horizontal place passing through he source of that light. if the aircraft were in level flight.

(2) Where by reason of the physical construction of an aircraft it is necessary to fit more than one lamp in order to show a light required by this Part of these Rules, the lamps shall be so fitted and constructed that, so far as is reasonably practicable not more than one lamp is visible from any one point outside the aircraft.

(3) Where in these Rules a light is required to show through specified angles in the horizontal plane, the lamps giving such light shall be so constructed and fitted that the lights is visible from any point in any vertical plane within those angles throughout angles of 90° above and below the horizontal plane, but so far as is reasonably practicable, through no greater angle, either in the horizontal plane or the vertical plane.

(4) Where in these Rules a light is required to show in all directions, the lamps giving such light shall be so constructed and fitted that, so far as is reasonably practicable, the light is visible from any point in the horizontal plane and on any vertical plane passing through the source of that light.

Display of lights by aircraft.

9. (1) *(a)* By night an aircraft shall display such of the lights specified in these Rules as may be appropriate to the circumstances of the case, and shall not display any other lights which might obscure or otherwise impair the visibility of, or be mistaken for, such fights.

(b) By day an aircraft fitted with an anticorrosion light shall display such a light in flight.

(2) A flying machine on a Uganda aerodrome shall—

(a) display by night either the lights which it would be required to display when flying or the lights specified in Rule 11(2) of these Rules unless it is stationary on the apron or part of the aerodrome provided for the maintenance of aircraft;

(*b*) display when stationary on the apron by day or night with engines running a red anticollision light, if fitted.

(3) Notwithstanding the provisions of this Part of Rules the commander of an aircraft may switch off or reduce the intensity of any flashing light fitted to the aircraft if such a light does or is likely to—

(*a*) adversely affect the performance of the duties of any member of the flight crew; or

(*b*) subject an outside observer to unreasonable dazzle.

Failure of navigation lights

10. In Uganda, in case of the failure of any light which is required by these rules to be displayed in flight, if the light cannot be immediately repaired or replaced the aircraft shall land as soon as in the opinion of the commander of the aircraft it can safely do so, unless authorised by the appropriate air traffic control unit to continue its flight.

Aeroplanes and helicopters.

11. (1) Except as provided in subrule (3), an aeroplane or helicopter in flight between sunset and sunrise shall display the following lights—

(*a*) anti-collision lights intended to attract attention to the aeroplane or helicopter; and

(*b*) navigation lights intended to indicate the relative path of the aeroplane or helicopter to an observer, and no other light shall be displayed if it is likely to be mistake for the lights specified in subparagraph (*a*) or (*b*).

(2) Except as provided in paragraph (3), an aeroplane or helicopter on the movement area of an aerodrome between sunset and sunrise shall—

(*a*) display navigation lights intended to indicate the relative path of the aeroplane or helicopter and no other light shall be displayed if that light is likely to be mistaken for a navigation light:

(b) display navigation lights intended to indicate the extremities of structure unless the aeroplane or helicopter is stationary or otherwise adequately illuminated:

(c) display anti-collision lights intended to attract attention to the aeroplane or helicopter; and

(d) if the engine is running display anticollision lights which indicate that fact.

(3) An aeroplane or helicopter in flight or on the movement area of an aerodrome which is fitted with an anti-collision light to meet the requirements of Rules (1)*(a)*, (2)*(c)* and (2)*(d)* shall, where the circumstances so require, display these lights outside the period specified in these paragraphs.

(4) A pilot of an aeroplane or helicopter shall be permitted to switch off or reduce the intensity of any flashing lights which may be fitted to meet the requirements of paragraphs (10) and (2) if they are or are likely to—

(a) adversely affect the satisfactory performance of his or her duties; or

(b) subject an observer to harmful dazzle.

(5) The anti-colliding lights referred to in paragraphs (1)*(a)*, (2)*(c)* and (2)*(d)* shall be a flashing or rotating red light which affords coverage in all directions within 300 feet above and 300 feet below the horizontal plane of the aeroplane of helicopter.

(6) The navigation light referred to in paragraphs (1)*(b)*, (2)*(a)* and (2)*(b)* shall be—

(a) (i) a green light of at least five candles showing on the starboard side through an angle of 110° from dead ahead in the horizontal plane:

(ii) a red light of at least five candles showing on the port side through an angle of 110° from dead ahead in the horizontal place:

(iii) a white light of at least three candles showing through the angles of 70° from dead astern to each side of the horizontal plane, all being steady lights; or

(b) the lights specified in sub-paragraph (a), but all being flashing lights, flashing together or in an alternation with one or both of the following—

(i) a flashing white light of a least twenty candles showing in all directions; or

(ii) a flashing white light of at least twenty candles showing through angles of 70° from dead astern in the horizontal plane.

(7) If the lamp showing either the green or red navigation light specified in sub-paragraphs (6)*(a)* is fitted more than six feet from the wing, tip, a lamp may, notwithstanding rule 9(1), be filled at the wing tip to indicate its position, showing a steady light of the same colour through same angle.

Gliders.

12. A glider while flying at night shall display a steady red light of at least five candles, showing in all directions, or lights in accordance with subrule (2) and (3) of rule 11.

Free Balloons.

13A. (1) A free balloon while flying at night shall display a steady red light, of at least five candles showing in all directions, suspended not less than 15 feet and not more than 30 feet below the basket.

(2) If there is no basket, below the lowest part of the balloon and the authorization referred to in sub-rule (5) shall be obtained prior to the launching of the balloon if there is a reasonable expectation when planning the operation that the balloon may drift into airspace over the territory of another State.

(3) The authorization may be obtained for a series of balloon flights or for a particular type of recurring flight such as at atmospheric research balloon flights.

(4) A medium or heavy unmanned free balloon shall not be released in a manner that may cause it to fly lower than 300m, (1,000ft) over the congested area of cities, towns or settlements of an open air assembly of persons not associated with the operation.

(5) a heavy unmanned free balloon shall not be operated—

(a) over the high seas without prior co-ordination with the propitiate air traffic services authority;

(b) without authorization from the propitiate air traffic services authority at or through any level below 18,000m, (60,000ft) pressure altitude at which—

(i) there are clouds or other obscuring phenomena of more than four okras coverage; or

(ii) the horizontal visibility is less than 8km (5miles);

(c) unless—

(i) it is equipped with at least two payload flight termination devices or systems, whether automatic or operating independently of each other;

(ii) in the case of polythene zero-pressure balloon at least two method systems, devices or combination of two method systems that function independently of each other are employed for terminating the flight of the balloon services;

(iii) the balloon envelop is equipped with either a radar reflective device or radar reflective material that will present an echo to surface radar operating in the 200 MHz to 2700 MHz frequency range or the balloon is equipped with such other devices as shall permit continuous tracking by the operator beyond the range of ground-based radar.

(d) in an area where ground-based secondary surveillance radar transponder, with altitude reporting capacity, which is continuously operating on an assigned code or

which can be turned on when necessary by the tracking station.

(e) below 18,000m (60,000ft) pressure-altitude between sunset and sunrise or such other period between sunset and sunrise (corrected to the altitude of operation) as may be prescribed by the appropriate air traffic services authority unless the balloon and its attachments and payload, whether or not they become separated during the operation, are lighted.

(f) below 18,000m (60,000ft) pressure-altitude between sunset and sunrise where it is equipped with a suspension device (other than a highly conspicuous coloured open parachute) more than 15 metres long, unless the suspension device is coloured in alternate bands of highly conspicuous colours or has coloured pennants attached.

(6) The operator of a heavy unmanned free balloon shall activate the appropriate termination device required under paragraph 5(c) (i) and (ii)—

(i) when it becomes known that weather conditions are less than those prescribed for the operator:

(ii) if a malfunction or any other reason makes father operation hazardous to air traffic or to persons or property on the surface; or

(iii) prior to unauthorised entry into the air space over another state's territory.

(7) *(a)* Early notification of the intended flight of a medium or heavy unmanned free balloon shall be made to the appropriate air traffic services unit not less than seven days before the date of the intended flight and shall include such of the following information as may be required by the appropriate air traffic control services unit—

(i) balloon flight identification or project code name;

(ii) balloon classification and identification;

(iii) secondary surveillance radar services code or non-directional (radio) frequency as a applicable;

(iv) the operator's name and telephone number;

(v) launch site;

(vi) estimated time of launch or time of commencement and completion of multiple launches, if multiple launches;

(vii) expected direction of ascent;

(viii) the estimated elapsed time to pass 18.000m, (6.000ft) together with the estimated location;

(ix) the estimated date and time of termination of the flight and the planned location of the impact or recovery area.

(b) in the case of balloons carrying out flights of long duration, as a result of which the date and time of termination of the flight and the location of the impact cannot be forecast with accuracy, the term 'long duration' shall be used;

(c) where the operation consists of continuous launchings, the time to be included in the estimated time at which the first and last launchings in the series will reach the appropriate level (e.g. 122136Z-130330Z);

(d) if there is to be more than one location of impact or recovery, each location is to be listed together with the appropriate time of impact, and, where there is to a series of continuous impacts, the time to be included is the estimated time of the first and last series (e.g. 070330Z-072300Z);

(e) Any changes in the pre-launch information notified in accordance with this paragraph shall be forwarded to the air traffic services unit concerned not less than six

of solar or cosmic disturbances investigation involving a critical time element, not less than thirty minutes before the estimated time of the commencement of the operation.

(8) *(a)* Immediately after a medium or heavy unmanned free balloon is launched, the operator shall give the appropriate air traffic services unit the following information—

(i) balloon flight identification:

(ii) launch site;

(iii) actual time of launch.

(iv) estimated time at which 18.000m. (60.000ft) pressure-altitude shall be passed. or the estimated time at which the cruising level shall be reached if at or below 18,000m (60.000ft) and the estimated location;

(v) any changes to the information previously given under paragraph (7)*(a)*.

(b) the operator shall notify the appropriate air traffic services unit immediately it is known that the intended flight of a medium of heavy unmanned free balloon previously notified in accordance with paragraph (7)*(a)* has been cancelled.

(9) The operator of a heavy unmanned free balloon—

(a) Operating at or below 18,0000ft) pressure altitude shall monitor the flight path of the balloon and forward reports of the reports of the balloon's position as requested by the air traffic services unit and unless the air traffic services unit require reports of the balloon's position at more frequent intervals the operator shall record the position every two hours:

(b) operating above 18,000ft) (60000 ft) pressure altitude shall monitor the flight progress of the balloon and forward a report of the balloon's position as requested by the air traffic services unit:

(c) if the air traffic services unit require reports of the balloonís position more frequent intervals the operator shall record the position every twenty-four hours:

(d) if the position cannot be recorded in accordance with sub-paragraph *(a)* or *(b)* the operator shall immediately notify the appropriate air traffic services unit, which notification shall include the last record position and shall thereafter notify the appropriate air traffic services until when the tracking of the balloon is re-established.

(10) One hour before the beginning of the planned descent of a heavy unmanned free balloon the operator shall forward to the appropriate air traffic services unit the following information regarding the balloon—

(a) its current geographical position:

(b) the current level (pressure-altitude):

(c) the forecast time of penetrating of 18.000m (60.000ft) pressure-altitude, if applicable; and

(d) the forecast time and location of ground impact.

(11) The operator of a heavy or medium unmanned free balloon shall notify the appropriate air traffic services unit when the operation is ended.

13B. (1) Unmanned free balloons shall be classified as— Unmanned free balloon.

(a) light: an unmanned free balloon which carries a payload of one or more packages with a combined mass of less than 4kg, unless qualifying as a heavy balloon under this paragraph:

(b) medium: an unmanned free balloon which carried a payload of two or more packages with a combined

mass of 4kg; or more but less than 6kg unless qualifying as a heavy balloon under this paragraph;

(c) heavy: an unmanned free balloon which caries a payload which—

(i) has a combined mass of 6kg or more: or

(ii) includes packages of 3 kg or more: or

(iii) includes package of 2kg or more with an area density of more than 13 grams per square centimetre; or

(iv) uses a rope or other device for suspension of the pay load that requires an impact force of 230 newton or more to separate the suspended payload from the balloon.

the "area density" referred to in paragraph *(c)* shall be determined by dividing the total mass in grams of the payload package by area, in square centimeters, of its smallest surface.

(2) An unmanned free balloon shall—

(a) not be operated without the permission of the Authority;

(b) not be operated across the territory of another State without the appropriate authorization from that other state unless it is a light balloon used exclusively for meteorological purposes which is operated in a manner prescribed by the Authority;

(c) be operated in accordance with conditions specified by the Authority while being flown over Uganda;

(d) not be operated in such a manner that the impact of the balloon or any part of it, including its payload, with the surface of the earth would create a hazard to persons property not connected with the operation;

(e) where equipped with a trailing antenna that requires a force of more than 230 newton to break it at any point, not be operated unless the antenna has coloured pennants or streamers that are attached at not more than fifteen metre intervals;

Captive balloons and kites.

14. (1) A captive balloon or a height exceeding 60 metres above the surface shall display lights while flying at night as follows-as follows—

(a) a group of two steady lights consisting of a white light placed 4 metres above a red light, both being of at least five candles and showing in all direction, the white light being placed not less than 5 metres or more than 10 metres below the basket, or if there is no basket below the lowest part of the balloon or kite;

(b) on the mooring cable, at intervals of not more than 300 metres measured form the group of lights referred to in sub-paragraph *(a)* of this paragraph, groups of two lights of the colour and power and in the relative positions specified in that sub-paragraph, and, if the lowest group of lights is obscured by cloud, an additional group below the cloud base; and

(c) on the surface, a group of three flashing lights arranged in horizontal plane at the apexes of a triangle, approximately equilateral, each side of which measures at least 25 metres; one side of the triangle shall be approximately at right angles to the horizontal projection of the cable and shall be delimited by two red lights, the third light shall be a green light so placed that the triangle enclose the object on the surface to which the balloon or kite is moored.

(2) A captive balloon while flying by day at a height exceeding 60 metres above the surface shall have attached to its mooring cable at intervals of not more than 200 metres measured from the basket, or if there is no basket from the lowest part of the balloon, tubular streamers not less than 40 centimeters in diameter and 2 metres in length and marked with alternative bands of red and white 50 centimetres wide.

(3) A kite flown in the circumstances referred to in paragraph (2) Rule shall have attached to its mooring cable either—

(a) tubular streamers as specified in paragraph (2) of this Rule: or

(b) at intervals of not more than 100 metres measured from the lowest part of the kite. steamers of not less than 80 centimeters long and 30 centimeters wide at their widest point and marked with alternate bands of red and white 10 centimeters wide.

Airship.

15. (1) Except as provided in subrule (2) of this Rule. an airship while flying at night shall display the following steady lights—

(a) a white light of at least five candela showing through angles of 110° from dead ahead to each side in the horizontal plane;

(b) a green light of at least five candela showing to the starboard side through an angle of 110° from dead ahead in the horizontal plane;

(c) a red light of at least five candela showing to the port side through an angle of 110° from dead ahead in the horizontal plane;

(d) a white light of at least five candela showing through angles of 70° from dead astern to each side in the horizontal plane.

(2) An airship while flying at night shall display. if it is not under command. or has voluntarily stopped its engines. or is being towed. the following steady lights—

(a) the white lights referred to in subrule (1)*(a)* and *(d)* of this Rule:

(b) two red lights. each of a least five candela and showing in all directions suspended below the control car so that one is at least 4 metres above the other and at least 8 metres below the control car; and

(c) If the airship is making way but not otherwise, the green and red lights referred to in paragraph (1)*(b)* and *(c)* of this Rule.

(3) An airship while picking up its moorings, notwithstanding that it is not under command shall display only the lights specified in subrule (1) of this Rule.

(4) An airship, while moored within Uganda by night, shall display the following lights—

(a) when moored to a mooring mast, at or near the rear a white light of at least five candela showing in all directions;

(b) when moored otherwise than to a mooring mast—

(i) a white light of at least five candela showing through angles of 110° from dead ahead to each side in the horizontal plane;

(ii) a white light of at least five candela showing through angles of 70° from dead astern to each side in the horizontal plane.

(5) An airship while flying by day, if it is not under command or has voluntarily stopped its engines, or is being towed shall display two black balls suspended below the control car so that one is at least 4 metres above the other and at least 8 metres below the control car.

(6) For the purposes of this Rule—

(a) an airship shall be deemed not to be under command when it is unable to execute manoeuvre which it may be required to execute by or under these Rules.

(b) an airship shall be deemed to be making way when it is not moored and is in motion relative to the air.

Weather report and forecasts.

16. (1) Immediately before an aircraft flies the commander of the aircraft shall examine the current reports and forecasts of the weather conditions on the proposed flight path being reports and forecasts which it is reasonably practicable for him or her to obtain in order to determine whether Instrument Meteorological Conditions prevail or are likely to prevail during any part of the flight.

(2) An aircraft which is unable to communicate by radio with an air traffic control unit at the aerodrome of destination shall not begin a flight to an aerodrome within a control zone if the information for which it is reasonably practicable for the commander of the aircraft aircraft to obtain indicates that it will arrive at that aerodrome when the ground visibility is less than 5 kilometres or the cloud ceiling is less than 1500 feet, unless the commander of the aircraft has obtained from an air traffic control unit at that aerodrome permission to enter the aerodrome traffic zone.

Rules for avoiding aerial collision.

17. (1) General—

(a) Notwithstanding that the flight is being made with air traffic control clearance it shall remain the duty of the commander of an aircraft to take all possible measures to ensure that his or her aircraft does not collide with any other aircraft;

(b) An aircraft shall not be flown in such proximity to other aircraft as to create a danger of collision;

(c) Aircraft shall not fly in formation unless the commanders of the aircraft have agreed to do so;

(d) An aircraft which is obliged by these Rules to give way to another aircraft shall avoid passing over or under the other aircraft or crossing ahead of it, unless passing well clear of it;

(e) An aircraft which has the right-of-way under this Rule shall maintain its course and speed.

(f) For the purposes of this Rule a glider and a flying machine which is towing shall be considered to be a single aircraft under the command of the commander of the towing flying machine.

(2) Converging—

(a) Subject to the provision of subrule (3) and (4) of this Rule, an aircraft in the air shall give way to other converging aircraft as follows—

(i) flying machines shall give way to airships, gliders and balloons;

(ii) airships shall give way to gliders and balloons;

(iii) gliders shall give way to balloons.

(b) Subject to the provisions of sub-paragraph (a) of this rule when two aircraft converging in the air at approximately the same altitude, the aircraft which has the other on its right shall given way;

(c) Mechanically driven aircraft shall give way to aircraft which are towing other aircraft objects.

(3) Approaching head on—

When two aircraft are approaching head-on or approximately so in the air and there is danger of collision, each shall alter its course to the right.

(4) Overtaking—

(a) An aircraft which is being overtaken in the air shall have the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering course to the right, and shall not cease to keep out of the way of the other aircraft until that other aircraft has been passed and is clear, notwithstanding any change in the relative positions of the two aircraft.

(b) A glider overtaking another glider in Uganda may alter its course to the right or to the left.

(5) Flight in the vicinity of an aerodrome

Without prejudice to the provisions of Rule 35 a flying machine. glider or airship while flying in the vicinity of what the commander of the aircraft knows or ought reasonably to know to be an aerodrome or moving on an aerodrome shall unless in the case of an aerodrome having an air traffic control unit and that unit otherwise authorises—

(a) conform to the pattern of traffic formed by other aircraft intending to land at that aerodrome. or keep clear of the airspace in which the pattern is formed:

(b) make all turns to the left unless ground signals otherwise indicate.

(6) Order of landing—

(a) An aircraft while landing or on final approach to land shall have the right-of-way over other aircraft in flight or on the ground or water;

(b) in the case of two or more flying machines gliders or airships approaching any place for the purpose of landing the aircraft at the lower altitude shall have the right-of-way, but shall, not cut in front of another aircraft which is in final approach to land or overtake that aircraft.

(c) where an air traffic control until has communicated to any aircraft an order of priority for landing the aircraft shall approach to land in that order: and

(d) where the commander of an aircraft aware that another aircraft is making an emergency landing he or she shall give way to that aircraft, and at night even though that he or she may have received permission to land. shall not attempt to land until he or she has received further permission to do so.

(7) Landing and take-off—

(a) A flying machine, glider or airship shall take-off and land in the direction indicated by the ground signals or if no such signals are displayed, into the wind, unless good aviation practice demands otherwise;

(b) A flying machine or glider shall not land on a runway at an aerodrome if the runways is not clear of other aircraft unless in the case of an aerodrome having an air traffic control unit, that unit otherwise authorises.

(c) Where take-off and landing are not confined to a runway-

(i) A flying machine or glider when landing shall leave clear on its left any aircraft which has landed or is already or about to take-off, if such a flying machine or glider is about to turn it shall turn to the left after the commander of the aircraft has satisfied himself or herself that such action will not interfere with other traffic movements; and

(ii) A flying machine about to take-off shall take up position and manoeuvre in such way as to leave clear on its left any aircraft which has already taken off or is about to take off.

(d) A flying machine after landing shall move clear of the landing area as soon as it is possible to do so unless, in the case of an aerodrome having an air traffic control unit, that unit otherwise authorises.

18. An aircraft shall not carry out any acrobatic manoeuvres— Aerodrome manoeuvres.

(a) over the congested area of any city, town or settlement; or

(b) within controlled airspace except with the consent of the appropriate air traffic control unit.

Right-hand traffic rule.

19. (1) An aircraft which is flying within Uganda in sight of the ground and following a road, railway, canal or coastline, or any other line of landmarks, shall keep such line of landmarks on its left.

(2) This rule shall not apply to an aircraft flying within controlled airspace notified for the purposes of Rule 21 or airspace notified for the purposes of Rule 36 of these Rules in accordance with instructions given by the appropriate air traffic control unit.

Notification of arrival and departure.

20. (1) The commander of an aircraft who has caused notice of its intended arrival at any aerodrome to be given to the air traffic control unit, or other authority at that aerodrome shall ensure that the air traffic control unit or other authority at that aerodrome is informed as quickly as possible of any change of intended destination and any estimated delay in arrival of 45 minutes or more.

(2) The commander of an aircraft arriving at or departing from an aerodrome in Uganda shall take all reasonable steps to ensure upon landing or prior to departure, as the case may be, that notice of that event is given to the person in charge of the aerodrome, or to the air traffic control unit or aerodrome flight information unit at the aerodrome.

(3) Without prejudice to the provisions of Rule 27 to these Rules, before taking off on any flight from an aerodrome in Uganda being a flight whose intended destination is more than 40 kilometres from the aerodrome of departure, the commander of an aircraft of which the maximum total weight authorised exceeds 5700kg, shall cause a flight plan containing such particulars of the intended flight as may be necessary for search and rescue purposes to be communicated to the air traffic control unit notified for the purpose

Flight in notified airspace

21. (1) In relation to flights in Visual Meteorological in controlled airspace notified for the purposes of this Rule, the commander of an aircraft shall comply with Rules 27 and 28 of these Rules as if the flights were IFR lights.

(2)The commander of the aircraft shall not elect to continue the flight in compliance with the Visual Flight Rules for the purposes of Rule 27(3).

22. (1) Subject to the provisions of Rule 21 of these Rules an aircraft shall always be flown in accordance with the Visual Flight Rules or the Instrument Flight Rules. Choice of VFR or IFR.

(2) In Uganda an aircraft flying at night—

(a) outside a control zone shall be flown in accordance with the Instrument Flight Rules; or

(b) in a control zone shall be flown in accordance with the Instrument Flight Rules or the provisions of the proviso to Rule 23(b) of these Rules.

PART V—VISUAL FLIGHT RULES.

23. The Visual Flight rules shall be as follows— The Visual Flight.

(a) Outside controlled airspace—

(i) an aircraft flying outside controlled airspace above 1000 feet above ground or water shall remain at least 1 nautical mile horizontally and 1000 feet vertically away from cloud and in flight visibility of 5kilometres;

(ii) an aircraft other than a helicopter flying outside controlled airspace at or below 1000 feet above ground or water shall remain clear of cloud and in sight of ground or water and in a flight visibility of at least 3 kilometres:

(iii) paragraph *(a)* shall be deemed to be complied with if the aircraft is flown at a speed which according to its air speed indicator is 140 knots or less and remains clear of cloud, in sight of the surface and in a flight viability of at least 1 nautical miles;

(iv) a helicopter flying outside controlled airspace at or below 1000 feet above the surface shall remain clear of cloud and in sight of the surface.

(b) Within controlled airspace—

(i) An aircraft flying within controlled airspace shall remain at least 1 nautical mile horizontally and 1000 feet vertically away from cloud and in a flight visibility of at least 5 kilometres.

(ii) In a control zone in the case of a special VFR flight, the aircraft shall be flown in accordance with any instruction given by the appropriate air control unit.

(iii) For the purpose of this Rule. Special VFR flight means of flight made in Instrument Meteorological Conditions or at night in a control zone or in a control zone notified for the purposes of Rule 21 of these Rules in respect of which the appropriate air traffic control unit has given permission for the flight to be made in accordance with special instructions given by that unit instead of and in accordance with the Instrument Flight Rules.

PART VI—INSTRUMENT FLIGHT RULES

The instrument flight rules.

24. The Instrument Flight Rules—

(a) Outside Controlled Airspace—In relation to flights outside controlled airspace rules 25 and 26 shall apply.

(b) Within Controlled airspace—In relation to flights within controlled airspace rules 25. 27, 28 and 29 shall apply.

Minimum height.

25. (1) In order to comply with the Instrument Flight Rules an aircraft shall not fly at a height of less than 1.000 feet above the highest obstacle within a distance of 5 nautical miles of the aircraft unless otherwise authorised by the Authority or unless it is necessary to do so in order to take-off or land.

Semi circular rule.

26. (1) In order to comply with the Instrument Flight Rules an aircraft operating in level flight at or above 1.000 feet above mean sea level outside controlled airspace shall be flown at a level appropriate to its magnetic track in accordance with the appropriate table set out in

this rule, and the level of flights shall be measured by an altimeter set according to the system notified, or in the case of flight over a state other than Uganda, otherwise by the competent authority, in relation to the area over which the aircraft is flying.

(2) As far weather conditions and terrain allow pilots operating in level flight at or above 1,000 feet above ground or water when flying on the magnetic tracks shown in column (1) shall maintain the levels shown in column (2) against these tracks when flown at less than flight level 150 Magnetic Track Cruising Level.

Magnetic Track (1)	Cruising Level (2)
000 - 179° inclusive	Flight level 15, 35,55 etc up to 135
180 - 359 inclusive	Flight level 25,45,65 etc up to 145.

(3) IFR Flights

(a) Aircraft flying on magnetic tracks shown below in column (1) shall maintain the levels shown in column (2) against these tracks when flown at less than flight level 290:

Magnetic Track (1)	Cruising Level (2)
000° - 179° inclusive	Flight 10, 30, 50 etc up to 290
180° - 359° inclusive	Flight level 20, 40, etc up to 280.

(b) When at or above flight level 290, aircraft on magnetic tracks shown below in column (1) shall maintain the levels shown in column (2) against these tracks.

Magnetic Track (1)	Cruising Level (2)
000° - 179° inclusive.....	Flight 290,330,370, etc
180° - 350° inclusive.....	Flight level 310, 350,390, etc.

(4) The authority may by order published in the Gazette or in writing replace, amend or add to all or any part of subrule (2) and (3)*(a), (b)* of this rule.

Flight Plan and Air Traffic Clearance

27. (1) Irrespective of the flight rules under which an aircraft is to be flown, before an aircraft takes off from any aerodrome which is manned by the authority, the commander of the aircraft shall cause a flight plan to be submitted in respect of any flight which he or she intends to make outside the circuit of that aerodrome.

(2) Where a through Flight Plan, containing such particulars as may be notified is submitted to and accepted by an traffic control unit in respect of a flight through a number of intermediate aerodromes, subrule (1) shall be deemed to have been satisfied in respect of each sector of the light.

(3) The air traffic control unit may exempt the commander of an aircraft from the requirements of subrule in respect of an intended flight which is to be made in a notified local flying area and in which the aircraft will return to the aerodrome of departure without making an intermediate landing.

(4) In order to comply with the Instrument Flight Rules, before an aircraft either takes off from a point within any controlled airspace, enters any controlled airspace, or in other circumstances prescribed for this purpose the commander of the aircraft shall cause a flight plan to be communicated to the appropriate air traffic control unit and shall obtain an air traffic control clearance based on such flight plan.

(5) A flight plan shall contain such particulars of the intended flight as may be necessary to enable the air traffic control unit to issue an air traffic control clearance, or for search and re4scue purposes.

(6) The commander of the aircraft shall fly in conformity with the air traffic control clearance issued for the flight as amended by any further instructions given by an air traffic control unit, and with the holding and instrument approach procedures, notified in relation to the aerodrome of destination, unless—

(a) he or she is able to fly in un interrupted Visual Meteorological Conditions for so long as he or she remains in controlled airspace and

(*b*) he or she has informed the appropriate air traffic control unit of his or her intention to continue the flight in compliance with Visual Flight Rules and has requested that unit to cancel his or her flight plan.

(7) If an emergency arises which requires an immediate deviation from an air traffic control clearance the commander of the aircraft shall, as soon as possible, inform the appropriate air traffic control unit of the deviation.

(8) The commander of the aircraft after it has flown in controlled airspace shall, unless he or she has requested the appropriate air traffic control unit to cancel his or her flight plan, immediately inform that unit when the aircraft lands within or leaves that controlled airspace.

Position reports.

28. In order to comply with the Instrument Flight Rules, the commander of an aircraft in IFR flight who flies in or is intending to enter controlled airspace shall report to the appropriate air traffic control unit the time, and the position and altitude of the aircraft at such reporting points or at such intervals of the time as may be notified for this purpose or as may be directed by the air traffic control unit.

Communication failure.

29. In order to comply with the Instrument Flight Rules, the commander of an aircraft in IFR flight flying or intending to fly in controlled airspace who is unable to establish or maintain two-way communication with the appropriate air traffic control unit shall—

(*a*) continue to fly to his or her destination if it is possible to do so by flying only in conditions not inferior to those specified in paragraph (*b*) of subrule (1) of rule 23 of these Rules:

(*b*) (i) continue the flight in accordance with the current flight plan to the holding point at the aerodrome of first intended landing, maintain the last acknowledged cruising levels for the portion of the route for which levels has been assigned, and there after maintain the cruising levels shown in the flight plan:

(ii) arrange the flight so as to arrive over the holding point at, or as close as possible, to the estimated time of arrival as indicated in the filed flight plan and revised in accordance with current flight plan, following the appropriate inbound route for the control zone or control area concerned;

(iii) if the aircraft's transmitter is thought to be still functioning, transmit position reports on the appropriate frequency when over the routine reporting points.

(iv) after arrival over the holding point, commence descent at, or, as close as possible to, the expected approach time last received and acknowledged, or, if no expected approach time has been received and acknowledged, at, or as close as possible to the estimated time of arrival specified in sub-paragraph (ii) complete a normal instrument approach procedure as specified for the appropriate navigational aid, and if delay not determined has been given and no EAT, he or she shall not attempt to land at the destination aerodrome but fly to another aerodrome following prescribed procedures.

(v) land within 30 minutes of the time descent should have been started (i.e the EAT or ETA referred to in sub-paragraph (iv); and if he or she is unable to land within this time, but able to complete an approach and land visually and shall leave the vicinity of the aerodrome and any associated controlled airspace at the specified altitude and on the specified route; and if no altitude or route is specified he shall fly at the last assigned altitude or minimum sector altitude whichever is the higher, and avoid areas of dense traffic, then he or she shall either—

(aa) fly to an area in which flight may be continued in VMC and land at a suitable aerodrome there; or [if this is not possible];

(bb) select a suitable area in which to descend cloud. fly visually to a suitable aerodrome and land as soon as practicable.

PART VII—AERODROME FLIGHT RULES.

Application of aerodrome traffic rules.

30. The Rules in this part of these Rules which are expressed to apply to flying machines shall also be observed, so far as is practicable, in relation to all other aircraft.

Visual signals.

31. (1) The commander of a flying machine on, or in the pattern of traffic at an aerodrome shall observe such visual signals as may be displayed at or directed to him or her from the aerodrome by the authority of the person in charge of the aerodrome and shall obey any instructions which may be given to him by means of such signals.

(2)The commander of a flying machine shall not be required to obey the signals referred to in rule 47 of these Rules [Marshalling signals] if in his or her opinion it is inadvisable to do so in the interests of safety.

Movement of aircraft on aerodrome.

32. An aircraft shall not taxi on the apron or the manoeuvring area of an aerodrome without the permission of the person in charge of the aerodrome or, where the aerodrome has an air traffic control unit for the time being, notified as being on watch, without the permission of that unit.

Access to and movement of persons and vehicles on the aerodrome.

33. (1) A person or vehicle shall not go onto any part of an aerodrome [not being a part of the aerodrome which is a public right of way without the permission of the person in charge of that part of the aerodrome, and except in accordance with any conditions subject to which that permission may have been granted.

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

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

Right of way on the ground.

34. (1) This rule shall apply to—

(a) flying machines; and

(b) vehicles,

on any part of a land aerodrome provided for the use of aircraft and under the control of the person in charge of the aerodrome.

(2) Notwithstanding any airtraffic control clearance it shall remain the duty of the commander of an aircraft to take all possible measures to ensure that his or her aircraft does not collide with any other aircraft or with any vehicle.

(3) *(a)* Flying machines and vehicles shall give way to aircraft which are taking off or landing;

(b) Vehicles and flying machines which are not taking off or landing, shall give way to vehicles towing aircraft.

(c) Vehicles which are not towing aircraft shall give way to aircraft.

(4) Subject to the provisions of subrule (3) of this rule and of rule 17(7)*(c)* of these Rules, in case of danger of collision between two flying machines—

(a) when the flying machines are approaching head-on or approximately so, each shall alter its course to the right;

(b) when the two flying machines are on converging courses, the one which has the other on its right shall give way to the other and shall avoid crossing ahead of the other unless passing well clear of it;

(c) a flying machine which is being overtaken shall have the right-of-way, and the overtaking flying machine shall

keep our of the way of the other flying machine by altering its course to the left until that other flying machine has been passed and is clear, notwithstanding any change in the relative position of the two flying machines;

(d) a flying machine taxing on the manoeuvring area of an aerodrome shall give way to a flying machine taking off or about to take off.

(5) Subject to the provisions of subrule (3)(b) of this rule a vehicle shall—

(a) overtake another vehicle so that the other vehicle is on the left of the overtaking vehicle;

(b) keep to the left when passing another vehicle which is approaching head-on or approximately so.

Dropping of two rope, *etc.*

35. Tow ropes, banners or similar articles towed by aircraft shall not be dropped from aircraft except at an aerodrome and-

(a) in accordance with arrangements made with an air traffic control unit at the aerodrome or, if there is no such unit, with the person in charge of the aerodrome; or

(b) in the area designated by the marking described in subrule (7) of rule 41 of these Rules, and the ropes banners or similar articles shall be dropped when the aircraft is flying in the direction appropriate for landing.

Aerodromes not having air traffic control unit.

36. (1) An aircraft shall not lay within a zone which the commander knows or ought to know to be an aerodrome traffic zone of an aerodrome which does not have an air traffic control unit, except for the purpose of taking-off, landing or observing signals in the signals area with a view to landing; and an aircraft flying within such a zone for the purpose of observing the signals shall remain clear of cloud and at least 500 ft above the level of the aerodrome.

(2)The commander of an aircraft flying in such a zone or moving on such an aerodrome shall—

(a) conform to the pattern of traffic formed by other aircraft, or keep clear of the airspace in which the pattern is formed;

(b) make all turn to the left unless the ground signals otherwise indicate; and

(c) take off and land in the direction indicated by the ground signals or, if no such signals are displayed into the wind, unless good aviation practice demands otherwise.

(3) (a) An aeroplane or glider shall not land on a runway at such an aerodrome unless the runway is clear of other aircraft.

(b) Where take-offs and landings are not confined to a runway—

(i) an aeroplane or glider when landing shall leave clear on its left any aircraft which has already landed or is already landing or is about to take off; and if such an aeroplane or glider is obliged to turn it shall turn to the left after the commander of the aircraft has satisfied himself or herself that such action will not interfere with other traffic movements; and

(ii) an aeroplane about to take off shall take up position and manoeuvre in such a way as to leave clear on its left any aircraft which is already taking off or is about to take off.

(4) An aeroplane after landing shall move clear of the landing area in use as soon as it is possible to do so.

Aerodrome having air traffic control unit.

37. (1) An aircraft shall not fly within a zone which the commander of the aircraft knows or ought reasonably to be the aerodrome traffic zone of an aerodrome having an air traffic control unit except for the purpose of taking off, landing or observing the signals area with a view to landing unless he or she has the permission of the appropriate traffic control unit.

(2) The commander of the an aircraft flying in the aerodrome traffic zone of an aerodrome having an air traffic control unit or moving on the manoeuvring area of such an aerodrome shall—

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

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

(c) comply with the provisions of rule 36 of this Rules as if the aerodrome did not have an air traffic control unit, unless he or she has the permission of the air traffic control unit at the aerodrome or has been instructed by such unit. to do otherwise.

(3) Without prejudice to the provisions of rules 20 and 27of these Rules the commander of an aircraft shall immediately upon arrival at, or prior to departure from an aerodrome within Uganda having an air traffic control unit will ensure that the air traffic control unit is informed of the flight which he has just or which he is about to undertake.

PART VIII —AERODROME SIGNALS AND MARKINGS VISUAL AND AURAL SIGNALS.

GENERAL

Aerodrome signals and markings visual and aural signals.

38. (1) Whenever any signal specified in this part of these Rules is given or displayed or whenever any markings to specified is displayed, by any person in an aircraft, or at an aerodrome. or any other place which is being used by aircraft for landing or take-off. it shall when given or displayed in Uganda. have the meaning assigned to it in this part.

(2) All dimensions specified in this part these Rules shall be subject to a tolerance of 10 percent. plus or minus.

Signals in the signals area.

39. (1) When any signal specified in the following paragraphs of this Rule is displayed it shall be placed in a signals area, which shall be a square visible in all directions bordered by a white strip 30 centimetres wide the internal sides measuring 12 metres.

(2) A white or orange depending on background for the best contract landing T. as illustrated in this paragraph.

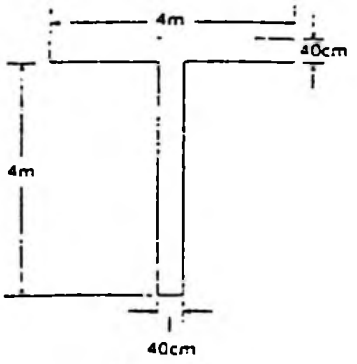
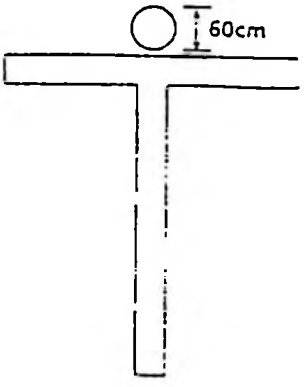


Fig. 1

signifies that aeroplanes and gliders taking off or landing shall do so in direction parallel wit the shaft of the T and towards the cross arm, unless otherwise authorised by the appropriate air traffic control unit.

(3) A white disc 60 centimetres in diameter displayed alongside the cross arm of the T and in line with the shaft of the T, as illustrated in this paragraph.



Dimensions of 'T' same as Figure I.

Fig. 2

signifies that the direction of landing and take-off do not necessarily coincide.

(4) A white dumbbell, as illustrated in this paragraph.

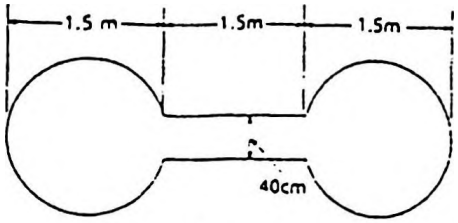


Fig. 3

signifies that movements of aeroplanes and gliders on the ground shall be continued to paved, motalled or similar hard surfaces.

(5) A white dumb-bell as described in (4) above but with a black but with a black strip 60 centimetres wide across each disc at right angles to the shaft of the dumb-bell, as illustrated in this paragraph.

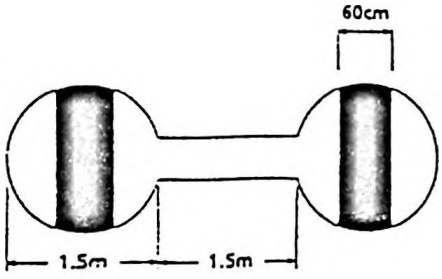


Fig. 4

signifies that aeroplanes and gliders taking off or landing shall do so on a runway but that movement on the ground is not confied to paved, metalled or similar hard surfaces.

(6) A red and yellow striped arrow, as illustrated in this paragraph.

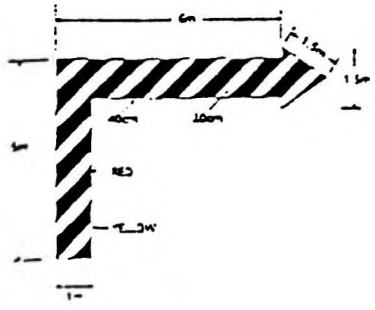


Fig. 5

the shaft of which is at least one the whole or not less than a total of 11 metres of two adjacent sides of the signals area and pointing in a clock-wise direction signifies that a right-hand circuits is in force.

(7) A red panel ten feet square with a yellow stripe along one diagonal at least twenty inches wide as illustrated in this paragraph.

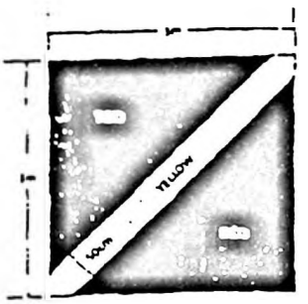


Fig. 6

Signifies that the state of the manoeuvring area is poor and must exercise special care when landing

(8) A red panel ten feet square with a yellow strip, at least twenty inches wide* along each diagonal, as illustrated in this paragraph,

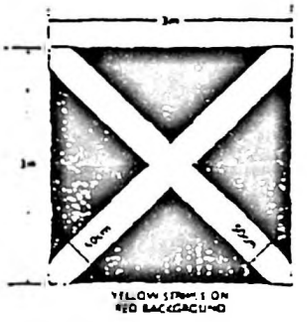


Fig. 7

signifies that the aerodrome is unsafe for the movement of aircraft and that landing on the aerodrome is prohibited.

(10) A white letter H, as illustrated in this paragraph.

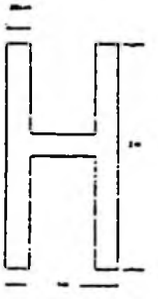


Fig. 8

signifies that helicopters shall take off and land only within the area designated by the marking specified in paragraph (5) of rule 41 of these Rules.

(11) A red L displayed on the dumb-well specified in paragraphs (3) and (4) of this rule, as illustrated in this paragraph.

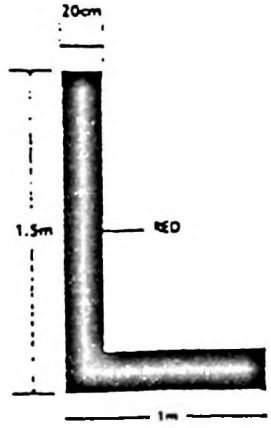


Fig. 9

signifies that light aircraft are permitted to take off and land either on a runway or on the area designated by the making in paragraph (6) or rule 41 of these Rules.

(12) A white double cross, as illustrated in this paragraph.

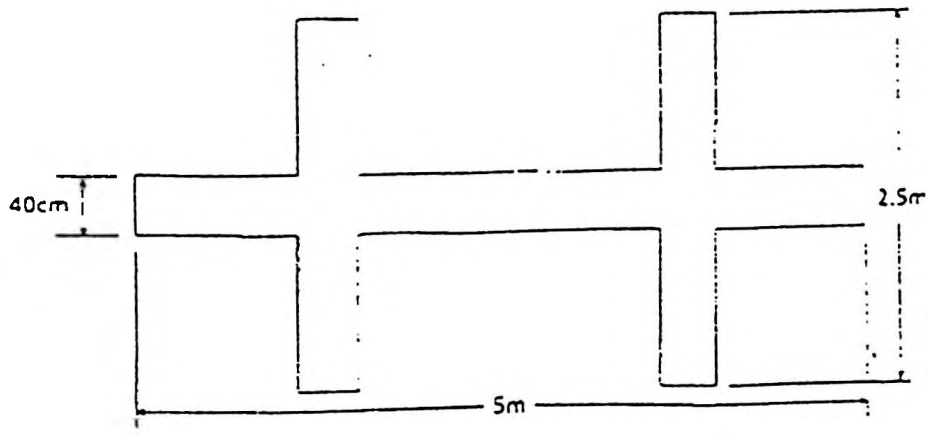


Fig. 10

signifies that glider flying is in progress.

Markings for Paved Runways and Taxiways

40. (1) Two or more white crosses, as illustrated in this paragraph.

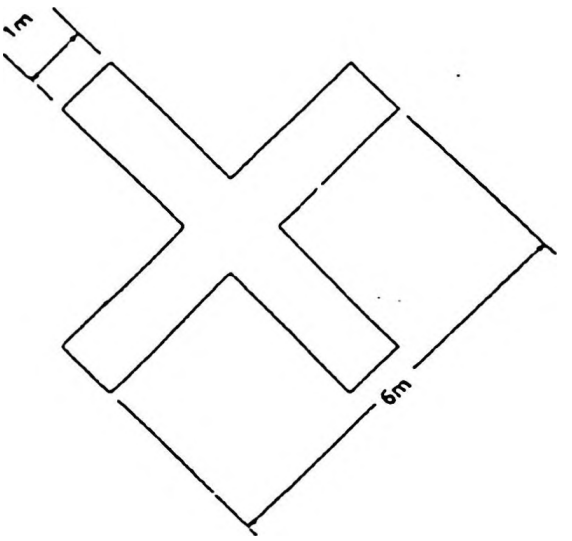


Fig. 11

Closed runway and taxiway markings

Displayed on a runway or taxiway, with the arms of the crosses at an angle of 45í to the centre line of the runway. at intervals of not more than 300 metres feet signify that the section of the runway or taxiway marked by them is unfit for the movement of aircraft.

(2) Two white broken lines and two continuous lines. as illustrated in this paragraph.

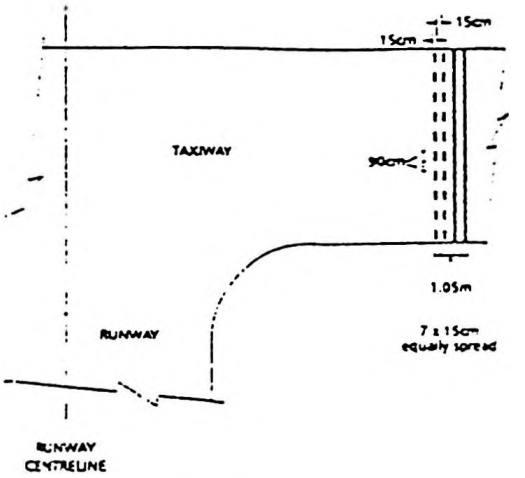


Fig. 12a

signify a holding position beyond which no part of an aircraft or vehicle shall project in the direction of the runway without permission from an air traffic control unit.

(3) Orange and white markers as illustrated in this paragraph.

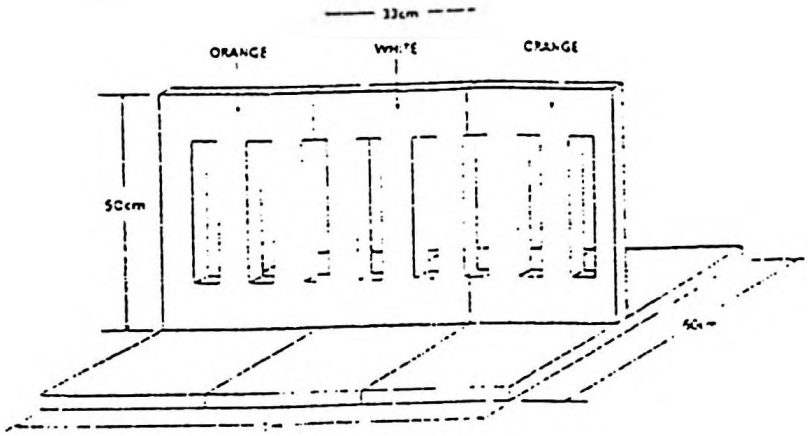


Fig. 12h

spaced not more than 15 metres, signify the boundary of that part of a paved runway, taxiway or apron which is unfit for the movement of aircraft.

Markings on unpaved manoeuvring areas

41. (1) Markers with orange and white stripes of an equal width of not less than 50 centimeters, with an orange stripe at each end, as illustrated in this rule.

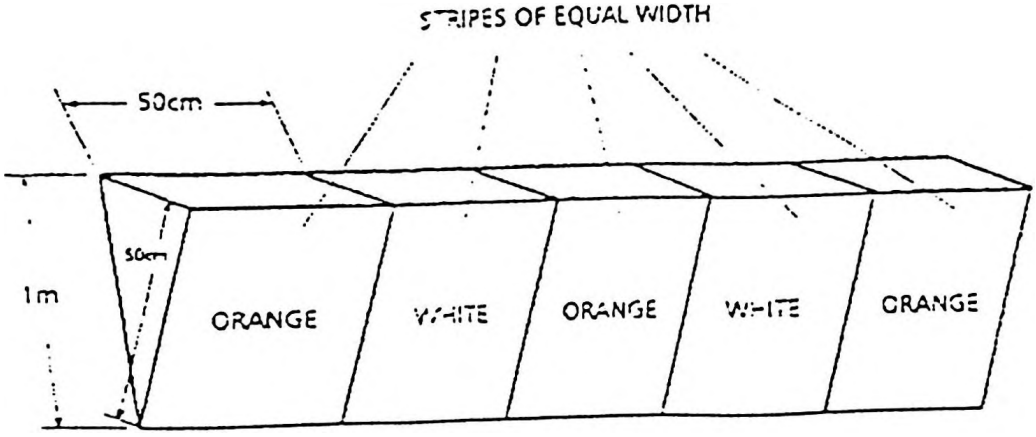


Fig. 13

Alternating with flags not less than 60 centimetres showing equal orange and white triangular areas, indicate the boundary of an area unfit for the movement of aircraft and one or more white crases as specified in rule 43 (1) of these Rules indicate the said area. The distance between any two successive orange and white flags shall not exceed 90 metres.

(2) Striped markers as specified in paragraph (1) of this Rule spaced not more than 45 metres apart, indicate the boundary of an aerodrome.

(3) On structures markers with orange and white vertical stripes, of an equal width of not less than 50 centimetres, with an orange stripe at each end, as illustrated in this paragraph.

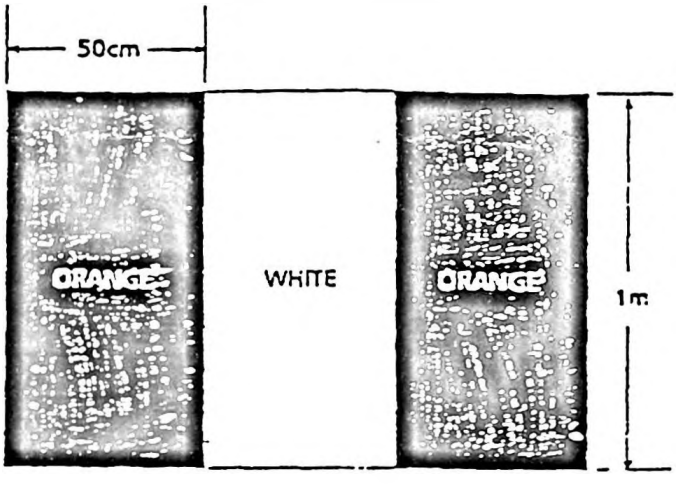


Fig. 14

Spaced not more than 45 metres apart, indicate the boundary of an aerodrome. The pattern of the marker shall be visible from inside and outside the aerodrome and the marker shall be affixed not more than 15 centimetres from the top of the structure.

(4) White flat rectangular markers 3 metres long and 1 metre wide at intervals not exceeding 90 metres, flush with the surface of the unpaved runway or stopway, as the case may be, indicate the boundary on an unpaved runway or of a stopway.

(5) A white letter H. as illustrated in this paragraph.

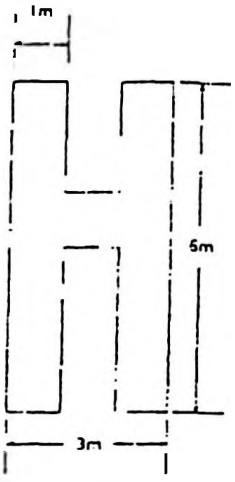


Fig. 15

Indicates an area which shall be used only for the taking off and landing of helicopter.

(6) A white letter L as illustrated in this paragraph.

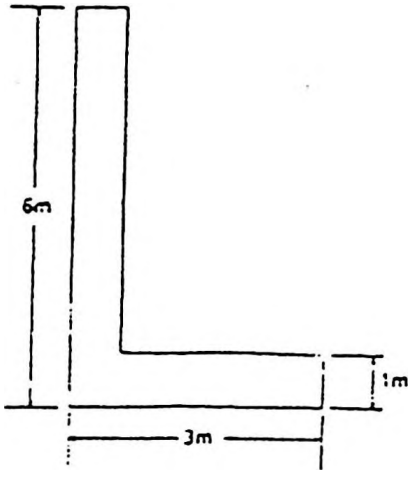


Fig. 16

indicates a part of the manoeuvring area which shall be used only for the taking off and landing of light aircraft.

(7) A yellow cross with two arms 6 metres long by 1 metre wide at right angles, indicates that tow ropes. banners and similar articles towed by aircraft shall only be picked up and dropped in the area in which the cross is placed.

(8) A white double cross as illustrated in this paragraph.

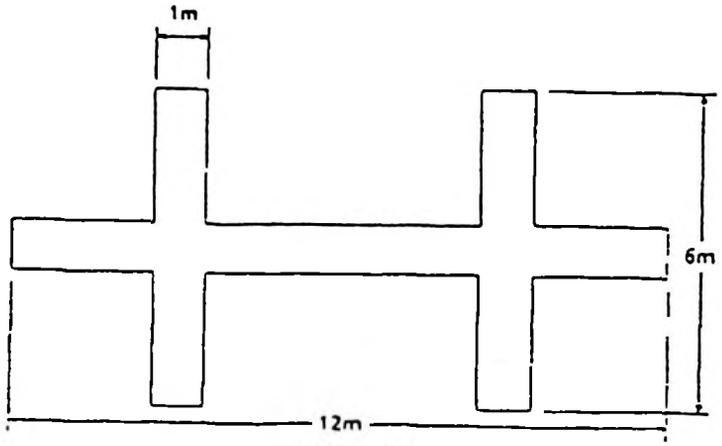


Fig. 17

indicates an area which shall be used only for the taking off and landing of gliders.

(9) A white landing T as specified in rule 39 (2) of these Rules placed at the left hand side of the runway when viewed from the direction of landing indicates the runway to be used, and at an aerodrome with no runway indicates the direction for take off and landing.

Signals visible from the ground

42. (1) A black ball 60 centimetres in diameter suspended from a mast signifies that the directions of take-off and landing are not necessarily the same.

(2) A cheekered flag or board, 1.2 metres by 90 centimetres containing twelve equal squares, 4 horizontally and 3 vertically. coloured red and yellows alternatively, signifies that aircraft may move on the maneuvring area and apron only in accordance with the permission of the air traffic control unit at the aerodrome.

(3) Two red balls 60 centimetres in diameter disposed vertically one above the other. 60 centimetres apart and suspended from a mast signify that glider flying is progress at the aerodrome

(4) Black Arabic numerals in two-figure groups and, where parallel runaways are provided the letter or letter L, LC left centre. C centre, RC right centre and R right placed against a yellow background. indicate the direction for take-off or the runaway in use.

(5) A black letter C, against a yellow background, as illustrated in this paragraph

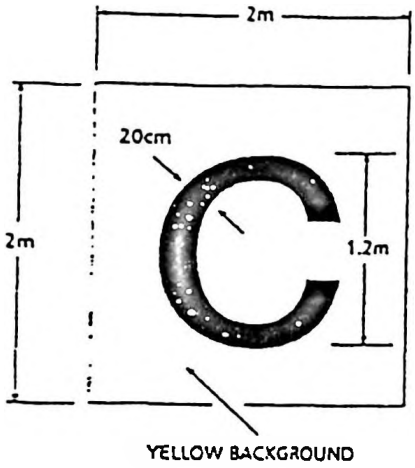


Fig. 19

indicates the position at which a pilot can report to the air traffic control unit or to the person in charge of the aerodrome.

(6) A rectangular green flag of not less than 60 centimetres square flow from a mast indicating that a right hand circuit is in force.

Lights and pyrotechnic signals for control of aerodrome traffic

43. Each signal described in the first column of Table A, when directed from an aerodrome to an aircraft or to a vehicles, or from an aircraft, shall have the meanings respectively appearing in the second, third and fourth columns of that Table opposite the description of the signal.

TABLE A

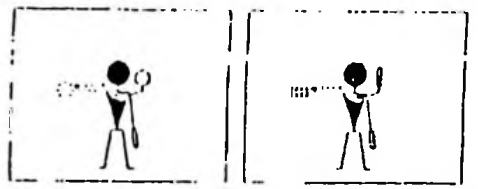
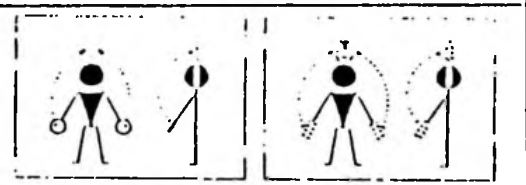
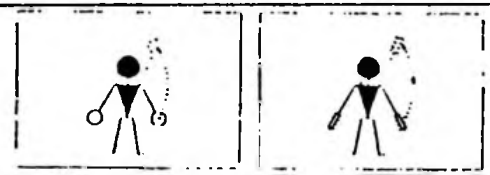
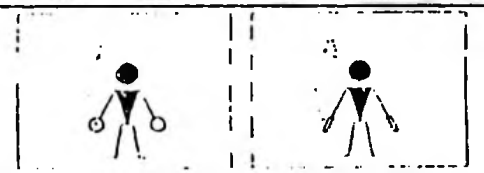
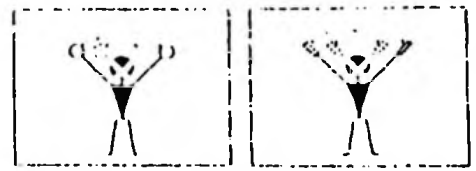
MEANING OF LIGHTS AND PYROTECHNIC SIGNALS

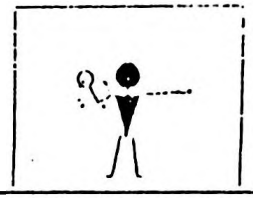
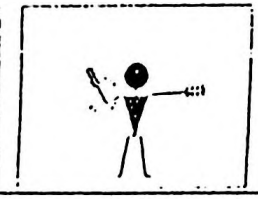
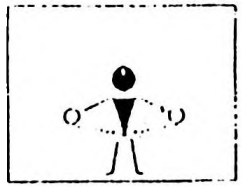
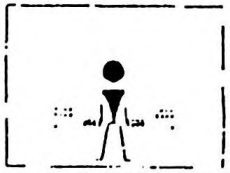
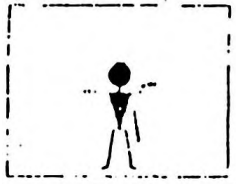
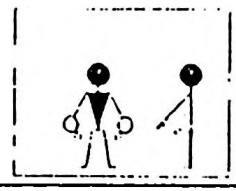
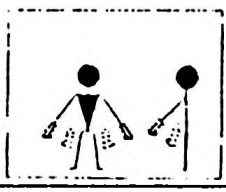
Characteristics and colour of light beam or pyrotechnic	*From an aerodrome*		*From an aircraft in flight to an aerodrome*
	to an aircraft in flight	*to an aircraft or vehicle on the aerodrome*	
(a) Continuous red light	give way other aircraft and continue circling	Stop	
(b) Red pyrotechnic light, or red flare	do not land, wait for permission.	—	Immediate assistance requested.
(c) Red flashes	do not land, aerodrome not available for landing.	Move clear of landing area.	—
(d) Greed flashes	return to aerodrome, wait for permission to land.	To an aircraft you may move on the maneuvering area and apron. to a vehicle you may move on the maneuvering area.	—
(e) Continuous green light.	You may land.	You may take off (not applicable to a vehicle).	—
(f) Continuous green light, or green flashes, or green pyrotechnic flight.	—	— Return to starting point on the aerodrome.	By night: May I land? By day: May I land in direction different from that indicated by landing T?
(g) White flashes	Land at this aerodrome after receiving continuous green light, and then after receiving green flashes, proceed to the apron.	—	I am compelled to land.
(h) White pyrotechnic lights, switching on and off the navigation lights switching on and off the landing lights.	—	—	I am compelled to land.

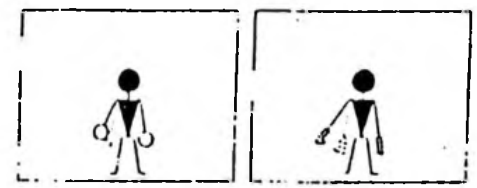
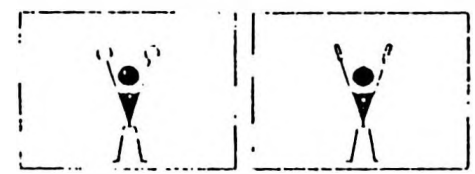
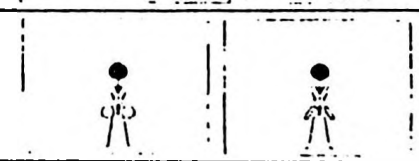
Marshalling signals from a marshaller to an aircraft

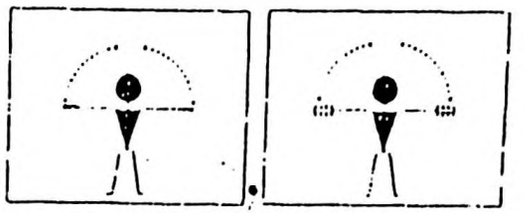
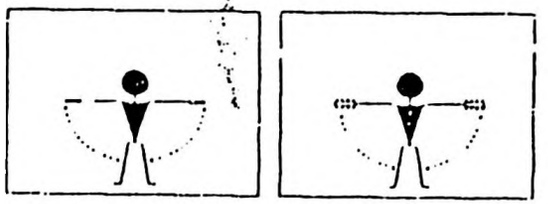
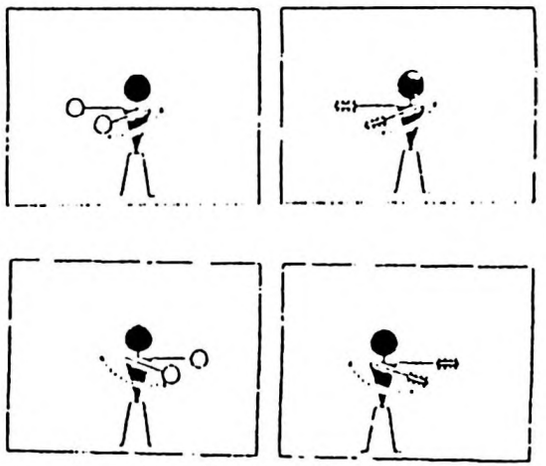
44. Each of the signals for the guidance or aircraft manoeuvering on or off the ground, described in the first column of Table B, paragraphs *(a)* to *(x)* shall, in Uganda, have the meanings set forth in the second column that Table opposite the description of the signal. By day any such signals shall be given by hand or by circular bats and by nights by torches or illuminated wands.

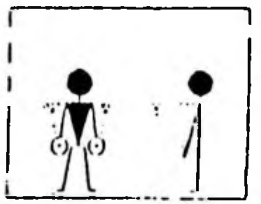
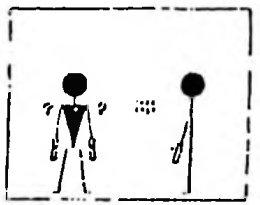
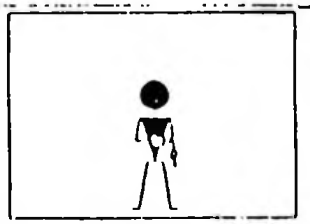
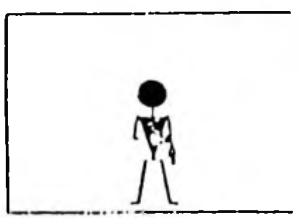
Table B – Meaning of Marshalling Signals (Rule 44)

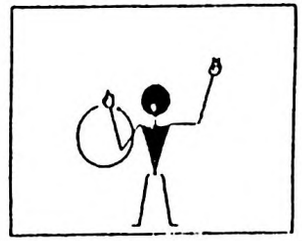
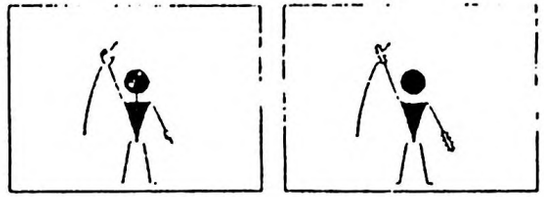
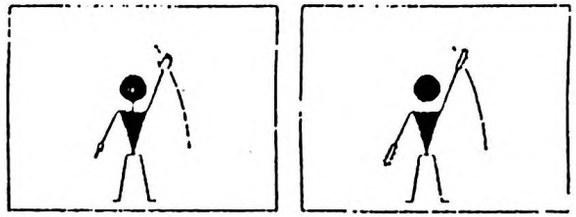
Description of Signal	*Meaning of Signal*	*In Daylight* / *By Night*
(a) Right or left arm down, the other arm moved across body and extended to indicate position of the other marshaller.	Proceed under guidance of another marshaller.	
(b) Arms repeatedly moved upward and backward, beckoning onward	Move ahead	
(c) Right arm down, left arm repeatedly moves upward and backward. The speed of arm movement indicates the rate of turn.	Open up starboard Engine or turn to port	
(d) Left arm down, the right arm repeatedly moved upward and backward. The speed of arm movement indicates the rate of turn.	Open up port engine or turn to starboard	
(e) Arms repeatedly crossed above the head. The speed of arm movement indicates the urgency of the stop.	Stop	

Description of Signal	*Meaning of Signal*	*In Daylight*	*By Night*
(f) A circular motion of the right hand at head level, with the left arm pointing to the appropriate engine.	Start engines		
(g) Arms extended, the palms facing inwards, then swung from the extended position inwards	Chocks inserted		
(h) Arms down, the palms facing outwards, then swung outwards	Chocks away		
(i) Either arm and hand placed level with the chest, then moved laterally with the palm downwards	Cut engines		
(j) Arms placed down, with the palms towards the ground, then moved up and down several times.	Slow down		

	Description of Signal	*Meaning of Signal*	*In Daylight*	*By Night*
(k)	Arms placed down, with the palms towards the ground, then either the right or left arm moved, up and down indicating that the motors on the left or right side, as the case may be should be slowed down.	Slow down engine on indicated side		
(l)	Arms placed above the head in a vertical position	This bay		
(m)	The right arm raised at the bow, with the arm facing forward.	All clear: Marshalling finished		
(n)	Arms placed horizontally side ways	Hover		
(o)	Arms placed down and crossed in front of the body	Land		

Description of Signal	*Meaning of Signal*	*In Daylight* / *By Night*
(p) Arms placep horizontally sideways with the palms up beckoning upwards. The speed of arm movement indicates the rate of ascent.	Move upwards	
(q) Arms placed horizontally sideways with the palms towards the ground beckoning downwards. The speed of arm movement indicates the rate of descent.	Move downwards.	
(r) Either arm place horizontally sideways, then the other arm moved in front of the body to that side, in the direction of the movement, indicting that the helicopter should move horizontally to the left or right side, as the case may be, repeated several times	Move horizontally	

	Description of Signal	*Meaning of Signal*	*In Daylight*	*By Night*
(s)	Arms placed down, the palm facing forward, then repeatedly swept up and down to shoulder level	Move back		
(t)	Left arm extended horizontally forward, then right arm making a horizontal sliding movement below left arm	Release load		
(u)	Raise arm, with fist clenched, horizontally in front of body, then extend fingers	Release brakes		Shall not be given at night
	Raise arm and hand, with fingers extended, horizontally in front of body, then clench fist.	Engage brakes		Shall not be given at night

Description of Signal	*Meaning of Signal*	*In Daylight*	*By Night*
(v) Left hand overhead with the number of fingers extended to indicate the number of the engine to be started and circular motion of right hand at head level.	Start Engine(s)		Shall not be given at night
(w) Point left arm down, move right arm down from overhead, vertical position to horizontal forward position repeating right arm movement.	Back aircraft's tail to port.		
Point right arm down move left arm down from overhead vertical position to horizontal forward position repeating left arm movement.	Back aircraft's tail to port.		

45. The following signals made by a pilot in an aircraft to a marshaller on the ground shall respectively have the following meanings—

Marshalling signals (from a pilot of an aircraft to a marshaller).

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

46. (1) The following signals, given either together separately before the sending of a message, signify that an aircraft is threatened by grave and imminent danger and requests immediate assistance.

Distress, urgency and safety signals

(a) by radiotelephony the spoken word "MAYDAY".

(b) visual signaling—

(i) the signal SOS (.....)

(ii) a success if pyrotechnic lights fired at short intervals each showing a single red light

(iii) a parachute fire showing a red light;

(c) by sound signaling other than radiotelephony—

(i) the signal SOS

(ii) a continuous sounding with any sound apparatus.

(2) The following signals, given either together or separately, before the sending of a message, signify that the commander of the aircraft wishes to give notice of difficulties which compel it to land but that he or she does riot require immediate assistance—

(a) a succession of white pyrotechnic lights;

(b) the repeated switching on and off of the aircraft landing lights;

(c) the repeated switching on and off of its navigation lights, in such a manner as to be clearly distinguishable form the flashing navigation lights described in rule 11 of these Rules.

(3) The following signals, given either together or separately, indicate that the commander of the aircraft has an urgent message to transmit concerning the safety of a ship, aircraft, vehicle or other property or of a person on board or within sight of the aircraft from which the signal is given—

(a) by radiotelephony—

the spoken word "PAN"

(b) by visual signalling—

the signal XXX (.....):

(c) by sound signalling other than radiotelephony the signal XXX

(.....):

Warning Signals to aircraft in flight.

47. In Uganda, by day or by night, a series of projectiles discharged from the ground at intervals of 10 seconds, each showing on bursting, red and green lights or stars, shall indicate to the commander of an aircraft that his or her aircraft is flying in or about to enter an active danger area or an area to which rule made pursuant to regulation 75 (1) *(c)* of the civil Aviation Regulation relate and that he or she is required to take such action as may be necessary to leave the area or change course to avoid the area.

PART IX—AIR TRAFFIC CONTROL.

Air Traffic Control.

48. (1) At every aerodrome (other than a Government aerodrome or an aerodrome owned or managed by the Authority) which is an aerodrome in respect of which the Authority has given a direction to the proprietor or person in charge of the aerodrome requiring air traffic control service, aerodrome flight information service or means of two-way radio communication to be provided there, the person in charge of aerodrome shall cause such a service or such means to be provided at all times or when the Authority so directs.

(2) At every aerodrome (other than a Government aerodrome or an aerodrome owned or managed by the Authority) which is provided with equipment for providing holding aid, let-down aid or approach aid by radio or radar, the person in charge of the aerodrome shall inform the Authority in advance of any period during which any of such equipment will be in operation for the purpose of providing holding aid, let down aid or approach aid and without prejudice to paragraph (1) of this rule, cause an air traffic

control service to be provided at all times when such equipment is notified as being in operation for any of those purposes.

Use of radio call signs at aerodromes.

49. The person in charge of an aerodrome provided with means of two-way radio communications shall not cause or permit any call sign to be used for a purpose other than a purpose for which that call sign has been notified.

FIFTEENTH SCHEDULE

THE AIR NAVIGATION (GENERAL) RULES

1. In these Rules ,

"Air Navigation Regulation" means the Civil Aviation (Air Navigation) Regulations, 2001.

"Authority" means the Civil Aviation Authority.

Load Sheets.

2. (1) Every load sheet required by regulation 30 (5) of the Civil Aviation (Air Navigation) Regulations. 2001 shall contain the following particulars—

(a) the nationality mark of the aircraft to which the load sheet relates. and the registration mark assigned to that aircraft by the Authority;

(b) particulars of the flight to which the load sheet relates;

(c) the total weight of the aircraft as loaded for that flight;

(d) the weights of the several items from which the total weight of the aircraft. as so loaded. has been calculated including in particular the weight of the aircraft prepared for service and the respective total weights of the crew (unless included in the weight of the aircraft prepared for service). passengers baggage and cargo intended to be carried on the flight:

(e) the manner in which the load is distributed and the resulting position of the centre of gravity of the aircraft which may be given approximately if and to extent that the relevant certificate of airworthiness so permits.

and shall include at the foot or end of the load sheet a certificate, signed by the person referred to in regulation 30 (1) of Civil Aviation (Air Navigation) Regulation as responsible for the loading of the aircraft, that the aircraft has been loaded in accordance with the written instructions furnished to him or her by the operator of the aircraft under regulation 30 (1).

(2) (a) For the purpose of calculating the total weight of the aircraft the respective total weights of the passenger and crew entered in the load sheet shall be computed from the actual weight of each person and for that purpose each person shall be separately weighed;

(b) in the case of an aircraft of which the maximum total weight authorised exceeds 5700kg or which has a total seating capacity authorised by the certificate of airworthiness in force in respect of that aircraft of 12 or more persons, the total weights of the passengers and crew may, subject to the provisions of sub-paragraph (c) of this paragraph and of paragraph (4) of this Rule, be calculated at not less than the appropriate weights shown in Table I and the load sheet shall bear a notation to that effect.

TABLE I

Males over 12 years of age	75kg
Females over 12 years of age	68kg
Children aged 2 years or more, but not over 12 years of age.....	39kg
Infants under 2 years of age	8kg

(c) The actual weight of any immersion suit worn or carried by a passenger or crew member shall be added to the appropriate weight shown in Table I in each such case.

(d) For the purpose of this rule "sea" includes ann estuary of any of sea.

(3) (a) For the purpose of calculating the total weight of the aircraft the respective total weights of the baggage and cargo entered in the load sheet shall be computed from the actual weight of each piece of baggage, cargo or cargo container and for that purpose each piece or container shall be separately weighed.

(b) In case of an aeroplane of which the maximum total weight authorised exceeds 5700kg or which has a total

seating capacity of 12 or more persons, the total weights of the baggage may, subject to the provisions of paragraph (4) of this rule, be calculated at not less that 20kg for each passenger travelling on economy ticket and 30kg for each passenger travelling on first class ticket not an infant under 2 years of age and the load sheet that bear a notation to that effect. Cabin baggage per passenger is 3kg.

(4) *(a)* If it appears to the person supervising the loading of the aircraft that any passenger or baggage to be carried exceeds the weights set out in Table I of this Rule he or she shall, if the Authority has so directed in the particular case, require any such person or baggage to be weighed for the purpose of the entry to be made in the load sheet.

(b) if any person or baggage has been weighed pursuant to sub-paragraph *(a)* of this paragraph, the weights entered in the load sheet shall take account of the actual weight of that person or baggage or of the weight determined in accordance with the respective provisions to paragraph (2) or (3) whichever weight shall be the greater.

Weight and performance general provisions.

3. (1) *(a)* The assessment of the ability of an aeroplane to comply with the requirements of rules 4 to 9 inclusive and of a helicopter to comply with the requirements of rules 17 to 19 inclusive (relating in either case to weight, performance and flights in specified meteorological conditions or at night) shall be based on specified information as to its performance.

(b) In the case of an aeroplane in respect of which there is in force under the Air Navigation Regulations, a Certificate of Airworthiness which does not include a performance group classification the assessment may be based on the best information available to the commander of the aircraft in so far as the relevant information is not specified.

(2) In assessing the ability of an aeroplane to comply with condition (7) in the appendix conditions (4) and (5) of rule 5, sub-paragraphs (a) (iii) and (b) of condition 2 of rule 9, account may be

taken of any reduction of the weight of the aeroplane which may be achieved after the failure of a power unit by such jettisoning of fuel as is feasible and prudent in the circumstances of the flight and in accordance with the flight manual included in the certificate of airworthiness relating to the aircraft.

(3) In rules 5 to 11 inclusive and rules 15 to 17 inclusive, and in the Appendix unless the context otherwise requires 'specified' in relation to an aircraft means specified in, or ascertainable by reference to—

(a) the certificate of airworthiness in force under the Civil Aviation Regulation in respect of that aircraft; or

(b) the flight manual or performance schedule included in that certificate, or other document, whatever its title, incorporated by reference in that certificate.

'the emergency distance available' means the distance from the point on the surface of the aerodrome at which the aeroplane can commence its take off run to the nearest point in the direction of take off at which the aeroplane cannot roll over the surface of the aerodrome and be brought to rest in an emergency without risk of accident;

'the landing distance available' means the distance from the point on the surface of the aerodrome above which the aeroplane can commence its landing having regard to the obstructions in its approach path, to the nearest point in the direction of landing at which the surface of the aerodrome is capable of bearing the weight of the aeroplane under normal operating conditions or at which there is an obstacle capable of affecting the safety of the aeroplane;

'the take-off distance available' means either the distance from the point on the surface of the aerodrome at which the aeroplane can commence its take-off run to the nearest obstacle in the direction of take-off projecting above the surface of the aerodrome and capable of affecting the safety of the aeroplane or one and one half times the take-off run available, whichever is the less;

'the take-off run available' means the distance from the point on the surface of the aerodrome at which the aeroplane can commence its take-off run to the nearest point in the direction of take-off at which the surface of the aerodrome is incapable of bearing the weight of the aeroplane under normal operation conditions.

(4) For the purpose of rules 3 to 9 inclusive, and of the Appendix—

(a) the weight of the aeroplane at the commencement of the take-off run shall be taken to be its gross weight including everything and everyone carried in or on it at the commencement of the take-off run:

(b) the landing weight of the aeroplane shall be taken to be the weight of the aeroplane at the estimate time of landing allowing for the weight of the fuel and oil expected to be used on the flight to the aerodrome at which it is intended to land or alternate aerodrome, as the case may be:

(c) where any distance referred to in paragraph (3) of this rule has been declared in respect of any aerodrome by the Authority responsible for regulating air navigation over the territory of the Contracting State in which the aerodrome is situated, and in the case of an aerodrome in Uganda, notified, that distance shall be deemed to be the relevant distance.

(5) Nothing in rules 3 to 9 inclusive and rules 15 to 17 inclusive shall apply to any aircraft flying solely for the purpose of training persons to perform duties in aircraft.

Weight and performance of public transport aeroplanes having no performance group classification in their certificate of air-worthiness

4. With reference to regulation 31 (1) of the Civil Aviation Regulation an aeroplane registered in Uganda in respect of which there is in force under the Civil Aviation Regulations a certificate of airworthiness which does not include a performance group classification, shall not fly for the purpose of public transport unless the weight of the aeroplane at the commencement of the take-off run is such that such of the conditions in the Appendix to these Rules as apply to that aircraft are satisfied.

Weight and Performance of Public Transport Aeroplanes Classified as Aeroplanes of Performance Group A in their Certificates of Air-worthiness.

5. With reference to regulation 31 (1) of the Air Navigation Regulation an aeroplane registered in Uganda in respect of which there is in force under the Civil Aviation Regulation a certificate of airworthiness in which the aeroplane is designated as being of performance group A shall not fly for the purpose of public transport unless the weight of the aeroplane at the commencement of the take off run is such that the following conditions are satisfied.

(1) That weight does not exceed the maximum take off weight for altitude and temperature specified for the altitude and the air temperature at the aerodrome at which the take-off is to be made.

(2) The take-off run, take-off distance and the emergency distance respectively required for take-off, specified as being appropriate to—

(a) the weight of the aeroplane at the commencement of the take-off run;

(b) the altitude at the aerodrome;

(c) the air temperature at the aerodrome;

(d) the condition of the surface of the runway from which the take off will be made;

(e) the slope of the surface of the aerodrome in the direction of take-off run available, the take-off distance available and the emergency distance available, respectively; and

(f) not more than 50 percent of the reported wind component opposite to the direction of take-off or not less than 150 percent of the reported wind component in the direction of take-off. do not exceed the take-off run. the take-off distance and the emergency distance available, respectively, at the aerodrome at which the take-off is to be made; in ascertaining the emergency distance required, the point at which the pilot is assumed to decide to discontinue the take-off shall not be nearer to the start of the take-off run than the

point at which, in ascertaining the take-off run required and the take-off distance required, he or she is assumed to decide to continue the take-off, case of power unit failure.

(3) *(a)* The net take-off flight path with one power unit inoperative, specified as being appropriate to—

(i) the weight of the aeroplane at the commencement of the take-off run;

(ii) the altitude at the aerodrome;

(iii) the air temperature at the aerodrome; and

(iv) not more than 50 per cent of the reported wind component opposite to the direction of take-off or not less than 150 percent of the reported wind component in the direction of take-off, and plotted from a point 35 feet or 50 feet, as appropriate, above the end of the take-off distance required at the aerodrome at which the take off is to be made to a height of 1500 feet above the aerodrome, show that the aeroplane will clear any obstacle in its path by a vertical interval of at least 35 feet; and if it is intended that the aeroplane shall change its direction of flight by more that 15° the vertical intervals shall not be less than 50 feet during the change of direction.

(b) for the purpose of sub-paragraph *(a)* an obstacle shall be deemed to be in the path of the aeroplane if the distance form the obstacle to the nearest point on the ground below the intended line of flight of the aeroplane does not exceed—

(i) a distance of 60 metres plus half of the span of the aeroplane plus one eighth of the distance from such point to the end of the take off distance available measured along intended line of flight of the aeroplane: or

(ii) 900 metres;

whichever is the less.

(c) in assessing the ability of the aeroplane to satisfy this condition, it shall, not be assumed to make a change of direction of a radius less than the specified radius of steady turn.

(4) The aeroplane will, in the meteorological conditions expected for the flight, in case of any one power unit becoming inoperative at any point on its route or on any planned diversion from it and with the other power unit or units operating within the maximum continuous power conditions specified, be capable of continuing the flight, clearing by a vertical interval of at least 2000 feet obstacles within 10 nautical miles on either side of the intended track, to an aerodrome at which it can comply with condition (8) of this Rule relating to an alternative aerodrome and on arrival over such aerodrome the gradient of the specified net flight path with one power unit inoperative shall not be less than zero at 1500 feet above the aerodrome; and in assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to be capable of flying at an altitude exceeding the specified maximum permissible altitude for power unit restarting.

(5) Where the operator of the aeroplane is satisfied, taking into account the navigation aids which can be made use of by the aeroplane on the route, that the commander of the aeroplane will be able to maintain his or her intended track on that route within a margin of 5 nautical miles, the foregoing provision of this paragraph shall have effect as if 5 nautical miles were substituted for 10 nautical miles.

(6) *(a)* in the case of an aeroplane having three or more power units, it will in the meteorological conditions expected for the flight, in case of any two power units becoming inoperative at any point along the route or on any planned diversion from it more than 90 minutes flying time in still air at the all power units operating economical cruising speed from the nearest aerodrome at which it can comply with condition (8) in the Rule

relating to an alternative aerodrome, be capable of continuing the flight with all other power units operating within the specified maximum continuous power conditions specified and capable of maintaining a minimum altitude on the route clearing by a vertical interval of at least 2000 feet obstacles within 10 nautical miles either side of the intended track to such an aerodrome and on arrival over such an aerodrome the gradient of the specified net flight path with two power units inoperative shall not be less than zero at 1500 feet above the aerodrome and in assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to be capable of flying at an altitude exceeding the specified maximum permissible altitude for power unit restarting;

(b) Where the operator of the aeroplane is satisfied, taking into account the navigation aids which can be made use of by the aeroplane on the route that the commander of the aeroplane will be able to maintain his or her intended track on that route within a margin of 5 nautical miles, the foregoing provisions of this paragraph shall have effect as if 5 nautical miles were substituted for 10 nautical miles; or

(c) In the case of an aeroplane having two power units and a maximum total weight authorised which exceeds 5700 kg and which is not limited by its certificate of airworthiness to the carriage of less than 20 passengers it will in the meteorological conditions expected for the flight, at any point along the route or on any planned diversion from it, not be more than 60 minutes flying time at the normal one engine inoperative cruise speed in still air from the nearest aerodrome at which it can comply with condition (7) in this Rule, relating to an alternate aerodrome, unless it is flying under and in accordance with the terms of any written permission granted by the Authority to the operator under this Rule; or

(d) In the case of an aeroplane having two power unit and a maximum total weight authorised of 5700 kg or less or in the case of an aeroplane having two power units and a maximum total weight authorised of more than 5700 kg but which is limited by its certificate of airworthiness to the carriage of less than 20 passengers the aeroplane will, in the meteorological conditions expected for the flight not be more than 90 minutes flying time in still air at the all power units operating economical cruising speed from the nearest aerodrome at which it can comply with condition (8) in this Rule, relating to an alternate aerodrome

(7) The landing weight of the aeroplane will not exceed the maximum landing weight specified for the altitude and the expected air temperature for the estimated time of landing at the aerodrome at which it is intended to land and at any alternate aerodrome.

(8) *(a)* The landing distances required, respectively specified as being appropriate to aerodrome of destination and alternate aerodromes, do not exceed at the aerodrome at which it is intended to land or at any ultimate aerodrome, as the case may be, the land distance available on—

(i) the most suitable runway for a landing in still air conditions; and

(ii) the runway that may be required for landing because of the forecast wind conditions.

(b) If an alternate aerodrome is designated in the flight plan, the specified landing distance required may be that appropriate to an alternate aerodrome when assessing the ability of the aeroplane to satisfy this condition at the aerodrome of destination;

(c) For the purpose of paragraph (a) the landing distance required shall be that specified as being appropriate to—

(i) the landing weight;

(ii) the altitude at the aerodrome;

(iii) the temperature in the specified international standard atmosphere appropriate to the altitude at the aerodrome;

(iv) *(aa)* a level surface in the case of runways usable in both directions;

(bb) the average slope of the runway in the case of runways usable in only one direction;

(v) *(aa)* still air conditions in the case of the most suitable runway for a landing in still air condition;

(bb) not more than 50 per cent of the forecast wind component opposite to the direction of landing or not less than 150 percent of the forecast wind component in the direction of landing in the case of the runway that may be required for landing because of the forecast wind condition.

Weight and performance of public transport aerodromes classified as aeroplanes of performance Group C in their certificate air-worthiness

6. With reference to regulation 31 (1) of the Air Navigation Regulations an aeroplane registered in Uganda in respect of which there is in force under the Civil Aviation Regulations a certificate of airworthiness in which the aeroplane is designated as being of performance group C shall not fly for the purpose of public transport unless the weight of the aeroplane at the commencement of the take-off run is such that the following conditions are satisfied—

(1) That weight does not exceed the maximum take-off weight specified for the altitude and the air temperature at the aerodrome at which the take-off is to be made.

(2) The take-off run required and the take-off distance required, specified as being appropriate to—

(a) the weight of the aeroplane at the commencement of the take-off run;

(b) the altitude at the aerodrome;

(c) the air temperature at the aerodrome;

(d) the average slope of the surface of the aerodrome in the direction of take-off over the emergency distance available; and

(e) not more than 50 per cent of the reported wind component opposite to the direction of take-off or not less than 150 per cent of the reported wind component in the direction of take-off, do not exceed the take-off run available and the emergency distance available, respectively, at the aerodrome at which the take-off is to be made.

(3) *(a)* Subject to condition (4) of this rule, the net take-off flight path will all power units operating specified as being appropriate to—

(i) the weight of the aeroplane at the commencement of the take-off run;

(ii) the altitude at the aerodrome;

(iii) the air temperature at the aerodrome;

(iv) not more than 50 percent of the reported wind component opposite to the direction of take-off or not less than 150 per cent of the reported wind component in the direction of take-off;

and plotted from a point 50 feet above the end of the take-off distance required at the aerodrome at which the take-off is to be made to a height of 1500 feet above the aerodrome shows that the aeroplane will

clear any obstacle in its path by a vertical interval of not less than 35 feet: and if it is intended that the aeroplane shall change its direction of flight by more than 15° before reaching 1500 feet the vertical interval shall be not less than 50 feet while the aircraft is changing direction:

(b) For the purpose of paragraph (a) an obstacle shall be deemed to be in the path of the aeroplane it the distance from the obstacle to the nearest point on the ground below the intended line of flight of the aeroplane does not exceed 75 metres;

(c) In assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to make a change of direction of a radius less than the specified radius of steady turn.

(4) *(a)* In the case of an aeroplane which is intended to be flown for any period before reaching a height of 1500 feet above the aerodrome from which the take-off is to be made in conditions which will not ensure that any obstacles can be located by means of visual observation, the net take-off flight path with one power unit inoperative specified as being appropriate to other factors contained in sub-paragraphs (i) to (iv) of condition 3 *(a)* in this rule and plotted from the point on the net take-off flight path with all power units operating specified as being appropriate to those factors at which in the meteorological conditions expected for the flight the loss of visual reference would occur shows that the aeroplane will clear by a vertical interval of not less than 35 feet any obstacle in its path: and if it is intended that the aeroplane shall change its direction of flight by more than 15° the vertical interval shall not be less than 50 feet during the change of direction:

(b) For the purpose of paragraph *(a)* an obstacle shall be deemed to be in the path of the aeroplane if the distance from the obstacle to nearest point on the ground below the intended line of flight of the aeroplane does not exceed—

(i) 75 metres plus one eight of the distance from such point to the end of the emergency distance available measured along the intended line of flight of the aeroplane: or

(ii) 900 metres;

whichever is the less.

(c) in assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to make a change of direction of a radius less than the specified radius of steady turn.

(5) The aeroplane at any time after it reaches a height of 1500 feet above the aerodrome from which the take-off is made will in the meteorological conditions expected for the flight. in case of any one power unit becoming inoperative at any point on its route or on any planned diversion from it and with the other power unit or power units operating within the specified maximum continuous power conditions. be capable of continuing the flight at altitudes not less than the relevant minimum altitude for safe flight stated in. or calculated from the information contained in. the operations manual relating to the aeroplane to a point 1500 feet above an aerodrome at which a safe landing can be made and after arrival at that point be capable of maintaining that height.

(6) In assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to be capable of flying at any point on its route at any altitude exceeding the performance ceiling with all power units operating specified as being appropriate to its estimated weight at that point.

(7) The landing weight of the aeroplane will not exceed the maximum landing weight specified for the altitude and the expected air temperature for the estimated time of landing at the aerodrome at which it is intended to land and at any alternate aerodrome.

(8) Subject to condition (10) of this rule. the distance required by the aeroplane to land from a height of 50 feet otherwise than in accordance with specified data for short field landing does not at the aerodrome at which it is intended to land and at any alternate aerodrome exceed 70 per cent of

the landing distance available on the most suitaole runway for a landing in still air conditions and on the runway that may be required for landing because of the forecast wind conditions.

(9) For the purposes of the condition specified in subrule (S) the distance required to land from a height of 50 feet shall be taken to be that specified as being appropriate to—

(a) the landing weight;

(b) the altitude at the aerodrome;

(c) the temperature in the specified international standard atmosphere appropriate to the altitude at the aerodrome:

(d) (i) a level surface in the case of runways usable in both directions;

(ii) the average slope of the runway in the case of runways usable in only one direction; and

(e) (i) still air conditions in the case of the most suitable runway for landing in still air conditions:

(ii) not more than 50 percent of the forecast wing component opposite to the direction of landing or not less than 150 per cent of the forecast wind component in the direction of landing in the case of the runway that may be required for landing because of the forecast wind conditions

(10) As an alternative to condition (8) of this rule, the distance required by the aeroplane, with all power units operating or with one power unit in operative, to land in accordance with specified data for short field landing, does not at the aerodrome of intended destination and at any alternate aerodrome exceed the land distance available on the most suitable runway for a landing in still air conditions and on the runway that may be required for landing because of the forecast wind conditions.

(11) For the purpose of the condition specified in subrule (10) the distance required to land from the appropriate heights shall be taken to be that specified as being appropriate to the factors set out in sub-paragraphs *(a)* to *(e)* of condition (8) of this rule and the appropriate height shall be—

(a) for a landing with all power units operating—any height between 30 and 50 feet in Uganda, and 50 feet elsewhere; and

(b) for a landing with one power unit inoperative—50 feet in Uganda and elsewhere.

Except that—

(i) if the specified distance required to land with one power unit inoperative from a height of 50 feet at the aerodrome of intended destination exceeds the landing distance available, it shall be sufficient compliance with paragraph *(b)* of this condition if an alternate aerodrome which has available the specified landing distance required to and with one power unit inoperative from such a height, is designated in the flight plan;

(ii) the distance required by the aeroplane to land shall be determined in accordance with condition (8) and not in accordance with this condition if it is intended to land at night, or when the cloud ceiling or ground visibility forecast for the estimated time of landing at the aerodrome of intended destination and at any alternate aerodrome at which it is intended to land in accordance with specified data for short field landing with all power units operating, are less than 500 feet and one nautical mile respectively.

Weight and performance of public transport aeroplanes classified as aeroplanes of performance Group D in their certificate of airworthiness

7. For the purposes of regulation 31 (1) of the Air Navigation Regulations, an aeroplane registered in Uganda in respect of which there is in force under the Air Navigation a certificate of airworthiness in which the aeroplane is designated as being of performance group D shall not fly for the purpose of public transport at night or when the cloud ceiling or visibility prevailing at the aerodrome of departure and forecast for the estimated time of landing at the aerodrome at which it is intended to land and at any alternate aerodrome are less than 1600 feet and one nautical mile respectively and shall not fly for the purpose of public transport at any other time

unless the weight of the aeroplane at the commencement of the take-off run such that the following conditions are satisfied—

(1) That weight does not exceed the maximum take-off weight specified for the altitude and air temperature at the aerodrome at which the take-off is to be made.

(2) The take-off run required and the take noff distance required specified as being appropriate to—

(a) the weight of the aeroplane at the commencement of the take off run;

(b) the altitude at the aerodrome;

(c) the air temperature at the aerodrome:

(d) the average slope of the surface of the aerodrome in the direction of take-off over the emergency distance available; and

(e) not more than 50 percent of the reported wind component opposite to the direction of take off or not less than 150 per cent of the reported wind component in the direction of take-off.

do not exceed the take-off run available and the emergency distance available, respectively, at the aerodrome at which the take-off is to be made.

(3) *(a)* The net take-off flight path with all power units operating specified as being appropriate to—

(i) the weight of the aeroplane at the commencement of the take-off run;

(ii) the altitude at the aerodrome;

(iii) the air temperature at the aerodrome: and

(iv) not more than 50 per cent of the reported wind component opposite to the direction of take-off or not less than 150 per cent of the reported wind component in the direction of take off, and plotted from a point 50 feet above the end of the

take-off distance required at the aerodrome at which the aeroplane reaches a height 1000 feet above the aerodrome show that the aeroplane will clear any obstacle in its path be a vertical interval of not less than 35 feet, except that if it is in intended that the aeroplane shall change its direction of flight by more than 15° before reaching 1000 feet the vertical interval shall be not less 50 feet while the aircraft is changing direction.

(b) For the purpose of paragraph *(a)* an obstacle shall be deemed to be in the path of the aeroplane if the distance from the obstacle to the nearest point on the ground below the intended line of flight of the aeroplane does not exceed 75 metres.

(c) In assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to make a change of direction of a radius less than the specified radius of steady turn.

(4) *(a)* The aeroplane, at any time after it reaches a height of 1000 feet above the aerodrome from which take-off is to be made, will, in the meteorological conditions expected of the flight, in case of any one power unit becoming inoperative at any point on its route or on any planned diversion from it and with the other power unit or power units, if any, operating within the maximum specified continuous power conditions be capable of continuing the flight at altitudes not less than the relevant minimum altitudes for safe flight stated in, or calculated from the information contained in, the operations manual relating to the aeroplane to a point 1000 feet above a place at which a safe landing can be made;

(b) in assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to be capable of flying at any point on its route at an altitude exceeding the performance ceiling with all power units operating specified as being appropriate to its estimated weight at that point.

(5) The landing weight of the aeroplane will not exceed the maximum landing weight specified for the altitude and the expected air temperature for the estimated time of landing at the aerodrome at which it is intended to land at any alternate aerodrome.

(6) The distance required by the aeroplane to land from a height of 50 feet does not at the aerodrome at which it is intended to land and at any alternate aerodrome, exceed 70% of the landing distance available on the most suitable runway for a landing in still air conditions, and on the runway that may be required for landing because of the forecast wind conditions; and for the purposes of runway that may be required for this condition the distance required to land from a height of 50 feet shall be taken to be that specified as being appropriate to—

(a) the landing weight:

(b) the altitude at the aerodrome:

(c) the temperature in the specified international standard atmosphere appropriate to the altitude at the aerodrome:

(d) (i) a level surface in the case of runways usable in both direction;

(ii) the average slope of the runway in the case of runways usable in only one direction: and

(e) (i) still air conditions in the case of the more suitable runway for a landing in still air conditions;

(ii) not more than 50% of the forecast wind component opposite to the direction of lading or not less 150% of the forecast wind component in the direction of landing in the case of the runway that may be required for landing because of the forecast wind conditions.

Weight and performance of public transport aeroplanes classified as aeroplanes of performance Group E in their Certificates of airworthiness.

8. (1) For the purposes of regulation 31 (1) or the Air Navigation Regulations, an aeroplane registered in Uganda in respect of which there is in force under Civil Aviation Regulation a certificate a certificate of airworthiness in which the aeroplane is designated as being of performance Group E shall not fly for the purpose of public transport unless the weight of the aeroplane at the commencement of the take-off run is such that the following conditions are satisfied—

(a) That weight for the altitude and the air temperature at the aerodrome at which the take off is to be made does not exceed the maximum take-off weight specified as being appropriate to—

(i) the weight at which the aeroplane is capable, in the enroute configuration and with all power units operating within the specified maximum continuous power conditions, of a rate of climb of 700 feet per minute it has retractable landing gear: and

(ii) the weight at which the aeroplane is capable, in the en route configuration and if it is necessary for it to be flown solely by reference to instruments for any period before reaching the minimum altitude for safe flight on the first stage of the route to be flown stated in or calculated from the information contained in the operations manual relating to the aeroplane and, with one power inoperative, of a rate of climb of 150 feet per minute.

(b) The distance required by the aeroplane to attain a height of 50 feet, with all power units operating within the maximum take-off power conditions specified, when multiplied by a factor of 1.33 does not exceed the emergency distance available at the aerodrome at which the take off is to be made. The distance required by the aeroplane to attain a height of 50 feet shall be that appropriate to—

(i) the weight of the aeroplane at the commencement of the take-off run;

(ii) the altitude at the aerodrome;

(iii) the air temperature at the aerodrome; and

(iv) not more than 50 per cent of the reported wind component opposite to the direction of take-off or not less than 150 per cent of the reported wind component in the direction of take-off.

(c) (i) The aeroplane will, in the meteorological conditions expected for the flight, in the case of any one power unit becoming inoperative at any point on its route or on any planned diversion from it and with the other power unit or power units if any operating within the specified maximum continuous power conditions, be capable of continuing the flight at altitude not less than the relevant minimum altitude for safe flight stated in, or calculated from the information contained in, the operations manual to a point 1000 feet above a place at which a safe landing can be made;

(ii) In assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to be capable of flying at any point on its route or on any planned diversion from it at an altitude exceeding that at which it is capable of a rate of climb with all power units operating within the maximum continuous power conditions specified of 150 feet per minute and if it is 150 feet per minute and if it is necessary for it to be flown solely by reference to instruments, be capable, with one power unit inoperative of a rate of climb of 100 feet per minute.

(d) The landing weight of the aeroplane for the altitude and the expected air temperature for the estimated time of landing at the aerodrome at which it is intended to land and at any alternate aerodrome will not exceed the maximum landing weight specified—

(i) at which the aeroplane is capable, in the en-route configuration and with all power units operating within the specified maximum continuous power conditions, of a rate of climb of 700feet per minute if it has retractable landing gear and of 500feet per minute if it has fixed landing; and

(ii) at which the aeroplane is capable in the en-route configuration and if it is necessary for it to be flown solely by reference to instruments for any period after leaving the minimum altitude for safe flight on the last stage of the route to be flown, stated in, or calculated from the information contained in, the operation manual relating to the aeroplane and with one power unit inoperative of a rate of climb of 150 feet per minute.

(e) The landing distance required does not, at the aerodrome at which it is intended to land and at any alternate aerodrome, exceed 70% of the landing distance available on the most suitable runway for a landing in still air conditions, and for the purposes of this paragraph the distance required to land from a height of 50 feet shall be taken to be that specified as being appropriate to—

(i) the landing weight;

(ii) the altitude at the aerodrome;

(iii) the temperature in the specified international standard atmosphere appropriate to the altitude at the aerodrome.

(2) *(a)* An aeroplane designated as an aeroplane of performance group E shall not fly for the purpose of public transport at night or when the cloud ceiling or visibility prevailing at the aerodrome of departure and forecast for the estimated time of landing at the aerodrome at which it is intended to land and at any alternate aerodrome are less than 1000 feet and one nautical mile respectively;

(b) The prohibition specified in paragraph (a) shall not apply if the aeroplane is capable, in the en-route configuration and with one power unit inoperative, of a rate of climb of 150 feet per minute.

Weight and performance of public transport aeroplanes classified as aeroplanes of performance Group X in their certificates of airworthiness.

9. For purposes of regulation 31 (1) of the Air Navigation Regulations, an aeroplane in respect of which there is in force under the Air Navigation Regulations a certificate of airworthiness designating the aeroplane as being of performance group X shall not fly for the purpose of public transport unless the weight of the aeroplane at the commencement of the take-off run is such that the following conditions are satisfied—

(1) *(a)* That weight does not exceed the maximum take-off weight specified for the altitude at the aerodrome at which the take-off is to be made or for the altitude and the air temperature at such aerodrome, as the case may be.

(b) The minimum affective take-off runway length required, specified as being appropriate to—

(i) the weight of the aeroplane at the commencement of the take-off run:

(ii) the altitude at the aerodrome;

(iii) the air temperature at the time of take-off:

(iv) the condition of the surface of the runway from which the take-off will be made:

(v) the overall slope of the take-off run available: and

(vi) not more than 50% of the reported wind component opposite to the direction of take-off or not less than 150% of the reported wind component in the direction or take-off, dies not exceed the take-off run available at the aerodrome at which the take-off is to be made.

(i) The take off flight with one power unit inoperative, specified as being appropriate to—

(aa) the weight of the aeroplane at the commencement of the take-off run:

(bb) the altitude at the aerodrome; and

(cc) not more than 59% of the reported wind component opposite to the direction of take-off or not less than 150% of the reported wind component in the direction of take-off.

and plotted from a point 50 feet above the end of the minimum effective take-off runway length required at the aerodrome at which the take-off is to be made, shows that the aeroplane will thereafter clear any obstacle in its path by a vertical interval of not less than the greater of 50 feet or 35 feet plus one-hundredth of the distance from the point on the ground below the intended line of flight of the aeroplane nearest to the obstacle to the end of the take-off distance available, measured along the intended line of flight of the aeroplane;

(ii) For the purpose of paragraph *(i)* an obstacle shall be deemed to be in the path of the aeroplane if the distance from the obstacle to the nearest point on the ground below the line of flight does not exceed—

(aa) a distance of 60 metres plus half the wing span of the aeroplane plus one-eight of the distance from such point to the end of the take-off distance available measured along the intended line of flight; or

(bb) 900 metres

whichever is the less.

(iii) In assessing the ability of the aeroplane to satisfy this condition in so far as it relates to flight path, it shall not be assumed to make change of direction of a radius less than the radius of steady turn corresponding to an angle of bank of 15°.

(2) *(a)* (i) Subject to paragraph (ii), the weight of the aeroplane at any point on the route or any planned diversion from it having regard to the fuel and oil expected to be

consumed up to that point, shall be such that the aeroplane, with one power unit inoperative and the other power unit or units operating within the maximum continuous power units operating within the maximum continuous power conditions specified, will be capable of a rate of climb of at least K (V/100)2 feet per minute at altitude not less than the minimum altitude for safe flight state in or calculated from the information contained in the operations manual, there V so is in knots and K has the value of 797-1060/N, N being the number of power units installed.

(ii) As an alternative to (i), the aeroplane may be flown at an altitude from which, in case of failure of one power unit, it is capable of reaching an aerodrome where a landing can be made in accordance with condition (3) (ii) in this rule relating to an alternate aerodrome. In that case the weight of the aeroplane shall be such that with the remaining power unit or units operating within the maximum continuous power conditions specified, it is capable of maintaining a minimum altitude on the route to such aerodrome maintaining 2000 fit above all obstacles within 10 nautical miles on either side of the intended track.

(iii) Where the operator of the aeroplane is satisfied taking into account the navigation aids which can be made use of by the aeroplane on the route that the commander of the aeroplane will be able to maintain his or her intended track on that route within a margin of 5 nautical miles, the foregoing provisions of this sub paragraph shall have effect as if 5 nautical miles were substituted for 10 nautical miles and—

(aa) the rate of climb, specified for the appropriate weight and altitude, used in calculating the flight path shall be reduced by an amount equal to K (V/100)2 feet per minute;

(bb) the aeroplane shall comply with the climb requirements of condition 2(i) *(a)* at 1000 feet above the chosen aerodrome.

(cc) account shall be taken of the effect of wind and temperature on the flight path; and

(dd) the weight of the aeroplane may be assumed to be progressively reduced by normal consumption of fuel and oil.

(b) (i) An aeroplane having four power units shall, if any two power units become inoperative at any point along the route or any planned diversion from it being a point more than 90 minutes flying time (assuming all power units to be operating) from the nearest aerodrome at which a landing can be made in compliance with condition (3) (ii) of this rule relating to an alternate aerodrome, be capable of continuing the flight at an altitude of not less than 1000 feet above ground level to appoint above that aerodrome;

(ii) In assessing the ability of the aeroplane to satisfy this condition, it shall be assumed that the remaining power unit will operate within the specified maximum continuous power conditions, and account shall be taken of the temperature and wind conditions expected for the flight.

(3) *(a)* The landing weight of the aeroplane will not exceed the maximum landing weight specified for the altitude at the aerodrome at which it is intended to land and at any alternate aerodrome;

(b) The required landing runway lengths respectively specified as being appropriate to the aerodrome of intended destination and the alternate aerodromes do not exceed the aerodrome at which it is intended to land or at any alternate aerodrome, as the case may be, the landing distance available on—

(i) the most suitable runway for landing in still air conditions; and

(ii) the runway that may be required for landing because of the forecast wind conditions, the required landing runway lengths being taken to be those specified as being appropriate to—

(aa) the landing weight;

(bb) the altitude at the aerodrome;

(cc) still air conditions in the case of the most suitable runway for a landing in still air conditions; and

(dd) not more than 50% of the forecast wind component opposite to the direction of landing or not less than 150% of the forecast wind component in the direction of landing in the case of the runway that may be required for landing because of the forecast wind conditions.

Noise and vibration caused by aircraft on aerodromes.

10. For the purposes of regulation 84 of the Civil Aviation Regulations, the conditions under which noise and vibration may be caused by aircraft (including military aircraft) on Government aerodromes, aerodromes owned or managed by the Authority, licensed aerodromes or on aerodromes at which the manufacturer, repair or maintenance of aircraft is carried out by persons carrying on business as manufacturers or repairers of aircraft, shall be as follows—

(a) the aircraft is taking off or landing; or

(b) the aircraft is moving on the ground or water; or

(c) the engines are being operated in the aircraft—

(i) for the purpose of ensuring their satisfactory performance;

(ii) for the purpose of bringing them to a proper temperature in preparation for, or at the end of, a flight; or

(iii) for the purpose of ensuring that the instruments, accessories or other components of the aircraft are in a satisfactory condition.

Certificates of release to service-issue by maintenance engineers licensed by prescribed countries.

11. For the purposes of regulation 9(3) and regulation 11 (6) of the Civil Aviation Regulations the following countries are prescribed—

Antigua	Hong Kong
Australia	India
Bahamas	Republic of Ireland
Barbados	Jamaica
Belize	Kenya
British Virgin Islands	Kuwait
Burma	Malaysia
Canada	Montserrat
Cayman Islands	New Zealand
Dominica	Pakistan
Ghana St. Christopher	
Grenada	Sri Lanka
Guyana	The Sudan
State of Brunei	Malawi
Tanzania	Singapore
Trinidad and Tobago	Nevis and Anguilla
Turks and Caicos Island	St. Lucia
United Kingdom	St. Vincent and the Grenadines
Zambia	Republic of South Africa

Pilots maintenance –prescribed repairs or replacements.

12. For purposes of regulation 11 (2) of the Civil Aviation Regulation, the following repairs or replacements are prescribed—

(1) replacement of landing gear tyres, landing skids or skid shoes.

(2) replacement of elastic shock absorber cord units on landing gear where special tools are not required.

(3) replacement of defective safety wiring or split pins excluding those in engine, transmission, flight control and rotor systems;

(4) patch-repairs to fabric not requiring rib stitching or the removal of structural parts or control surfaces, if the repairs do not cover up structural damage and do not include repairs to rotor blades.

(5) repairs to upholstery and decorative furnishing of the cabin or cockpit interior when repair does not require dismantling of any structure or operating system or interfere with an operating system or affect the structure of the aircraft.

(6) repairs, not requiring welding, to failings, non-structural cover plates and cowlings.

(7) replacement of side windows where that work does not interfere with the structure or with any operating system.

(8) replacement of safety belts or safety harness.

(9) replacement of seats or seat parts not involving dismantling of any structure or of any operating system.

(10) replacement of bulbs, reflectors, glasses, lenses or lights.

(11) replacement of any cowling not requiring removal of the propeller, rotors or disconnection of engine or flight control.

(12) replacement of unserviceable sparking plugs.

(13) replacement of batteries.

(14) replacement of wings and tails surfaces and controls, the attachments of which are designed to provide for assembly immediately before each flight and dismantling after each flight.

(15) replacement of main rotor blades that are designed for removal where special tools are not required.

(16) replacement of VHF communications equipment being equipment which is not combined with navigation equipment.

Mandatory reporting–prescribed reportable occurrences, time and manner of reporting and information.

13. (1) For the purposes regulation 93 of the Civil Aviation Regulations, the following reportable occurrences are prescribed—

(a) involving damage to an aircraft:

(b) involving injury to a person:

(c) involving the impairment during a flight of the capacity of a member of the flight crew of an aircraft to undertake the functions to which his or her licence relates:

(d) involving the use in flight of any procedures taken for the purpose of overcoming an emergency:

(e) involving the failure of an aircraft system or of any equipment of an aircraft:

(f) arising from the control of an aircraft in flight by its flight crew;

(g) arising from failure or inadequacy of facilities or services on the ground used or intended to be used for purposes of or in connection with the operation of aircraft;

(h) arising from the loading or the carriage of passengers cargo (including mail) or fuel; and those which are not referred to in paragraphs *(a)* to *(h)* of this rule but which, in the opinion of a person referred to in paragraphs *(a)* to *(e)* of regulation 93 of the Air Navigation Regulations, constitute an occurrence endangering, or which if not corrected would endanger, the safety of an aircraft, its occupants or any other person.

(2) For the purposes of this rule, an aircraft system includes the flight control, power plant, fuel, hydraulic, pneumatic, pressurisation, electrical, navigation and any other system of the aircraft.

(3) (i) For the purposes of regulation 93 of the Air Navigation Regulations, it is hereby prescribed that a report containing the information referred to in subrule (4) of this rule shall be dispatched in writing and by quickest available means to the Authority within 96 hours of the reportable occurrence coming to the knowledge of the person making the report.

(ii) If at that time any of the information referred to in paragraph (i) is not in the possession of that person, he or she shall dispatch that information to the Authority in writing and by the quickest available means within 96 hours of coming into his or her possession.

(4) For the purposes of regulation 93 of the Air Navigation Regulations a report shall, as far as possible, contain in the following information—

(a) the type, series and registration marks of the aircraft concerned:

(b) the name of the operator of the aircraft:

(c) the date of the reportable occurrence;

(d) if the person making the report, has instituted an investigation into the reportable occurrence, whether or not this has been completed:

(e) a description of other reportable occurrence, including its effects and any other relevant information;

(f) in the case of a reportable occurrence which occurs during flight—

(i) the Greenwich Mean Time of the occurrence;

(ii) the last point of departure and the next point of intended landing of the aircraft at that time;

(iii) the geographical position of the aircraft at that time.

(g) In the case of a defect in or malfunctioning of an aircraft or any part or equipment of an aircraft, the name of the manufacturer of the aircraft part or equipment, as the case may be, and, where appropriate, the part number and modification standard of the part of equipment and its location on the aircraft:

(h) the signature and name in block capitals of the person making the report, the name of his or her employer and the capacity in which he or she acts for that employer;

(i) in the case of a report made by the commander of an aircraft or a person referred to in paragraphs (c) and (d) of Regulation 93 of the Air Navigation Regulations the address or telephone number at which communication should be made to him or her if different from that of his or her place of employment.

Minimum navigation performance specifications prescribed airspace and navigation performance capability.

14. (1) For the purposes of regulation 40 of the Civil Aviation (Air Navigation) Regulations, the following navigation performance capability is prescribed as a capability to ensure that—

(a) the standard deviation of lateral errors in the track of the aircraft is not more than 6.3 nautical miles; and

(b) the proportion of the flight time of the aircraft during which the actual track of the aircraft is 30 nautical miles or more off the track along which it has been given an air traffic control clearance to fly is less than 5.3×10^{-4}; and

(c) the proportion of the flight time of the aircraft during the actual track of the aircraft is between 50 and 70 nautical miles off the track along which it has been given in an air traffic control clearance to fly is less than 1.3×1^{-5}.

Weight and performance of public transport helicopters, classified as helicopters of performance Group A in their certificate of airworthiness.

15. For the purposes of regulation 31 (1) of the Civil Aviation (Air Navigation) Regulations, a helicopter registered in Uganda in respect of which there is in force under the Civil Aviation Regulations a Certificate of Airworthiness in which the helicopter is designated as being of performance Group A shall not fly for the purpose of public transport unless the weight of the helicopter at the commencement of take-off is such that the following conditions are satisfied—

(1) The weight does not exceed the maximum take-off weight specified for the altitude and the air temperature at the site from which the take-off is to be made.

(2) The landing weight of the helicopter will not exceed the maximum landing weight specified for the altitude and the expected air temperature for the estimated time of landing at the site at which it is intended to land and at any alternate site.

Weight and performance of public transport helicopters, classified as helicopters of performance Group A (restricted) in their certificate of airworthiness.

16. For purposes of regulation 31 (1) of the Civil Aviation (Air Navigation) Regulations, 9 helicopter registered in Uganda in respect of which there in force under the Air Navigation Regulations, a Certificate of Airworthiness in which the helicopter is designated as being of performance Group A (Restricted) shall not fly for the purpose of public transport when the cloud ceiling or visibility prevailing at the departure site and forecast for the estimated time of landing at the site at which it is intended to land and at any alternate site are less than 500 feet and 1000m respectively and shall not fly for the purpose of public transport at any other time unless the weight of the helicopter at the commencement of take-off is such that the following conditions are satisfied—

(1) The weight does not exceed the maximum take off weight specified for the altitude and the air temperature at the site from which the take-off is to be made.

(2) The landing weight of the helicopter will not exceed the maximum landing weight specified for the altitude and the expected air temperature for the estimated time of landing at the site at which is intended to land and at any alternate site.

Weight and performance of public transport helicopters, classified as helicopters of performance Group B in their certificate of airworthiness.

17. For purposes of regulation 31(1) of the Civil Aviation (Air Navigation) Regulations, a helicopter registered in Uganda in respect of which there in force under the Civil Aviation Regulations a Certificate of Airworthiness in which the helicopter is designated as being of performance Group B (Restricted) shall not fly for the purpose of public transport when the cloud ceiling or visibility prevailing at the departure site and forecast for the estimated time of landing at the site at which it is intended to land and at any alternate site are less that 600 feet and 1000m respectively and shall not fly for the purpose of public transport at any other time unless the weight of the helicopter at the commencement of take-off is such that the following conditions are satisfied—

(1) The weight does not exceed the maximum take-off weight specified for the altitude and the air temperature at the site from which the take-off is to be made.

(2) The landing weight of the helicopter will not exceed the maximum landing weight specified for the altitude and the expected air temperature for the estimated time of landing at the site at which it is intended to and at any alternate site.

APPENDIX TO THE RULES

Weight and performance of public transport aeroplane having no performance Group Airworthiness

Conditions (1) and (2) apply to all aeroplane to which rule 4 applies.

Conditions (3) to (10) apply to aeroplane to which rule 4 applies—

(i) of which the specified maximum total weight authorised exceeds 5700kgs, or

(ii) of which the specified maximum total weight authorised does not exceed 5700kg

Conditions (11) to (18) inclusive apply to all aeroplanes to which rule 4 applies of which the specified maximum total weight authorised does not exceed 5700kg and which comply with condition (1) *(a)* or condition (1) *(b)* or with both these conditions.

All Aeroplane

(1) Either—

(a) the wing loading of the aeroplane does not exceed 20 lb per square foot: or

(b) the stalling speed of the aeroplane in the landing configuration does not exceed 60 knots: or

(c) the aeroplane, with any one of its power units inoperative and the remaining power unit or units operating within

the maximum continuous power conditions specified, is capable of gradient of climb of at least 1 in 200 at an altitude of 5000 feet in the specified international standard atmosphere.

(2) The weight of the aeroplane at the commencement of the take-off run does not exceed the maximum take-off weight, if any, specified for the altitude and the air temperature at the aerodrome at which the take-off is to be made.

Aeroplane of a specified maximum total weight authorised exceeding 5700kg and aeroplane of a specified maximum total weight authorised not exceeding 5700kg which comply with neither condition (1) *(a)* nor condition (1) *(b)*.

(3) *(a)* The distance required by the aeroplane to attain a height of 50 feet, with all power units operating within the maximum take-off power conditions specified does not exceed the take-off run available at the aerodrome at which the take-off is to be made.

(b) The distance required by the aeroplane to attain a height of 50 feet with all power units operating within the maximum take-off power conditions specified, when multiplied by a factor of 1.18 for aeroplanes having four power units does not exceed the emergency distance available at the aerodrome at which the take-off is to be made.

(c) For the purposes of paragraphs *(a)* and *(b)* the distance required by the aeroplane to attain a height of 50feet shall be that appropriate to—

(i) the weight of the aeroplane at the commencement of the take-off run;

(ii) the altitude at the aerodrome;

(iii) the air temperature at the aerodrome;

(iv) the condition of the surface of the runway from which the take-off will be made;

(v) the slope of the surface of the aerodrome in the direction of take-off over the take off run available and the emergency distance available, respectively; and

(vi) not more than 50% of the reported wind component opposite to the direction of take-off or not less than 150% of the reported wind component in the direction of take-off.

(4) *(a)* The take-off flight path with one power unit inoperative and the remaining power unit or units operating with the maximum take-off power conditions specified, appropriate to—

(i) the weight of the aeroplane at the commencement of the take-off run;

(ii) the altitude at the aerodrome;

(iii) the air temperature at the aerodrome;

(iv) not more than 50% of the reported wind component opposite to the direction of take-off or not less than 150% of the reported wind component in the direction of take-off,

and plotted from a point 50 feet above the end of the factored distance required for take off under condition (3) *(b)* of this rule at the aerodrome at which the take-off is to be made shows that the aeroplane will clear any obstacle in its path by a vertical interval of at least 35 feet except that if it is intended that an aeroplane shall change its direction by more than 15o the vertical interval shall be not less than 50 feet during the change of direction.

(b) For the purpose of paragraph (4) (a) an obstacle shall be deemed to be in the path of the aeroplane if the distance from the obstacle to the nearest point on the ground below the intended line of flight does not exceed—

(i) a distance of 60 metres plus half the wing span of the aeroplane plus one-eight of the distance from such point to the end of the take-off distance available, measured along the intended line of flight; or

(ii) 900 metres.

whichever is the less.

(c) in assessing the ability of the aeroplane to satisfy this condition, it shall not be assumed to make a change of direction of a radius less than a radius of a steady turn corresponding to angle of bank of 15°.

(5) The aeroplane will, in the meteorological conditions expected for the flight, in case of any planned diversion from it and with the other power unit operating within the maximum continuous power and clearing obstacle within 10 nautical miles on either side of the intended track by a vertical interval of at least—

(a) 1000 feet when the gradient of the flight path is not less than zero; or

(b) 2000 feet when the gradient of the flight path is less than zero,

to an aerodrome at which it can comply with condition (9), and on arrival over such aerodrome the flight path shall have a gradient of not less than zero at 1500 feet above the aerodrome.

For the purpose of this condition the gradient of climb of the aeroplane shall be taken to be one per cent less than that specified.

(6) The aeroplane will, in the meteorological conditions expected for the flight, at any point on its route or on any planned diversion from it be capable of climbing at a gradient of at least in 50, with all power units operating within the maximum continuous power conditions, specified at the following altitudes—

(a) the minimum altitudes for safe flight on each stage of the route to be flown or of any planned diversion from it specified in or calculated from the information contained in, the operations manual relating to the aeroplane; and

(b) the minimum altitudes necessary for compliance with conditions (5) and (7), as appropriate.

(7) If on the route to be flown or any planned diversion from it the aeroplane will be engaged in a flight over water during which at any point it may be more than 90 minutes flying time in still air from the nearest shore it shall in case of two power units becoming in operative during such time and with the other power unit or units operating within the maximum continuous specified be capable of continuing the flight having regard to the meteorological conditions expected for the flight, clearing all obstacles within 10 nautical miles either side of the intended track by a vertical interval of at least 1000 feet, to an aerodrome at which a safe landing can be made.

(8) The landing weight of the aeroplane will not exceed the maximum landing weight, if any, specified for the altitude and the expected air temperature for the estimated time of landing at the aerodrome at which it is intended to land and at any alternate aerodrome.

(9) The distance required by the aeroplane to land from a height of 50 feet does not, at the aerodrome at which it is intended to land, exceed 60% of the landing distance available on—

(i) the most suitable runway for a landing in still air conditions; and

(ii) the runway that may be required for landing because of the forecast wind conditions: except that if an alternate aerodrome is designated in the flight plan the landing distance required at the aerodrome at which it is intended to land shall not exceed 70% of that available on the runway.

The distance required to land from a height of 50 feet shall be taken to be that appropriate to—

(a) the landing weight:

(b) the altitude at the aerodrome;

(c) the temperature in the specified international standard atmosphere appropriate to the altitude at the aerodrome;

(d) (i) a level surface in the case of runways usable in both directions:

(ii) the average slope of the runway in the case of runways usable in only one direction: and

(e) (i) still air conditions in the case of the most suitable runway for a landing in still air conditions: and

(ii) not more than 50% of the forecast wind component opposite to the direction of landing or not less than 150% of the forecast with component in the direction of landing in the case of the runway that may be required for landing because of the forecast wind conditions.

(10) The distance required by the aeroplane to land from a height of 50 feet dies not at any alternate aerodrome, exceed 70o of the landing distance available on—

(i) the most suitable runway for a landing in still air conditions: and

(ii) the runway that may be required for landing because of the forecast wind conditions.

For the purpose of this condition the distance required to land from a height of 50 feet shall be determined in the manner provided in condition (9).

Aeroplane of a specified maximum total weight authorised not exceeding 5700 kg and which comply with weather condition (1) *(a)* or condition (1) *(b)*, or with both these conditions.

(11) If the aeroplane is engaged in a flight at night or when the cloud ceiling or visibility prevailing at the aerodrome of departure and forecast for the estimated time of landing at the aerodrome of destination or at any alternate aerodrome are less than 1000 feet and one nautical mile respectively, it will, with any one of its power units inoperative and the remaining power unit or units operating within the maximum continuous power conditions specified, be capable of climbing at a gradient of at least 1 in 200 at an altitude of 2300 feet in the specified international standard atmosphere.

(12) *(a)* the distance required by the aeroplane to attain a height of 50 feet with all power units operating within the maximum take-off power conditions specified, does not exceed the take-off run available at the aerodrome at which the take-off is to be made.

(b) the distance required by the aeroplane to attain a height of 50 feet, with all power units operating within the maximum take-off power conditions specified, does not exceed the take-off run available at the aerodrome at which the take-off is to be made.

(c) for the purpose of paragraph *(a)* and *(b)* the distance required by the aeroplane to attain of 50 feet shall be that appropriate to—

(i) the weight of the aeroplane at the commencement of the take-off run:

(ii) the altitude at the aerodrome;

(iii) the temperature in the specified international standard atmosphere to the altitude at the aerodrome or, if greater, the air temperature at the aerodrome less 15° centigrade:

(iv) the slope of the surface of the aerodrome in the direction of take-off over the take-off run available and the emergency distance available respectively; and:

(v) not more than 50% of the reported wind component opposite to the direction of take-off or not less than 150% of the reported with component in the direction of take-off;

(13) The take-off flight path, with all power units operating within the maximum take off power conditions specified, appropriate to—

(i) the weight of the aeroplane at the commencement of the take-off run:

(ii) the altitude at the aerodrome;

(iii) the temperature in the specified international standard atmosphere appropriate at the altitude at the aerodrome. or. if greater. the temperature at the aerodrome less 15° centigrade; and

(iv) not more than 50% of the reported wind component opposite to the direction of take-off or not less than 150% of the reported wind component in the direction of take-off. and plotted from a point 50 feet above the end of the factored distance required for take off under condition (12) *(b)*. at the aerodrome at which the take-off is to be made. shows that the aeroplane will clear any obstacle lying within 60 metres plus half the wind span of the aeroplane on either side of its path by a vertical interval of at least 35 fee. In assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to make a change of direction of a radius less than a radius of steady turn corresponding to an angle of bank of 15°.

(14) The aeroplane will. in the meteorological conditions expected for the flight. in case of any one power unit becoming inoperative at any point on its route or on any planned diversion from it and with the other power unit or units if any. operating within maximum continuous power conditions specified be capable of continuing the flight so as to reach a point above a place at which a safe landing can be made at a suitable height for such landing.

(15) the aeroplane will. in the meteorological conditions expected for the flight. at any point on its route or any planned diversion from it be capable of climbing at a gradient of at least 1 in 50. with all power units operating within the maximum continuous power conditions specified at the following altitudes—

(a) the minimum altitudes for safe flight on each of the route to be flown or on any planned diversion from it specified in. or calculated from. the information contained in the operations manual relating to the aeroplane; and

(b) the minimum altitude necessary for compliance with condition (14).

(16) If on the route to be flown or any planned diversion from it the aeroplane will be engaged in a flight over water during which at any point it may be more than 30 minutes flying time in still air from the nearest shore, it will, in the case of one power unit becoming inoperative during such time and with the other power unit or units operating within maximum continuous power conditions specified, be capable of climbing at a gradient of at least 1 in 200 at an altitude of 5000 feet in the specified international standard atmosphere.

(17) The landing weight of the aeroplane will not exceed maximum landing weight if any, specified for the altitude and the expected air temperature for the estimated time of landing at the aerodrome at which it is intend to land and at any alternate aerodrome.

(18) The distance required by the aeroplane to land from a height of 50 feet does not at the aerodrome at which it is intended to land and at any alternate aerodrome, exceed 70% or, if a visual approach and landing will be possible in the meteorological conditions forecast for the estimated time of landing, 80% of the landing distance available on—

(i) the most suitable runway for a landing in still air conditions; and

(ii) the runway that may be required for landing because of the forecast wind conditions, the distance required to land from a height of 50 feet being taken to be that appropriate to—

(a) the landing weight;

(b) the altitude at the aerodrome;

(c) the temperature in the specified international standard atmosphere appropriate to the altitude at the aerodrome;

(d) (i) a level surface in the case of runways usable in both directions;

(ii) the average slope of the runway in the case of runways usable in only one direction: and

(e) (i) still air conditions in the case of the most suitable runway for a landing in still air conditions;

(ii) not more than 50% of the forecast wind component opposite to the direction of landing or not less than 150% of the forecast with component in the direction of landing in the case of the runway that may be required for landing because of the forecast wind conditions.

SIXTEENTH SCHEDULE

CHARGES

Certificate of Registration (regulation 4(8).

1. (1) The fees to be paid for the issue of a certificate of registration of an aircraft under regulation 4 (10) shall be determined by the ìmaximum total weight of a given aircraft and the applicable amounts shall be notified by the Authority from time to time.

(2) For the purpose of this paragraph ìmaximum total weight means the maximum total weight authorised in the certificate of airworthiness in force in respect of the aircraft, or if no such certificates is in force in the certificates of airworthiness last in force in respect of that aircraft or the maximum total weight authorised of the prototype for modification thereof to which the aircraft in the opinion of the Authority conforms.

Charges for Air Operator's Certificate.

2. Charges shall be payable to the Authority as follows—

(1) When an application is made for the grant of an Air Operatorís Certificate (other than a certificate described in paragraph (2) the applicant shall pay a charge of the amount to be notified from time to time by the Authority. The certificate will have a validity of one year from the date issue.

(2) When an application is made for the grant of an Air Operators Certificate authorising only flights beginning and ending at the same aerodrome by an aircraft, including a balloon the maximum total weight authorised does not exceed 5 tones. the applicant shall pay a charge to be notified by the Authority from time to time for each month of validity applied for in respect of the certificate.

(3) When an application is made for the variation of an Air Operators. Certificate to specify additional types of aircraft in the certificates. the applicant shall pay a charge of the amount to be notified by the Authority from time to time.

(4) Upon application being made for the issue by the Authority of a copy or replacement of a document issued under Part III

of the Civil Aviation Regulations, 2001 the applicant shall pay a charge which will be determined and notified by the Authority from time to time.

(5) Upon an application being made for the grant of an Air Operators Certificate or for the variation of a such certificate being either case an application to specify a type of aircraft in the certificate no application to specify that type of aircraft an Air Operators Certificate has previously been granted by the Authority, the applicant shall pay in addition to any other charge payable by virtue of paragraph 2(1), a charge of such amount as may be decided by a Authority having regard to expense incurred by it in training members or employees of the authority on that type of aircraft.

Permit for an aircraft to fly without a Certificate of Airworthiness (Regulation 7(2).

3. (1) The charge to be paid in respect of an application for a permit to fly in under regulation 7 (2) *(e)* shall be as follows—

(a) for investigation required by the Authority in connection with the application, a fee of an amount equivalent to the cost of making such investigations but not exceeding a notified rate which is subject to the maximum total weight of the aircraft for any year, or part of a year, of the period required for carrying out the investigation.

(b) for the permit, a fee to be notified from time to time.

(2) For the purpose of this paragraph 'maximum total weight' means the maximum total weight specified in the application for the permit.

Certificate of Airworthiness (regulation 7).

4. (1) Where an application is made for a certificate of airworthiness in respect of an aircraft, there shall be paid for the investigation required by the Authority in pursuance of regulation 7 (1) not including the investigation of an aircraft engine) a fee of an amount equal to the cost of making the investigation but not exceeding a notified rate which is subject to the maximum total weight of the aircraft for any year, or part of a year, of the period required for carrying out the investigation:

Except that—

(i) in the case of the aircraft which in the opinion of the Authority conforms to a prototype aircraft or to a modification of a prototype aircraft. the fee to be paid shall be as notified from time to time.

(ii) in the case of the aircraft which in the opinion of the Authority is modification of a prototype aircraft the fee shall not be less than that which would have been payable if paragraph (i) of this provision had applied.

(2) For the purpose of this paragraph ìmaximum total weightî means the maximum total weight specified in the application for the certificate.

Approval of Engine (Regulation 7(1)).

5. The fees to be paid in respect of an application for the approval of an engine for the purpose of Regulation 7)1) of the Regulations (including any investigation required for the purpose) shall be determined by the output power of the engine and will be notified from time to time.

Renewal of Certificate of Airworthiness (Regulation 8 (6))

6. Renewal of certificate of Airworthiness (Regulation 8 (6) when an application is made for the renewal of a certificate of airworthiness in pursuance of Regulation 8 (6) of the Regulations the fee to be paid in respect of it (including any investigations required in connection with the Application) shall be as notified from time to time.

Validation of Certificate of Airworthiness (Regulation 6 and

7. The fees to be paid in respect of an application for—

(a) the issue of a certificate of validation of a certificate of airworthiness in respect of any aircraft in pursuance of Regulation 8 (6) and (7) of the Regulations (including any investigations (including any investigation required in connection with the application). shall be the same as the fees which would which would be paid under paragraph 3 of this Schedule in respect o an application for the issue of a certificate of airworthiness in respect of that aircraft, assuming it to be an aircraft which in the opinion of the authority was a modification of a prototype aircraft;

(*b*) the renewal of such a certificate of validation under regulation 8 (7) of the Regulations, shall be the same as the fee which would be paid under paragraph 5 of this Schedule in respect of the renewal of a certificate of airworthiness in respect of that aircraft.

Approval (Regulation 8).

8. The fee to be paid by a person for the making of inspection of his or her organisation for the purposes of Regulation 8 (8) of the Regulations shall be as notified from time to time for each branch of the organisation which is separately inspected.

Approval in respection of Aircraft and equipment including modification, repair, etc., (excluding Radio Apparatus) Regulations 8(8), 10(3) and 12(2).

9. The charges to be paid in respect of an application for approval under requirement of regulation 8 (8), 10 (3) and 12 (2) shall be an amount equivalent to the cost of making the investigations or as deemed necessary by the Authority for a particular purpose.

Approval of type, etc., or radio apparatus (Regulation 13 (6)).

10. The fee to be paid in respect of an application for the approval by the Authority of radio Apparatus or the manner of the installation of it or any modification of the apparatus or the manner of its installation for the purpose of regulation 13 (6) shall be an amount equivalent to the cost of making the investigations or as deemed necessary by the Authority for a particular purpose.

Licences for aircraft maintenance engineers and aircraft radio maintenance engineers (regulation 12).

11. The fees to be paid in respect of a license an aircraft maintenance engineer or aircraft radio maintenance engineer under regulation 12 shall be as notified from time to time.

Licenses for Flight Crew and Rating therein (Regulation 19 (1), (4) and (5) (1)

12. Except as otherwise provided in sub paragraph (2)—

(*a*) the fees to be paid in respect of application for licenses for members of the flight crew of an aircraft or for the renewal of such licenses shall be such amount as the Authority may notify from time to time.

(b) the fee for an official flying test (if required) will be such amount as the Authority may notify from time to time.

(2) *(a)* where, in the case of an application for the grant of renewal of any of the following licenses.—

- Commercial Pilot's License (Aeroplane),
- Senior Commercial Pilot's License (Aeroplane),
- Airline Transport Pilot's License (Aeroplane),

an aircraft provided by the Authority is used for the official flying test the fees to be paid for such a test shall be such amount as the Authority may notify from time to time.

(b) where an application for a license or a license or for the renewal of a license or for the grant or renewal of a rating is not required to pass any part of a technical examination of official flying test by reason of his or her having passed that part on some previous occasion, or for any other reason, the fee to be paid for the technical examination of official flying test, as the case may be, may be reduced by such amount as the Authority thinks proper in the circumstances of the case.

(c) The notified fee for a technical examination for the grant of a pilot's license of any class (except a private pilotís license with Group UL, A & B) or for the grant of a flight engineerís license covers only one type of aircraft and the fee to be paid for a technical examination for each additional type of aircraft shall be such amount as Authority may notify from time to time.

(3) For the purpose of this paragraph—

'Group UL' means single engine maximum total weight authorised aeroplane of which does not exceed 700kg;

'Group A' means helicopters and single engine aeroplane of which the maximum total weight authorised does not exceed 5, 700kg;

'Group B' means aeroplanes having two or more engines and whose maximum total weight authorised does not exceed 57000kg;

'Group C' means helicopters and aeroplane of which the maximum total weight authorised exceeds 5700kg.

Extension of ratings (regulation 19).

13. The fees for technical examination (if required) for the extension of aircraft rating to cover additional types shall be such amount as the Authority may notify from time to time.

Aerodrome Licences (regulation 19).

14. (1) Subject to the provisions of this paragraph, the Authority shall determine from time to time the amount of fees to be paid in respect of—

(a) the variation of a license;

(b) on official inspection of the aerodrome whether or not followed by the grant or renewal of a license.

(2) Where any license is granted or renewed for a period which will expire within twelve months of the date on which the grant or renewal becomes operative and an application is made for the renewal of the license, or for the grant of a further license to the same person for the same aerodrome, for any subsequent period falling within these twelve months, then—

(a) if the application is for the renewal of the license with variation or for the grant of a further license on terms different from those of the previous license, the application shall be treated for the purpose of this paragraph as if it were an application for the variation of a license.

Validity of a licence (regulation 20)

15. Where an application is made for the issue a copy or replacement of a document issued the Air Navigation Regulations of a validation of a license under these Regulations fees shall be as determined by the Authority from time to time.

Copies of documents.

16. The fee to be paid for the issue of a copy of replacement of a document issued under these Regulations shall be as determine by the authority;

Except for a copy of replacement of a flight manual or performance schedule relating to a certificate of airworthiness the fee shall be an amount equal to the cost of preparing the copy or replacement as the case may be, or as determined by the Authority.

Aircraft Dealers Certificate.

17. Charges shall be payable to the authority upon making a application for the grant of an Aircraft Dealers Certificate, the applicant shall pay a fee which shall be decided on and notified by the Authority from time to time.

Registration of Aircraft Mortgage.

18. (1) Charges shall be payable to the authority upon an application for the registration of a mortgage of an aircraft. The applicant shall pay a charge determined and notified by the Authority from time to time.

(2) Where the mortgage to be registered does not specify the amount of the sum secured the Authority shall charge the maximum amount determined and notified from time to time.

(3) Where an application for the registration of a mortgage of more than one aircraft, the applicant shall pay a charge in accordance to 18 (1) for the first aircraft and an additional amount for each aircraft to be notified from time to time.

Definitions.

19. 'Notified' means shown in any of the following publications in Uganda whether before or after the coming into operation of these Regulations, that is to say, Notams, (Notice to Airmen) Aeronautical Information Circular, Aeronautical Information Publication, notices to licensed aircraft engineers and owners of civil aircraft, Civil Aviation Publications issued for the purpose of enabling the provisions of these Regulations to be complied with.

SEVENTEENTH SCHEDULE

AERODROME MANUAL

Information and instructions relating to the following matters shall be included in the aerodrome manual referred to in regulation 79 of these Regulations—

(i) the name and status of the official in charge of day to day operation of the aerodrome together with the names and status of other senior aerodrome operating staff and instructions as to the order and circumstances in which they may be required to act as the official in charge;

(ii) the system of aeronautical information service available;

(iii) procedures for promulgating information concerning the aerodrome's state;

(iv) procedures for the control of access, vehicles and work in relation to the aerodrome manoeuvring area and apron.

(v) procedures for complying with regulation 93 of these Regulations and for the removal of disabled aircraft;

(vi) in the case of an aerodrome which has facilities for fuel storage, procedures for complying with regulation 88 of these Regulations;

(vii) plans to a scale of 1:2500 depicting the layout of runways, taxiways and aprons, aerodrome markings, aerodrome lighting if such lighting is provided. and the siting of any navigational aids within the runway strip: Provided that in the case of copies of the manual or extracts thereof provided or made available to a member of the aerodrome operating staff, the plans shall be of a scale reasonably appropriate for the purposes of regulation 79(10) of these Regulations.

(viii) in respect of an aerodrome in relation to which there is a notified instrument approach procedure, survey information sufficient to provide data for the production of aeronautical charts relating to that aerodrome;

(ix) description, height and location of obstacles which infringe standard obstacle limitation surfaces, and whether they are lit:

(x) data for and method of calculation of declared distances and elevations at the beginning and end of each declared distance;

(xi) method of calculation reduced declared distances and the procedure for their promulgation;

(xii) details of surfaces and bearing strengths of runways, taxiways and aprons;

(xiii) the system of the management of air traffic in the airspace associated with the aerodrome, including procedures for the coordination of traffic with adjacent aerodromes, except any such information or procedures already published in any manual of air traffic services;

(xiv) operational procedures for the routine and special inspection of the aerodrome manoeuvring area and aprons;

(xv) if operations are permitted during periods of low visibility, procedures for the protection of the runways during such periods;

(xvi) procedures for the safe integration of all aviation activities undertaken at the aerodrome;

(xvii) procedures for the control of bird hazards:

(xviii) procedures for the use and inspection of the aerodrome lighting system, if such a system is provided; and

(xix) the scale of rescue, first aid and fire service facilities, the aerodrome emergency procedures and procedures to be adopted in the event of temporary depletion of the rescue and fire service facilities.

JOHN NASASIRA,
Minister of Works, Housing and Communication.