

**GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS****GEN 1.1 DESIGNATED AUTHORITIES**

The addresses of the designated authorities concerned with facilitation of international air navigation are:

**1. CIVIL AVIATION AUTHORITY**

Civil Aviation Authority  
Hai-Jalaba, Plot No. 90, Block No. A.-HQ  
Juba, The Republic of South Sudan  
TEL: (+211) 91 430 88 95  
Fax:  
eMail: [caa@sscaa.aero](mailto:caa@sscaa.aero)  
AFS: NIL

**2. METEOROLOGY**

Civil Aviation Authority, Meteorology Division  
Hai-Jalaba, Plot No. 90, Block No. A.-HQ  
Juba, The Republic of South Sudan  
TEL: (+211) 91 430 88 95  
Fax:  
eMail: [wx@sscaa.aero](mailto:wx@sscaa.aero)  
AFS: NIL

**3. IMMIGRATION**

Ministry of Interior  
South Sudan National Police Service  
Directorate of Civil Registry, Nationality, Passports and Immigration  
Department of E-Visa and Immigration Services  
Juba, The Republic of South Sudan  
TEL: (+211) 95 564 42 55  
Fax:  
eMail:  
website: [www.evisa.gov.ss](http://www.evisa.gov.ss)

**4. HEALTH**

Ministry of Health  
Ministries Complex  
Juba, The Republic of South Sudan  
TEL:  
Fax:  
eMail: [info@moh.gov.ss](mailto:info@moh.gov.ss)

**5. ENROUTE AND AERODROME CHARGES**

Civil Aviation Authority, Revenue Department

Hai-Jalaba, Plot No. 90, Block No. A.-HQ

Juba, The Republic of South Sudan

TEL: (+211) 91 430 88 95

Fax:

eMail: [navigation@sscaa.aero](mailto:navigation@sscaa.aero)

website:

AFS: NIL

**6. AGRICULTURAL QUARANTINE**

Ministry of Agriculture and Forestry

Ministries Complex

Juba, The Republic of South Sudan

TEL:

Fax:

eMail: [agimport@sscaa.aero](mailto:agimport@sscaa.aero)

**7. ANIMAL QUARANTINE**

Ministry of Animal Resources and Fisheries

Ministries Complex

Juba, The Republic of South Sudan

TEL:

Fax:

eMail:

**8. AIRCRAFT ACCIDENT INVESTIGATION DIVISION**

Aircraft Accident Investigation Division

Hai-Jalaba, Plot No. 90, Block No. A.-HQ

Juba, The Republic of South Sudan

TEL: (+211) 91 430 88 95

eMail: [aaid@sscaa.aero](mailto:aaid@sscaa.aero)

AFS: NIL

**GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT****1. GENERAL**

1.1. All flights into, from or over the territory of the Republic of South Sudan and landing in such territory shall be carried out accordance with the valid regulations of the Republic of South Sudan regarding civil aviation.

1.2. All aircraft landing in or departing from the territory of the Republic of South Sudan must first land at or finally depart from a designated international airport. Applications for approval of a permit granting exception to this requirement must be submitted to the CEO, SSCAA, at least 3 working days in advance.

1.3. All flights operating over the territory shall file flight plan prior to the intended flights.

**2. SCHEDULED FLIGHTS****2.1. General**

2.1.1. For regular international scheduled flights operated by foreign airlines into or in transit across Sudan, the following requirement must be met:

- The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement.
- The airline must be eligible to make the flights under the provision of a bilateral or multilateral agreement to which the state of the airline and South Sudan are contracting parties and must have a permit to operate into or in transit across South Sudan. Applicants for such permits shall be submitted to CEO, SSCAA at least 3 working days in advance.

**2.2. Documentary requirements for clearance of aircraft**

2.2.1. It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from South Sudan. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in English, completed in legible handwriting. No visas are required in connection with such documents.

**2.2.2. Aircraft Documents Required (Arrival/Departure):**

<b>Copies Required by:</b>	<b>General Declaration</b>	<b>Simple Stores List</b>	<b>Passenger Manifest</b>	<b>Cargo Manifest</b>
<b>Airport Authority</b>	1	1	3	3
<b>Customs</b>	1	1	1	2
<b>Immigration</b>	1	-	1	-
<b>Health</b>	1	-	1	-
<b>Security</b>	-	-	1	-

Notes:

- One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.

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- b) If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need to be submitted to the above authorities.

### 3. NON SCHEDULED FLIGHTS

#### 3.1. Procedures

- 3.1.1. If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in the territory of South Sudan, it is necessary for the operator to obtain prior permission.
- 3.1.2. If an operator intends to perform a (series of) non-scheduled flight(s) into South Sudan for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the SSCAA for permission to carry out such operations at least 3 working days in advance of the intended landing. The application must include the following information in the order shown hereunder:
  - a) name of operator;
  - b) type of aircraft and registration mark;
  - c) date and time of arrival at, and departure from, (aerodrome);
  - d) Place or places of embarkation or disembarkation aboard, as the case may be, of passengers and/or freight;
  - e) Purpose of flight and number of passengers and/or nature and amount of freight; and
  - f) Name, address and business of charterer, if any.
  - g) For Cargo:
    - i. Nature of Load
    - ii. Consignor
    - iii. Consignee
  - h) Business flight need the receiving party.
  - i) Permission Valid for seventy-two (72) hours.

#### 3.2. Documentary requirements for clearance of aircraft.

The document requirements are the same as for scheduled flights.

### 4. PRIVATE FLIGHTS

#### 4.1. Advance notification of arrival

- 4.1.1. The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft. The landing must be carried out at a previously designated international aerodrome.

### 5. PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

- 5.1. Aircraft arriving from abroad may land at any international aerodrome in South Sudan provided that the aircraft has been disinfected approximately thirty minutes before arrival at the aerodrome. This action must be properly recorded in the Health Section of the General Declaration. The insecticide to be used is aerosol. If in special circumstances a second spraying of the aircraft to

be carried out on the ground is deemed necessary by the Public Health authorities, passengers and crew are permitted to embark beforehand.

**GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW****1. CUSTOMS REQUIREMENTS**

- 1.1. Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities.
- 1.2. Customs formalities are normally required on departure.
- 1.3. Customs exemption for the following articles shall be kept within the following limits:
  - a) Personal gifts from Gold, Ivory and Wide Animals leather required a permit from the concerned authorities.
  - b) Hunting Tools will be released after financial insurance or a letter of credit and showing the required permit.
- 1.4. Prohibited items:
  - a) Narcotics and toxic substance.
  - b) Weapons and ammunition.

**2. IMMIGRATION REQUIREMENTS**

- 2.1. No visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport.
- 2.2. A person entering South Sudan must hold a valid passport and appropriate immigration visa. All air operations must ensure strict adherence to these requirement and non-compliance will place the responsibility of the immediate deportation of the subject passenger by the same flight, on the subject air carrier.
- 2.3. An embarkation and disembarkation card is required to be completed by passengers.
- 2.4. For flight crew members on scheduled services who keep possession of licenses when embarking and disembarking, remain at the airport where the aircraft has stopped or within the confines of the cities adjacent thereto, and depart on the same aircraft or on their next regularly scheduled flight out of South Sudan, the crew member license or certificate is accepted
- 2.5. in lieu of passport or visa for temporary admission into South Sudan. This provision is also applicable if the crew member enters South Sudan by other means of transport for the purpose of joining an aircraft.
- 2.6. A valid exit visa is required except the following categories:
  - a) Diplomatic mission personnel (including International Organization Personnel).
  - b) Visitors leaving South Sudan within a period not exceeding three months from the date of entry.
- 2.7. Passengers on an aircraft stranded for technical reasons shall be allowed to enter South Sudan provided they depart on the same or a relief aircraft.
- 2.8. Entry transit visas may be granted at the airport subject to prior arrangement and without obligation on the Immigration Authorities.
- 2.9. No airline is allowed to carry any foreign passenger to any destination in South Sudan unless holding a valid entry visa.

### **3. PUBLIC HEALTH REQUIREMENTS**

3.1. Disembarking passengers are not required to present vaccination certificates, except when coming directly from an area infected with cholera, yellow fever or smallpox. On departure, health formalities are required.

**GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO****1. CUSTOMS REQUIREMENTS CONCERNING CARGO AND OTHER ARTICLES**

1.1. All air cargo shipments are subject to Custom Formalities in accordance with current Custom Rules and Regulations.

*Note:* Details of formalities, forms and other relevant documents may be obtained from appropriate Custom Authorities.

1.2. No customs clearance is required in respect to cargo retained on board of an aircraft in transit.

1.3. No cargo shall be off-loaded at the South Sudan Airports unless the air carrier or his licensed handling agent has prepared warehouse facilities to qualify him to act as custodian of air cargo in accordance with the provisions of custodian regulations.

1.4. Any air cargo carried to the Sudan airports in breach of the above requirements will be denied off-loading.

**2. AGRICULTURAL QUARANTINE REQUIREMENTS**

2.1. Sanitary requirements and related documents are required for shipment of plants seeds. Details are available on application to designated authority address on page GEN 1-1.

**GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS****1. GENERAL**

1.1. Commercial air transport aircraft operating in South Sudan must adhere to the provisions of ICAO Annex 6 Operation of Aircraft, Part 1 - International Commercial Air Transport-Aeroplanes, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

**2. CARRIAGE OF NAVIGATION EQUIPMENT****2.1. Basic Equipage.**

Aircraft must be equipped with sufficient navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment allows safe navigation in accordance with the flight plan.

**2.2. Signaling and Survival Equipment**

On all flights with aircraft which are not capable of maintaining the prescribed minimum safe altitude in the event of engine failure, the following emergency equipment shall be carried:

**2.2.1. Signaling Equipment**

- a) an emergency locator transmitter (ELT);
- b) two signal flares of the day and night type;
- c) eight red signal cartridges and a means of firing them;
- d) a signal sheet (minimum 1 x 1m) in a reflecting color;
- e) a signal mirror; and
- f) an electric hand torch.

**2.2.2. Survival Equipment**

- a) personal clothing suitable for the climactic conditions along the route to be flown;
- b) a compass;
- c) a knife;
- d) a sleeping bag with waterproof inner lining or a rescue blanket (Astron) per person;
- e) four boxes of matches in waterproof containers;
- f) a ball of string;
- g) a cooking stove with fuel and the accompanying cooking and eating utensils.

*Note:* It is recommended that a rifle and the necessary ammunition be carried when over-flying areas where wild animals can be expected.

**2.3. Transponder Carriage and Operation.**

2.3.1. When an aircraft carries a serviceable transponder, the pilot shall operate the transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where a transponder is used for ATS purposes.

2.3.2. Pilots are to operate the transponder if equipped and to the full extent of its capabilities. This includes Elementary and Enhanced Mode S and Mode A/C.

- 2.3.3. The carriage and operation of SSR Mode-S Enhanced Surveillance transponder for all aircraft operating in accordance with instrument flight rules within South Sudan airspace is mandatory.
- 2.3.4. The carriage and operation of SSR Mode-S Enhanced Surveillance transponder for all aircraft operating at or above FL140 and within Class B, Class C, and/or Class E airspace is mandatory.
- 2.3.5. The minimum capability for the SSR Mode-S Enhanced Surveillance transponder shall be Mode S Level 2 meeting the performance and functionality objectives of ICAO Annex 10.

#### 2.4. Transponder Carriage and Operation Exceptions.

- 2.4.1. The pilot of an aircraft that wishes to operate in Class B, Class C, and/or Class E airspace without serviceable transponder equipment may be granted access subject to:
  - a) Specific advance ATC approval.
  - b) Advance ATC approval must be obtained at least three hours in advance for each flight wishing an exception.
  - c) Pilots must comply with any specific instructions that the ATC unit may give in relation to that particular flight operating under the general transponder exception approval.

#### 2.5. Navigation Equipment Unserviceable

Operators should consult their minimum equipment list and Master Minimum Equipment Lists, as applicable. Where not more than one item of equipment is unserviceable when the aircraft is about to begin a flight, the aircraft may nevertheless take off on that flight if:

- a) It is not reasonably practicable for the repair or replacement of that item to be carried out before the beginning of the flight; and
- b) The aircraft has not made more than one flight since the item was last serviceable; and
- c) If the transponder is inoperable, any required permissions for an inoperable transponder are obtained; and
- d) The commander of the aircraft is satisfied that the flight can be made safely and in accordance with any relevant requirements of the appropriate air traffic control unit; and
- e) The commander of the aircraft is satisfied that the flight can be made safely considering the latest information available as to the route and aerodrome to be used (including any planned diversion) and the weather conditions likely to be encountered.

#### 2.6. GNSS Failure

All traffic flying within South Sudan along RNAV routes or during GNSS APCH navigating by GNSS satellite encountering GNSS signal interference or failure shall report the circumstances to the nearest ATC facility immediately.

**GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS****1. REGULATIONS**

The following is a list of Civil Aviation Legislation Air Navigation Regulations, etc. in force in the Republic of South Sudan. It is essential that anyone engaged in air operations be acquainted with the relevant regulations.

- South Sudan Civil Aviation Act 2012

Copies are available from Aeronautical Information Services.

**2. BIRD CONCENTRATIONS ON OR IN THE VICINITY OF AIRPORTS**

Large birds are likely to be observed in the vicinity of all airports in the Republic of South Sudan. Pilots are requested to maintain a look out and exercise caution while approaching to land and on taking off.

**3. OPERATION WITHIN AIRSPACE DESIGNED AS REDUCED VERTICAL SEPARATION MINIMUM**

*Nil -- Future Placeholder*

**4. OPERATION WITHIN AIRSPACE DESIGNATED AS AREA NAVIGATION (RNAV) AIRSPACE**

*Nil -- Future Placeholder*

**GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES  
AND PROCEDURES**

## 1. TERMS

In SSCAA publications where a term is used which is defined by ICAO in a relevant Annex or PANS document that definition will apply unless the contrary is indicated.

## 2. DIFFERENCES TO ICAO DEFINITIONS AND SARPS ARE IDENTIFIED IN THE TABLES BELOW.

ANNEX 1 PERSONNEL LICENSING	
Chapter	Difference
2	<p><b>Licensing</b></p> <p>South Sudan Civil Aviation Authority has filed a difference from ICAO Annex 1 to permit pilots to fly for Commercial Air Transport (Public Transport) up to the age 65 years.</p>

ANNEX 2 RULES OF THE AIR	
Chapter	Difference
3	<p><b>Minimum Heights</b></p> <p>Except when necessary for take-off or landing, or except by permission from the CEO, SSCAA, aircraft shall not be flown over the congested areas of cities, towns, or settlements, or an open air assembly of persons, or over national parks, game reserves or bird sanctuaries or at a height of less than 2000 feet AGL or such a height that will permit a landing to be made without undue hazard to persons or property on the surface, whichever is higher.</p>
3	<p><b>Requirement to submit a flight plan</b></p> <p>A flight plan shall be submitted prior to operating all flights, except local and test flights within a radius of 50 nautical miles and South Sudan Air Force flights of military necessity.</p> <p>It shall in addition, contain information as applicable on other items when submitted to facilitate the provision of alerting and search and rescue services.</p>
3	<p><b>Night VFR Flights</b></p> <p>Unless authorized by the CEO, SSCAA, VFR flights shall not be operated:</p> <ol style="list-style-type: none"> <li>At Night;</li> <li>Within controlled, advisory or flight information air space above FL 200.</li> <li>At transonic and supersonic speeds.</li> </ol> <p><b>Note:</b> NIGHT means the time between half an hour after sunset and half an hour before sunrise, sunset and sunrise being determined at surface level</p>

<b>ANNEX 3</b>	<b>METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION</b>
<b>Chapter</b>	<b>Difference</b>
	Briefing facilities exist only in Juba and South Sudan does not assume the responsibility for the provisions of flight forecast beyond the aerodrome of first intended landing outside of South Sudan airspace irrespective of whether a forecast service is available at the aerodrome of intended landing.

<b>ANNEX 4</b>	<b>AERONAUTICAL CHARTS - <i>NIL</i></b>
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<b>ANNEX 5</b>	<b>UNITS OF MEASUREMENTS TO BE USED IN AIR AND GROUND OPERATIONS - <i>NIL</i></b>
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<b>ANNEX 6</b>	<b>OPERATION OF AIRCRAFT - <i>NIL</i></b>
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<b>ANNEX 7</b>	<b>AIRCRAFT NATIONAL AND REGISTRATION MARKS - <i>NIL</i></b>
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<b>ANNEX 8</b>	<b>AIRWORTHINESS OF AIRCRAFT - <i>NIL</i></b>
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<b>ANNEX 9</b>	<b>RULES OF THE AIR</b>
<b>Chapter</b>	<b>Difference</b>
6	<b>Medical Facilities</b> No medical facilities are available at the airport for the emergency relief of crew and passengers. A doctor has to be called by the Airport Authority from the hospital as and when the need arises. Alternatively, the aircraft operator or his handling agent may call a private doctor as required.

<b>ANNEX 10</b>	<b>AERONAUTICAL TELECOMMUNICATION - <i>NIL</i></b>
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<b>ANNEX 11</b>	<b>AIR TRAFFIC SERVICES - <i>NIL</i></b>
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<b>ANNEX 12</b>	<b>SEARCH AND RESCUE - <i>NIL</i></b>
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ANNEX 13	AIRCRAFT ACCIDENT INVESTIGATION - <i>NIL</i>
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ANNEX 14	AERODROMES - <i>NIL</i>
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ANNEX 15	AERONAUTICAL INFORMATION SERVICES - <i>NIL</i>
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ANNEX 16	ENVIRONMENTAL PROTECTION - <i>NIL</i>
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ANNEX 17	SECURITY - <i>NIL</i>
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ANNEX 18	THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR - <i>NIL</i>
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ANNEX 19	SAFETY MANAGEMENT - <i>NIL</i>
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