



## ARRANGEMENT OF REGULATIONS

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**2021 No. ...**

**The Civil Aviation (Commercial Air Transport by Foreign Air  
Operators within Uganda) Regulations, 2021**

*(Under the Civil Aviation Authority Act, Cap 354)*

IN EXERCISE of the powers conferred upon the Minister by sections .....  
of the Civil Aviation Authority Act, and on the recommendation of the Civil  
Aviation Authority, these Regulations are made this ...<sup>th</sup> day of ....., 2021.

**PART 1**

**PRELIMINARY**

<b>Title</b>	<b>1.</b> These Regulations may be cited as the Civil Aviation (Commercial Air Transport by Foreign Air Operator within Uganda) Regulations, 2021 and shall come into force on the ..... day of ....., 2021.
<b>Interpretation</b>	<b>2.</b> In these Regulations, unless the context otherwise requires—  “ <b>Act</b> ” means the Civil Aviation Authority Act Cap 354;  “ <b>Acts of unlawful interference</b> ” means acts or attempted acts aimed at jeopardizing the safety of civil aviation and air transport, such as: (a) unlawful seizure of aircraft in flight; (b) unlawful seizure of aircraft on the ground; (c) hostage-taking on board an aircraft or on aerodromes; (d) forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility; (e) introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes; and (f) communication of false information as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public,

at an airport or on the premises of a civil aviation facility.

**“Aerodrome”** means a defined area on land or water, including any buildings, installations and equipment, used or intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;

**“Aeroplane”** means a 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”** means a machine that derives support in the atmosphere from the reactions of the air, other than the reactions of the air against the earth’s surface;

**“Article”** means any item, including but not limited to, an aircraft, airframe,

aircraft engine, propeller, appliance, accessory, assembly, subassembly, system, subsystem, component, unit, product or part;

**“Authorised person”** means a person authorised by the Authority either generally or in relation to a particular case or class of cases and includes references to the holder of any office designated by the Authority;

**“Authority”** means the Civil Aviation Authority, established under section 3 of the Civil Aviation Authority Act;

**“Balloon”** means a non-power-driven lighter-than-air aircraft;

**“Commercial air transport operation”** means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire;

**“Certificate of release to service”** means a document containing a certification that inspection and maintenance work has been performed satisfactorily in accordance with the methods prescribed by the Authority;

**“Crew member”** is a person assigned by the operator to duty on an aircraft during a flight duty period;

**“Dangerous goods”** means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions;

**“Flight crew member”** means a licensed crewmember charged with duties essential to the operation of an aircraft during flight time;

**“Flight plan”** means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;

**“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;

**“Foreign air operator”** means an operator, not being a Ugandan air operator, who undertakes, whether directly or indirectly or by lease or any other arrangement, to engage in commercial air transport operations in and out of Uganda, whether on a scheduled or charter basis;

**“Foreign authority”** means the civil aviation authority that issues and oversees the air operator certificate (AOC) of the foreign operator;

**“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 axis;

**“Inspection”** means the examination of an aircraft or aircraft component to establish conformity with a standard approved by the Authority;

**“Instrument meteorological conditions or IMC”** means meteorological conditions expressed in terms of visibility, distance from cloud and ceiling as defined in the civil Aviation (Rules of the Air) Regulations, less than the minima specified for visual meteorological conditions;

**“Maintenance”** means tasks required to ensure the continued airworthiness of an aircraft or aircraft component including any one or combination of overhaul, repair, inspection, replacement, modification and defect rectification;

**“Modification”** means a change to the type design of an aircraft or aeronautical product which is not a repair;

**“Night”** means the hours between the end of evening civil twilight and the beginning of morning civil twilight or the time between fifteen minutes after sunset and fifteen minutes before sunrise, sunrise and sunset being determined at surface level, and includes any time between sunset and sunrise when an unlighted aircraft or other unlighted prominent object cannot clearly be seen at a distance of 4,572 metres;

**“NOTAM”** means Notice to Airmen;

**“Operational flight plan”** means the operator’s plan for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned;

**“Operations manual”** means a manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties;

**“Operations specifications”** means a document containing authorisations, conditions, limitations and other provisions with which an air operator must comply;

**“Overhaul”** means the restoration of an aircraft or aircraft component using methods, techniques, and practices acceptable to the Authority, including disassembly, cleaning and inspection as permitted, repair as necessary and reassembly; and tested in accordance with approved standards and technical data or in accordance with current standards and technical data acceptable to the Authority, which have been developed and documented by the State of Design, holder of the type certificate, supplemental type certificate or a material, part, process or appliance approval under parts manufacturing authorisation (PMA) or technical standard order (TSO);

**“Package”** means the complete product of the packing operation consisting of the packaging and its contents prepared for transport;

**“Packaging”** means receptacles and any other components or materials necessary for the receptacle to perform its containment function;

**“Pre-flight information bulletin (PIB)”** means a presentation of current NOTAM information of operational significance, prepared prior to flight;

**“Propeller”** means a device for propelling an aircraft that has blades on a powerplant driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation; and includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of powerplants;

**“Repair”** means the restoration of an aircraft or aircraft component to a serviceable condition in conformity with an approved standard;

**“Standard”** means an object, artifact, tool, test equipment, system or experiment that stores, embodies or otherwise provides a physical quantity, which serves as the basis for measurement of the quantity and it includes a document describing the operations and process that must be performed in order for a particular end to be achieved;

**“State of Design”** means the Contracting State which approved the original type certificate and any subsequent supplemental type certificates for an aircraft or which approved the design of an aeronautical product or appliance;

**“State of the Operator”** means the State in which the operator’s principal place of business is located or, if there is no such place of business, the operator’s permanent residence;

**“State of Registry”** means the State on whose register the aeroplane is entered;

**“Technical instructions”** means the latest effective edition of the Technical

	<p>Instructions for the Safe Transport of Dangerous Goods by Air (Doc. 9284-AN/905), including the supplement and any addendum, approved and published by decision of the Council of the ICAO;</p> <p><b>“Technical logbook”</b> means a document carried on an aircraft that contains information to meet ICAO requirements; a technical logbook contains 2 independent sections: a journey record section and an aircraft maintenance record section;</p> <p><b>“Training programme”</b> means a programme that consists of courses, courseware, facilities, flight training equipment and personnel necessary to accomplish a specific training objective; it may include a core curriculum and a specialty curriculum.</p> <p><b>“Visual meteorological conditions or VMC”</b> means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima;</p>
<b>Application</b>	<p><b>3.</b> (1) These Regulations prescribe the requirements applicable to the operation of any civil aircraft within Uganda for the purpose of commercial air transport operations by any foreign air operator whose air operator certificate is issued and controlled by a civil aviation authority other than Uganda.</p> <p>(2) These Regulations do not apply to state aircraft such as military, customs, and police services, which are not used for compensation or hire.</p>
<p><b>PART 2</b></p> <p><b>GENERAL REQUIREMENTS</b></p>	
<b>Compliance with requirements</b>	<p><b>4.</b> A foreign air operator shall not engage in commercial air transport operations contrary to these Regulations and the requirements of the following as applicable:</p> <p>(a) the Standards contained in the Annexes to the Convention on International Civil Aviation, for the operation to be conducted; (a) and</p> <p>(b) any other requirements that the Authority may specify in the AIP.</p>
<b>Authority to inspect</b>	<p><b>5.</b> (1) A foreign air operator shall allow a person authorised by the Authority access at any time, without prior notice, to his or her aircraft operated for commercial air transport to Uganda for purposes of:</p> <p>(a) inspecting the documents and manuals required by these Regulations;</p> <p>(b) conducting an inspection of the aircraft; and</p> <p>(c) taking appropriate action when necessary to preserve safety.</p> <p>(2) When the Authority identifies a case of non-compliance or suspected non-compliance by an operator with laws, regulations, and procedures applicable within Uganda or identifies a similar serious safety issue with that operator, the Authority</p>

	shall immediately notify the operator and, where the issue warrants it, the State of the Operator.
	(3) Subject to sub-regulation (2), where the State of the Operator and the State of Registry are different, such notification will also be made to the State of Registry where the issue falls within the responsibilities of that State and warrants a notification.
	(4) In the case of notification to States as specified in the applicable technical guidance materials, where the issue and its resolution warrant it, the State in which the operation is conducted will engage in consultations with the State of the Operator and the State of Registry, as applicable, concerning the safety standards maintained by the operator.
	(5) Inspections will be conducted in accordance with the requirements of these Regulations and the applicable checklist specified in the technical guidance materials (d) Findings from inspections shall be resolved in accordance with levels of seriousness and related actions, as specified in the applicable technical guidance materials for Safety Assessment of Foreign Aircraft.

***Part 2.1: Approval for Foreign Air Operators to Operate in Uganda***

<b>Application for Approval</b>	<b>6.</b> (1) A foreign air operator from the territory of another State shall not operate an aircraft in Uganda unless it is so authorised by the Authority and holds associated operations specifications containing the special limitations and specific approvals issued to it by the foreign authority.
	(2) A foreign air operator intending to operate in Uganda shall submit an application to the Authority in a form and manner specified in the applicable technical guidance material.
	(3) An application for approval to operate in Uganda shall be accompanied by: <ul style="list-style-type: none"> <li>(a) A certified true copy of a valid AOC and associated operations specifications issued to the foreign air operator by the foreign authority;</li> <li>(b) A copy of the approval page for a Minimum Equipment List for each aircraft type intended to be operated by the foreign air operator in Uganda;</li> <li>(c) A copy of the current certificate of aircraft registration and certificate of airworthiness issued for each aircraft type proposed to be operated by the foreign air operator in Uganda;</li> <li>(d) A copy of the insurance certificate;</li> <li>(e) A copy of the operational procedures and practices of the foreign air operator;</li> <li>(f) A copy of a document identifying the maintenance checks that are required to be performed for the aircraft of the foreign air operator while they are operated in Uganda;</li> </ul>

	<p>(g) A copy of the maintenance contract between the foreign air operator and the AMO, where the maintenance under paragraph (f) is performed by an AMO approved by the Foreign Authority;</p> <p>(h) A copy of the air service agreement, containing a safety clause as specified in the applicable technical guidance materials allowing the foreign air operator to operate in Uganda;</p> <p>(i) In the case of wet-leased aircraft, a copy of the approval of the Authority of the State of the Operator, with identification of the foreign air operator that exercises operational control of the aircraft;</p> <p>(j) Copy of the proposed air operator security programme; and</p> <p>(k) Any other document the Authority considers necessary to ensure that the intended operations will be conducted safely.</p> <p>(4) An applicant under these regulations shall apply for approval at least 90 days before the date of commencement of intended operation.</p>
<p><b>Basing a foreign registered aircraft in Uganda</b></p>	<p><b>7.</b> A foreign air operator shall not base a foreign registered aircraft in Uganda for an extended period of 30 days or more while conducting operations within the air space of Uganda unless he or she has made written notification to the Authority with the following information:</p> <p>(a) Aircraft Registration marks</p> <p>(b) Aircraft make model and series</p> <p>(c) Aircraft Serial number</p> <p>(d) Aerodrome where aircraft is based</p> <p>(e) Operator's name, address and telephone contact; and</p> <p>(f) A current copy of aircraft insurance document</p>
<p><b>Cabotage</b></p>	<p><b>8.</b> (1) A foreign air operator shall not conduct commercial air transport operations involving cabotage between aerodromes in Uganda.</p> <p>(2) A foreign air operator shall not conduct commercial air transport operations from an aerodrome in a foreign country to and from an aerodrome in Uganda unless those operations are authorised by the authority and in accordance with the fifth freedom specified in international air transit agreement or as provided in the applicable bilateral agreements.</p>
<p><b>Air traffic rules and procedures</b></p>	<p><b>9.</b> (1) A pilot in command of a foreign registered aircraft shall comply with the rules of the air specified in ICAO Annexes 2 and 11.</p> <p>(2) A foreign air operator shall establish procedures to ensure that a pilot complies with the requirements of sub-regulation (1), and shall check the ability of each pilot to operate safely according to applicable rules and procedures.</p>
<p><b>Operations specifications</b></p>	<p><b>10.</b> A foreign air operator shall conduct its operation in accordance with its operation specifications or equivalent document issued by the state of operator and acceptable to the Authority.</p>

**Part 2.2: Foreign Air Operator Manuals, Documents, and Records**

<p><b>Aircraft Technical Log</b></p>	<p><b>11.</b> A foreign air operator shall use an aircraft technical log system containing the following information for each aircraft:</p> <ul style="list-style-type: none"> <li>(a) Information about each flight necessary to ensure continued flight safety;</li> <li>(b) The current aircraft certificate of release to service or an equivalent document;</li> <li>(c) The current maintenance statement; and</li> <li>(d) All outstanding deferred defects that affect the operation of the aircraft.</li> </ul>
<p><b>Foreign air operator aircraft journey logbook</b></p>	<p><b>12.</b> A foreign air operator shall maintain a journey logbook containing information on each flight, which may include—</p> <ul style="list-style-type: none"> <li>(a) aircraft nationality and registration marks;</li> <li>(b) date of the flight;</li> <li>(c) names of crew members;</li> <li>(d) duty assignments of crew members;</li> <li>(e) place of departure;</li> <li>(f) place of arrival;</li> <li>(g) time of departure;</li> <li>(h) time of arrival;</li> <li>(i) duration of flight;</li> <li>(j) purpose of flight;</li> <li>(k) incidents, and observations, if any; and</li> <li>(l) signature of the pilot in command.</li> </ul> <p>(2) The Authority may waive the requirement of sub-regulation (1) if the relevant information is available in the aircraft technical log referred to in regulation 11.</p> <p>(3) A foreign air operator shall ensure that all entries in the journey log are made concurrently and are permanent in nature.</p>
<p><b>Manuals, Documents, and Licences to be Carried</b></p>	<p><b>13.</b> (1) A foreign air operator shall ensure that the following manuals, documents, and Licences are carried on flights into Uganda:</p> <ul style="list-style-type: none"> <li>(a) A certified true copy of the AOC and associated operations specifications, all of which shall be in the English language;</li> <li>(b) The current parts of the Operations Manual that are relevant to the duties of the crew;</li> <li>(c) The current parts of the Operations Manual that are required for the conduct of a flight, such as the MEL and information and instructions relating to the interception of aircraft, and which shall be easily accessible to the crew on board the aircraft on each flight;</li> <li>(d) The current AFM or RFM approved by the State of Registry, or the current Aircraft Operating Manual approved by the State of the Operator; the AFM or RFM</li> </ul>

	<p>shall be updated by implementing changes made mandatory by the State of Registry received from the State of Design;</p> <ul style="list-style-type: none"> <li>(e) The current certificate of aircraft registration and the certificate of airworthiness in force with respect to that aircraft;</li> <li>(f) The appropriate licences of the members of the flight crew and cabin crew, where a cabin crew licence is required by the foreign authority;</li> <li>(g) A noise certificate, where applicable, which will be issued in accordance with ICAO Annex 16, Volume I;</li> <li>(h) Appropriate approvals or licences of crew members for aircraft radio operation;</li> <li>(i) the aircraft journey or technical logbook;</li> <li>(j) in the case of a passenger carrying aircraft, a list of the names of the passengers and places of embarkation and destination;</li> <li>(k) loadsheet;</li> <li>(l) insurance certificate;</li> <li>(m) certificate of release to service or equivalent document; and</li> <li>(n) pre-flight information bulletin.</li> </ul> <p>(2) The Authority may specify other documents and information to be carried on board in addition to those referred to in sub-regulation (1).</p>
<p><b>Certificate of airworthiness and certificate of registration</b></p>	<p><b>14.</b> A foreign air operator may operate an aircraft in and out of Uganda:</p> <ul style="list-style-type: none"> <li>(a) Where the aircraft has a valid certificate of airworthiness and certificate of registration issued or validated by the state of registry and displays the nationality and registration markings of that State; and</li> <li>(b) in accordance with the limitations on maximum certificated mass prescribed for that aircraft and that operation by the state of design.</li> </ul>
<p><b>Additional Information and Forms to be Carried</b></p>	<p><b>15.</b> (1) A foreign air operator shall ensure that, in addition to the documents and manuals prescribed in Regulation 11, the following information and forms, relevant to the type and area of operation, are carried on each flight:</p> <ul style="list-style-type: none"> <li>(a) The operational flight plan;</li> <li>(b) The aircraft technical log, containing at least the information required by Regulation 11;</li> <li>(c) The appropriate NOTAM/aeronautical information service briefing documentation;</li> <li>(d) The appropriate meteorological information;</li> <li>(e) The passenger and cargo manifests, as appropriate for the intended flight;</li> <li>(f) The mass and balance documentation for the aircraft, certifying that the load carried is properly distributed and safely secured;</li> <li>(g) The notification of special loads, including any dangerous goods; and</li> <li>(h) The current maps and charts for the area of operation.</li> </ul>

	(2) The Authority may authorise the information detailed in sub-regulation (1) to be presented in a form other than on printed paper, provided the information is accessible for inspection.
<b>Production of Documents, Manuals and Records</b>	<b>16.</b> (1) A foreign air operator shall: (a) Give any person authorised by the Authority access to any documents, manuals, and records that are related to flight operations and maintenance; and (b) Produce all such documents, manuals, and records, when requested to do so by the Authority, within a reasonable period of time.
	(2) The PIC shall, within a reasonable time of being requested to do so by a person authorised by the Authority, produce to that person the documentation, manuals, and records required to be carried on board.
<b>Preservation, Production, and use of Flight Recorder Recordings</b>	<b>17.</b> (1) When an accident or incident in Uganda involving an aircraft of a foreign air operator, or when the aircraft accident investigation unit so directs, the foreign air operator of an aircraft on which a flight recorder is carried shall preserve the original recorded flight data for a period of not less than 60 days.
	(2) The recorded data under sub-regulation (1) shall be produced when the aircraft accident investigation unit so requires.
<b>PART 3</b> <b>OPERATIONS AND PERFORMANCE</b>	
<b>Computation of passenger and baggage mass</b>	<b>18.</b> (1) A foreign air operator shall compute the mass of passengers and checked baggage using the:  (a) actual weighed mass of each person and the actual weighed mass of baggage; or  (b) standard mass values specified by the appropriate authority of the State of Registry.
	(2) The Authority may require a foreign registered air operator to produce evidence validating any standard mass values used.
<b>Single-Engine Aeroplanes at Night or in Instrument Meteorological Conditions</b>	<b>19.</b> (1) A foreign air operator may not operate a single-engine, non-turbine aeroplane: (a) At night; or (b) In IMC except under special VFR.
	(2) A foreign air operator shall not operate a single-engine turbine aeroplane at night and in IMC within Uganda unless: (a) the turbine engine is reliable; (b) the operator's maintenance procedures, operating practices, flight dispatch procedures, and crew training programmes are approved by the state of operator;

	<p>(c) the aeroplane is appropriately equipped for flight at night and in IMC;</p> <p>(d) for an aeroplane issued a certificate of airworthiness before 01 January 2005 has an engine trend monitoring system; and</p> <p>(e) for an aeroplane issued a certificate of airworthiness on or after 01 January 2005 has an automatic trend monitoring system.</p>
<b>Single-Pilot Operations under Instrument Flight Rules or at Night</b>	<p><b>20.</b> (1) A foreign air operator shall not operate an aeroplane under IFR or at night with a single pilot unless approved by the foreign authority and the aeroplane meets the following conditions:</p> <p>(a) the AFM does not require a flight crew of more than one pilot;</p> <p>(b) the aeroplane is propeller driven;</p> <p>(c) the maximum approved passenger seating configuration is not more than nine;</p> <p>(d) the maximum certificated take-off mass does not exceed 5 700 kg;</p> <p>(e) the aeroplane is equipped with:</p> <p>(i) a serviceable autopilot that has at least altitude hold and heading select modes;</p> <p>(ii) a headset with a boom microphone or equivalent; and</p> <p>(iii) a means of displaying charts that enables them to be readable in all ambient light conditions.</p> <p>(2) The PIC has satisfied the requirements of experience, training, checking, and recency prescribed by the State of the Operator.</p>
<b>Flight Rules within Uganda</b>	<p><b>21.</b> (1) A foreign air operator shall comply with the flight rules and limitations contained in ICAO Annex 6.</p> <p>(2) A foreign air operator shall ensure that its flight crew has available, and has become familiar with, the flight rules contained in ICAO Annex 6 of these regulations.</p>
<b>Approach and landing conditions</b>	<p><b>22.</b> Before initiating an approach to land, the pilot in command of an aircraft operated by a foreign air operator shall determine that, according to the information available—</p> <p>(a) weather at the aerodrome and the conditions of the runway are safe for the approach and landing; and</p> <p>(b) in the case of a missed approach, the aircraft is able to meet the performance requirements contained in the operations manual.</p>
<b>Flight Crew Member Qualifications</b>	<p><b>23.</b> A foreign air operator shall ensure that its flight crew members have the appropriate licenses and ratings for the operations to be conducted into Uganda.</p>
<b>Age Limitations</b>	<p><b>24.</b> (1) A foreign air operator shall ensure that the required PIC engaged in single-pilot operations in aircraft operating into Uganda shall be less than 60 years of age.</p>

	(2) For aircraft engaged in operations into Uganda requiring more than one pilot as flight crew, a foreign air operator shall ensure that if one pilot is between 60 and 65 years of age, the other pilot is less than 60 years of age.
<b>Language Proficiency</b>	<b>25.</b> A foreign air operator shall ensure that flight crew operating aircraft into Uganda meet the language proficiency requirement of at least the ICAO Operational Level (Level 4), as contained in ICAO Annex 1, for the English language and that such proficiency is endorsed on the licence.
<b>Aircraft Security</b>	<b>26.</b> A foreign air operator shall: <ul style="list-style-type: none"> <li>(a) ensure that all appropriate personnel are familiar with and comply with the relevant requirements of the security programmes of the State of the Operator and that of Uganda;</li> <li>(b) establish and use a security programme approved by the appropriate authority of the State of the operator and accepted by the Authority;</li> <li>(c) establish, maintain, and conduct approved training programmes that enable the operator's personnel to take appropriate action to prevent acts of unlawful interference such as sabotage or unlawful seizure of aircraft and to minimise the consequences of such events should they occur;</li> <li>(d) following an act of unlawful interference on board an aircraft, ensure that the PIC or, in his absence, the operator, shall submit without delay a report of such an act to the designated local authority and the Authority of the State of the Operator;</li> <li>(e) ensure that all aircraft carry a checklist of the procedures to be followed for that type of aircraft in searching for concealed weapons, explosives, or other dangerous devices; and</li> <li>(f) ensure that where installed, the flight crew compartment door on all aircraft operated for the purpose of carrying passengers shall be capable of being locked from within the compartment in order to prevent unauthorised access.</li> </ul>
<b>Unauthorised Carriage</b>	<b>27.</b> A foreign air operator shall take measures to ensure that no persons conceal themselves or cargo on board an aircraft.

**PART 4**  
**DANGEROUS GOODS**

<b>Offering Dangerous Goods for Transport by Air</b>	<b>28.</b> (1) A foreign air operator shall not accept dangerous goods for transport by air in and out of Uganda unless the foreign air operator has been issued with a specific approval to do so by the foreign authority.
	(2) The foreign air operator shall properly classify, document, certify, describe, package, mark, label, and put in a fit condition for transport, dangerous goods as required by the operator's dangerous goods programme as approved by the foreign authority.
	(3) Where the foreign air operator has been granted authority to accept dangerous goods and has an approved dangerous goods programme authorised by the foreign authority, the operator shall file a copy of the programme with the Authority.

<b>Carriage of weapons and munitions of war</b>	<p><b>29.</b> A foreign air operator conducting commercial air transport operation in and out Uganda shall:</p> <p>(a) Not transport weapons of war and munitions of war by air unless an approval to do so has been granted by all States concerned;</p> <p>(b) ensure that weapons of war and munitions of war are:</p> <p>(i) stowed in the aircraft in a place that is inaccessible to passengers during flight; and</p> <p>(ii) in the case of firearms, unloaded, unless, before the commencement of the flight, an approval has been granted by all States concerned that such weapons of war and munitions of war may be carried in circumstances that differ in part or in total from those indicated in this paragraph.</p> <p>(c) ensure that the PIC is notified before the flight begins of the details and location on board the aircraft of any weapons of war and munitions of war that are intended to be carried.</p>
<b>Carriage of Sporting Weapons and Ammunition</b>	<p><b>30.</b> (1) A foreign air operator conducting commercial air transport operations in and out of Uganda shall take all measures necessary to ensure that any sporting weapons to be carried by air are reported to the PIC.</p> <p>(2) A foreign air operator accepting the carriage of sporting weapons shall ensure that they are:</p> <p>(a) stowed in a place on the aircraft that is inaccessible to passengers during flight, unless the Authority has determined that compliance is impracticable and has approved other procedures; and</p> <p>(b) in the case of firearms or other weapons that can contain ammunition, unloaded.</p> <p>(3) A foreign air operator may allow a passenger to carry ammunition for sporting weapons in that passenger's checked baggage, as may be approved by the Authority.</p>
<p><b>PART 5</b></p> <p><b>GENERAL</b></p>	
<b>Possession of the licence</b>	<p><b>31.</b> A flight crew member of a foreign registered aircraft shall hold a valid licence, certificate or authorisation, including an appropriate and current medical certificate, issued by the State of Registry and have it in his or her physical possession or at the work site when exercising the privileges of that licence, certificate or authorisation.</p>
<b>Drug and alcohol testing and reporting</b>	<p><b>32.</b> (1) A crew member of a foreign air operator shall not perform or attempt to perform, a crew member function while under the influence of drugs or alcohol.</p> <p>(2) A crew member of a foreign air operator may be tested for drug or alcohol usage.</p>

	<p>(3) A crew member of a foreign air operator who tests positive for drug or alcohol usage or who refuses to submit to a test, shall be prohibited from boarding a flight to perform any crew member function.</p>
	<p>(4) The Authority shall report the positive test result or the refusal to submit to a test, by a crew member of a foreign air operator to the State of the operator.</p>
<b>Inspection of licences and certificates</b>	<p><b>33.</b> A person who holds a licence, certificate or authorisation required by these Regulations shall present it for inspection upon a request from the Authority or any person authorised by the Authority.</p>
<b>Use and retention of certificates and records</b>	<p><b>34.</b> (1) A person shall not—</p> <ul style="list-style-type: none"> <li>(a) use any certificate, 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;</li> <li>(b) forge or alter any certificate, approval, permission, exemption or other document issued or required by or under these Regulations;</li> <li>(c) lend any certificate, approval, permission, exemption or other document issued or required by or under these Regulations to any other person; or</li> <li>(d) make any false representation for the purpose of procuring for himself or herself or any other person the issue, renewal or variation of any such certificate, approval, permission or exemption or other document.</li> </ul> <p>(2) During the period for which a record is required under these Regulations to be preserved, no person shall mutilate, alter, render illegible or destroy any records, or any entry made therein, required by or under these Regulations to be maintained or knowingly make or procure or assist in the making of, any false entry in any such record or willfully omit to make a material entry in such record.</p> <p>(3) A record required to be maintained by or under these Regulations shall be recorded in a permanent and indelible material.</p> <p>(4) A person shall not issue any certificate, document or exemption under these Regulations unless he or she is authorised to do so by the Authority.</p> <p>(5) A person shall not issue any certificate of the kind referred to in sub- regulation (4) unless that person is satisfied that all statements in the certificate are correct and that the applicant is qualified to hold that certificate.</p>
<b>Reports of violation</b>	<p><b>35.</b> (1) A person who knows of a violation of the Civil Aviation Authority Act or any regulation or order issued under the Act shall report it to the Authority.</p>

	(2) The Authority will determine the nature and type of any additional investigation or enforcement action that need be taken.
<b>Enforcement of directives</b>	<b>36.</b> A person who fails to comply with any directive given to him or her by the Authority or by any authorised person under any provision of these Regulations shall be deemed for the purposes of these Regulations to have contravened that provision.
<b>Aeronautical user fees</b>	<b>37.</b> (1) The Authority may notify the fees to be charged in connection with the issue, validation, renewal, extension or variation of any document including the issue of a copy thereof or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by or for the purpose of these Regulations or any orders, notices or proclamations made thereunder.
	(2) Upon an application being made in connection with which fee is chargeable in accordance with sub-regulation (1), the applicant shall be required, before the application is entertained, to pay the fee so chargeable.
	(3) Where, after that payment has been made, the application is withdrawn by the applicant or otherwise ceases to have effect or is refused, the Authority shall not refund the payment made.
<b>Application for exemptions</b>	<b>38.</b> (1) A person or operator may apply to the Authority for an exemption from any provision of these Regulations.
	(2) A request for exemption shall be made in accordance with the requirements of these Regulations and an application for such exemption shall be submitted and processed in a manner prescribed in the applicable technical guidance material.
<b>Exemption</b>	<b>39.</b> (1) The Authority may, upon consideration of the circumstances of the application for exemption, , issue an exemption providing relief from specified provisions of these Regulations, provided that: (a) the Authority finds that the circumstances presented warrant the exemption; and (b) a level of safety shall be maintained equal to that provided by the Regulations from which the exemption is sought.
	(2) The exemption referred to in sub-regulation (1) may be terminated or amended at any time by the Authority.
	(3) A person or operator who receives an exemption shall have a means of notifying the management and appropriate personnel performing functions subject to the exemption.
<b>PART 6</b>	
<b>OFFENCES AND PENALTIES</b>	

<b>Contravention of Regulations</b>	<b>40.</b> A foreign air operator who contravenes any provision of these Regulations may have his or her approval, authorisation, exemption or other document revoked or suspended.
<b>Offences and penalties</b>	<p><b>41.</b> (1) If any provision of these Regulations, orders, notices or proclamations made there under is contravened in relation to an aircraft, the operator of that aircraft and the pilot in command, if the operator or the pilot in command is not the person who contravened that provision shall, without prejudice to the liability of any other person under these Regulations for that contravention, be deemed to have contravened that provision unless he or she proves that the contravention occurred without his or her consent or connivance and that all due diligence was exercised to prevent the contravention.</p> <p>(2) A person who contravenes any provision specified as an “A” provision in the Schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding one million shillings for each offence or to imprisonment for a term not exceeding one year or to both.</p> <p>(3) A person who contravenes any provision specified as a “B” provision in the Schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding two million shillings for each offence or to imprisonment for a term not exceeding three years or to both.</p> <p>(4) A person who contravenes any provision of these Regulations not being a provision referred to in the Schedule to these Regulations, commits an offence and is liable to a fine not exceeding two million shillings and in the case of a second or subsequent conviction for the like offence to a fine not exceeding four million shillings.</p>
<b>Transition and savings</b>	<p>(1) The civil aviation(Commercial air transport by foreign operators in and out of Uganda) regulations 2006 is hereby revoked</p> <p>(2)A valid licence, certificate, permit or authorisation issued or granted by the Authority before the commencement of these Regulations shall remain operational until it expires or is revoked, annulled or replaced.</p>

**SCHEDULES**  
**OFFENCES AND PENALTIES**

REG. NO.	TITLE	PART
4	Compliance with requirements.	A
5	Authority to inspect	A
6	Application for approval	A
7	Basing a foreign registered aircraft in Uganda	A
8	Cabotage	A
9	Air traffic rules and procedures	A
10	Operations specifications	A
11	Aircraft Technical Log	A
12	Foreign air operator aircraft journey logbook	A
13	Manuals, Documents, and Licences to be carried	B
14	Certificate of airworthiness and certificate of registration	A
15	Additional Information and Forms to be Carried	A
16	Production of Documents, Manuals, And Records	A
17	Preservation, Production, and use of Flight Recorder Recordings	A
18	Computation of passenger and baggage mass	B
19	Single-Engine Aeroplanes at Night or in Instrument Meteorological Conditions	A
20	Single-Pilot Operations under Instrument Flight Rules or at Night	A
21	Flight Rules within Uganda	A
22	Approach and landing conditions	A
23	Flight Crew Member Qualifications	A
24	Age Limitations	B
25	Language Proficiency	A
26	Aircraft Security	B
27	Unauthorised Carriage	B
28	Offering Dangerous Goods for Transport by Air	A
29	Carriage of weapons and munitions of war	B
30	Carriage of Sporting Weapons and Ammunition	A
31	Possession of the licence	A
32	Drug and alcohol testing and reporting.	B
33	Inspection of licences and certificates	
34	Use and retention of certificates and records.	B
36	Enforcement of directives	B