

AIP SOUTH SUDAN

AIP

AERONAUTICAL INFORMATION PUBLICATION

THE REPUBLIC OF SOUTH SUDAN



FIRST EDITION

AIP SOUTH SUDAN

The Republic of South Sudan, in accordance with the South Sudan Civil Aviation Act of 2012, approves this First Edition of the South Sudan Aeronautical Information Publication (AIP), published on 22 April 2021, and effective on 17 June 2021.



Captain Subek David Dada, CEO SSCAA



Official SSCAA Stamp



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CIVIL AVIATION AUTHORITY
AERONAUTICAL INFORMATION SERVICE
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BLOCK NO. A.-HQ, JUBA

AIRAC

**AIP
AMDT 02/21**

15 JUL 2021

SOUTH SUDAN AERONAUTICAL INFORMATION PUBLICATION AMENDMENT 02/21

AIRAC CYCLE 08/2021 - EFFECTIVE DATE 12 AUG 2021

The changes shown on this coversheet are an abbreviated overview.
See attached AIP change pages for further detail.

This AIRAC AIP Amendment contains:

GEN 0.2-1	Updated AIP amendment number to 02/21.
GEN 0.4-1/2	Updated change pages with effective date 12 AUG 2021.
GEN 0.5-1	Updated amendment list table layout, added AIRAC AIP AMDT number column.
ENR 1.15-1	Corrected page number in header to ENR 1.15.
ENR 2.1-1/2	Clarified FIR transfer status. Updated Juba Approach frequency to 123.9.
ENR 3.1-1/2	Corrected A727 altitude. Corrected name A527 to B527.
ENR 4.1-1	Corrected Juba VOR frequency to 113.1 / CH 78X.
ENR 6.1-1	Diagram changed to show ANTAX.
AD2 HJJJ- 6/7/11/12/13	Juba Approach, Juba Ground, and Juba VOR frequencies updated.

This AIP Amendment 02/21 containing changes to The Republic of South Sudan Aeronautical Information Publication (AIP) is approved with an effective date of 12 August 2021. The complete AIP is available at www.sscaa.co and contains the detailed listing of the changes.

Captain Subek David Dada, CEO SSCAA

06-07-2021

Date



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**AIP
AMDT 03-22**

14 JUL 2022

SOUTH SUDAN AERONAUTICAL INFORMATION PUBLICATION AMENDMENT 03-22

AIRAC CYCLE 09/2022 - EFFECTIVE DATE 08 SEP 2022

The changes shown on this coversheet are an abbreviated overview.
See attached AIP change pages for further detail.

This AIRAC AIP Amendment contains:

GEN 0.2	Updated AIP amendment number to 03-22.
GEN 0.4	Updated change pages with effective date 08 SEP 2022.
ENR 1.2	Changed VFR transponder code to harmonize with AFI SSR Code allocation plan
AD2 HJJJ 2.2	Update field elevation and geoidal undulation.
AD2 HJJJ 2.8	Added altimeter checkpoint location and elevation.
AD2 HJJJ 2.10	Added aerodrome obstacles.
AD2 HJJJ 2.12	Updated runway bearing, threshold coordinates, geoid undulation, threshold elevation, and touchdown zone elevation. Clarified stopway not marked.
AD2 HJJJ 2.13	Updated ASDA distance.
AD2 HJJJ 2.19	Updated position of transmitting antenna.
AD2 HJJJ 2.24	Updated Aerodrome Layout Chart. Added RNP RWY13 approach. Added RNP RWY 31 approach. Added RNP Instrument approach procedure coding tables.

This AIP Amendment 03-22 containing changes to the Republic of South Sudan Aeronautical Information Publication (AIP) is approved with an effective date of 08 September 2022. The complete AIP is available at www.sscaa.co and contains the detailed listing of the changes.



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**AIP
AMD T 04-23**

23 FEB 2023

SOUTH SUDAN AERONAUTICAL INFORMATION PUBLICATION **AMENDMENT 04-23**

AIRAC CYCLE 2304 - EFFECTIVE DATE 20 APR 2023

The changes shown on this coversheet are an abbreviated overview.
See attached AIP change pages for further detail.

This AIRAC AIP Amendment contains:

GEN 0.2	Updated AIP amendment number table to add 04-23.
GEN 0.4	Updated change pages with effective date 20 APR 2023.
AD2 HJJJ 2.24	Added HJJJ Area Minimum Altitudes (AMA) Chart. Added HJJJ RNAV1 (GNSS) SID RWY 13 procedures. Added HJJJ RNAV1 (GNSS) SID RWY 31 procedures. Added HJJJ RNAV1 (GNSS) STAR RWY 13 procedures. Added HJJJ RNAV1 (GNSS) STAR RWY 31 procedures.

This AIP Amendment 04-23 containing changes to The Republic of South Sudan Aeronautical Information Publication (AIP) is approved with an effective date of 20 April 2023. The complete AIP is available at www.sscaa.co and contains the detailed listing of the changes.


Captain Subek David Dada, CEO SSCAA

16/02/2023
Date





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**AIP
AMDT 05-24**

25 JAN 2024

SOUTH SUDAN AERONAUTICAL INFORMATION PUBLICATION **AMENDMENT 05-24**

AIRAC CYCLE 2402 - EFFECTIVE DATE 22 FEB 2024

The changes shown on this coversheet are an abbreviated overview.
See attached AIP change pages for further detail.

This AIRAC AIP Amendment contains:

GEN 0.2	Updated AIP amendment number table to add 05-24.
GEN 0.4	Updated change pages with effective date 22 FEB 2024.
GEN 4.2	Clarifies that NavPass Global Ltd., is sole entity who will bill and collect air navigation service charges on behalf of the SSCAA.

This AIP Amendment 05-24 containing changes to The Republic of South Sudan Aeronautical Information Publication (AIP) is approved with an effective date of 22 FEB 2024. The complete AIP is available at www.sscaa.gov.ss and contains the detailed listing of the changes.



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**AIP
AMDT 06-24**

08 AUG 2024

SOUTH SUDAN AERONAUTICAL INFORMATION PUBLICATION **AMENDMENT 06-24**

AIRAC CYCLE 2402 - EFFECTIVE DATE 05 SEP 2024

The changes shown on this coversheet are an abbreviated overview.
See attached AIP change pages for further detail.

This AIRAC AIP Amendment contains:

GEN 0.2	Updated AIP amendment number table to add 06-24.
GEN 0.4	Updated change pages with effective date 05 SEP 2024.
GEN 4.2	Reduced NAFISAT/Communications Network Charge to \$10.

This AIP Amendment 06-24 containing changes to The Republic of South Sudan Aeronautical Information Publication (AIP) is approved with an effective date of 05 SEP 2024. The complete AIP is available at www.sscaa.gov.ss and contains the detailed listing of the changes.

Subek 09/08/2024

Captain Subek David Dada, CEO SSCAA

09 AUG 2024

Date





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AMDT 07-25

30 OCT 2025

SOUTH SUDAN AERONAUTICAL INFORMATION PUBLICATION AMENDMENT 07-25


AIRAC CYCLE 2512 - EFFECTIVE DATE 27 NOV 2025

The changes shown on this coversheet are an abbreviated overview.
 See attached AIP change pages for further detail.

This AIRAC AIP Amendment contains:

GEN 0.2	Updated AIP amendment number table to add 07-25.
GEN 0.4	Updated change pages with effective date 27 NOV 2025.
GEN 4.2	Clarified KFOSS Air Navigation Charges

This AIP Amendment 07-25 containing changes to The Republic of South Sudan Aeronautical Information Publication (AIP) is approved with an effective date of 27 November 2025. ~~The complete AIP is available at www.sscaa.co~~ and contains the detailed listing of the changes.



Honorable John Woja Elinana
 Director General
 The Republic of South Sudan
 Civil Aviation Authority

14 OCT 2025

Date



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AA8DT08-26
10JAN2026

SOUTH SUDAN AERONAUTICAL INFORMATION PUBLICATION AMENDMENT 08-26

AIRAC CYCLE 2512 - EFFECTIVE DATE 1 FEBRUARY 2026

The changes shown on this coversheet are an abbreviated overview.
See attached AIP change pages

This AIRAC AIP Amendment contains:

GEN 0.2	Updated AIP amendment number table to add 08-26.
GEN 0.4	Updated change pages with effective date 01 FEB 2026.
GEN 4.2	Clarified Methods of Payment

This AIP Amendment 08-26 containing changes to The Republic of South Sudan Aeronautical Information Publication (AIP) is approved with an effective date of 1 February 2026. The complete AIP is available at <https://sscaa.gov.ss/> and contains the detailed listing of the change.

Dr. Ayiel Garang Deng
Director General
The Republic of South Sudan
Civil Aviation Authority



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AIP SOUTH SUDAN

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AERONAUTICAL INFORMATION PUBLICATION
THE REPUBLIC OF SOUTH SUDAN



PART 1
GENERAL (GEN)

PART 1 - GENERAL (GEN)**GEN 0****GEN 0.1 PREFACE****1. NAME OF THE PUBLICATION AUTHORITY**

The AIP of The Republic of South Sudan is published by authority of the South Sudan Civil Aviation Authority (SSCAA).

2. APPLICABLE ICAO DOCUMENTS

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPS) of:

- Annex 15 to the Convention on International Civil Aviation, and
- the Aeronautical Information Services Manual (ICAO Doc 8126).

Charts contained in the AIP are produced in accordance with:

- Annex 4 to the Convention on International Civil Aviation, and
- the Aeronautical Chart Manual (ICAO Doc 8697).

Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7.

3. THE AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL**3.1. The AIP Structure**

The AIP structure conforms to the template prescribed by ICAO. The AIP forms part of the integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1. The principal AIP structure is shown in graphic form on GEN 0, Figure 1. The AIP is made up of three parts:

- General (GEN)
- Enroute (ENR)
- Aerodromes (AD)

Each part is divided into Sections and subsections as applicable, containing various types of information subjects.

3.1.1. Part 1 – General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter:

GEN 0. Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP, and the Table of Contents to Part 1.

GEN 1. National regulations and requirements -Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments equipment and flight documents; summary of national regulations; and international agreements/ conventions; and differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. Tables and codes; Measuring system; aircraft markings; holidays; Abbreviations used in AIS publications Chart symbols; Location Indicators; List of Radio Navigation Aids; Conversion Tables and Sunrise/Sunset Tables.

GEN 3. Services-Aeronautical Information Services; Aeronautical Charts; Air Traffic Services; Communication Services; Meteorological Services and Search and Rescue.

GEN 4. Charges for aerodrome I heliports and Air Navigation Services.

3.1.2. Part 2 – Enroute (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter:

ENR 0. Preface, Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the table of contents to Part 2.

ENR 1. General Rules and Procedures - General Rules; Visual Flight Rules; Instrument Flight Rules; ATS Airspace classification; Holding; Approach and Departure Procedures; Altimeter Setting Procedures; Regional Supplementary Procedures; Air Traffic Flow Management; Flight Planning: Addressing of Flight Plan Messages; Interception of Civil Aircraft; Unlawful Interference and Air Traffic Incidents.

ENR 2. Air Traffic Services Airspace-Detailed Description of Flight Information Regions (FIR); Upper Flight Information regions (UIR); Terminal Control Areas (TMA) and other regulated airspace.

ENR 3. ATS Routes – Detailed Description of Lower ATS Routes; Upper ATS Routes; Area Navigation Routes; Helicopter Routes; Other Routes; and Enroute Holding.

ENR 4. Radio Navigation Aids/Systems – Radio Navigation Aids – Enroute; Special Navigation Systems; Name-code designations for significant points; and Aeronautical Ground Light – Enroute.

ENR 5. Navigation Warnings – Prohibited, Restricted, and Danger Areas; Military Exercise and Training Areas; Air Defense Identifications Zone (ADIZ); other activities of a dangerous nature; other potential hazards; Air Navigation Obstacles – Enroute; Aerial sporting and Recreational activities; and Bird Migration and areas with sensitive fauna.

ENR 6. Enroute Charts – ICAO and Index Charts.

3.1.3. Part 3 – Aerodromes (AD)

Part 3 consists of four sections containing information as briefly described hereafter:

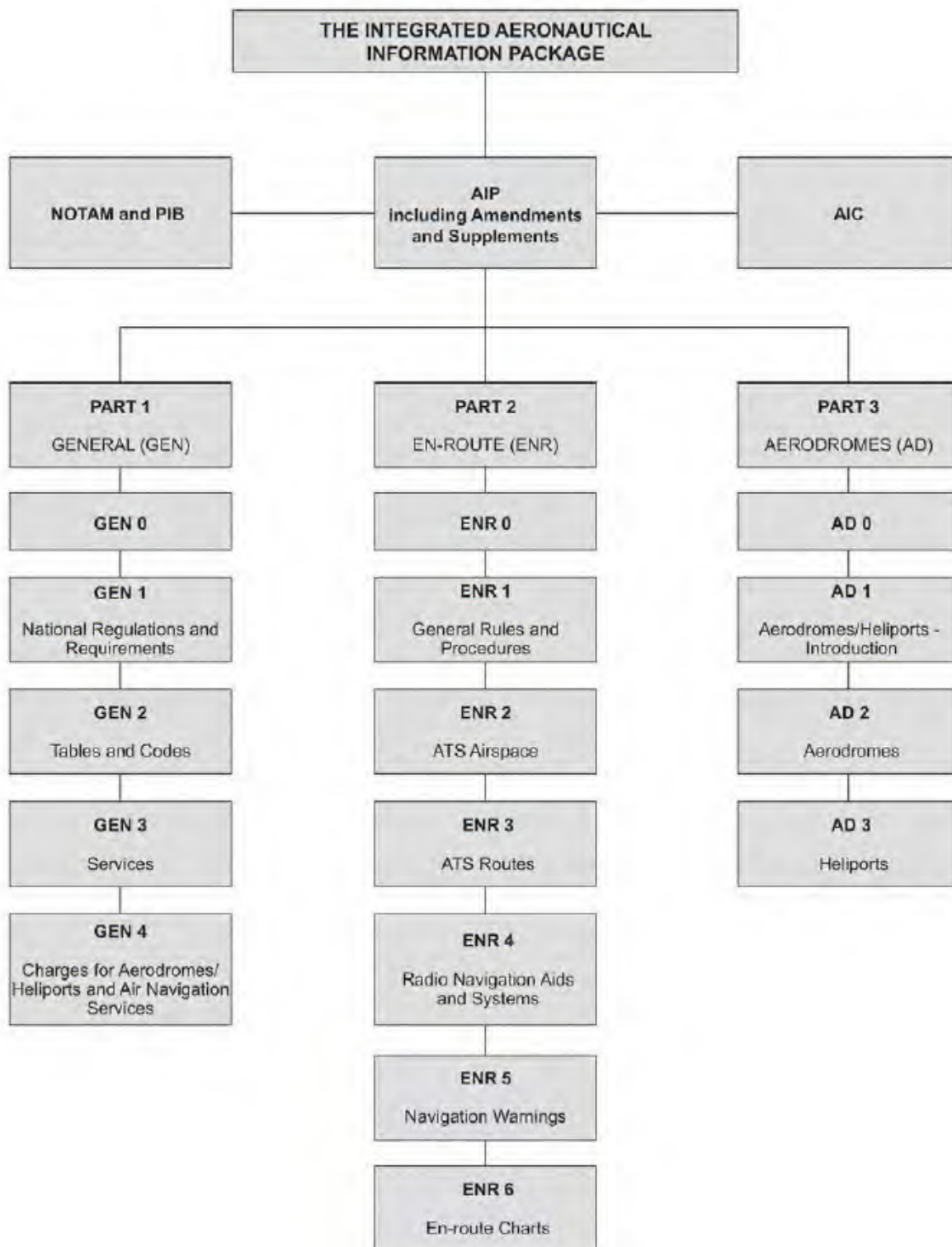
AD 0. Preface; the Table of Contents to Part 3.

AD 1. Aerodromes/Heliports-Introduction-Aerodrome/Heliport availability; Rescue and fire fighting services; Index to aerodromes and heliports; and Grouping of aerodromes.

AD 2. Aerodromes - Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under 24 subsections.

3.2. Amendment Interval

The South Sudan AIP is amended in accordance with the AIRAC schedule as prescribed by ICAO.

*Figure 1: AIP Structure*

4. SERVICES TO CONTACT IN CASE OF DETECTED AIP ERRORS OR OMISSIONS

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

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GEN 0.2 RECORD OF AIP AMENDMENTS

AIP INTERIM AMENDMENTS				AIP AIRAC AMENDMENTS		
NR/YR	Publication Date	Date Inserted	Type	NR/YR	Publication Date	Effective Date
First Edition effective 17 JUN 2021				01-21 First Edition effective 17 JUN 2021		
				02-21	15 JUL 2021	12 AUG 2021
				03-22	14 JUL 2022	08 SEP 2022
				04-23	23 FEB 2023	20 APR 2023
				05-24	25 JAN 2024	22 FEB 2024
				06-24	08 AUG 2024	05 SEP 2024
				07-25	30 OCT 2025	27 NOV 2025
				08-26	10 JAN 2026	1 FEB 2026

GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/YR	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record

GEN 0.4 CHECKLIST OF AIP PAGES

* denotes most recent change

PART 1 GENERAL (GEN)		GEN 2.2-6	17 JUN 2021	GEN 3.2-4	17 JUN 2021
GEN 0		GEN 2.2-7	17 JUN 2021	GEN 3.3-1	17 JUN 2021
GEN 0.1-1	17 JUN 2021	GEN 2.2-8	17 JUN 2021	GEN 3.3-2	17 JUN 2021
GEN 0.1-2	17 JUN 2021	GEN 2.2-9	17 JUN 2021	GEN 3.4-1	17 JUN 2021
GEN 0.1-3	17 JUN 2021	GEN 2.2-10	17 JUN 2021	GEN 3.4-2	17 JUN 2021
GEN 0.1-4	17 JUN 2021	GEN 2.2-11	17 JUN 2021	GEN 3.5-1	17 JUN 2021
GEN 0.2-1	* 27 NOV 2024	GEN 2.2-12	17 JUN 2021	GEN 3.5-2	17 JUN 2021
GEN 0.3-1	17 JUN 2021	GEN 2.2-13	17 JUN 2021	GEN 3.5-3	17 JUN 2021
GEN 0.4-1	* 27 NOV 2024	GEN 2.2-14	17 JUN 2021	GEN 3.6-1	17 JUN 2021
GEN 0.4-2	08 SEP 2022	GEN 2.2-15	17 JUN 2021	GEN 3.6-2	17 JUN 2021
GEN 0.4-3	20 APR 2023	GEN 2.2-16	17 JUN 2021	GEN 3.6-3	17 JUN 2021
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GEN 0.6-1	17 JUN 2021	GEN 2.3-1	17 JUN 2021	GEN 4.1-1	17 JUN 2021
GEN 1		GEN 2.3-2	17 JUN 2021	GEN 4.1-2	17 JUN 2021
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GEN 1.2-1	17 JUN 2021	GEN 2.4-1	17 JUN 2021	GEN 4.1-5	17 JUN 2021
GEN 1.2-2	17 JUN 2021	GEN 2.5-1	17 JUN 2021	GEN 4.2-1	* 27 NOV 2025
GEN 1.2-3	17 JUN 2021	GEN 2.6-1	17 JUN 2021	GEN 4.2-2	* 27 NOV 2025
GEN 1.3-1	17 JUN 2021	GEN 2.6-2	17 JUN 2021	GEN 4.2-3	* 1 FEB 2026
GEN 1.3-2	17 JUN 2021	GEN 2.6-3	17 JUN 2021	PART 2 EN-ROUTE (ENR)	
GEN 1.4-1	17 JUN 2021	GEN 2.7-1	17 JUN 2021	ENR 0	
GEN 1.5-1	17 JUN 2021	GEN 2.7-2	17 JUN 2021	ENR 0.6-1	17 JUN 2021
GEN 1.5-2	17 JUN 2021	GEN 2.7-3	17 JUN 2021	ENR 1	
GEN 1.6-1	17 JUN 2021	GEN 2.7-4	17 JUN 2021	ENR 1.1-1	17 JUN 2021
GEN 1.7-1	17 JUN 2021	GEN 2.7-5	17 JUN 2021	ENR 1.1-2	17 JUN 2021
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GEN 2.1-2	17 JUN 2021	GEN 3.1-3	17 JUN 2021	ENR 1.1-7	17 JUN 2021
GEN 2.2-1	17 JUN 2021	GEN 3.1-4	17 JUN 2021	ENR 1.1-8	17 JUN 2021
GEN 2.2-2	17 JUN 2021	GEN 3.1-5	17 JUN 2021	ENR 1.1-9	17 JUN 2021
GEN 2.2-3	17 JUN 2021	GEN 3.2-1	17 JUN 2021	ENR 1.1-10	17 JUN 2021
GEN 2.2-4	17 JUN 2021	GEN 3.2-2	17 JUN 2021	ENR 1.1-11	17 JUN 2021
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ENR 1.12-1	17 JUN 2021
ENR 1.12-2	17 JUN 2021
ENR 1.12-3	17 JUN 2021
ENR 1.13-1	17 JUN 2021
ENR 1.14-1	17 JUN 2021
ENR 1.14-2	17 JUN 2021
ENR 1.14-3	17 JUN 2021
ENR 1.14-4	17 JUN 2021
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ENR 1.14-6	17 JUN 2021
ENR 1.14-7	17 JUN 2021
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ENR 2	
ENR 2.1-1	12 AUG 2021
ENR 2.1-2	12 AUG 2021
ENR 2.2-1	17 JUN 2021
ENR 3	
ENR 3.1-1	12 AUG 2021
ENR 3.1-2	12 AUG 2021
ENR 3.1-3	17 JUN 2021

ENR 3.2-1	17 JUN 2021
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ENR 4	
ENR 4.1-1	12 AUG 2021
ENR 4.2-1	17 JUN 2021
ENR 4.3-1	17 JUN 2021
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PART 3 AERODROMES (AD)	
AD 0	
AD 0.6-1	17 JUN 2021
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AD 0.6-11	17 JUN 2021
AD 0.6-12	17 JUN 2021
AD 0.6-13	17 JUN 2021
AD 1	
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AD 1.3-1	17 JUN 2021
AD 1.4-1	17 JUN 2021
AD 2	
ADAREIL	
AD 2.HJAR-1	17 JUN 2021
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AKOBO	
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BOR	
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AD 2.HJJJ-17	08 SEP 2022
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AD 2.HJJJ-28	* 20 APR 2023
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KAPOETA	
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MARIDI	
AD 2.HJMD-1	17 JUN 2021
AD 2.HJMD-2	17 JUN 2021
AD 2.HJMD-3	17 JUN 2021
PALOICH	
AD 2.HJFA-1	17 JUN 2021
AD 2.HJFA-2	17 JUN 2021
AD 2.HJFA-3	17 JUN 2021
AD 2.HJFA-4	17 JUN 2021
AD 2.HJFA-5	17 JUN 2021
AD 2.HJFA-6	17 JUN 2021
AD 2.HJFA-7	17 JUN 2021
PIBOR	
AD 2.HJPI-1	17 JUN 2021
AD 2.HJPI-2	17 JUN 2021
AD 2.HJPI-3	17 JUN 2021
RAGA	
AD 2.HJRJ-1	17 JUN 2021
AD 2.HJRJ-2	17 JUN 2021
AD 2.HJRJ-3	17 JUN 2021
RUMBEK	
AD 2.HJRB-1	17 JUN 2021
AD 2.HJRB-2	17 JUN 2021
AD 2.HJRB-3	17 JUN 2021
TORIT	
AD 2.HJTR-1	17 JUN 2021
AD 2.HJTR-2	17 JUN 2021
AD 2.HJTR-3	17 JUN 2021
TUMBURA	
AD 2.HJTU-1	17 JUN 2021
AD 2.HJTU-2	17 JUN 2021
AD 2.HJTU-3	17 JUN 2021
WAU	
AD 2.HJWW-1	17 JUN 2021
AD 2.HJWW-2	17 JUN 2021
AD 2.HJWW-3	17 JUN 2021
AD 2.HJWW-4	17 JUN 2021
AD 2.HJWW-5	17 JUN 2021
AD 2.HJWW-6	17 JUN 2021

AD 2.HJWW-7	17 JUN 2021
YAMBIO	
AD 2.HJYA-1	17 JUN 2021
AD 2.HJYA-2	17 JUN 2021
AD 2.HJYA-3	17 JUN 2021
YEI	
AD 2.HJYE-1	17 JUN 2021
AD 2.HJYE-2	17 JUN 2021
AD 2.HJYE-3	17 JUN 2021
YIROL	
AD 2.HJYL-1	17 JUN 2021
AD 2.HJYL-2	17 JUN 2021
AD 2.HJYL-3	17 JUN 2021

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AIP PAGE(S) AFFECTED	DATE INSERTED	AMENDED TEXT	INTRODUCED BY AIRAC AIP AMENDMENT NUMBER

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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
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
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

4. HEALTH

Ministry of Health
Ministries Complex
Juba, The Republic of South Sudan
TEL:
Fax:
eMail: 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
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

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: aaaid@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:
- a) The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement.
 - b) 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):

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

Notes:

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

- 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	Licensing 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.

ANNEX 2	RULES OF THE AIR
Chapter	Difference
3	Minimum Heights 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.
3	Requirement to submit a flight plan 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. It shall in addition, contain information as applicable on other items when submitted to facilitate the provision of alerting and search and rescue services.
3	Night VFR Flights Unless authorized by the CEO, SSCAA, VFR flights shall not be operated: <ul style="list-style-type: none"> a) At Night; b) Within controlled, advisory or flight information air space above FL 200. c) At transonic and supersonic speeds. Note: NIGHT means the time between half an hour after sunset and half an hour before sunrise, sunset and sunrise being determined at surface level

ANNEX 3	METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION
Chapter	Difference
	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.

ANNEX 4	AERONAUTICAL CHARTS - <i>NIL</i>
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ANNEX 5	UNITS OF MEASUREMENTS TO BE USED IN AIR AND GROUND OPERATIONS - <i>NIL</i>
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ANNEX 6	OPERATION OF AIRCRAFT - <i>NIL</i>
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ANNEX 7	AIRCRAFT NATIONAL AND REGISTRATION MARKS - <i>NIL</i>
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ANNEX 8	AIRWORTHINESS OF AIRCRAFT - <i>NIL</i>
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ANNEX 9	RULES OF THE AIR
Chapter	Difference
6	Medical Facilities 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.

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

PART 1 - GENERAL (GEN)**GEN 2 TABLES and CODES****GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS****1. UNITS OF MEASUREMENT**

1.1. Aeronautical stations within Khartoum FIR for air and ground operations will use the table of units' measurement shown below.

Measurement of	Units
Distance used in navigation, position report etc – generally in excess of 2 or 3 nautical miles	Nautical miles and tenths
Relatively short distances such as those relating to aerodromes (eg runway lengths)	Meters
Altitudes, elevations and heights	Feet and Flight Levels
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility < 5000 meters (including RVR)	Meters
Visibility > 5000 meters	Kilometers
Altimeter setting	Hectopascals
Temperature	Degrees Celsius (Centigrade)
Weight/mass	Metric tons or kilograms
Date/Time	Year, Month, Day, Hour and Minute, the day of 24 hours beginning at midnight Co-ordinated Universal Time
* International nautical miles, for which conversion into meters is given by 1 international nautical mile = 1852 meters.	

2. TIME SYSTEM**2.1. General.**

Co-ordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

3. GEODETIC REFERENCE DATUM**3.1. Name/designation of datum.**

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System - 1984 (WGS-84) geodetic reference datum.

3.2. Use of asterisk to identify published geographical coordinates.

An asterisk (*) will be used to identify those published geographical coordinates, which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes 1 and H, Chapter 2. Specification for determination and reporting of WGS-84 coordinates are given in ICAO Annex 11, Chapter 2 and in ICAO Annex 14, Volumes 1 and Chapter 2.

4. AIRCRAFT NATIONALITY AND REGISTRATOIN MARKS

The nationality mark for aircraft registered in South Sudan is the Z8. The nationality mark is followed by a hyphen and registration mark consisting of 1-5 letters, e.g. Z8-AAA.

5. PUBLIC HOLIDAYS

The following is a list of national public holidays:

Date	Name of Holiday
January 1	New Years Day
Varies each year	Good Friday
Varies each year	Holy Saturday
Varies each year	Easter Sunday
May 1	Labour Day
July 9	Independence Day
July 30	Martyrs Day
Varies each year	Eid al-Fitr
Varies each year	Eid al-Adha
December 24	Christmas Eve
December 25	Christmas Day
December 26	Boxing Day
December 28	Republic Day

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400

A	
A/A	Air-to-air
A/G	Air-to-Ground
AAA	(or AAB, AAC....etc, in sequence) Amended meteorological message (message type designator)
AAL	Above Aerodrome Level
AAR	Air to Air Refueling
ABM	Abeam
ABN	Aerodrome Beacon
ABV	Above
ACARS	Aircraft Communications Addressing And Reporting System
ACAS	Airborne Collision Avoidance Systems
ACC	Area Control Centre OR Area Control
ACCID	Notification of an Aircraft Accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter Check Location
ACT	Active OR Activated OR Activity
AD	Aerodrome
ADA	Advisory Area
ADF	Automatic Direction-Finding Equipment
ADIZ	(to be pronounced 'AY-DIZ') Air Defense Identification Code
ADS-B	Automatic Dependent Surveillance - Broadcast
ADS-C	Automatic Dependent Surveillance - Contract
ADSU	Automatic Dependent Surveillance Unit
ADVS	Advisory Service
Aerodrome Approach:	That part of an Instrument Approach Procedure commencing at the designated height over the radio aid to be used and ending when the aircraft has broken cloud.
AFIL	Flight Plan Filed in the Air
AFIS	Aerodrome Flight Information Service
AFS	Aeronautical Fixed Service
AFTN	Aeronautical Fixed Telecommunication Network
AGL	Above Ground Level
AIC	Aeronautical Information Circular
AIM	Aeronautical Information Management
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
AIREP	Air-Report

AIS	Aeronautical Information Services
ALA	Alighting Area
ALERFA	Alert Phase
ALR	Alerting (message type designator)
ALRS	Alerting Service
ALS	Approach Lighting System
ALT	Altitude
ALTN	Alternate (Aerodrome)
AMA	Area Minimum Altitude
AMD	Amend OR Amended (used to indicate amended meteorological message; message type designator)
AMDT	Amendment (AIP Amendment)
AMS	Aeronautical Mobile Service
AMSL	Above Mean Sea Level
AMSS	Aeronautical Mobile Satellite Service
ANSP	Air Navigation Service Provider
AOC	Air Operator Certificate
AP	Airport
APAPI	Abbreviated Precision Approach Path Indicator
APCH	Approach
APP	Approach Control Office OR Approach Control OR Approach Control Service
APRX	Approximate OR Approximately
ARO	Air Traffic Services Reporting Office
ARP	Air-Report (message type designator)
ARR	Arrival (message type designator)
ARST	Arresting (Specify (part of) Aircraft Arresting Equipment)
ASC	Ascent to OR Ascending to
ASDA	Accelerate-Stop Distance Available
ASHTAM	Special series of NOTAM notifying, by means of specific format, change in activity of a volcano, a volcano eruption and/or volcanic ash cloud that is of significance to aircraft operations
ASPH	Asphalt
ATC	Air Traffic Control (in general)
ATC Surveillance Minimum Altitude Area:	A defined area in the vicinity of an aerodrome, in which the minimum safe levels allocated by a controller vectoring IFR flights with Surveillance equipment have been predetermined.
ATD	Actual Time of Departure
ATFM	Air Traffic Flow Management
ATIS	Automatic Terminal Information Service
ATM	Air Traffic Management
ATN	Aeronautical Telecommunication Network

ATS	Air Traffic Service
ATZ	Aerodrome Traffic Zone
AU	Airspace Utilization
AUW	All Up Weight
AUX	Auxiliary
AVBL	Available OR Availability
AVGAS	Aviation Gasoline
AWY	Airway
AZM	Azimuth

B	
BA	Braking Action
BCN	Beacon (Aeronautical ground light)
BDRY	Boundary
BFR	Before
BKN	Broken
BLO	Below Clouds
BLW	Below...
BR	Mist
BRF	Short (Used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking
BS	Commercial Broadcasting Station
BTL	Between Layers
BTN	Between

C	
C	Degrees Celsius (Centigrade)
CAA*	Civil Aviation Authority
CAT	Clear Air Turbulence
CAVOK	(To be pronounced 'KAV-OH-KAY') Visibility, cloud and present weather better than prescribed values or conditions
CC	<i>Counter Clockwise</i>
CDN	Co-ordination (message type designator)
CDO*	Continuous Descent Operation
CH	Channel
CHG	Modification (message type designator)
CI	Cirrus
CIDIN	Common ICAO Data Interchange Network
CIV	Civil
CL	Centre-Line
CLBR	Calibration

CLG	Calling
Cloud Ceiling:	In relation to an aerodrome, the distance measured vertically from the notified elevation of the aerodrome to the lowest part of any cloud visible from the aerodrome which is sufficient to obscure more than one half of the sky so visible.
CLR	Clear(s) OR Cleared to ... OR Clearance
CLSD	Close OR Closed OR Closing
CM	Centimeter
CMB	Climb to OR Climbing to
CMPL	Completion OR Completed OR Complete
CNL	Flight Plan Cancellation (message type designator)
CNS	Communications, Navigation and Surveillance
COM	Communications
Competent ATS Authority:	Means in relation to the Republic of South Sudan, the Civil Aviation Authority, and in relation to any other country the authority responsible under the law of that country for promoting the safety of civil aviation.
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction OR Constructed
CONT	Continue(s) OR Continued
COOR	Co-ordinate OR Co-ordination
COORD	Geographical Co-ordinates
COP	Change-Over Point
COR	Correct OR Correction OR Corrected (Used to indicate corrected meteorological message; message type designator)
COV	Cover OR Covered OR Covering
CPDLC	Controller to Pilot Data link
CPL	Current Flight Plan (message type designator)
CRZ	Cruise
CTA	Control Area
CTAM	Climb to and Maintain
CTC	Contact
CTL	Control
CTN	Caution
CTR	Control Zone
CUST	Customs
CWY	Clearway

D	
DA	Decision Altitude
D-ATIS	Data Link Automatic Terminal Information Service
DCKG	Docking
DCT	Direct (In relation to flight path clearances and type of approach)

DEG	Degrees
DEP	Departure (message type designator)
DER	Departure End of the Runway
DES	Descend to OR Descending to
DEST	Destination
DETRESFA	Distress Phase
DEV	Deviation OR Deviating
DF	Direction Finding
DFTI	Distance from Touchdown Indicator
DH	Decision Height
DIST	Distance
DIV	Divert OR Diverting
DLA	Delay OR Delayed
DLY	Daily
DME	Distance Measuring Equipment
DNG	Danger OR Dangerous
DOM	Domestic
DPT	Depth
DR	Dead Reckoning
DRG	During
Dropping Zone/Drop Zone:	Means the notified portion of airspace within which parachute descents are made.
DTAM	Descend to and Maintain
DTG	Date-Time Group
DU	Dust
DUC	Dense Upper Cloud
DUR	Duration
DVOR	Doppler VOR
DW	Dual Wheels

E	
EAT	Expected Approach Time
EDT*	Estimated Departure Time
EET	Estimated Elapsed Time
EFC	Expected Further Clearance
EFIS	Electronic Flight Instrument System
EHF	Extremely High Frequency (30000 to 300000 MHz)
ELBA	Emergency Location Beacon - Aircraft
ELEV	Elevation
ELR	Extra Long Range
ELT	Emergency Locator Transmitter (GEN 3.6.6)

EMBD	Embedded in a Layer (To indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
ENG	Engine
ENR	En-Route
EOBT	Estimated Off-Block Time
EQPT	Equipment
EST	Estimate OR Estimated OR Estimate (message type designator)
ETA	Estimated Time of Arrival OR Estimating Arrival
ETD	Estimated Time of Departure OR Estimating Departure
ETOPS*	Extended Twin-jet Operations
EXC	Except
EXER	Exercises OR Exercising OR To Exercise
EXP	Expect OR Expected OR Expecting
EXTD	Extend OR Extending

F	
FAC	Facilities
FAF	Final Approach Fix
FAP	Final Approach Point
FAS	Final Approach Segment
FATO	Final Approach and Take-off Area
FBL	Light (Used to indicate the intensity of weather phenomena, interference or static reports, eg FBL RA = Light rain)
FBO*	Fixed-base Operator
FCT	Friction Coefficient
FDPS	Flight Data Processing System
FIC	Flight Information Centre
FIR	Flight Information Region
FIS	Flight Information Service
FISA	Automated Flight Information Service
FL	Flight Level
FLG	Flashing
FLT	Flight
FLTCK	Flight Check
FLY	Fly OR Flying
FM	From
FMC	Flight Management Computer
FMS	Flight Management System
FMU	Flow Management Unit
FNA	Final Approach
FOD	Foreign Object Damage/Debris
FPL	Filed Flight Plan (message type designator)

FPM	Feet Per Minute
FPR	Flight Plan Route
FREQ	Frequency
FRNG	Firing
FRQ	Frequent
FSL	Full Stop Landing
FSS	Flight Service Station
FT	Feet (Dimensional Unit)

G	
G/A	Ground-to-Air
G/A/G	Ground-to-Air and Air-to-Ground
GA*	General Aviation
GAMET	General Aviation Meteorological Forecast
GAT	General Air Traffic
GBAS	Ground Based Augmentation System
GCA	Ground Controlled Approach System OR Ground Controlled Approach
GLD	Glider
GLS	GBAS Landing System
GND	Ground
GNSS	Global Navigation Satellite System
GP	Glide Path
GPA	Glide Path Angle
GPS	Global Positioning System
GPWS	Ground Proximity Warning System
GR	Hail
GRASS	Grass Landing Area
GRVL	Gravel
GS	Ground Speed

H	
H24	Continuous Day and Night Service
HAPI	Helicopter Approach Path Indicator
HBN	Hazard Beacon
HDF	High Frequency Direction-Finding Station
HDG	Heading
HEL	Helicopter
HEMS*	Helicopter Emergency Medical Service
HF	High Frequency (3000 to 30000 kHz)
HGT	Height OR Height Above
HJ	Sunrise to sunset
HLDG	Holding

HMR*	Helicopter Main Routes
HN	Sunset to Sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOPA*	Helicopter Operational Area
HOSP	Hospital Aircraft
HOZ*	Helicopter Operating Zone
HPA	Hectopascal
HR/HRS	Hours
HVY	Heavy
HX	No Specific Working Hours
Hz	Hertz (Cycle Per Second)

I	
IAC	Instrument Approach Chart
IAF	Initial Approach Fix
IAP	Instrument Approach Procedure
IAR	Intersection of Air Routes
IAS	Indicated Air Speed
IBN	Identification Beacon
ID	Identifier OR Identify
IDENT	Identification
IF	Intermediate Approach Fix
IFF	Identification Friend/Foe
IFPS	Integrated Flight Planning System
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IM	Inner marker
IMC	Instrument Meteorological Condition
IMT	Immediate OR Immediately
INA	Initial Approach
INBD	Inbound
INCERFA	Uncertainty Phase
INFO	Information
INOP	Inoperative
INS	Inertial Navigation System
INSTL	Install OR Installed OR Installation
INSTR	Instrument
INT	Intersection
INTL	International
INTSF	Intensify OR Intensifying
INTST	Intensity

IRS	Inertial Reference System
IRVR	Instrumented Runway Visual Range
ISA	International Standard Atmosphere
ISOL	Isolated

J	
JTST	Jet Stream

K	
KG	Kilograms
KHz	Kilohertz
KIAS	Knots Indicated Airspeed
KM	Kilometers
KMH	Kilometers per Hour
Known Traffic:	Traffic the current flight details and intentions of which are known to the controller concerned through direct communication or co-ordination.
KPA	Kilopascal
KT	Knots
KW	Kilowatts

L	
LAT	Latitude
LDA	Landing Distance Available
LDAH	Landing Distance Available, Helicopter
LDG	Landing
LDI	Landing Direction Indicator
LEN	Length
LF	Low Frequency (30 to 300 kHz)
LGT	Light OR Lighting
LGTD	Lighted
LIH	Light Intensity High
LIL	Light Intensity Low
LIM	Light Intensity Medium
LM	Locator, Middle
LNAV	(to be pronounced "EL-NAV") Lateral Navigation
LNG	Long (Used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	Localizer
LONG	Longitude
LORAN	LORAN (Long Range Air Navigation System)
LPV	Localizer Performance with Vertical Guidance
LTD	Limited

LV	Light and Variable (Relating to Wind)
LVL	Level
LVP	Low Visibility Procedures

M	
M	Meters (Preceded by figures)
MAA	Maximum Authorised Altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPt	Missed Approach Point
MCA	Minimum Crossing Altitude
MDH	Minimum Descent Height
MEA	Minimum En-route Altitude
METAR	†Aviation routine weather report (In aeronautical meteorological code)
MF	Medium Frequency (300 to 3000 kHz)
MHz	Megahertz
MID	Mid-point (related to RVR)
MIL	Military
MLAT*	Multilateration
MM	Middle Marker
MNM	Minimum
MNTN	Maintain
MOA	Military Operating Area
MOC	Minimum Obstacle Clearance (required)
MOCA	Minimum Obstacle Clearance Altitude
MOD	Moderate (Used to indicate the intensity of weather phenomena, interference or static reports, eg MOD RA = Moderate rain)
MPH	Statute Miles Per Hour
MPS	Meters Per Second
MRP	ATS/MET Reporting Point
MS	Minus
MSA	Minimum Sector Altitude
MSG	Message
MSL	Mean Sea Level
MTOW*	Maximum Take-off Weight

N	
NAV	Navigation
NB	Northbound
NBFR	Not Before
NC	No Change

NDB	Non-Directional Radio Beacon
NEG	No OR Negative OR Permission not granted OR That is not correct
NGT	Night
Night:	The time between half an hour after sunset and half an hour before sunrise, sunset and sunrise being determined at surface level.
NIL	*†None OR I Have nothing to send to you
NM	Nautical Miles
NML	Normal
NOF	International NOTAM Office
NOSIG	No Significant Change (Used in trend -type landing forecasts)
NOTAM	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NPA	Non Precision Approach

O	
O/R	On Request
OAS	Obstacle Assessment Surface
OBS	Observe OR Observed OR Observation
OBSC	Obscure OR Obscured OR Obscuring
OBST	Obstacle
OCH	Obstacle Clearance Height
OCNL	Occasional OR Occasionally
OCS	Obstacle Clearance Surface
OFZ	Obstacle Free Zone
OHD	Overhead
OM	Outer Marker
OPMET	Operational Meteorological (information)
OPR	Operator OR Operate OR Operative OR Operating OR Operational
OPS	Operations
OUBD	Outbound

P	
P...	Prohibited area (Followed by identification)
PALS	Precision Approach Lighting System (Specify category)
PANS	Procedures for Air Navigation Services
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PAX	Passenger(s)
PBN	Performance-based Navigation
PCN	Pavement Classification Number
PDG	Procedure Design Gradient

PER	Performance
PERM	Permanent
POB	Persons On Board
POSS	Possible
PPR	Prior Permission Required
PRI	Primary
PRKG	Parking
PROC	Procedure
PROV	Provisional
PSG	Passing
PSN	Position
PSR	Primary Surveillance Radar
PTN	Procedure Turn
PWR	Power

Q	
QDM	Magnetic Heading (zero wind)
QDR	Magnetic Bearing
QFE	Atmospheric pressure at aerodrome elevation (OR at runway threshold)
QFU	Magnetic orientation of runway
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing

R	
R	Right (runway identification)
R...	Restricted Area (followed by identification)
RA	Resolution Advisory
Radial:	A magnetic bearing extending from a VOR/VORTAC/TACAN.
RAI	Runway Alignment Indicator
RCC	Rescue Co-ordination Centre
RCF	Radio Communication Failure (message type designator)
RCL	Runway Centre Line
RCLL	Runway Centre Line Light(s)
RDH	Reference Datum Height (For ILS)
RDL	Radial
RDO	Radio
REC	Receive OR Receiver
REDL	Runway Edge Light(s)
REF	Reference to ... OR Refer to ...
REG	Registration
REQ	Request OR Requested
ERTE	Re-route

RESA	Runway End Safety Area
RET*	Rapid Exit Taxiway
RETIL*	Rapid Exit Taxiway Indicator Lights
RL	Report Leaving
RLCE	Request Level Change En-route
RLNA	Requested Level Not Available
RMK	Remark
RNAV	Area Navigation (To be pronounced 'AR-NAV')
RNG	Radio Range
RNP	Required Navigation Performance
RON	Receiving Only
RPL	Repetitive flight plan
RPLC	Replace OR Replaced
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report Reaching
RSCD	Runway Surface Condition
RSP	Responder beacon
RSR	En-Route Surveillance Radar
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTODAH	Rejected Take-off Distance Available, Helicopter
RTS	Return To Service
RTZL	Runway Touchdown Zone Light(s)
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minimum
RWY	Runway

S	
SAR	Search and Rescue
SARPS	Standards and Recommended Practices (ICAO)
SATCOM	Satellite Communication
SBAS	Satellite Based Augmentation System
SDBY	Stand by
SDF	Step Down Fix
SEC	Seconds
SECT	Sector
SEG	Stand Entry Guidance
SFC	Surface

SGL	Signal
SHF	Super High Frequency (3000 to 30000 MHz)
SID	Standard Instrument Departure
SIGMET	Information concerning en-route weather phenomena which may affect the safety of aircraft operations
SIGWX	Significant weather
SKED	Schedule OR Scheduled
sm	Statute Mile (5280 ft, 1609m)
SMC	Surface Movement Control
SMR	Surface Movement Radar
SPL	Supplementary flight plan (message type designator)
SR	Sunrise
SRA	Surveillance Radar Approach
SRD	<i>Standard Route Document</i>
SRE	Surveillance Radar Element of precision approach radar system
SRR	Search and Rescue Region
SRY	Secondary
SS	Sunset
SSR	Secondary Surveillance Radar
STAR	Standard instrument arrival
STD	Standard
STOL	Short Take-Off and Landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUP	Supplement (AIP Supplement)
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SVFR*	Special Visual Flight Rules
SWY	Stopway

T	
TA	Transition Altitude
TACAN	UHF Tactical Air Navigation Aid
TAF	Aerodrome forecast
TAS	True Airspeed
TCAS*	Traffic Alert and Collision Avoidance System
TCH	Threshold Crossing Height
TDZ	Touch Down Zone
TEL	Telephone
TFC	Traffic

TGL	Touch-and-Go Landing
THR	Threshold
TKOF	Take-off
TLOF	Touchdown and Lift-off Area
TMA	Terminal Control Area
TOC	Top Of Climb
TODA	Take-off Distance Available
TODAH	Take-off Distance Available, Helicopter
TORA	Take-off Run Available
TP	Turning Point
TR	Track
TRA	Temporary Reserved Airspace
TRANS	Transmits OR Transmitter
Transition Altitude*	The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.
Transition Layer*	The airspace between the transition altitude and the transition level.
Transition Level*	The lowest flight level available for use above the transition altitude.
TURB	Turbulence
TVOR	Terminal VOR
TWR	Aerodrome control tower OR aerodrome control
TWY	Taxiway
TYP	Type of Aircraft

U	
U/S	Unservicable
UAC	Upper Area Control Centre
UAR	Upper Air Route
UAS	Unmanned Aircraft System
UAV*	Unmanned Aerial Vehicle
UFN	Until Further Notice
UHF	Ultra High Frequency (300 to 3000 MHz)
UIC	Upper Information Centre
UIR	Upper Flight Information Region
UNAP	Unable to Approve
UNL	Unlimited
UNREL	Unreliable
Upper ATS Route:	A designated route within the Upper Airspace CTA.
UTA	Upper Control Area
UTC	Co-ordinated Universal Time

V	
VA	Volcanic Ash
VAC	Visual Approach Chart
VASIS	Visual Approach Slope Indicator System
VCY	Vicinity
VFR	Visual Flight Rules
VHF	Very High Frequency (30 to 300 MHz)
VIP	Very Important Person
VIS	Visibility
VLF	Very Low Frequency (3 to 30 KHz)
VLR	Very Long Range
VMC	Visual Meteorological Conditions
VOR	Very High Frequency Omnidirectional Radio Range
VORTAC	VOR and TACAN combination
VRB	Variable
VRP	Visual Reference Point
VSP	Vertical speed
VTOL	Vertical Take-Off and Landing

W	
WAAS	Wide Area Augmentation System
WAC	World Aeronautical Chart — ICAO 1:1 000 000
WAFC	World Area Forecast Centre
WDI	Wind Direction Indicator
WEF	With Effect From OR Effective From
WGS	World Geodetic System
WIE	With Immediate Effect OR Effective Immediately
WILCO	Will comply
WIP	Work In Progress
WPT	Way-point
WRNG	Warning
WS	Windshear
WT	Weight
WX	Weather

X	
X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing

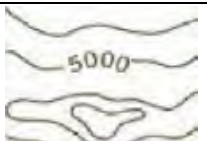



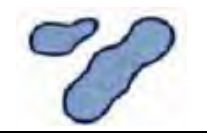



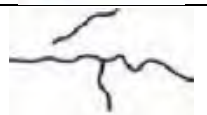

Y	
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Z	
Z	Co-ordinated Universal Time (UTC)

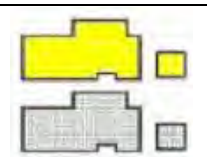
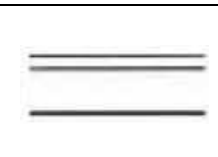
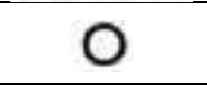
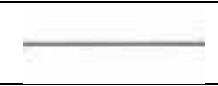

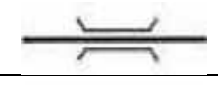

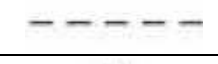


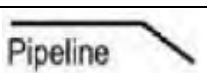
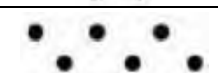
GEN 2.3 CHART SYMBOLS

Charts and chart symbols are structured in accordance with ICAO Annex 4. Depictions referenced most often are listed below. The listing is not all encompassing, additional Annex 4 depictions may be used when appropriate.

1. TOPOGRAPHY

1	Contours		6	Sand Areas	
2	Approximate Contours		7	Gravel	
3	Lakes		8	Dry Lake Bed	
4	Large River		9	Intermittent Rivers and Streams	
5	Small River		10	Wash	

2. CULTURE

11	City or Large Town		17	Primary Roads	
12	Smaller Town or Village		18	Secondary Road	
13	Buildings		19	Road Bridge	
14	Ruins		20	Trail	
15	Railroad		21	Oil or Gas Field	
16	Pipeline		22	Tank Farm	

3. AERODROMES

23	Civil Land	
24	Military Land	
25	Joint Civil and Military	
26	Alternative Representation	

27	Aerodrome Without Services	
28	Heliport	
29	Abandoned or Closed	

AERODROME DATA IN ABBREVIATED FORM

30	<p>Name of aerodrome:</p> <p>Elevation given in the units of measurement (metres or feet) selected for use on the chart.</p> <p>NAVINFOSYS 2021 L H 21</p> <p>Length of longest runway in hundreds of metres or feet (whichever unit is selected for use on the chart).</p> <p>Minimum lighting - obstacles, boundary or runway lights and lighted wind indicator or landing direction indicator.</p> <p>Runway hard surfaced, normally all weather.</p> <p><i>Note: A dash (-) is to be inserted where L or H do not apply.</i></p>
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4. RADIO NAVIGATION AIDS

31	VOR	
32	VOR/DME	

33	DME	
34	NDB	

5. AREA NAVIGATION POINTS

		ON REQUEST FLY-BY	COMPULSORY REQUEST FLY-BY	ON REQUEST FLY-OVER	COMPULSORY REQUEST FLY-OVER
35	REPORTING POINTS				
36	WAYPOINT				

6. SID-STAR CHART ALTITUDES

37	Altitude/flight level "Window"	<u>6000</u> <u>4000</u>	<u>FL250</u> <u>FL100</u>
38	"At or Above" altitude/flight level	<u>3000</u>	<u>FL120</u>
39	"At or Below" altitude/flight level	<u>5000</u>	<u>FL220</u>
40	Mandatory "At" altitude/flight level	<u>6000</u>	<u>FL250</u>
41	Recommended procedure altitude/flight level	4000	FL170

7. AERODROME CONVERSION CHARTS**7.1. Aerodrome Operation Minima Conversion Chart**

CEILING		RUNWAY VISIBILITY					
PUBLISHED MINIMA FEET	REQUIRED EQUIVALENT METERS	RVR VALUES PUBLISHED IN HUNDREDS OF FEET	STATUTE MILE EQUIVALENT	NAUTICAL MILE EQUIVALENT	METERS EQUIVALENT	KILOMETERS EQUIVALENT	
100	30	12	1/4(Helicopter Only)	2/10	370	.4	
200	60						
300	90	18	1/4	2/10	490	.5	
400	120	20	3/8	3/10	610	.6	
500	150	24	1/2	4/10	730	.7	
600	180	32	5/8	6/10	970	1.0	
700	210	40	3/4	7/10	1220	1.2	
800	240	45	7/8	8/10	1370	1.4	
900	270	50	1	9/10	1520	1.5	
1000	300	60	1-1/4	1-1/10	1830	1.8	
1100	330						
1200	360						
1300	390						
1400	420						
1500	450						

7.2. Prevailing Visibility Conversion Chart

STATUTE MILES	NAUTICAL MILES	METER S	KILOMETER S	STATUTE MILES	NAUTICAL MILES	METERS	KILOMETER S
1/8	1/10	200	2	1-3/4	1-5/10	2800	2.8
1/4	2/10	400	4	1-7/8	1-6/10	3000	3.0
3/8	3/10	600	6	2	1-7/10	3200	3.2
	4/10	700	7		1-8/10	3400	3.4
1/2		800	8	2-1/4	1-9/10	3600	3.6
	5/10	900	9		2	3700	3.7
5/8		1000	1.0		2-1/10	3900	3.9
	6/10	1100	1.1	2-1/2	2-2/10	4000	4.0
3/4		1200	1.2	2-5/8		4200	4.2
	7/10	1300	1.3		2-3/10	4300	4.3
7/8		1400	1.4	2-3/4		4400	4.4
	8/10	1500	1.5		2-4/10	4500	4.5
1		1600	1.6	2-7/8		4600	4.6
	9/10	1700	1.7		2-5/10	4700	4.7
1-1/8	1	1800	1.8	3	2-6/10	4800	4.8
1-1/4	1-1/10	2000	2.0		2-7/10	5000	5.0
1-3/8	1-2/10	2200	2.2		2-8/10	5200	5.2
1-1/2	1-3/10	2400	2.4		2-9/10	5400	5.4
1-5/8	1-4/10	2600	2.6		3	6000	6.0

GEN 2.4 LOCATION INDICATORS

P = Paved, U = Unpaved

ENCODE			DECODE	
Location	Indicator		Indicator	Location
Adareil Airport	HJAR	U	HJAR	Adareil Airport
Akobo Airport	HJAK	U	HJAK	Akobo Airport
Aweil Airport	HJAW	U	HJAW	Aweil Airport
Bentiu Airport	HJBT	U	HJBT	Bentiu Airport
Bor Airport	HJBR	U	HJBR	Bor Airport
Juba International Airport**	HJJJ	P	HJJJ	Juba International Airport**
Kapoeta Airport	HJKP	U	HJKP	Kapoeta Airport
Malakal Airport	HJMK	P	HJMK	Malakal Airport
Maridi Airport	HJMD	U	HJMD	Maridi Airport
Paloich Airport	HJFA	P	HJFA	Paloich Airport
Pibor Airport	HJPI	U	HJPI	Pibor Airport
Raga Airport	HJRJ	U	HJRJ	Raga Airport
Rumbek Airport	HJRB	U	HJRB	Rumbek Airport
Torit Airport	HJTR	U	HJTR	Torit Airport
Tumbura Airport	HJTU	U	HJTU	Tumbura Airport
Wau Airport	HJWW	P	HJWW	Wau Airport
Yambio Airport	HJYA	U	HJYA	Yambio Airport
Yei Airport	HJYE	U	HJYE	Yei Airport
Yirol Airport	HJYL	U	HJYL	Yirol Airport

** International airport

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	Station Name	Aid	Purpose
JUB	Juba	VOR/DME	AE
MLK*	Malakal*	VOR/DME*	AE

*Non-operational

GEN 2.6 CONVERSION OF UNITS OF MEASUREMENT

Nautical Mile to Kilometer to Nautical Mile, and Feet to Meter to Feet

NM to KM 1NM = 1.852KM		KM to NM 1KM = 1/1.852NM		FT to M 1FT = 0.3048M		M to FT 1M = 1/0.3048FT	
NM	KM	KM	NM	FT	M	M	FT
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1,312.34
50	92.600	50	27.00	500	152.400	500	1,640.42
60	111.120	60	32.40	600	182.880	600	1,968.50
70	129.640	70	37.80	700	213.360	700	2,296.59
80	148.160	80	43.20	800	243.840	800	2,624.67
90	166.680	90	48.60	900	274.320	900	2,952.76
100	185.200	100	54.00	1000	304.800	1000	3,280.84
200	370.400	200	107.99	2000	609.600	2000	6,561.68
300	555.600	300	161.99	3000	914.400	3000	9,842.52
400	740.800	400	215.98	4000	1,219.200	4000	13,123.36
500	926.000	500	269.98	5000	1,424.000	5000	16,404.20
				6000	1,828.800		
				7000	2,133.600		
				8000	2,438.400		
				9000	2,743.200		
				10000	3,048.000		

Decimal minutes of an arc to seconds of an arc

MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

Seconds of an arc to decimal minutes of an arc

SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

GEN 2.7 SUNRISE/SUNSET TABLESSource: <https://www.esrl.noaa.gov/gmd/grad/solcalc/sunrise.html>**1. UTC SUNRISE AND SUNSET TABLES FOR JUBA**

Juba 4°52'19"N 31°36'4"E

All times in UTC

2021	JAN		FEB		MAR		APR		2021
Day	SR	SS	SR	SS	SR	SS	SR	SS	Day
01	04:02	15:53	04:10	16:05	04:05	16:07	03:53	16:02	01
02	04:02	15:53	04:10	16:05	04:05	16:07	03:52	16:02	02
03	04:03	15:54	04:10	16:05	04:04	16:07	03:52	16:02	03
04	04:03	15:54	04:10	16:05	04:04	16:06	03:51	16:02	04
05	04:03	15:55	04:10	16:06	04:04	16:06	03:51	16:02	05
06	04:04	15:55	04:10	16:06	04:03	16:06	03:50	16:02	06
07	04:04	15:56	04:10	16:06	04:03	16:06	03:50	16:01	07
08	04:05	15:56	04:10	16:06	04:03	16:06	03:50	16:01	08
09	04:05	15:57	04:09	16:06	04:02	16:06	03:49	16:01	09
10	04:05	15:57	04:09	16:06	04:02	16:06	03:49	16:01	10
11	04:06	15:58	04:09	16:06	04:02	16:06	03:48	16:01	11
12	04:06	15:58	04:09	16:07	04:01	16:06	03:48	16:01	12
13	04:06	15:58	04:09	16:07	04:01	16:05	03:48	16:01	13
14	04:07	15:59	04:09	16:07	04:00	16:05	03:47	16:00	14
15	04:07	15:59	04:09	16:07	04:00	16:05	03:47	16:00	15
16	04:07	16:00	04:09	16:07	03:59	16:05	03:47	16:00	16
17	04:07	16:00	04:08	16:07	03:59	16:05	03:46	16:00	17
18	04:08	16:00	04:08	16:07	03:59	16:05	03:46	16:00	18
19	04:08	16:01	04:08	16:07	03:58	16:04	03:45	16:00	19
20	04:08	16:01	04:08	16:07	03:58	16:04	03:45	16:00	20
21	04:08	16:02	04:07	16:07	03:57	16:04	03:45	16:00	21
22	04:09	16:02	04:07	16:07	03:57	16:04	03:44	16:00	22
23	04:09	16:02	04:07	16:07	03:56	16:04	03:44	16:00	23
24	04:09	16:03	04:07	16:07	03:56	16:04	03:44	16:00	24
25	04:09	16:03	04:06	16:07	03:56	16:03	03:44	16:00	25
26	04:09	16:03	04:06	16:07	03:55	16:03	03:43	16:00	26
27	04:09	16:04	04:06	16:07	03:55	16:03	03:43	16:00	27
28	04:09	16:04	04:05	16:07	03:54	16:03	03:43	15:59	28
29	04:10	16:04			03:54	16:03	03:42	15:59	29
30	04:10	16:04			03:53	16:03	03:42	15:59	30
31	04:10	16:05			03:53	16:02			31
	Summer Solstice			Spring and Fall Equinox				Winter Solstice	

Juba 4°52'19"N 31°36'4"E

All times in **UTC**

2021	MAY		JUN		JUL		AUG		2021
Day	SR	SS	SR	SS	SR	SS	SR	SS	Day
01	03:42	15:59	03:40	16:03	03:45	16:10	03:50	16:10	01
02	03:42	15:59	03:40	16:03	03:46	16:10	03:50	16:10	02
03	03:42	15:59	03:40	16:04	03:46	16:10	03:50	16:09	03
04	03:41	16:00	03:40	16:04	03:46	16:10	03:50	16:09	04
05	03:41	16:00	03:40	16:04	03:46	16:10	03:50	16:09	05
06	03:41	16:00	03:40	16:04	03:47	16:10	03:50	16:09	06
07	03:41	16:00	03:41	16:04	03:47	16:10	03:50	16:09	07
08	03:41	16:00	03:41	16:05	03:47	16:10	03:50	16:08	08
09	03:40	16:00	03:41	16:05	03:47	16:11	03:50	16:08	09
10	03:40	16:00	03:41	16:05	03:47	16:11	03:50	16:08	10
11	03:40	16:00	03:41	16:05	03:48	16:11	03:50	16:07	11
12	03:40	16:00	03:41	16:06	03:48	16:11	03:50	16:07	12
13	03:40	16:00	03:42	16:06	03:48	16:11	03:50	16:07	13
14	03:40	16:00	03:42	16:06	03:48	16:11	03:50	16:07	14
15	03:40	16:00	03:42	16:06	03:48	16:11	03:50	16:06	15
16	03:40	16:00	03:42	16:07	03:48	16:11	03:50	16:06	16
17	03:40	16:00	03:42	16:07	03:49	16:11	03:50	16:06	17
18	03:40	16:01	03:43	16:07	03:49	16:11	03:50	16:05	18
19	03:39	16:01	03:43	16:07	03:49	16:11	03:49	16:05	19
20	03:39	16:01	03:43	16:07	03:49	16:11	03:49	16:05	20
21	03:39	16:01	03:43	16:08	03:49	16:11	03:49	16:04	21
22	03:39	16:01	03:43	16:08	03:49	16:11	03:49	16:04	22
23	03:39	16:01	03:44	16:08	03:49	16:11	03:49	16:03	23
24	03:39	16:02	03:44	16:08	03:50	16:11	03:49	16:03	24
25	03:39	16:02	03:44	16:08	03:50	16:11	03:49	16:03	25
26	03:40	16:02	03:44	16:09	03:50	16:11	03:48	16:02	26
27	03:40	16:02	03:45	16:09	03:50	16:10	03:48	16:02	27
28	03:40	16:02	03:45	16:09	03:50	16:10	03:48	16:01	28
29	03:40	16:02	03:45	16:09	03:50	16:10	03:48	16:01	29
30	03:40	16:03	03:45	16:09	03:50	16:10	03:48	16:01	30
31	03:40	16:03			03:50	16:10	03:48	16:00	31

	Summer Solstice		Spring and Fall Equinox		Winter Solstice
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Juba 4°52'19"N 31°36'4"E

All times in **UTC**

2021	SEP		OCT		NOV		DEC		2021
Day	SR	SS	SR	SS	SR	SS	SR	SS	Day
01	03:47	16:00	03:41	15:45	03:39	15:35	03:47	15:39	01
02	03:47	15:59	03:41	15:45	03:39	15:35	03:47	15:39	02
03	03:47	15:59	03:41	15:44	03:39	15:35	03:48	15:39	03
04	03:47	15:58	03:41	15:44	03:39	15:35	03:48	15:40	04
05	03:47	15:58	03:40	15:44	03:39	15:35	03:49	15:40	05
06	03:46	15:57	03:40	15:43	03:39	15:35	03:49	15:40	06
07	03:46	15:57	03:40	15:43	03:39	15:35	03:50	15:41	07
08	03:46	15:56	03:40	15:42	03:40	15:35	03:50	15:41	08
09	03:46	15:56	03:40	15:42	03:40	15:35	03:50	15:42	09
10	03:46	15:55	03:40	15:42	03:40	15:35	03:51	15:42	10
11	03:45	15:55	03:39	15:41	03:40	15:35	03:51	15:42	11
12	03:45	15:54	03:39	15:41	03:40	15:35	03:52	15:43	12
13	03:45	15:54	03:39	15:40	03:41	15:35	03:52	15:43	13
14	03:45	15:53	03:39	15:40	03:41	15:35	03:53	15:44	14
15	03:45	15:53	03:39	15:40	03:41	15:35	03:53	15:44	15
16	03:44	15:53	03:39	15:39	03:41	15:35	03:54	15:45	16
17	03:44	15:52	03:39	15:39	03:42	15:35	03:54	15:45	17
18	03:44	15:52	03:39	15:39	03:42	15:36	03:55	15:46	18
19	03:44	15:51	03:39	15:38	03:42	15:36	03:55	15:46	19
20	03:43	15:51	03:39	15:38	03:43	15:36	03:56	15:47	20
21	03:43	15:50	03:39	15:38	03:43	15:36	03:56	15:47	21
22	03:43	15:50	03:38	15:37	03:43	15:36	03:57	15:48	22
23	03:43	15:49	03:38	15:37	03:44	15:36	03:57	15:48	23
24	03:43	15:49	03:38	15:37	03:44	15:37	03:58	15:49	24
25	03:42	15:48	03:38	15:37	03:44	15:37	03:58	15:49	25
26	03:42	15:48	03:38	15:37	03:45	15:37	03:59	15:50	26
27	03:42	15:47	03:38	15:36	03:45	15:37	03:59	15:50	27
28	03:42	15:47	03:38	15:36	03:46	15:38	04:00	15:51	28
29	03:41	15:46	03:39	15:36	03:46	15:38	04:00	15:51	29
30	03:41	15:46	03:39	15:36	03:46	15:38	04:01	15:52	30
31			03:39	15:36			04:01	15:52	31

	Summer Solstice		Spring and Fall Equinox		Winter Solstice
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2. LOCAL TIME SUNRISE AND SUNSET TABLES FOR JUBA

Juba 4°52'19"N 31°36'4"E

All times **Local Juba Time**

2021	JAN		FEB		MAR		APR		2021
Day	SR	SS	SR	SS	SR	SS	SR	SS	Day
01	06:02	17:53	06:10	18:05	06:05	18:07	05:53	18:02	01
02	06:02	17:53	06:10	18:05	06:05	18:07	05:52	18:02	02
03	06:03	17:54	06:10	18:05	06:04	18:07	05:52	18:02	03
04	06:03	17:54	06:10	18:05	06:04	18:06	05:51	18:02	04
05	06:03	17:55	06:10	18:06	06:04	18:06	05:51	18:02	05
06	06:04	17:55	06:10	18:06	06:03	18:06	05:50	18:02	06
07	06:04	17:56	06:10	18:06	06:03	18:06	05:50	18:01	07
08	06:05	17:56	06:10	18:06	06:03	18:06	05:50	18:01	08
09	06:05	17:57	06:09	18:06	06:02	18:06	05:49	18:01	09
10	06:05	17:57	06:09	18:06	06:02	18:06	05:49	18:01	10
11	06:06	17:58	06:09	18:06	06:02	18:06	05:48	18:01	11
12	06:06	17:58	06:09	18:07	06:01	18:06	05:48	18:01	12
13	06:06	17:58	06:09	18:07	06:01	18:05	05:48	18:01	13
14	06:07	17:59	06:09	18:07	06:00	18:05	05:47	18:00	14
15	06:07	17:59	06:09	18:07	06:00	18:05	05:47	18:00	15
16	06:07	18:00	06:09	18:07	05:59	18:05	05:47	18:00	16
17	06:07	18:00	06:08	18:07	05:59	18:05	05:46	18:00	17
18	06:08	18:00	06:08	18:07	05:59	18:05	05:46	18:00	18
19	06:08	18:01	06:08	18:07	05:58	18:04	05:45	18:00	19
20	06:08	18:01	06:08	18:07	05:58	18:04	05:45	18:00	20
21	06:08	18:02	06:07	18:07	05:57	18:04	05:45	18:00	21
22	06:09	18:02	06:07	18:07	05:57	18:04	05:44	18:00	22
23	06:09	18:02	06:07	18:07	05:56	18:04	05:44	18:00	23
24	06:09	18:03	06:07	18:07	05:56	18:04	05:44	18:00	24
25	06:09	18:03	06:06	18:07	05:56	18:03	05:44	18:00	25
26	06:09	18:03	06:06	18:07	05:55	18:03	05:43	18:00	26
27	06:09	18:04	06:06	18:07	05:55	18:03	05:43	18:00	27
28	06:09	18:04	06:05	18:07	05:54	18:03	05:43	17:59	28
29	06:10	18:04			05:54	18:03	05:42	17:59	29
30	06:10	18:04			05:53	18:03	05:42	17:59	30
31	06:10	18:05			05:53	18:02			31

	Summer Solstice		Spring and Fall Equinox		Winter Solstice
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Juba 4°52'19"N 31°36'4"E

All times **Local Juba Time**

2021	MAY		JUN		JUL		AUG		2021
Day	SR	SS	SR	SS	SR	SS	SR	SS	Day
01	05:42	17:59	05:40	18:03	05:45	18:10	05:50	18:10	01
02	05:42	17:59	05:40	18:03	05:46	18:10	05:50	18:10	02
03	05:42	17:59	05:40	18:04	05:46	18:10	05:50	18:09	03
04	05:41	18:00	05:40	18:04	05:46	18:10	05:50	18:09	04
05	05:41	18:00	05:40	18:04	05:46	18:10	05:50	18:09	05
06	05:41	18:00	05:40	18:04	05:47	18:10	05:50	18:09	06
07	05:41	18:00	05:41	18:04	05:47	18:10	05:50	18:09	07
08	05:41	18:00	05:41	18:05	05:47	18:10	05:50	18:08	08
09	05:40	18:00	05:41	18:05	05:47	18:11	05:50	18:08	09
10	05:40	18:00	05:41	18:05	05:47	18:11	05:50	18:08	10
11	05:40	18:00	05:41	18:05	05:48	18:11	05:50	18:07	11
12	05:40	18:00	05:41	18:06	05:48	18:11	05:50	18:07	12
13	05:40	18:00	05:42	18:06	05:48	18:11	05:50	18:07	13
14	05:40	18:00	05:42	18:06	05:48	18:11	05:50	18:07	14
15	05:40	18:00	05:42	18:06	05:48	18:11	05:50	18:06	15
16	05:40	18:00	05:42	18:07	05:48	18:11	05:50	18:06	16
17	05:40	18:00	05:42	18:07	05:49	18:11	05:50	18:06	17
18	05:40	18:01	05:43	18:07	05:49	18:11	05:50	18:05	18
19	05:39	18:01	05:43	18:07	05:49	18:11	05:49	18:05	19
20	05:39	18:01	05:43	18:07	05:49	18:11	05:49	18:05	20
21	05:39	18:01	05:43	18:08	05:49	18:11	05:49	18:04	21
22	05:39	18:01	05:43	18:08	05:49	18:11	05:49	18:04	22
23	05:39	18:01	05:44	18:08	05:49	18:11	05:49	18:03	23
24	05:39	18:02	05:44	18:08	05:50	18:11	05:49	18:03	24
25	05:39	18:02	05:44	18:08	05:50	18:11	05:49	18:03	25
26	05:40	18:02	05:44	18:09	05:50	18:11	05:48	18:02	26
27	05:40	18:02	05:45	18:09	05:50	18:10	05:48	18:02	27
28	05:40	18:02	05:45	18:09	05:50	18:10	05:48	18:01	28
29	05:40	18:02	05:45	18:09	05:50	18:10	05:48	18:01	29
30	05:40	18:03	05:45	18:09	05:50	18:10	05:48	18:01	30
31	05:40	18:03			05:50	18:10	05:48	18:00	31

	Summer Solstice		Spring and Fall Equinox		Winter Solstice
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Juba 4°52'19"N 31°36'4"E

All times **Local Juba Time**

2021	SEP		OCT		NOV		DEC		2021
Day	SR	SS	SR	SS	SR	SS	SR	SS	Day
01	05:47	18:00	05:41	17:45	05:39	17:35	05:47	17:39	01
02	05:47	17:59	05:41	17:45	05:39	17:35	05:47	17:39	02
03	05:47	17:59	05:41	17:44	05:39	17:35	05:48	17:39	03
04	05:47	17:58	05:41	17:44	05:39	17:35	05:48	17:40	04
05	05:47	17:58	05:40	17:44	05:39	17:35	05:49	17:40	05
06	05:46	17:57	05:40	17:43	05:39	17:35	05:49	17:40	06
07	05:46	17:57	05:40	17:43	05:39	17:35	05:50	17:41	07
08	05:46	17:56	05:40	17:42	05:40	17:35	05:50	17:41	08
09	05:46	17:56	05:40	17:42	05:40	17:35	05:50	17:42	09
10	05:46	17:55	05:40	17:42	05:40	17:35	05:51	17:42	10
11	05:45	17:55	05:39	17:41	05:40	17:35	05:51	17:42	11
12	05:45	17:54	05:39	17:41	05:40	17:35	05:52	17:43	12
13	05:45	17:54	05:39	17:40	05:41	17:35	05:52	17:43	13
14	05:45	17:53	05:39	17:40	05:41	17:35	05:53	17:44	14
15	05:45	17:53	05:39	17:40	05:41	17:35	05:53	17:44	15
16	05:44	17:53	05:39	17:39	05:41	17:35	05:54	17:45	16
17	05:44	17:52	05:39	17:39	05:42	17:35	05:54	17:45	17
18	05:44	17:52	05:39	17:39	05:42	17:36	05:55	17:46	18
19	05:44	17:51	05:39	17:38	05:42	17:36	05:55	17:46	19
20	05:43	17:51	05:39	17:38	05:43	17:36	05:56	17:47	20
21	05:43	17:50	05:39	17:38	05:43	17:36	05:56	17:47	21
22	05:43	17:50	05:38	17:37	05:43	17:36	05:57	17:48	22
23	05:43	17:49	05:38	17:37	05:44	17:36	05:57	17:48	23
24	05:43	17:49	05:38	17:37	05:44	17:37	05:58	17:49	24
25	05:42	17:48	05:38	17:37	05:44	17:37	05:58	17:49	25
26	05:42	17:48	05:38	17:37	05:45	17:37	05:59	17:50	26
27	05:42	17:47	05:38	17:36	05:45	17:37	05:59	17:50	27
28	05:42	17:47	05:38	17:36	05:46	17:38	06:00	17:51	28
29	05:41	17:46	05:39	17:36	05:46	17:38	06:00	17:51	29
30	05:41	17:46	05:39	17:36	05:46	17:38	06:01	17:52	30
31			05:39	17:36			06:01	17:52	31

	Summer Solstice		Spring and Fall Equinox		Winter Solstice
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PART 1 - GENERAL (GEN)**GEN 3. SERVICES****GEN 3.1 AERONAUTICAL INFORMATION SERVICES****1. RESPONSIBLE SERVICE****1.1. Aeronautical Information Management**

The Aeronautical Information Management, which forms part of the South Sudan Civil Aviation Authority, ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated below. It consists of AIS Headquarters, International NOTAM Office (NOF), Publication Unit, Procedure Design Unit and Aerodrome AIS Unit. NOTAMs for South Sudan are being processed through the Sudan Civil Aviation Authority in Khartoum.

1.2. AIS Headquarters

Aeronautical Information Service
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

1.3. Aerodrome AIS Unit

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

1.4. International NOTAM Office *Note: NOTAMS forwarded through Khartoum FIR NOTAM Office*

P.O.BOX 137-Code 11112 Khartoum
Tel: (+249) 1 83 77 05 34
Fax:
AFS: HSSSYNYX
eMail: Hassan.ais.caa@gmail.com

1.5. Procedure Design Unit

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

1.6. Publication Unit

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

2. AREA OF RESPONSIBILITY

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of South Sudan and for the airspace of the South Sudan Flight Information Region.

3. AERONAUTICAL PUBLICATIONS

3.1. The aeronautical information is provided in the form of the Aeronautical Information Products, including:

- Aeronautical Information Publication (AIP);
- Amendment service to the AIP (AIP AMDT and AIRAC AMDT);
- Supplement to the AIP (AIP SUP);
- Aeronautical Information Circulars (AIC);
- NOTAM;
- Pre-flight Information Bulletins (PIB); and
- Check Lists.

NOTAM are forwarded through the Khartoum NOTAM Office, while PIB are made available at the Aerodrome Briefing Unit. All other elements of the package are distributed by internet.

3.2. Aeronautical Information Publication (AIP)

The South Sudan AIP is published in accordance with the provisions of Annex 15 to the Convention on International Civil Aviation and is the official document used to publish permanent aeronautical information.

The AIP is published in English only, and is for use in both international and domestic operations.

The AIP is made available online via the internet.

3.3. Amendment service to the AIP (AIP AMDT and AIRAC AMDT);

3.3.1. The South Sudan AIP and Amendments are available in electronic format on the Internet. AIP Amendments may contain both AIRAC and Non-AIRAC changes. Current documents may be downloaded to enable offline use. Persons desiring a paper hard copy should download and print the relevant documents from the internet.

3.3.2. Persons should check the South Sudan AIM website regularly to insure they have the most recent documents, or register for electronic document distribution on the AIS web page.

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- 3.3.3. The ICAO AIRAC system is used to provide advance notice of the introduction of permanent operationally significant changes on an internationally recognized AIRAC effective date. AIRAC Amendment pages are identified by the footnote AIRAC AMDT and do not replace the existing AIP pages until the AIRAC effective date on which the changes take place.
- 3.3.4. Non-AIRAC amendments (AMDT) to the AIP comprise permanent operationally significant changes that have received previous notification by NOTAM and other permanent information that is not required to be announced by NOTAM. Non-AIRAC changes to the AIP are published together with AIRAC changes but may be considered to be effective on or before receipt, unless otherwise indicated. AIP pages (AIRAC and Non-AIRAC) should not be replaced before the stated date of the page.
- 3.3.5. The AIP Amendment cover sheet will indicate any NOTAM or permanent AIP Supplements that have been incorporated. On each replacement page, changes are either annotated or identified in the outer margin of the page by a vertical line or arrow adjacent to the change/addition/deletion.
- 3.3.6. Each AIP page is dated to reflect the Amendments AIRAC effective date or AIP insertion date and a complete checklist of AIP pages, relating page reference to date, is reissued with each amendment as AIP section GEN 0.4.
- 3.3.7. Each combined AIP amendment is allocated an AIRAC Cycle serial number that is consecutive and based on the calendar year. The Cycle, indicated by two digits, is a part of the serial number of the amendment, eg. AIRAC Cycle 03/2021. When necessary to provide additional advance notice of AIRAC changes, the Amendment may be issued in several parts, each relating to a common effective date. These Amendments will be identified by a part number suffix, eg. AIRAC Cycle 01/2020 Part 1

3.4. Supplements to the AIP (AIP SUP)

Temporary changes of long duration (three months and longer) and information of short duration, which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP).

Operationally significant and temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

AIP Supplements are separated by information subject (General-GEN, En-route-ENR and Aerodromes-AD) and are placed accordingly at the beginning of each AIP Part. Supplements are published with a yellow background to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year, i.e. AIP SUP 11/02; AIRAC AIP SUP 11/02.

An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

3.5. NOTAM and Pre-flight Information Bulletins (PIB)

All operationally significant information not covered by AIP Amendment or AIP Supplement will be issued as a NOTAM (via the Aeronautical Fixed Telecommunication Network - AFTN).

NOTAM information is forwarded through the Khartoum FIR for distribution. NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with

flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significations and uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for Juba FIR and are distributed in two series identified by the letters "A" and "D".

Series A. General rules, en-route navigation and communication facilities, airspace restrictions and information concerning international aerodromes.

Series D. All Information concerning domestic airports.

3.6. Aeronautical Information Circulars (AIC)

AICs generally refer to subjects of an administrative rather than of an operational nature. They are also used to publish advance warnings of impending operational changes and to add explanations or emphasis on matters of safety or operational significance. Aeronautical chart issues are also notified through the medium of the AIC.

AIC are numbered in series consisting of a Serial number and year; eg AIC 003/2021. AIC backgrounds are colour coded according to their subject matter as follows:

- White - Administrative matters (e.g. licence examination dates, services and publications).
- Yellow - Operational matters (including ATS facilities and requirements).
- Pink - Safety related matters.
- Green - Maps and Charts.

3.7. Checklist NOTAM

3.7.1. A checklist NOTAM will be issued for each AIRAC cycle.

3.7.2. A plain language checklist NOTAM summary is distributed electronically to all registered recipients of the Integrated Aeronautical Information Package. It contains a plain language (in English) presentation of the information about the number of the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUP, and AIC; as well as the numbers of the elements issued under the AIRAC that will become effective, or if none, the NIL AIRAC notification.

3.8. Sale of Publications

The publications can be obtained from the Aeronautical Information Service. Publication unit prices are published in AIC white page.

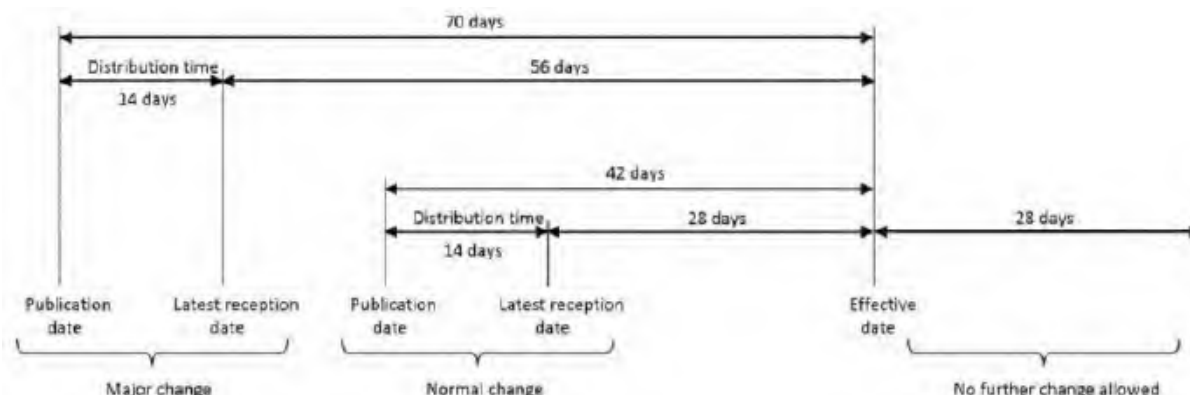
4. AIRAC SYSTEM.

4.1. In order to control and regulate the operationally significant changes requiring amendments to charts, route manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC SYSTEM. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP.

4.2. There are three significant dates associated with the AIRAC system, namely:

- a) publication date, i.e. the date at which the AIS sends out the information;
- b) latest reception date, i.e. the latest date for new, amended or deleted information to reach the recipients; and
- c) the effective date, i.e. the AIRAC date at which the changes take effect.

- 4.3. Normal processing time for the AIRAC cycle is shown below. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM must remain in force as a reminder for 14 days after the effective date of change.



- 4.4. ICAO Annex 15, 6.2, on aeronautical information regulation and control, specifies that important changes should be maintained by a predetermined production schedule. The schedule of internationally agreed AIRAC effective dates for the years 2021 to 2025 is given in the following table. If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than AIRAC cycle before the AIRAC effective date concerned.

2021	2022	2023	2024	2025
28-Jan-2021	27-Jan-2022	26-Jan-2023	25-Jan-2024	23-Jan-2025
25-Feb-2021	24-Feb-2022	23-Feb-2023	22-Feb-2024	20-Feb-2025
25-Mar-2021	24-Mar-2022	23-Mar-2023	21-Mar-2024	20-Mar-2025
22-Apr-2021	21-Apr-2022	20-Apr-2023	18-Apr-2024	17-Apr-2025
20-May-2021	19-May-2022	18-May-2023	16-May-2024	15-May-2025
17-Jun-2021	16-Jun-2022	15-Jun-2023	13-Jun-2024	12-Jun-2025
15-Jul-2021	14-Jul-2022	13-Jul-2023	11-Jul-2024	10-Jul-2025
12-Aug-2021	11-Aug-2022	10-Aug-2023	8-Aug-2024	7-Aug-2025
9-Sep-2021	8-Sep-2022	7-Sep-2023	5-Sep-2024	4-Sep-2025
7-Oct-2021	6-Oct-2022	5-Oct-2023	3-Oct-2024	2-Oct-2025
4-Nov-2021	3-Nov-2022	2-Nov-2023	31-Oct-2024	30-Oct-2025
2-Dec-2021	1-Dec-2022	30-Nov-2023	28-Nov-2024	27-Nov-2025
30-Dec-2021	29-Dec-2022	28-Dec-2023	26-Dec-2024	25-Dec-2025

5. PRE-FLIGHT INFORMATION SERVICE AT AERODROMES

Pre-flight information Services are provided at Juba International Airport only.

GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICES

The South Sudan Civil Aviation Authority provides a range of aeronautical charts for use by all types of civil aviation.

The Aeronautical Information Services produces some of the charts, which are part of the AIP.

The charts published in the AIP are produced in accordance with the provisions contained in the ICAO documents listed below:

- ANNEX 4 AERONAUTICAL CHARTS
- DOC 8168 AIRCRAFT OPERATIONS VOL.II
- DOC 8697 AERONAUTICAL CHART MANUAL

2. MAINTENANCE OF CHARTS

- 2.1. The aeronautical charts included in the AIP are kept up to date by means of necessary replacement sheets.
- 2.2. Significant amendments or revisions in aeronautical information to other aeronautical charts are also included in the replacement sheets. Revision of the aeronautical information on all charts is constantly in progress and amended reprints are published as regularly as production resources permit.
- 2.3. Items of information found to be incorrect after publication will be corrected by NOTAM if they are of operational significance.

3. PURCHASE ARRANGEMENTS

The charts as listed under paragraph 5 of this subsection may be obtained from: Aeronautical Information Services.

4. AERONAUTICAL CHART SERIES AVAILABLE

- 4.1. The following series of aeronautical charts are produced:

- a) Aerodrome Chart -ICAO
- b) Aerodrome Obstacle Chart -ICAO Type A (for each runway)
- c) Aerodrome Obstacle Chart -ICAO Type B
- d) En-Route Chart -ICAO
- e) Standard Departure Chart -Instrument (SID) -ICAO
- f) Standard Arrival Chart -Instrument (STAR) -ICAO
- g) Instrument Approach Chart -ICAO (for each runway and procedure type)
- h) World Aeronautical Charts (WAC)

The charts currently available are listed under Para 5 of this subsection.

- 4.2. General Description of Each Series

4.2.1. Aeronautical Navigation Chart

This chart serves as an air navigation aid for flight crews of land range aircraft at high altitudes, provides selective checkpoints over extensive ranges, provides a general-purpose chart series for long range flight planning and plotting.

4.2.2. Enroute Chart

This chart provides the flight crew with information to facilitate navigation along ATS routes in compliance with air traffic services procedures.

4.2.3. World Aeronautical Chart

This chart provides information to satisfy visual air navigation

4.2.4. Aeronautical Chart

This chart shall provide information to satisfy the requirements of visual air navigation for low speed, short or medium-range operations at low and intermediate altitudes.

4.2.5. Aerodrome Obstacle Chart - ICAO Type A

This Chart contains detailed information on obstacles in the take-off flight path. This obstacle information provides the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6, Part I, Chapter 5 and Part III, Para 2 Chapter 3.

4.2.6. Aerodrome Obstacle Chart - ICAO Type B

Provides information for:

- the determination of minimum safe altitudes/heights including those for circling procedures;
- the determination of procedures for use in the event of an emergency during take-off or landing;
- the application of obstacle clearing and marking criteria;

4.2.7. Precision Approach Terrain Chart

This chart contains detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effects of the terrain on decision height determination by the use of radio altimeters. This chart is produced for the precision approach CAT II and CAT III.

4.2.8. Area Chart

This chart provides the flight crew with information to facilitate the various phases of instrument flight:

- the transition between the en-route phase and the approach to an aerodrome
- the transition between the take-off/missed approach and the en-route phase of flight; and
- flights through areas of complex ATS routes or airspace structure.

4.2.9. Standard Departure Chart - Instrument (SID)

This chart provides the flight crew with information that will enable them to comply with the designated standard departure route-instrument from the take-off phase to the en-route phase.

4.2.10. Standard Arrival Chart - Instrument (STAR)

This chart provides the flight crew with information that will enable them to comply with the designated arrival route-instrument from the en-route phase to the approach phase.

4.2.11. Instrument Approach Chart

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

4.2.12. Visual Approach Chart - ICAO

This chart shall provide flight crews with information which will enable them to transit from the en-route/descent to approach phases of flight to the runway of intended landing by means of visual reference.

4.2.13. Aerodrome Chart

This chart shall provide flight crews with information which will facilitate the ground movement of aircraft:

- from the aircraft stand to the runway; and
- from the runway to the aircraft stand

4.2.14. Aerodrome Ground Movement Chart - ICAO

This supplementary chart shall provide flight crews with detailed information to facilitate the ground movement of aircraft to and from the aircraft stands and the parking/docking of aircraft.

4.2.15. Aircraft Parking/Docking Chart

This supplementary chart shall provide flight crews with detailed information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft.

4.2.16. ATC Surveillance Minimum Altitude Chart

This supplementary chart shall provide information that will enable flight crews to monitor and cross-check altitudes assigned by a controller using an ATS surveillance system.

5. LIST OF AERONAUTICAL CHARTS AVAILABLE

Title of Series	Scale	Name/Number	Price	Date
Aerodrome Charts-ICAO (AC)			Included in AIP	
Aerodrome Obstacle Charts -ICAO -TYPE A (AOC)			Included in AIP	
Aerodrome Obstacle Charts -ICAO -TYPE B (AOC)			Included in AIP	
En-Route Chart ICAO (ERC)			Included in AIP	
Standard Departure Chart -Instrument ICAO (SID)			Included in AIP	
Standard Arrival Chart -Instrument -ICAO (STAR)			Included in AIP	
Instrument Approach Chart ICAO (IAC)			Included in AIP	
World Aeronautical Charts (WAC)				

6. TOPOGRAPHICAL CHARTS

6.1. These charts are available through the Sudan Civil Aviation Authority in Khartoum.

Operational Navigation Charts Series 1: 1000,000 (ONG).

There are 6 charts in this series covering parts of South Sudan FIR, sheet J-5, J-6, K-4, K-5, L-4 and L-5. This series is designated for pre-flight navigation as well as pilotage and is constructed on Lambert Conformal Conic projection and conforms to ICAO specifications.

Tactical Pilotage Charts 1 :500.000 (TPC)

Covering the whole of Sudan and South Sudan.

GEN 3.3 AIR TRAFFIC SERVICES

1. RESPONSIBLE SERVICE

1.1. The Director of Air Navigation Services Directorate of South Sudan Civil Aviation Authority acting under the authority of the CEO of South Sudan Civil Aviation authority responsible for the overall administration of air traffic services in the provision of air traffic services within the South Sudan FIR.

Postal Address:

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

1.2. Applicable ICAO Documents

1.2.1. The Standards, Recommended Practices and, when applicable, the procedures contained in the following ICAO documents are applied:

- ANNEX 2 Rules of the Air
- ANNEX 11 Air Traffic Services
- Doc 4444 Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)
- Doc 8168 Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS)
- Doc 7030 Regional Supplementary Procedures

1.2.2. Differences from ICAO Standards Recommended Practices and Procedures are listed in GEN 1.7.

2. AREA OF RESPONSIBILITY

2.1. Air traffic services are provided for the territory of South Sudan.

2.2. In some cases, in accordance with the regional air navigation agreement, air traffic services are provided, under the delegated authority, in the airspace within another bordering FIR. Details of such services are provided in section ENR 2.

3. TYPES OF SERVICES

3.1. The following types of services are provided:

- Flight Information Service (FIS) and alerting Services;
- Air Traffic Advisory Service
- Air Traffic Control Service

3.2. Air Traffic Advisory Service is exercised within advisory airspaces.

3.3. Flight information services and alerting service within the South Sudan FIR and air traffic control service in control areas are provided by Juba Air Traffic Service Units. There is no distinction between upper and lower controlled airspace. A line connecting reference points identified normally by radio navigational facilities, including GNSS Waypoints, constitutes the axis of each airway.

- 3.4. Control Zones have been established at major civil airports and Aerodrome Traffic Zones at other civil aerodromes where civil military traffic warrants.
- 3.5. Advisory airspaces are established on the approaches to airfields, normally below an airway if the airfield is so located. They are listed in ENR 2.1.
- 3.6. Several restricted areas and danger areas are established within South Sudan. None of these areas interferes with normal air traffic. Activation of areas subject to intermittent activity is notified well in advance by NOTAM giving reference to the designated area.

4. CO-ORDINATION BETWEEN THE OPERATOR AND ATS

Coordination between the operator and air traffic services is effected in accordance with ICAO Annex 11 and Doc. 4444.

5. MINIMUM FLIGHT ALTITUDE

The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined by the En-route ANSP so as to ensure a minimum vertical clearance above the controlling obstacle in the area concerned.

6. ATS UNITS ADDRESS LIST

Unit Name	Postal Address	Telephone Nbr.	Fax Number	AFS Address
Juba Approach Juba ATCT	Civil Aviation Authority Hai-Jalaba, Plot No. 90, Block No. A.-HQ Juba, The Republic of South Sudan	(+211) 91 430 88 95		

GEN 3.4 COMMUNICATION SERVICES

1. RESPONSIBLE SERVICE

1.1. The Civil Aviation Telecommunications Services in the Republic of South Sudan are administered by the South Sudan 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

Arrangement and enquiries for communication services should be referred to the address above.

1.2. Applicable ICAO Documents

1.2.1. The Standards, Recommended Practices and, when applicable, the procedures contained in the following ICAO documents are applied:

- Annex 10 - Aeronautical Telecommunications;
- Doc 7030 - Regional Supplementary Procedures;
- Doc 7910 - Location Indicators for geographical locations;
- Doc 8400 - ICAO Abbreviations and Codes;
- Doc 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

1.2.2. Differences from ICAO Standards Recommended Practices and Procedures are given at GEN 1.7

2. TYPES OF SERVICE**2.1. Radio Navigation Service**

2.1.1. The following types of radio aids to navigation are available:

- a) LF / MF Non-Directional Beacon (NDB)
- b) Instrument Landing System (ILS)
- c) VHF Omni directional Radio Range (VOR)
- d) Distance Measuring Equipment (DME)

Non-directional beacons may carry coding between identifications to indicate the serviceability of related equipment. Care should be exercised to ensure that such coding is not confused with the normal identification.

2.2. Mobile Service.

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified. An aircraft should normally communicate with the air-ground control station that exercises control in the area in which it is flying. Aircraft should maintain continuous watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control radio station. A continuous guard is maintained on the frequencies of 121.5 MHz, which is reserved for emergency communications.

2.3. Fixed Service

Messages to be transmitted over the Aeronautical Fixed Services are accepted only if they satisfy the following requirements:

- a) Annex 10, Vol. II Chapter 3, 3.3;
- b) Are prepared in the form specified in Annex 10;
- c) The text of an individual message unlimited.

2.4. Broadcasting Service – Not available.

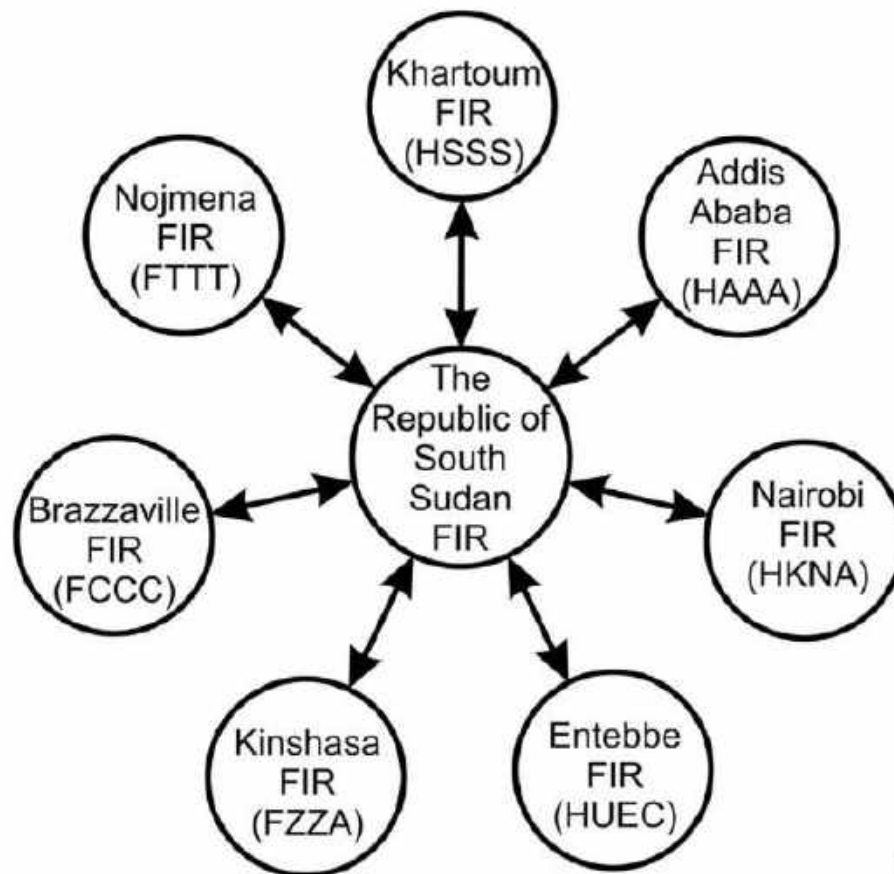
2.5. Language used: English.

2.6. Detailed Information.

- Details of various facilities available for the en-route traffic can be found in Part 2, ENR 4.
- Details for the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 {AD},

3. REQUIREMENTS AND CONDITIONS

The requirements of the Directorate of Communication Services and the general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment are contained in the South Sudan Civil Aviation Regulations.



GEN 3.5 METEOROLOGICAL SERVICES**1. RESPONSIBLE SERVICE**

The meteorological service for Civil Aviation in the Sudan is provided by South Sudan Meteorological Authority

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

ICAO standard, recommended practices and procedures contained in the following documents are applied, with the differences noted hereunder:

- Annex 3 Meteorological Services for International Air Navigation,
- Annex 15 Aeronautical Information Services,
- DOC 7030 Regional Supplementary Procedures,
- DOC 9708 Air Navigation AFI Plan,
- DOC 8126 Aeronautical Information Services Manual.

2. AREA OF RESPONSIBILITY

Meteorological service is provided within the South Sudan FIR.

3. METEOROLOGICAL OBSERVATION AND REPORTS

Name of Station / Location Indicator	Type and Frequency of Observation	Types of MET RPT	Observation System and Site(s)	Hours	Climatological Information
JUBA HJJJ	Hourly	METAR SPECI	Pressure tube anemometer, visibility estimated, cloud base estimated. MET Office in airport.	0500-1700 UTC	1)
MALAKAL HJMK	NIL	NIL	NIL	NIL	
WAU HJWW	Hourly	METAR SPECI	Pressure tube anemometer, visibility estimated, cloud base estimated. MET Office in airport	0500-1700 UTC	1)
1) Climatologically summaries are available from the Meteorological Authority.					

4. TYPES OF SERVICES

- Preflight briefing services are normally available at Juba International Airport.
- Enroute information for all flights is usually presented in chart form.
- Forecasts are provided on a routine basis for the aerodrome listed in table MET 1.

- SIGMET information is issued for the protection of parked aircraft, and aircraft in flight within the South Sudan FIR.
- Instruments, supplemented by visual observations are used to measure aerodrome meteorological conditions.
- Cloud height is normally estimated.
- Runway visual range (RVR) facilities are not available.
- Routine aerodrome reports are normally made every 30 minutes at the aerodromes listed on GEN 3.5.
- The METAR code is used for distributing the Information through the aeronautical fixed Telecommunication Network (AFTN)

5. NOTIFICATION REQUIRED FROM OPERATORS

Pursuant to ICAO Annex 3, notification from operators in respect of all flight's documentation, briefing and other meteorological information needed by them is normally required as follows:

- a) For flights up to 500 nautical miles, at least three hours before expected time of departure.
- b) For flights over 500 nautical miles, at least six hours before the expected time of departure.

It is in the interest of all concerned to give the maximum notification time possible. However, circumstances may not allow even the minimum times detailed above. In such an event the briefing provided may not be supported by documentation. When the forecast is collected well in advance of the estimated time of departure, the briefing officer should be contacted shortly before departure to check that later information does not necessitate an amendment to the original forecast.

6. AIRCRAFT REPORTS

In accordance with Annex 3 paragraph 5.3.1 observations are required at the following ATS reporting points:

- JUBA 045234N 0313559E
- EPLAS 040000N 0341148E
- AVONO 092606N 0335418E

Special observations shall be made by aircraft operating on international air routes whenever:

- a) Severe turbulence or severe icing is encountered; or
- b) Moderate turbulence, hail or cumulonimbus clouds are encountered during flight- or
- c) Other meteorological conditions, for example, other en-route weather phenomena specified for SIGMET messages, are encountered which, in the opinion of the pilot in command, may affect the safety or marked by affecting the efficiency of the aircraft operations.

7. VOLMET SERVICE

– Not Available

8. SIGMET AND AIR MET SERVICE

– Not Available

9. OTHER AUTOMATED METEOROLOGICAL SERVICES

– Not Available

GEN 3.6 SEARCH AND RESCUE

1. RESPONSIBLE SERVICE(S)

The search and rescue service in South Sudan with the exception of any difference given in GEN 1.7, is organized whenever possible in accordance with standard and recommended practices of ICAO Annex 12, by the South Sudan Civil Aviation Authority in collaboration with South Sudan Air Force. The Sudan Civil Aviation Authority may also assist depending upon the nature and location of required services.

Postal and Telegraphic Addresses of Civil Aviation Authority are given in GEN1.1-1.

Rescue Coordination Center Juba.

Civil Aviation Authority, RCC
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

2. AREA OF RESPONSIBILITY

Search and Rescue Area: South Sudan Political boundaries.

3. TYPES OF SERVICE

Details of the Rescue Coordination Center and related rescue units are given on page GEN 3.6 - 2. In addition, various elements of the State Police organization, and the armed forces are available for search and rescue missions when required. The aeronautical, maritime and public telecommunication services are available to the search and rescue organization.

Requests for the entry of aircraft, equipment and personnel from other states to engage in the search and rescue for aircraft in distress or to rescue survivors of an aircraft accident should be transmitted to the Rescue Coordination Center, Air Navigation Centre.

Instructions as to the control that will be exercised on entry of such aircraft and/or personnel will be given by the Rescue Coordination Center in accordance with standing plan for the conduct of search and rescue in its area.

4. SAR AGREEMENTS

- National agreements.
In progress, not yet completed
- International agreements.
Nil

5. CONDITIONS OF AVAILABILITY

The SAR services and facilities in South Sudan are available without charge to neighboring States upon request to the Juba RCC at all times when they are not engaged in SAR operations in their home territory.

6. PROCEDURES AND SIGNALS USED

6.1. The rescue organization

When the ATS facility has reason to believe that an aircraft in a state of emergency, it will alert and notify the RCC and the ATS facility will support it. When the location of a civil aircraft which has crashed on land is known, the local governments take responsibility for dealing with the incident.

6.2. Procedures for a pilot-in-command intercepting a distress transmission

Whenever a distress transmission is intercepted by a pilot-in command of an aircraft, the pilot shall, if feasible:

- a) acknowledge the distress transmission;
- b) record the position of the craft in distress if given;
- c) take a bearing on the transmission;
- d) inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information; and
- e) at the pilot's discretion, while awaiting instructions, proceed to the position given in the transmission.

6.3. Procedures for pilots-in-command observing that either another aircraft or a surface craft is in distress, he shall. Unless he is unable, or in the circumstances of the case considers it unreasonable or unnecessary:

- a) Keep in sight the craft in distress until such time as his presence is no longer
- b) If his position is not known with certainty, take such action as will facilitate the determination of it;
- c) Report to the rescue coordination centre or air traffic services unit as much of the following information as possible:
 - i. Type of craft in distress, its identification and condition;
 - ii. Craft position, expressed in geographical coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid;
 - iii. Time of observation expressed in hours and minutes Coordinated Universal Time (UTC);
 - iv. Number of persons observed;
 - v. Whether persons have been seen to abandon the craft in distress;
 - vi. Number of persons observed to be afloat;
 - vii. Apparent physical condition of survivors;
- d) Act as instructed by the rescue coordination centre or the air traffic services unit.

6.4. Communications

Transmission and reception of distress message within the search and rescue area are handled in accordance with Volume II of Annex 10. For communications during search and rescue operations, the Codes and abbreviations published in DOC 8400 are used.

6.5. Search and Rescue signals

The search and rescue signals to be used are those prescribed in ICAO Annex12, Chap 5, para 5.10 and are listed in the following sections.

6.5.1. Ground/air visual signal codes for use by survivors

<i>No.</i>	<i>Message</i>	<i>Code symbol</i>
1	Require assistance	V
2	Require medical assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceeding in this direction	↑

6.5.2. Ground-air visual signal code for use by rescue units

<i>No.</i>	<i>Message</i>	<i>Code symbol</i>
1	Operation completed	LLL
2	We have found all personnel	<u>LL</u>
3	We have found only some personnel	++
4	We are not able to continue. Returning to base	XX
5	Have divided into two groups. Each proceeding in direction indicated	↔
6	Information received that aircraft is in this direction	→ →
7	Nothing found. Will continue to search	NN

GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES**GEN 4.1 AERODROME/HELIPORT CHARGES****1. GENERAL****1.1. In these Regulations:**

- "airport" means airport, aerodrome or landing ground owned and operated by the Government and notified as available for public use;
- "approved" means approved in writing;
- "CEO" means the CEO of The Republic of South Sudan Civil Aviation Authority (SSCAA) and includes an officer empowered by him to perform any or all of the functions conferred on the CEO;
- "housing" and "housed" mean respectively, in relation to aircraft, accommodation and accommodated in a hangar owned by Government;
- "movement" means a landing or take-off by an aircraft;
- "parking" and "parked" mean respectively, in relation to aircraft, parking or parked at an airport in the open.

1.2. Authority:

According to South Sudan Civil Aviation Act of 2012, under the laws and regulations of The Republic of South Sudan, the CEO of the South Sudan Civil Aviation Authority declares the following Charges, with effect from 17 JUN 2021. All charges are in United States Dollars unless otherwise specified.

1.3. The charges set out hereunder are common to all aerodromes administrated by the SSCAA, and supersede the charges listed in the "SSCAA Aeronautical Charges Schedule", dated July 2017. Unless an alternative arrangement has been made, all charges for use of the aerodrome are payable by the pilot of the aircraft before the aircraft departure from the aerodrome.

Pilots/Aircraft/Companies that have established an account in good standing with:

NavPass Global Ltd
One Millars Court
Nassau, New Providence, The Bahamas
Website: www.navpass.aero
Email: southsudan@navpass.aero
Telephone: +1 (303) 800 8433

meet the above stated alternative payment arrangement requirement.

1.4. These charges are subject to revision by amendment of circulated regulation(s).**2. LANDING OF AIRCRAFT****2.1. Landing charges.**

A landing charge shall be payable at the rates indicated in the Section 6, hereof in respect of each landing of an aircraft at an airport.

2.2. Aircraft Weight

Landing charges are calculated on the aircraft manufactures certified Maximum Take-off Weight (MTOW) in accordance with its Certificate of Airworthiness.

2.3. Operations Outside of the Airports Hours of Operation

2.3.1. An additional charge equivalent to one half of the landing charge shall be collected:

- a) in respect of any landing, except in an emergency, outside the published airport hours of operations, and
- b) in respect of any take-off outside the published airport hours of operations, other than a take-off within one hour of landing outside such published hours of operation.

2.3.2. Except in emergency or by prior arrangement with the CEO, no movement shall take place outside the aerodrome published hours of operation.

2.3.3. In the event of cancellation of a proposed movement outside the published hours of operation, the additional charges provided by sub-Para 2.3.1, hereof shall be payable unless notice of the cancellation is received by the Director General not less than two hours before the published closing time.

2.3.4. In the event an airport has been requested to be available for use as an alternate outside its normal operating hours a charge equal to 25% of the Section 6, landing charges, but subject to a minimum charge of USD \$50 shall be payable by the operator concerned for every three hours or part thereof during which such airport is made available for this purpose but respect of which no landing charge becomes payable.

3. PARKING, HANGARAGE AND LONG-TERM STORAGE OF AIRCRAFT

3.1. Parking and Housing Conditions

An aircraft shall be accepted for parking or housing at an aerodrome in accordance with the conditions set out in Section 6.1.4. hereof. Owners, operator and persons in command of aircraft who park or house an aircraft at an airport shall be deemed to have accepted these conditions.

3.2. Parking and Housing Charges

3.2.1. Housing and parking charges shall be payable at the rates specified in Section 6.1.4, hereof for each period of twenty-four hours or part thereof, or at a long-term rate as agreed upon in advance by the CEO. Parking time shall be from the time of landing until the time of take-off.

3.2.2. No charge shall be made for the first six hours of parking.

3.2.3. The Airport Director may, at his discretion, require an aircraft to be moved from one assigned parking space to another after a period of one and a half hours standing time has elapsed.

3.2.4. The Airport Director may, for reasons of safety or any other reason; which he at his sole discretion, considers good and sufficient, order an aircraft parked in the open to be removed to a suitable hangar, in which case housing charges shall be applied from the time such order has been executed.

4. PASSENGER SERVICE CHARGES

A passenger service charge shall be payable in respect of any person boarding and aircraft carrying passengers for hire or reward at the rates specified in the Section 6.1.3. hereof.

5. EXEMPTIONS AND REDUCTIONS

5.1.1. Exemptions from current applicable charges and fees at South Sudan aerodromes shall be as follows:

- a) Search and rescue flights;
- b) Flights made exclusively for the purpose of checking or testing equipment used or intended to be used as aids to air navigation;
- c) Emergency/Precautionary return flights providing the first landing is made at the aerodrome of departure;
- d) Ceremonial flights;
- e) Any other cases expressly approved in advance by the CEO.

6. CHARGES.

6.1. Landing of Aircraft:

The fees payable is based on aircraft manufactures certified Maximum Take-off Weight (MTOW) as shown in certificate of air worthiness. The applicable fee rates are given in the tables below.

6.1.1. Landing Fee International Flights:

	Maximum Takeoff Weight (MTOW) in Tons	Charge in USD
1	Less than 5 tons	\$74
2	More than 5 tons to less than 10 tons	\$95
3	10 tons to 20 tons	\$113
4	21 tons to 100 tons	\$7 per ton
5	101 tons and above	\$8 per ton

6.1.2. Landing Fee Domestic Flights:

	Maximum Takeoff Weight (MTOW) in Tons	Charge in USD
1	Less than 5 tons	\$37
2	More than 5 tons to less than 10 tons	\$47
3	10 tons to 20 tons	\$57
4	21 tons to 100 tons	\$3.50 per ton
5	101 tons and above	\$4 per ton
Domestic Flights may be paid in equivalent South Sudanese Pounds.		

6.1.3. Charges For Night Operation (Lighting):

Between the hours of Sunset to Sunrise – 15 % additional to the single day landing and take-off charges.

6.1.4. Passenger Service Charges

Airport	Charges
International Passengers	\$30 USD
Domestic Passengers	300 SSP
Payment of charges for domestic flight shall be paid in South Sudanese Pounds	

6.1.5. Security Services Charges:

a) Security Charges For International Flights:

	Maximum Takeoff Weight (MTOW) in Tons	Charge in USD
1	Less than 5 tons	\$79
2	More than 5 tons to less than 10 tons	\$89
3	10 tons to less than 25 tons	\$123
4	25 tons to less than 60 tons	\$221
5	60 tons and above	\$295

b) Security Charges for Domestic Flights:

	Maximum Takeoff Weight (MTOW) in Tons	Charge in USD
1	Less than 5 tons	\$69
2	More than 5 tons to less than 10 tons	\$89
3	10 tons to less than 25 tons	\$108
4	25 tons to less than 60 tons	\$128
5	60 tons and above	\$148
Payment of charges for domestic flight shall be paid in equivalent South Sudanese Pounds		

6.1.6. Housing and Parking Charges:

- a) Parking charges for the first six hours are free.
b) Parking Charges after six hours and within a period of 24 hours or each part thereof

	Maximum Takeoff Weight (MTOW) in Tons	Charge in USD
1	Less than 20 tons	\$15
2	20 tons to less than 40 tons	\$20
3	40 tons to less than 100 tons	\$35
4	100 tons to less than 200 tons	\$50
5	200 tons to less than 300 tons	\$70
6	300 tons and above	\$100

6.1.7. Departure Passenger Handling System Usage:

\$0.8 USD per boarding passenger.

6.1.8. Additional Airport Facility Use Charges.

On an airport specific basis additional charges may be levied for:

- Towing and tug services
- Passenger transportation bus/shuttles

6.2. Non-payment.

- a) The CEO, SSCAA, may refuse to permit an aircraft to depart from the airport until all charges due under these Regulations have been paid; and
- b) Operators with accounts more than 150 days in arrears are subject to aircraft forfeiture or any other measures the CEO, SSCAA, may deem appropriate to satisfy the debt.

GEN 4.2 AIR NAVIGATION SERVICES CHARGES**1. GENERAL****1.1. Charges.**

The charges set out hereunder supersede the charges listed in the “SSCAA Aeronautical Charges Schedule”, dated July 2017. Air Navigation Charges shall be payable for each flight through airspace within the boundaries of the South Sudan Airspace. Air Navigation Charges shall apply to aircraft landing and departing airports within South Sudan Airspace, and to aircraft overflying South Sudan Airspace.

1.2. Aircraft Weight.

When weight is a factor, for the purpose of calculating charges the weight of the aircraft shall be the maximum permissible take-off weight (MTOW) as indicated in the Certificate of Airworthiness.

1.3. Facilities Not Available

No abatement of the scale of charges shall be allowed in the event of any airport or air navigation service or other facility being unavailable.

2. AIR NAVIGATION SERVICE**CHARGES 2.1. Authority:**

According to South Sudan Civil Aviation Act of 2012, under the laws and regulations of The Republic of South Sudan, the Director General of the South Sudan Civil Aviation Authority declares the following charges, with effect from 17 JUN 2021. All charges are in United States Dollars (USD).

2.1.1. For aircraft operating below FL245, Air Navigation Service Charges shall be levied at the rate of \$3.00 USD per Nautical Mile.

2.1.2. Route-Distance mileages for representative routes are shown below. This listing is not all

inclusive. Distances To/From Landing and Departing Airports Within South Sudan						
From/To	To/From	Mileage (NM)		From/To	To/From	Mileage (NM)
ANTAX	JUBA	233		ITOXA	JUBA	330
ATUGA	JUBA	53		KABLA	JUBA	68
DAGAP-TAPOS	JUBA	180		MALAKAL	JUBA	280
DEKUM	JUBA	118		OVELA	JUBA	56
EPLAS	JUBA	108		SAGBU	JUBA	90
GINPU	JUBA	330		WAU	JUBA	276

2.1.3. KFOSS Air Navigation Service Charges

2.1.3.1 Applicability

Effective 30 November 2023, the South Sudan Civil Aviation Authority (SSCAA) assumed responsibility for the management and billing of the Khartoum FIR Over South Sudan (KFOSS), in accordance with the bilateral agreement with the Sudan CAA (SCAA).

KFOSS airspace is defined in the ICAO Khartoum FIR Contingency Plan (Amendment 2, 10 August 2023) as “the airspace over the territory of South Sudan above FL245.” (see reference: <https://www2023.icao.int/MID/Documents/MIDANPIRG/Khartoum%20FIR%20Contingency%20Plan%20Amendment%202.pdf>)

2.1.3.2 Charges

For all flights at or above FL245 operating within KFOSS airspace, the following charges shall apply per flight, based on Maximum Take-Off Weight (MTOW):

MTOW	Swiss Francs (CHF)
Less than 50 tons	1,800
50 tons to less than 200 tons	2,400
200 tons or greater	2,700

2.1.4. NAFISAT/Communication Network charges:

In addition to the Charges specified in 2.1.1, and 2.1.3.2, a NAFISAT/Communication Network charge of \$10 per flight will be assessed.

2.1.5. Exemptions

The following flights are exempt from, and will not be charged, Air Navigation Service Charges:

- Search and rescue flights;
- Flights made exclusively for the purpose of checking or testing equipment used or intended to be used as aids to the South Sudan air navigation system;
- Emergency/Precautionary return flights providing the first landing is made at the aerodrome of departure;
- Flights of aircraft weighing less than 2.5 (2 ½) tons MTOW.
- Ceremonial flights;
- Any other cases expressly approved in advance by the Director General, SSCAA.

3. METHODS OF PAYMENT

3.1. Unless prior arrangements have been made with the Director General, SSCAA:

- a) All charges made under these regulations shall be paid prior to the departure of the aircraft from the airport of landing;
- b) Air Navigation Service Charges for a flight which does not land at an airport in South Sudan shall be a debt due to the Government by the owner, the operator, or the person in command of the aircraft.
- c) Air Navigation Service Charges for a flight to be undertaken shall be paid in advance of such flight.

- d) The owner, the operator, or the person in command of the aircraft that have established an account in good standing with South Sudan E-Government Services (*see 3.2.1 below*) meet the “prior arrangements” payment requirement in 3.1.
- e) All payment shall be in USD (United States Dollars).
- f) Navigation fees charged in Swiss Francs (CHF) are converted to USD at the prevailing daily exchange rate (CHF–USD).

3.2. Payment methods on behalf of the SSCAA for Air Navigation Service Charges are payable to South Sudan E-Government Services.

3.2.1. Aircraft operators shall establish an account in advance with South Sudan E-Government Services, who will bill and collect air navigation service charges on behalf of the SSCAA:

South Sudan E-Government Services
Equatoria Tower, 8th Floor Wing B, Suite 2
Hai Malaka Road, Juba South Sudan
Website: <https://sscaa.eservices.gov.ss>
Email: ans-sscaa@eservices.gov.ss
Telephone: +211 980 117 799

3.3. Payment Date

All charges levied under these regulations not payable in advance shall be payable within 30 days of demand after which interest shall accrue at the rate of 1 percent per month or part thereof.

3.4. Non-payment

- a) The Director General, SSCAA, may refuse to permit an aircraft to depart from the airport until all charges due under these Regulations have been paid; and
- b) The Director General, SSCAA, may refuse to permit an aircraft overflight permission until all charges due under these Regulations have been paid; and
- c) Operators with accounts more than 150 days in arrears are subject to aircraft forfeiture or any other measures the Director General, SSCAA, may deem appropriate to satisfy the debt.

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THE REPUBLIC OF SOUTH SUDAN



PART 2
EN-ROUTE (ENR)

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PART 2. EN-ROUTE (ENR)**ENR 1. GENERAL RULES AND PROCEDURES****ENR 1.1 GENERAL RULES****1. INTRODUCTION**

The air traffic rules and procedures applicable to air traffic within the South Sudan FIR conform with Annexes 2 and 11 of the Convention on Civil Aviation and to those portions of the DOC 4444, Procedures for Air Navigation Services – Air Traffic Management, and the Regional Supplementary Procedures applicable to the AFI Region, except for the differences as listed in GEN 1.7.

2. FLIGHTS ON AIRWAYS (AREA CONTROL)**2.1. Introduction**

2.1.1. Areas of responsibility for the control of flights on airways and the units providing this service are shown in ENR 2.1

2.1.2. Separation is based on:

- a) Estimated and actual times over position reporting points;
- b) Reports of visual sighting;
- c) Surveillance identification.

Note: As position reports are most commonly used it is important for estimates to be revised and notified to the ACC if more than 3 minutes in error.

2.2. Communications and Radio Navigation Requirements

2.2.1. All aircraft operating under IFR or VFR within controlled airspace shall be equipped with appropriate communications and navigation equipment enabling them to:

- a) maintain two-way communication with the appropriate ATC unit. The minimum requirement is VHF R/F equipment suitable for communicating on ATC frequencies.
- b) maintain track within the lateral limits of the Airway/RNAV Route and to navigate in accordance with ATC instructions. The minimum requirement is one radio compass.

2.3. Air Traffic Clearance

2.3.1. An Air Traffic Clearance is an authorization by ATC for an aircraft to proceed under specified conditions within controlled airspace. If for any reason an air traffic clearance is not acceptable to the pilot-in-command, he may request an alternative clearance.

2.3.2. The pilot-in-command of an aircraft on an IFR or SVFR flight plan shall obtain an air traffic clearance prior to operating in a controlled airspace.

2.3.3. The pilot-in-command of an aircraft not operating on an IFR or SVFR flight plan shall at all times maintain appropriate VFR in-flight weather minimums and obtain an air traffic clearance prior to operating in Class A, Class B, Class C, or Class D airspace.

2.3.4. An air traffic clearance will contain the following items:

- a) Aircraft identification;
- b) Clearance limit and route instruction;
- c) Level assignment;

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- d) Departure instruction when necessary;
 - e) Approach instruction when necessary;
 - f) Clearance expiry time when necessary;
 - g) Any special instructions and information.
- 2.3.5. Request for Amended Clearance. If the amended clearance is requested at a time a position report is made the information contained in that report shall be given on the assumption that the aircraft is proceeding in accordance with the current clearance, and not with that which is being requested.
- 2.3.6. The contents of an air traffic control clearance or any revision thereto shall apply only to those portions of the flight conducted within controlled airspace.
- 2.3.7. An air traffic control clearance may be issued direct to an aircraft by an ACC or through an aerodrome control unit or an air-ground HF R/F communications unit.
- 2.3.8. Phrases used in air traffic clearances will have the following meanings:
- a) Clearance expires at (Time). If the aircraft is not airborne by the time stated, a new clearance shall be obtained.
 - b) Depart not before (Time). An aircraft will not be cleared for departure until the time specified.
 - c) Unable to approve. When ATC is unable to approve the flight planned level, an alternative level will be offered whenever possible, to avoid or reduce delay.
- 2.3.9. A pilot-in-command operating under VFR in controlled airspace's shall not enter instrument meteorological conditions without first obtaining an ATC clearance in accordance with the procedure laid down for flights joining airways. Until such clearance is received, the aircraft must remain in VMC.
- 2.3.10. Where a flight plan specifies IFR for the first portion of a flight and VFR for the latter portion, the aircraft will normally be cleared to the point where IFR terminates (clearance is not necessary beyond that point unless within the TMAs and all CTRs).
- 2.3.11. If an ATC clearance stipulates VFR climb or descent and it becomes evident to the pilot-in-command that VMC cannot be maintained, he shall hold in VMC and request an alternative clearance.
- 2.3.12. The pilot-in-command having acknowledged an air traffic control clearance shall not deviate from the provisions of the clearance unless an amended clearance has been obtained.
- 2.3.13. A flight shall normally be cleared to the aerodrome of first intended landing, the point of leaving controlled airspace or in the case of a flight where prior coordination with an adjacent unit cannot be established the FIR boundary: this is known as the clearance limit.
- 2.3.14. When an aircraft is cleared to an intermediate point en-route and further ATC clearance is required, this will, wherever possible be issued at least 15 minutes before the aircraft arrives at the clearance limit, unless the pilot-in-command is instructed to hold over the intermediate point until a specified time.
- 2.3.15. In the event of an aircraft arriving at the clearance limit without having received a further clearance, the pilot-in-command shall immediately request a further clearance and hold in accordance with the specified holding pattern maintaining the last assigned cruising level until coordination facilities between Regional Control Centers exist, pilots on such routes must endeavor, when airborne, to contact the Area Control Centre of the next FIR which the aircraft is entering and obtain clearance to enter its Control Area before reaching the transfer point of the two ACCs.
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2.3.16. When a flight operates successively in a control area subsequently along the advisory route or area, the clearance issued for the flight or any revisions thereto will only apply to those portions of the flight conducted within controlled airspaces.

2.4. Route and Level Assignment

2.4.1. The pilot-in-command shall fly in strict accordance to the route specified by ATC. Deviation from the specified route may be permitted by ATC if traffic conditions permit.

2.4.2. Traffic permitting ATC will assign the flight planned level if in accordance with the table of semi-circular system of Cruising Levels. Cruising levels below the minimum specified in ENR 3.1 will not be assigned.

2.5. Essential Traffic Information

2.5.1. Essential traffic is that controlled traffic to which the provision of separation by ATC is applicable but, which in relation to a particular controlled traffic, does not have the required minimum separation.

2.5.2. Essential traffic information shall be issued to controlled flights concerned whenever they constitute essential traffic to each other.

Note: This information will inevitably relate to controlled flights which are cleared subject to maintaining own separation and remaining in visual meteorological conditions.

2.5.3. Essential traffic information shall include:

- a) Direction of flight of aircraft concerned;
- b) Type of aircraft concerned;
- c) Level(s) of aircraft concerned and estimated time of passing or if this is not available, the estimated time of arrival for the reporting point nearest to where the level will be crossed.

2.6. Aircraft Joining or Crossing Airways

2.6.1. Pilot-in-command of aircraft joining or crossing an airway will:

- a) When flying under VFR in Class B, Class C, or Class D airspace, notify the appropriate ATC authority; or
- b) When flying under IFR, request clearance from the appropriate ATC authority not later than 10 minutes on VHF R/T or 20 minutes on HF R/T before joining or crossing.

2.6.2. An in-flight request or notification of intention to join an airway shall include the following information, as appropriate:

- a) Aircraft identification
- b) Aircraft type
- c) Position
- d) Level and flight conditions
- e) Estimated time at point of joining
- f) Desired level
- g) Route and point of first intended landing
- h) True airspeed
- i) The words "request joining clearance"

2.6.3. An in-flight request or notification of intention to cross an airway shall include the following information:

- a) Aircraft identification
- b) Aircraft type
- c) True track

- d) Place and estimated time of crossing
- e) Desired crossing level
- f) Ground speed
- g) The words "request crossing clearance"

2.7. VFR flight Crossing Airways

2.7.1. VFR flights intending to cross airways below FL 145 outside the Terminal Class D Areas shall only cross them at various levels plus 500 ft at an angle of 90° to the direction of the airways, or as close as possible to this angle.

2.7.2. In an emergency, where neither surveillance nor a procedural crossing can be obtained, an airway may be crossed at various levels plus 500 ft. The various levels referred to are flight levels of whole thousands in feet.

2.8. VFR flights shall NOT be operated:

- a) In Class A airspace; or
- b) by night in all airspace;
- c) by day in Class B, Class C, and Class D airspace without an appropriate ATC clearance.

2.9. Temporary Danger Areas on Airways

2.9.1. Military operations, both air and ground may take place within the Juba FIR. Danger areas will be promulgated by NOTAM, giving the reference point, vertical extent, radius and duration of the operation.

2.9.2. Where danger areas infringe controlled airspace, the areas will not be available for use by civil aircraft at the levels affected.

2.10. IFR Flights outside Terminal Areas and CTRs in VMC

2.10.1. The pilot-in-command of an aircraft operating under IFR outside the Terminal Areas/CTR below FL 245 may request a VFR clearance for any portion of the flight. In the absence of such a request, ATC will issue a full IFR clearance regardless of weather conditions.

2.10.2. Outside the Terminal Areas/CTR when necessary to expedite traffic, ATC may request a pilot-in-command operating under IFR below FL 245 to conduct portion of the flight under VFR. An alternative clearance will be issued if the pilot-in-command has any doubt as to his ability to maintain VFR.

3. AIR TRAFFIC ADVISORY SERVICE

3.1. Introduction

3.1.1. Air Traffic Advisory Service is provided in areas or airspace where it is desirable to make information on collision hazards more effective than Flight Information Service provides, but facilities for the introduction of positive control are inadequate, or positive control cannot be applied for some reason.

Note: Air Traffic Advisory Service is normally implemented as a temporary measure pending the implementation of positive control

3.1.2. In addition to the provision of information on known traffic, Advisory Service offers suggestions and advice to assist the pilot-in-command to avoid collision with other aircraft.

3.1.3. Generally, procedures in advisory areas or airspace are similar to those in control areas.

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- 3.1.4. Juba Center provides Air Traffic Advisory Service within defined areas of responsibility using ICAO standard separation. Units and the areas or routes they serve are shown in ENR 3.
- 3.1.5. Air Traffic Advisory Service does not provide for terrain clearance, which is the responsibility of the pilot-in-command.
- 3.1.6. There is no obligation on the part of a pilot-in-command to make use of this service and it does not therefore afford the same degree of safety and cannot assume the same responsibilities as air traffic control service since there may be unknown or unreported traffic operating in the advisory area or airspace.
- 3.1.7. The words "Advice" or "suggested" will be used in advisory messages passed to the pilot-in-command by ATC. The pilot-in-command shall then indicate whether he intends to comply with the advice or suggestion.
- 3.1.8. A flight in an advisory area or airspace will not be subject to an air traffic clearance, but any changes in flight plan or flight progress should be notified to ATC.

3.2. Procedures

- 3.2.1. In electing to use the air traffic advisory service within the specified advisory areas and airspace, the pilot-in-command shall comply with the procedures applicable to flights within controlled airspace.
- 3.2.2. Requirements for the submission of a flight plan prior to departure or in flight are similar to those for flights in controlled airspace.
- 3.2.3. Traffic intending to cross an advisory area or airspace should request the permission of ATC. If unable to effect direct contact, notification should be passed relay by another unit.
- 3.2.4. In crossing the advisory area or airspace the pilot-in-command should in so far as possible select a point associated with a radio facility to assist accurate navigation; and should cross as nearly as possible at right angle to minimize the time spent in the advisory area or airspace and at a level, appropriate to its track selected from the table of quadrantal cruising levels for use by flights operating outside controlled airspace.
- 3.2.5. If operating IFR in an advisory area or airspace and not electing to use the air traffic advisory service, pilot-in-command should maintain a listening watch on the appropriate frequency and notify ATC of
- a) Position, true airspeed, cruising level and route, at hourly intervals; and
 - b) Any intended change in route or cruising levels.
- 3.2.6. The clearance limit of a flight will be the point at which the aircraft leaves the advisory area or airspace. Where the destination airfield is situated on an advisory area or airspace in Juba FIR the clearance limit will be the destination airfield.

4. FLIGHT INFORMATION SERVICE (FIS)

4.1. Introduction

- 4.1.1. Flight Information Service (FIS) is provided both within and outside controlled or advisory airspace by all ATS units.
- 4.1.2. Within the South Sudan FIR but outside controlled or advisory airspace, the Flight Information and Alerting Service established at Juba ACC will, for ease of reference, be known as Juba Flight Information and the Area Controller will normally carry out the duties of the Flight Information Controller.

4.1.3. In addition to the normal Flight Information and Alerting Service provided by all ATS Units, the Flight Information Controller Will provide extra services to aircraft, which communicate with him whilst they are flying outside controlled and advisory airspace.

4.2. Scope of Flight Information Service

4.2.1. FIS shall include pertinent information concerning:

- a) SIGMET warnings, both reported and forecast which may affect the safety of flight;
- b) changes of serviceability of navigational and approach aids;
- c) conditions of aerodromes and associated facilities;
- d) other information which is considered pertinent to safety.

4.2.2. In addition to the information outlined in 4.2.1, FIS provided to IFR flights outside controlled and advisory airspace will include:

- a) the acceptance of airborne flight plans;
- b) the provision, when requested, of clearance to join or cross controlled airspace;
- c) the passing of EA Ts to destination aerodromes outside controlled airspace under special circumstances (e.g. diversions);
- d) warnings of proximity hazards;
- e) weather conditions, both reported and forecast, at destination and alternate aerodromes.

4.2.3. In addition to the information outlined in 4.2.1, FIS provided to VFR flights will include weather conditions, both reported and forecast, which could make flight under VFR impracticable.

4.3. General Application

4.3.1. FIS is provided at the discretion of the controller concerned or at the request of the pilot made either before departure or whilst in flight.

4.3.2. In providing FIS, the controller is not provided with sufficient reliable information on all of the flights within the airspace for which he has limited responsibility to enable him to offer aircraft more than an information service. He has no authority to issue either clearances or instructions to aircraft in communication with him except when acting on behalf of other ATS units possessing positive powers of control. Accordingly, the controller will usually preface his remarks with "you are informed that...", when, in his opinion, an aircraft should be given certain information which may affect the conduct of flight.

4.3.3. The provision of ATC Service shall normally take precedence over the provision of FIS.

4.4. Proximity Warnings

4.4.1. Due to many factors the Flight Information Controller cannot be provided with an accurate display of air traffic flying outside controlled airspace and advisory area. He cannot, therefore, supply an ATC Service, but is empowered to offer a proximity warning service to aircraft in communication with him.

4.4.2. The Flight Information Controller cannot be expected to have a knowledge of all the geographical positions in the FIR and their proximity to each other, neither can he plot aircraft position reports given by different methods (i.e. latitude and longitude, bearing and distance, geographical positions, etc.) in order to forecast possible collision hazards.

4.4.3. The Flight Information Controller may offer a limited proximity warning service and may give traffic information to aircraft in communication with him as follows:

- a) proximity warnings may be issued to aircraft when positive and self-evident information is received by the Flight Information Controller indicating that aircraft are, or will be in dangerous proximity to each other;
- b) the Flight Information Controller may at his discretion, or on request, inform a pilot of the presence of other known traffic in the vicinity;
- c) the issue of proximity warnings and traffic information is wholly at the discretion of the Flight Information Controller. As indicated above such information may be based on data of doubtful accuracy and completeness, therefore, the Flight Information Controller cannot assume responsibility for their issuance at all times nor for their accuracy.

4.4.4. The provision of ATC Service shall normally take precedence over the provision of FIS.

5. AERODROME/ APPROACH CONTROL SERVICE

5.1. Introduction

5.1.1. Aerodrome/Approach Control issue air traffic clearances, instructions and information to aircraft to ensure the safe, orderly and expeditious flow of air traffic.

5.1.2. In VMC, all aircraft flying in a control zone (CTR) or aerodrome traffic zone (ATZ) and all traffic on the maneuvering area of the aerodrome (with the exception of the marshalling area) come under Aerodrome Control. This does not, however, relieve the pilot-in-command from the responsibility for avoiding collisions.

5.1.3. In IMC, control of traffic on the runway in use in the air is shared between Aerodrome Control and Approach Control. Normally departing aircraft are transferred to Approach Control when airborne, whilst arriving aircraft are transferred to Aerodrome Control when properly sequenced for approach to land. The actual point of transfer depends on traffic conditions between the two units, accordingly control of traffic on other parts of the maneuvering area, with the exception of the marshalling area, is the responsibility of Aerodrome Control.

5.1.4. CTR dimensions and controlling authorities are specified in ENR 3.

5.2. Procedures

5.2.1. Holding instrument approach, arrival and departure procedures are specified in ENR 1.5.

5.2.2. Radio communication shall be established with the appropriate Aerodrome/Approach Control Unit:

5.2.3. For IFR or VFR operations in a CTR, aircraft shall be equipped with appropriate two-way VHF radio apparatus, plus a radio compass. The appropriate Controlling Authority may grant exemptions.

5.2.4. Aircraft shall call aerodrome/approach control on VHF approximately 10 minutes before ETA at the Zone boundary (or 20 minutes, where communications are on HF R/T).

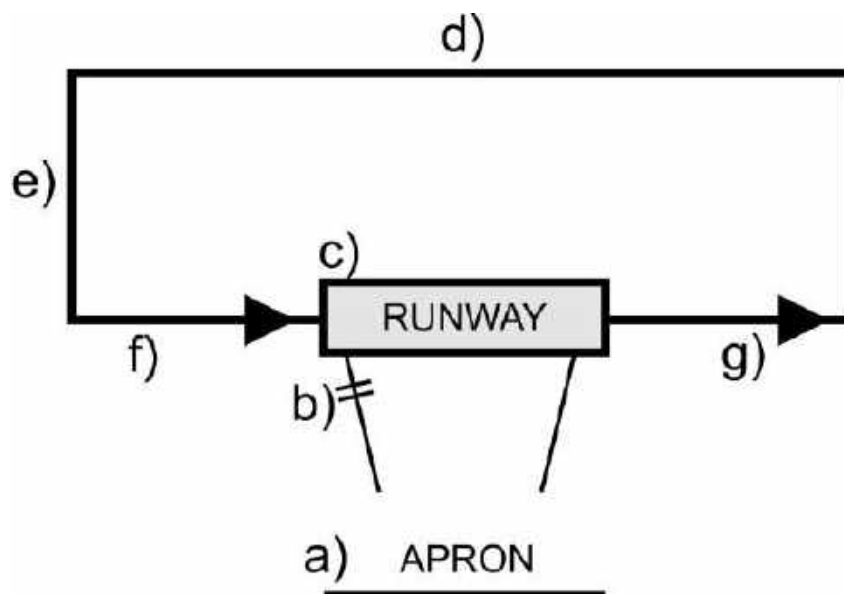
5.2.5. A pilot-in-command under IFR or VFR about to enter, cross or operate within a CTR or ATZ shall:

- a) notify aerodrome/approach control on the appropriate radio frequency of the aircraft's position, level and track;
- b) estimated time of crossing the zone boundary;
- c) maintain a continuous listening watch of that frequency while the aircraft is within the zone;
- d) navigate in accordance with the flight plan and ATC clearance;

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- e) carry out instructions received from aerodrome/approach control.
- 5.2.6. All flights within a control zone, by night or in IMC, shall be conducted in accordance with IFR or special authorization by ATC. However, at any time, in order to expedite traffic, ATC may authorize IFR flights to execute visual approaches if the pilot reports that he has the aerodrome in sight, can maintain visual reference to the surface and:
- a) the reported cloud ceiling is not below the initial approach level for the aircraft cleared;
 - b) the pilot reports at any time during the initial or the intermediate approach procedure, that the visibility will permit a visual approach and he has reasonable assurance that the landing can be accomplished.
- 5.2.7. VFR flights specially authorized by ATC and without radio, may be permitted in a CTR under special circumstances, subject to traffic permitting. In this case, permission shall be obtained before departure and the flight shall be conducted in strict accordance with such conditions as may be specified.
- 5.2.8. Flights within a CTR may be specially authorized by ATC when weather conditions fall below the minima for VFR flights. Such flights when so authorized, shall be flown clear of cloud and in sight of the ground or water.
- 5.2.9. Separation shall be effected between all specially authorized flights and between such flights and all IFR flights.
- 5.3. Separation Standards applied shall be in accordance with ICAO Doc 4444 (PANS-ATM)
- 5.4. Traffic and Taxi Circuits

The following positions in the traffic and taxi circuits are the positions where aircraft normally request and, depending on the traffic situation, receive air traffic control clearances and instructions:

- a) Parking Position. Aircraft requests start-up approval, if required, and taxi instruction for departure.
- b) Holding Point Aircraft reports ready for departure, if requested. Departing aircraft are held at this point until permission to line up or take-off clearance can be issued.
- c) Take-off Position. Take-off clearance shall be issued here if not practicable at position b).
- d) Downwind. Aircraft reports on downwind if requested. Landing clearance may be issued.
- e) Base. Aircraft reports on base leg if requested. Landing clearance may be issued if not practicable at position d).
- f) Final. Aircraft reports on final if requested. Landing clearance shall be issued if not practicable at positions d) or e).
- g) Turn-off Position. Taxi instruction to the apron or the instruction to contact ground control resp. apron shall be issued.



Note: At grass or unpaved aerodromes, the area to be used for landing is regarded as the runway for the purpose of reporting position in the circuit.

5.5. Use of Runway

5.5.1. The Aerodrome/Approach Controller will nominate the runway direction according to prevailing circumstances.

5.5.2. Notwithstanding the runway direction nominated by ATC, the pilot-in-command shall ensure that there is sufficient length of run and that the crosswind or downwind component is within the operational limits of each particular operation. If the nominated runway direction is not suitable for these reasons or for any other safety reason, the pilot-in-command may request for an alternative runway direction. The decision to undertake a take-off or a landing on a water-affected runway or when the presence of birds has been advised rests solely with the pilot-in-command.

5.5.3. Unless prior permission has been obtained from ATC, the pilot-in-command of an aircraft that has been cleared for takeoff shall not hold on the runway-in-use.

5.5.4. During daylight hours, in VMC, an aircraft may be cleared to continue approach to a runway occupied by a proceeding aircraft but clearance to land will not be given until the runway is vacated.

5.6. Closure of Aerodromes

5.6.1. Aircraft will not be refused permission to land or take-off from airfields in Juba FIR solely because of adverse weather conditions. The pilot-in-command of public transport aircraft shall be responsible for operations in accordance with applicable company weather minima.

5.6.2. Aerodromes will be closed:

- a) when the surface of the landing area is unfit e.g. soft surface or dangerous obstruction on the maneuvering area; or
- b) at such other times and in conditions specified by NOTAM.

5.6.3. In an emergency an aircraft will be permitted to land regardless of the conditions of the aerodrome or aerodrome facilities, but the pilot will be advised of these conditions.

5.7. Air Traffic Clearance

5.7.1. All flights within a CTR or ATZ, irrespective of weather conditions, require an air traffic clearance. This is not applicable in Class E airspace where VFR flights are permissible and for such flights an ATC clearance is not necessary.

5.7.2. The pilot-in-command of an aircraft departing from a CTR shall obtain an air traffic clearance prior to departure.

5.7.3. A clearance to enter or to cross a CTR or ATZ will include the following information:

- a) a clearance limit and holding instructions, if necessary;
- b) the route to be flown; and
- c) the altitude or flight level.

5.8. Suspension of VFR Flights

5.8.1. VFR flights shall not be permitted to take-off or land at an aerodrome within a control zone/aerodrome traffic zone or enter the traffic pattern when:

- a) 1/2 or more of cloud ceiling is less than 2500 ft; or
- b) the ground visibility is less than 9.2 km (5 NM).

5.9. Start Up Procedure

5.9.1. The pilot-in-command of an aircraft shall listen out on the appropriate aerodrome control tower frequency as early as possible prior to starting engines in anticipation of an instruction or a message that may come from ATC. When ready to start, ATC must be immediately advised so that there would be sufficient time for the issue of airway clearance to the aircraft.

5.9.2. For all aircraft operating at the airfields within Control Zones at which Aerodrome Control Services are provided, prescribed procedures below shall apply. The pilot-in-command shall:

- a) just prior to starting engines, obtain a start-up clearance;
- b) after start-up, obtain ATC clearance;
- c) report ready for take-off.

5.9.3. Departing aircraft will be instructed when to change from aerodrome/approach to en-route/airways control frequency.

5.10. Aerodrome Traffic Zone

5.10.1. Pilots-in-command of aircraft operating at airfields within Aerodrome Traffic Zones are also requested to comply with the above procedures.

5.11. Taxiing

5.11.1. The pilot-in-command shall obtain clearance before leaving the parking area.

Note: Taxi clearance will relate to movement on the maneuvering area, but exclude the marshalling area.

5.11.2. Aircraft taxiing on the maneuvering area will be regulated by ATC to avoid or reduce possible conflict and will be provided with a traffic information and alerting service.

5.11.3. The pilot-in-command shall not taxi his aircraft on to the runway in use except with the permission of aerodrome control.

5.12. Take-Off and Landing

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- 5.12.1. The pilot-in-command shall not take-off or land without a clearance from aerodrome control.
- 5.12.2. The pilot-in-command shall not run-up on the runway in use unless authorised by aerodrome control. Engine run-ups may be carried out in the holding pan or taxiway holding point clear of the runway in use.
- 5.12.3. After landing, the pilot-in-command shall vacate the runway by the shortest possible route or in accordance with instructions from aerodrome control.
- 5.12.4. Non-radio equipped aircraft shall stop after vacating the runway and watch for light signals from aerodrome control tower.

5.13. Arriving Aircraft

- 5.13.1. The pilot-in-command of an arriving aircraft shall contact the appropriate approach control 10 minutes before entering the CTR or ATZ.
- 5.13.2. Arriving IFR traffic operating into a controlled aerodrome will be issued with the following weather information:
- a) wind direction and speed;
 - b) visibility;
 - c) present weather;
 - d) cloud base and amount;
 - e) QNH; and
 - f) Any other significant meteorological information.

Note If the aircraft reports VMC below cloud and it is apparent that it can maintain VMC, only the surface wind and appropriate pressure need be given unless a full report is requested by the pilot.

5.14. Instrument Approach

- 5.14.1. Instrument approaches are specified in AD.
- 5.14.2. An expected approach time will be issued on initial contact with approach control. Any revisions will be notified immediately to the pilot-in-command.

5.15. Missed Approach

- 5.15.1. In the event of a missed approach the pilot-in-command shall carry out the published missed approach specified in AD.

5.16. Aerodrome Flight Information Service

- 5.16.1. A flight information service is provided at certain notified aerodromes where no Air Traffic Control is established.
- 5.16.2. The Service called "Aerodrome Flight Information Service" may be provided at some of the less busy aerodromes and airstrips where lack of suitable staff or scarcity of movements precludes the establishment of an Aerodrome Control Service.
- 5.16.3. The function of the "Aerodrome Flight Information Service" is to provide certain vital information to pilots wishing to land. It is not an Air Traffic Service.
- 5.16.4. Pilots will be given the information they require but will be expected to decide for themselves what action they should take. For example, they will be told the wind direction and speed but they will have to make up their own decision as to which runway should be used. They can however be advised of the direction of the runway nearest in to wind, but this need not necessarily be used.

5.16.5. The fundamental difference between the "Aerodrome Flight Information Service" and an Air Traffic Control Service such as Aerodrome or Approach Control Service is that in the "Aerodrome Flight Information Service", no "Control" of aircraft is exercised nor are instructions passed to pilots. It is essentially an advisory only service.

5.16.6. The Aerodrome Flight Information Service will operate as follows:

- a) provision of aerodrome weather information;
- b) information of the state of serviceability of the aerodrome and its facilities;
- c) provision of information on vehicular traffic on the maneuvering area;
- d) provision of aerodrome crash and fire services and alerting of other local emergency services;
- e) provision of emergency aerodrome lighting.

5.17. Special VFR Flight

5.17.1. A Special VFR Flight provides flexibility during Instrument Meteorological Conditions (or at night, if so authorized by the Civil Aviation Authority), in a control zone to a pilot who is unable to comply with Instrument Flight Rules.

5.17.2. Special VFR flights may be authorized to enter a control zone for the purpose of landing or take-off and depart directly from a control zone.

5.17.3. Special VFR flights may be authorized only when the ground visibility is not less than 1 NM, (1.85 KM).

5.17.4. Special VFR flights must not be allowed to hinder or interfere with IFR flights and must therefore be regarded as a concession, which will only be granted when traffic conditions permit. IFR flights take precedence over Special VFR Flights.

5.17.5. A Special VFR clearance shall be issued only when specifically requested by a pilot.

5.17.6. A pilot requesting a Special VFR clearance shall:

- a) submit a flight plan or a flight notification;
- b) comply with ATC instructions;
- c) be responsible for ensuring that he flies within the limitations of his license;
- d) be responsible for ensuring that he is able to remain clear of cloud, in sight of the surface and keep clear of obstacles;
- e) be responsible for maintaining the minimum safe altitude/low flying restrictions as prescribed in ENR 3.

5.17.7. Authorization for Special VFR Flights will depend upon traffic conditions, the extend of the proposed flight and whether or not air/ground communications can be maintained.

5.17.8. Special VFR Flights will not normally be given a specific level to fly; they will be merely instructed to remain clear of clouds and in sight of the surface. However, if it is necessary to maintain vertical separation from other aircraft above, the Special VFR aircraft may be required to remain below a specified level.

5.17.9. Aircraft flying under Special VFR authorization are subject to the general flight rules. Compliance with these rules is the responsibility of the pilot.

6. LIGHT AIRCRAFT OPERATION**6.1. General**

- 6.1.1. Light aircraft operations will normally be conducted under VFR. Request for operation under IFR may be approved if the aircraft is suitable equipped and the pilot appropriately rated. IFR flights will be regulated in accordance with the procedural system.
- 6.1.2. Flight notification shall be given by telephone or by filing a flight plan prior to departure. Flight notification by means of R/T should be avoided.
- 6.1.3. For circuits and landings or local flights in the vicinity of an aerodrome of not more than one hour's duration, verbal flight notification is acceptable. The following information should be given:
- aircraft identification;
 - numbers of persons on board;
 - ETD;
 - flight duration;
 - total endurance;
 - area of flight.
- 6.1.4. For flights other than those classified in 6.1.3, a flight plan shall be filed.
- 6.1.5. Light aircraft engaged on flying training or proceeding outside a CTR/ATZ shall maintain VHF communication.
- 6.1.6. Non-radio equipped aircraft may operate at an airfield at the discretion of ATC when traffic conditions permit. The light signals specified in Appendix "A" shall be strictly adhered to.
- 6.1.7. Light aircraft engaged on airways procedural flights shall, in addition to radio communication apparatus, be equipped with a radio compass.
- 6.1.8. Where a grass strip is available, light aircraft will use the grass strip, but if the strip is unserviceable ATC approval may be sought for the runway to be used.
- 6.1.9. Non-radio equipped aircraft will be controlled by the prescribed lamp from the Tower and, in-flight shall acknowledge by rocking the wings.
- 6.1.10. Aircraft not in radio contact will be given light signals on downwind and final positions as shown in Section 7, below.

7. LIGHT SIGNALS

LIGHT (towards aircraft concerned)	AIRCRAFT IN FLIGHT	AIRCRAFT ON THE GROUND
Steady GREEN	CLEARED TO LAND	CLEARED FOR TAKE-OFF
Steady RED	GIVE WAY TO OTHER AIRCRAFT AND CONTINUE CIRCLING	STOP
Series of GREEN Flashes	RETURN FOR LANDING	CLEARED TO TAXI
Series of RED Flashes	AERODROME UNSAFE – DO NOT LAND	TAXI CLEAR OF LANDING AREA IN USE
Series of WHITE Flashes	LAND AT THIS AERODROME AND PROCEED TO APRON*	RETURN TO STARTING POINT ON THE AERODROME
RED Flares of pyrotechnique	NOTWITHSTANDING ANY PREVIOUS INSTRUCTIONS; DO NOT LAND FOR THE TIME BEING	
*Authorization to land will be there after given as a Steady Green Light.		

ENR 1.2 VISUAL FLIGHT RULES

1. Unless otherwise assigned by ATC, VFR flights shall set their transponder at 2077.
2. Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:
 - a. when the ceiling is less than 1500 ft (450 m); or
 - b. when the ground visibility is less than 3 nm (5 km).
3. VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority.
4. Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:
 - a. above FL 200;
 - b. at transonic and supersonic speeds.
5. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:
 - a. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1000 ft (300 m) above the highest obstacle within a radius of 2000 ft (600 m) from the aircraft;
 - b. elsewhere than as specified in 5 a), at a height less than 500 ft (150 m) above the ground or water
6. VFR flights shall comply with the provision of 3.6 (Air traffic control service) of Annex2:
 - a. when operated within Classes B, C and D airspace
 - b. when operating in the vicinity of controlled aerodrome or maneuver area
 - c. when operated as special VFR flights
7. An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:
 - a. if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or
 - b. when so required by 3.3 of Annex 2, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.
8. A pilot-in-command operating under VFR in controlled airspace's shall not enter instrument meteorological conditions without first obtaining an ATC clearance in accordance with the procedure laid down for flights joining airways. Until such clearance is received, the aircraft must remain in VMC.
9. VMC visibility and distance from cloud minima are contained in the following table:

VFR Visibility and Distance Minima

Altitude	Airspace Class	Flight Visibility	Distance From Clouds
AT and above FL100 (3050m)	A, B, C, D, E, G	8 km (4.3 nm)	1000 ft (300m) below, 1000 ft (300m) above, 5000 ft (1500m) horizontally
Below FL100 (3050 m) AMSL and above 3000 ft (900 m) AMSL, or above 1000 ft (300 m) above terrain, whichever is the higher	A, B, C, D, E, G	5 km (2.7 nm)	1000 ft (300m) below, 1000 ft (300m) above, 5000 ft (1500m) horizontally
At and below 3000 ft (900 m) AMSL, or 1000 ft (300 m) above terrain, whichever is the higher	A, B, C, D, E	5 km (2.7 nm)	1000 ft (300m) below, 1000 ft (300m) above, 5000 ft (1500m) horizontally
	G	5 km (2.7 nm)**	Clear of cloud and with the surface in sight

**flight visibilities reduced to not less than 5000 ft (1500 m) are permitted for flights operating:

- a. at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; and
- b. in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.

VFR Visibility and Distance Minima

Altitude	Airspace Class	Flight Visibility	Distance From Clouds
AT and above FL100 (3050m)	A, B, C, D, E, G	8 km (4.3 nm)	1000 ft (300m) below, 1000 ft (300m) above, 5000 ft (1500m) horizontally
Below FL100 (3050 m) AMSL and above 3000 ft (900 m) AMSL, or above 1000 ft (300 m) above terrain, whichever is the higher	A, B, C, D, E, G	5 km (2.7 nm)	1000 ft (300m) below, 1000 ft (300m) above, 5000 ft (1500m) horizontally
At and below 3000 ft (900 m) AMSL, or 1000 ft (300 m) above terrain, whichever is the higher	A, B, C, D, E	5 km (2.7 nm)	1000 ft (300m) below, 1000 ft (300m) above, 5000 ft (1500m) horizontally
	G	5 km (2.7 nm)**	Clear of cloud and with the surface in sight

**flight visibilities reduced to not less than 5000 ft (1500 m) are permitted for flights operating:

- a. at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; and
- b. in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.

ENR 1.3 INSTRUMENT FLIGHTS RULES

1. RULES APPLICABLE TO ALL IFR FLIGHTS**1.1. Aircraft equipment**

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.2. Minimum levels

Except when necessary for take-off or landing, or except by permission from the appropriate authority, aircraft shall not be flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface.

1.3. Change from IFR flight to VFR flight

- 1.3.1. An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.
- 1.3.2. When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

2. RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

- 2.1. IFR flights shall comply with the provisions of 3.6 of ICAO Annex 2 based upon Convention of International Civil Aviation when operated in controlled airspace.
- 2.2. An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level selected from;
 - a. the level indicated in air traffic control clearances or specified by the appropriate ATS authority, or
 - b. the tables of cruising levels in Appendix 3 of ICAO Annex 2

3. RULES APPLICABLE TO ALL IFR FLIGHTS OPERATING OUTSIDE OF CONTROLLED AIRSPACE**3.1. Cruising levels**

An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the tables of cruising levels in Appendix 3 of ICAO Annex 2

3.2. Communications

An IFR flight operating outside of controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with 3.3.1.2 c) or d) of ICAO Annex 2 shall monitor the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

ENR 1.4 ATS AIRSPACE CLASSIFICATION**1. AIR TRAFFIC SERVICES AIRSPACE CLASSIFICATION**

1.1. ATS airspaces in the Republic of South Sudan are classified as A, B, C, D, E and G. Classes A, B, C, D, and E are controlled airspace. Class F is not used in South Sudan. Class G is uncontrolled airspace.

1.2. ATS airspaces are classified and designated in accordance with following:

Class A IFR flights only are permitted; all flights are subject to air traffic control service and are separated from each other.

Class B IFR and VFR flights are permitted; all flights are subject to air traffic control service and are separated from each other.

Class C IFR and VFR flights are permitted; all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D IFR and VFR flights are permitted and all flights are subject to air traffic control service. IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights. VFR flights receive traffic information in respect of all other flights.

Class E IFR and VFR flights are permitted; IFR flights are subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as practicable.

Class G IFR and VFR flights are permitted and receive flight information service if requested as far as practicable. South Sudan Class G airspace starts at 1000 ft (300 m) Above Ground Level (AGL) and goes upwards to the base of overlying controlled airspace

2. REQUIREMENTS FOR FLIGHTS

2.1. Class A – Controlled Airspace

CLASS A	
Controlled	YES
IFR Flight Allowed	YES
SVFR Flight Allowed	NO
VFR Flight Allowed	NO
ATC Clearance	REQUIRED
Separation Provided	ALL FLIGHTS
Speed Limitation	None
Radio Communications Requirement	Continuous two-way

2.2. Class B - Controlled Airspace

CLASS B	
Controlled	YES
IFR Flight Allowed	YES
SVFR Flight Allowed	YES
VFR Flight Allowed	YES
ATC Clearance	REQUIRED
Separation Provided	ALL FLIGHTS
Speed Limitation	None
Radio Communications Requirement	Continuous two-way

2.3. Class C - Controlled Airspace

CLASS C	
Controlled	YES
IFR Flight Allowed	YES
SVFR Flight Allowed	YES
VFR Flight Allowed	YES
ATC Clearance	REQUIRED
Separation and/or Traffic Information Provided	IFR/SVFR flights from: <ul style="list-style-type: none">• IFR/SVFR/VFR flights by ATC. VFR flights separated from: <ul style="list-style-type: none">• all IFR/SVFR flights by ATC.• Traffic information provided to VFR flights on other VFR flights and traffic avoidance advice on request.
Speed Limitation	250 KT IAS below FL100 (3050 m)
Radio Communications Requirement	Continuous two-way

2.4. Class D - Controlled Airspace

CLASS D	
Controlled	YES
IFR Flight Allowed	YES
SVFR Flight Allowed	YES
VFR Flight Allowed	YES
ATC Clearance	REQUIRED
Separation and/or Traffic Information Provided	IFR/SVFR flights: <ul style="list-style-type: none"> • from IFR/SVFR flights by ATC. • Traffic information provided on VFR flights and traffic avoidance advice on request. VFR flights: <ul style="list-style-type: none"> • ATC separation not provided. • Traffic information provided to VFR flights on other IFR/SVFR/VFR flights and traffic avoidance advice on request.
Speed Limitation	250 KT IAS below FL100 (3050 m)
Radio Communications Requirement	Continuous two-way

2.5. Class E - Controlled Airspace

CLASS E	
Controlled	YES
IFR Flight Allowed	YES
SVFR Flight Allowed	YES
VFR Flight Allowed	YES
ATC Clearance	<ul style="list-style-type: none"> • Required for IFR and SVFR. • Not required for VFR.
Separation and/or Traffic Information Provided	IFR/SVFR flights: <ul style="list-style-type: none"> • from IFR/SVFR flights by ATC. • Traffic information provided on known VFR flights when possible. VFR flights:

	<ul style="list-style-type: none"> • ATC separation not provided. • Traffic information provided to VFR flights when possible.
Speed Limitation	250 KT IAS below FL100 (3050 m)
Radio Communications Requirement	IFR: Continuous two-way VFR: Not required

2.6. Class G – Uncontrolled Airspace

CLASS G	
Controlled	NO
IFR Flight Allowed	YES
SVFR Flight Allowed	NO
VFR Flight Allowed	YES
ATC Clearance	<ul style="list-style-type: none"> • ATC Clearance Not Provided
Separation and/or Traffic Information Provided	IFR flights: <ul style="list-style-type: none"> • Traffic information provided when possible. VFR flights: <ul style="list-style-type: none"> • Traffic information provided when possible.
Speed Limitation	250 KT IAS below FL100 (3050 m)
Radio Communications Requirement	IFR: Continuous two-way VFR: Not required

1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. GENERAL

- 1.1. The holding, approach and departure procedures in use for the aerodromes listed in the table below are based on those contained in ICAO Doc 8168 - Procedures for Air Navigation Service-Aircraft Operations (PANS-OPS).
- 1.2. Initial approach tracks and holding patterns are detailed in AD on specific approach charts prepared for the purpose.
- 1.3. Pilots are expected to know the correct holding, approach and departure procedures (although ATC will provide this information on request).
- 1.4. When an aircraft making an instrument approach by day establishes continuous visual reference with the ground or water above the minimum altitude, it may discontinue instrument approach. The pilot-in-command shall be solely responsible for ensuring obstacle clearance from the time visual flight is assumed. In all cases ATC shall be advised.

2. ARRIVING FLIGHTS

- 2.1. IFR flights entering, and landing within a Terminal Control Area will be cleared to a specified holding point and instructed to contact Approach Control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from Approach Control. If the clearance limit is reached before further instructions have been received, holding procedures shall be carried out at the level last authorised.
- 2.2. Pilots are strongly requested to inform ATC if for any reason the approach and/or holding cannot be performed as required and ask for permission to follow an alternative procedure. Permission will normally be given if traffic conditions permit.
- 2.3. Standard instrument arrival (STAR)
 - 2.3.1. STAR's serve to connect the en-route structure with the instrument approach.
 - 2.3.2. When cleared to "descend via" a STAR the pilot shall comply with all published altitude restrictions on the STAR, including the published entry altitude and published final altitude, unless otherwise instructed by ATC.
 - 2.3.3. After completing a "descend via" STAR the pilot shall maintain the final STAR published altitude unless a specific ATC clearance is received. Clearance for an instrument approach procedure constitutes such a clearance.
Example: " ... descend via XXX STAR, cleared RNAV Runway 13 Approach."
- 2.4. Approach Instructions
 - 2.4.1. ATC clearance or control instructions for approach to an aerodrome or holding point will be issued to an arriving aircraft on initial contact or as soon thereafter as possible with the appropriate ATC unit.
 - 2.4.2. The clearance will specify the clearance limit, route and level to be flown. An Expected Approach Time will be included if it is anticipated that the arriving aircraft will be required to hold.

2.4.3. An arriving IFR aircraft flight shall not be cleared for an initial approach below the appropriate minimum altitude as specified by the state concerned nor descend below the altitude unless:

- a) the pilot has reported passing an appropriate point defined by a radio aid; or
- b) the pilot reports that he has and can maintain the aerodrome in sight; or
- c) the aircraft is conducting a visual approach; or
- d) the aircraft's position has been positively determined by the use of surveillance.

2.5. Visual Approach

2.5.1. An IFR flight may be cleared to execute a visual approach provided:

- a) the pilot reports that visual reference to the terrain can be maintained all the way to the aerodrome of intended landing; or
- b) the pilot reports at the initial approach level or at any time during the instrument approach that the meteorological conditions are such that with reasonable assurance a visual approach and landing can be completed.

2.5.2. Separation shall be provided between an aircraft cleared to execute visual approach and other arriving and departing aircraft.

2.6. Weather Information

2.6.1. Weather information will be passed to inbound aircraft on request or when conditions fall below the following:

- a) More than 3/8 cloud cover at or below 3000 ft; or
- b) Visibility 5NM or less.

2.6.2. Deterioration and improvement weather reports and significant weather information, e.g. severe turbulence, thunderstorms, etc. will be passed to all aircraft concerned.

3. DEPARTING FLIGHTS

3.1. IFR flights departing from controlled aerodromes will receive initial ATC clearance from the local Aerodrome Control Tower. The clearance limit will normally be the aerodrome of destination. Such a clearance or revisions thereto shall apply to those portions of the flight conducted within controlled airspace.

3.2. The term "clearance" when used in connection with flights within the advisory airspace does not have the mandatory significance of a clearance relating to a flight within controlled airspace. A clearance given in respect of a flight within a route or area in which advisory service only is provided indicates that the information is of an advisory nature only.

3.3. Detailed instructions will normally be issued with regard to routes, turns etc, before take-off.

3.4. Departure Instructions

3.4.1. To expedite departure, ATC may require a succeeding aircraft to do a "step-up" climb beneath the altitude or level of preceding aircraft, maintaining at least 1000 (or 2000) ft vertical separation as applicable.

3.4.2. ATC may instruct a departing aircraft to leave a reporting point at a specified time or to be at a specified level at a specified point or time. The pilot-in-command shall notify ATC if these instructions cannot be complied with.

3.4.3. When cleared to "climb via" a SID the pilot shall comply with all published altitude restrictions on the SID, unless otherwise instructed by ATC.

Example: "... climb via XXX departure maintain Flight Level 180." The pilot will climb the aircraft in such a manner to meet all published SID restrictions and then maintain FL180 until further cleared by ATC.

4. AIR / GROUND COMMUNICATION FAILURE

4.1. Basic Procedure

4.1.1. In the radio failure procedures given below, the expression "E-A-T" will mean either an EAT given by the appropriate ATC unit or the ETA, over the holding point, if the pilot has been told "No delay expected".

4.1.2. The message "delay not determined" will not be considered to be an EAT for the purpose of radio failure procedures. Pilots whose radios fail after they have received this message but before an EAT is given should not attempt to land at their planned destination aerodrome, but should fly to another suitable aerodrome, following the procedure given in sub-paras 4.1.3 (c) and 4.1.3. (d).

4.1.3. The basic procedure is:

- a) 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 level(s) shown in the flight plan.
- b) Arrange the flight so as to arrive over the holding point at, or as close as possible to, the ETA last acknowledged by ATC.
- c) After passing the compulsory reporting point at which the pilot failed to contact ATC, he should turn by 60 degree left or right of his track and leave controlled airspace or advisory route maintaining the last cleared level;
- d) If radio failure occurs inside a CTR or TMA, the pilot should proceed as cleared to the reporting point nearest to the boundary of the CTR or TMA before leaving controlled airspace as described above.
- e) When clear of controlled airspace or advisory route, climb to either:
 - i. the cruising level requested in the filed flight plan if operating on a RLCE clearance; or
 - ii. the accepted level on a heading that will keep the aircraft clear of controlled airspace and/or advisory route for a minimum period of five minutes and is also compatible with rejoining the intended airway or advisory route when the cruising level is reached
- f) When at cruising level, return to controlled airspace or advisory route and proceed in accordance with normal radio failure procedure.

4.1.4. if by day, the climb can be made in VMC; there is no need for the pilot to leave controlled airspace or an advisory route.

4.1.5. Should it be necessary to cross an airway during the climb, the airway should be crossed at right angles at an intermediate 500 ft level.

4.2. Action by ATC

As soon as it is known that two-way communication has failed, the appropriate ATC unit shall take action in accordance with the procedures laid down in the PANS-RAC PART III.

5. AIRCRAFT CATEGORIZATION

Aircraft performance has a direct effect on the airspace and visibility needed to perform the various maneuvers associated with the conduct of instrument approach procedures. The most significant performance factor is aircraft speed. Accordingly, the following five categories of typical aircraft have been established based on 1.3 times stall speed in the landing configuration at a maximum certificated landing weight, to provide a standardized basis for relating aircraft maneuverability to specific instrument approach procedures.

- Category A less than 91 knots IAS
- Category B 91 knots or more, but less than 121 knots
- Category C 121 knots or more, but less than 141 knots
- Category D 141 knots or more, but less than 166 knots
- Category E 166 knots or more, but less than 211 knots.

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

-NIL

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. INTRODUCTION

- 1.1. The Altimeter Setting Procedures in use in Sudan are conforming to those contained in ICAO Doc 8168 OPS/611 Volume I Part 6.
- 1.2. The transition altitude in South Sudan is 6,000 ft., unless otherwise stated on the approach plate.
- 1.3. QNH reports and temperature information for use in determining adequate terrain clearance are available on request from the air traffic services units. QNH values are given in hectopascals (hpa).

2. BASIC ALTIMETER SETTING PROCEDURES**2.1. General**

- 2.1.1. A transition altitude may be specified for each aerodrome. The transition altitude in South Sudan is 6,000 ft., unless otherwise stated.
- 2.1.2. Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical positioning is expressed in terms of altitude when descending, and in terms of flight levels when climbing.
- 2.1.3. Flight level zero is located at the atmospheric pressure level of 1013,2 hPa (29,92 inches). Consecutive flight levels are separated by pressure intervals corresponding to 500 ft (152,4 m) in the standard atmosphere.

2.2. Take-off and climb

- 2.2.1. A QNH altimeter setting is made available to aircraft in taxi clearance.

2.3. Vertical Separation - En Route

- 2.3.1. Vertical separation during en-route flight shall be expressed in terms of flight levels at all times during an IFR flight and at night.
- 2.3.2. When complying with the specification of Annex 2 an aircraft at or above 1000 ft above the ground or water shall be flown at flight levels corresponding to the magnetic tracks shown in the table of cruising levels in Appendix 3 of Annex 2
- 2.3.3. Terrain clearance
 - 2.3.3.1 Owing, to the scarcity of reporting stations, late QNH altimeter-setting reports cannot be provided to enable the determination of the flight level that will ensure terrain clearance. Therefore lowest safe flight levels to afford adequate terrain clearance are based on application of the climatologically method.
 - 2.3.3.2 Such method will permit the application of lowest safe flight levels incorporating a margin of safety to cover variations in the actual atmosphere over Sudan. The level nominated shall be that level which in a standard atmosphere lies 500 ft above the minimum safe altitude for the route. For example, if the highest terrain en-route is 10.000 ft, the minimum safe altitude is 11.000 ft and the permanent lowest safe flight level is 115. If this level is inappropriate, the next higher level would apply.

2.4. Approach and landing

2.4.1. A QNH altimeter setting is made available in approach clearance and clearance to enter the traffic circuit.

2.4.2. QFE altimeter setting is made available on request.

2.4.3. Vertical positioning of aircraft during approach is by reference to flight levels until reaching the transition level below which vertical positioning is controlled by reference to altitudes.

2.5. Missed Approach

2.5.1. The relevant portions of 2.1 and 2.2 shall be applied in event of a missed approach.

3. DESCRIPTION OF ALTIMETER SETTING REGION

3.1. The altimeter-setting region is the South Sudan FIR. The areas covered by this region are shown on the Air Traffic Services Airspace Chart ENR 2.

4. PROCEDURES APPLICABLE TO OPERATORS (INCLUDING PILOTS)**4.1. Flight planning**

The levels at which a flight is to be conducted shall be specified in a flight plan as follows:

- a) in terms of flight levels if the flight is to be conducted at or above the transition level, and . . .
- b) in terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome or below the transition altitude

Notes: 1. Short flights in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.

2. Flight levels are specified in a flight plan by number and not in terms of feet or meters, as is the case with altitudes.

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

1. VISUAL FLIGHTS RULES (VFR)

VFR flights to be operated within a Control Zone established at an aerodrome serving International flights and in specified portions of the associated terminal control area shall:

- a) have two-way radio communications;
- b) obtain permission from the appropriate Air Traffic Control unit; and
- c) report positions, as required.

2. AIR TRAFFIC ADVISORY SERVICE (PANS-ATM, 9.1.4)

ALL IFR flights shall comply with the procedures for air traffic advisory service when operating in advisory airspace.

3. ADHERENCE TO ATC APPROVED ROUTE (ICAO ANNEX 2, 3.6.2.2)

If an aircraft has inadvertently deviated from the Route specified in its ATC clearance, it shall forthwith take action to regain such route.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT

-NIL

ENR 1.10 FLIGHT PLANNING

1. PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN**1.1. General**

A flight plan shall be submitted in accordance with ICAO Annex 2, 3.3.1 prior to operating any IFR or any VFR flight:

- departing from or destined for an aerodrome within a control zone;
- across the FIR boundary, i.e. international flights.

1.2. Time of Submission

Except for repetitive flight plans, a flight plan shall be submitted at least 30 minutes prior to departure, taking in to account the requirements of ATS units along the route to be flown for timely information.

1.3. Place of Submission

Flight plans shall be submitted in person at the aerodrome control tower at the departure aerodrome. In the absence of such a tower at the departure aerodrome a flight plan shall be submitted to the aerodrome officer. For domestic flights between uncontrolled aerodromes a flight plan shall be submitted by telephone or any available means to the nearest ATS unit and/or to Juba ACC.

1.4. Contents and Form of Flight Plan

1.4.1. ICAO flight plan forms are available at the AIS briefing unit at Juba airport. ICAO flight plan forms are also available at other controlled Aerodromes, at control towers or the Aerodrome officer. At uncontrolled aerodromes the instructions for completing those forms shall be followed. When a flight plan is submitted by telephone the sequence of items in the flight plan form shall be strictly followed.

1.4.2. Operators of RVSM aircraft shall indicate the approval status by inserting the letter (w) in item 10 of the flight plan. And in item (Q) of repetitive flight plan regardless of the requested flight level.

1.4.3. Operators of non - RVSM approved state aircraft with the requested flight level of FL 290 or above shall insert (STS/NON RVSM) in item 18 of ICAO flight plan.

ENR 1.11 ADDRESSING OF THE FLIGHT PLAN MESSAGES

1. Khartoum FIR has control of airspace above FL245 overlying the South Sudan airspace. Thus flight movement messages relating to traffic into or via the South Sudan FIR shall be addressed as stated below as appropriate in order to warrant correct relay and delivery.

Note: Flight movement messages in this context comprises flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO DOC 4444 refers).

Category of flight (IFR/VFR/or Both)	Route (into or via FIR and/or TMA)	Message address
Both	Traffic overflying	HSSSZQZX; HSSSATSX
Both	Traffic landing and/or departing	HSSSZQZX; HSSSZTZX; HSSSZPZX; HSSSATSX

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT**1. INTERCEPTION PROCEDURES**

1.1. The following procedures and visual signals apply over the territory of South Sudan in the event of interception of aircraft. An aircraft which is intercepted by another aircraft shall immediately:

- a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix I of ICAO Annex 2;
- b) notify, if possible, the appropriate air traffic service unit;
- c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121,5 MHz, giving the identity of the intercepted aircraft and the nature of the flight. If no contact has been established and if practicable, repeat this call on the emergency frequency 243,0 MHz.

1.2. Phrases for use by intercepting aircraft:

Phrases for Use by <i>INTERCEPTING</i> Aircraft			Phrases for Use by <i>INTERCEPTED</i> Aircraft		
Phrase	Pronunciation ¹	Meaning	Phrase	Pronunciation ¹	Meaning
CALL SIGN	<u>KOL</u> SA-IN	What is your call sign?	CALLSIGN ²	<u>KOL</u> SA-IN	My call sign is (call sign)
FOLLOW	<u>FOL</u> -LO	Follow me	WILCO	<u>VILL</u> -CO	Understood and will comply
DESCEND	DEE- <u>SEND</u>	Descend for landing	CAN NOT	<u>KANN</u> NOTT	Unable to comply
YOU LAND	<u>YOU</u> <u>LAAND</u>	Land at this aerodrome	REPEAT	REE- <u>PEET</u>	Repeat your instruction
PROCEED	PRO- <u>SEED</u>	You may proceed	AM LOST	<u>AM</u> <u>LOSST</u>	Position unknown
			MAYDAY	<u>MAYDAY</u>	I am in distress
			HIJACK ³	<u>HI-JACK</u>	I have been hijacked
			LAND (place name)	LAAND (place name)	I request to land at (place name)
			DESCEND	DEE- <u>SEND</u>	I require descent.

1. In the second column, syllables to be emphasized are underlined.

2. The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.

3. Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".

2. SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

2.1. Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
1	<p>DAY or NIGHT — Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left (or to the right in the case of a helicopter) on the desired heading.</p> <p><i>Note 1.— Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.</i></p> <p><i>Note 2.— If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of racetrack patterns and to rock the aircraft each time it passes the intercepted aircraft.</i></p>	You have been intercepted. Follow me.	<p>DAY or NIGHT — Rocking aircraft, flashing navigational lights at irregular intervals and following.</p> <p><i>Note.— Additional action required to be taken by intercepted aircraft is prescribed in ANNEX 2, Chapter 3, 3.8.</i></p>	Understood, will comply.
2	DAY or NIGHT — An abrupt breakaway maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT — Rocking the aircraft.	Understood, will comply.
3	DAY or NIGHT — Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT — Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply.

2.2. Signals initiated by intercepted aircraft and responses by intercepting aircraft

Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	Meaning
4	DAY or NIGHT — Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 1000 ft (300 m) but not exceeding 2000 ft (600 m). In the case of a helicopter, at a height exceeding 170 ft (50 m) but not exceeding 330 ft (100 m) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT — If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft.	Understood, follow me.
			If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, you may proceed.
5	DAY or NIGHT — Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT — Irregular flashing of all available lights.	In distress.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.

ENR 1.13 UNLAWFUL INTERFERENCE

1. GENERAL

The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2. PROCEDURES

- 2.1. Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible.
- 2.2. When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:
- a) attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as on-board transponders, data links, etc. should also be used when it is advantageous to do so and circumstances permit; and
 - b) proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in Doc 7030 - Regional Supplementary Procedures; or
 - c) if no applicable regional procedures have been established, proceed at a level which differs from the cruising level normally used for IFR flight in the area by 1000ft (300m) if above FL 290 or by 500 ft (150m) if below FL 290.

ENR 1.14 AIR TRAFFIC INCIDENTS**1. DEFINITION OF AIR TRAFFIC INCIDENTS**

1.1. "Air traffic incident" is used to mean a serious occurrence related to the provision of air traffic services, such as:

- a) aircraft proximity (AIRPROX);
- b) serious difficulty resulting in a hazard to aircraft caused, for example, by:
 - i. runway incursion
 - ii. obstruction on runway
 - iii. faulty procedures
 - iv. non-compliance with procedures, or
 - v. failure of ground facilities.

1.1.1. Definitions for aircraft proximity and AIRPROX:

Aircraft Proximity.

A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

Risk of collision.

The risk classification of aircraft proximity in which serious risk of collision has existed.

Safety not assured.

The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

No risk of collision.

The risk classification aircraft proximity in which no risk of collision has existed.

Risk not determined.

The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

AIRPROX:

The code word used in an air traffic incident report to designate aircraft proximity.

1.2. Air traffic incidents are designated and identified in reports as follows:

Type	Designation
Air traffic incident	Incident
as a) above	AIRPROX (aircraft proximity)
as b) i) and b) ii) above	Procedure
as b) iii) above	Facility

2. USE OF THE AIR TRAFFIC INCIDENT REPORT FORM

2.1. The Air Traffic Incident Report Form is intended for use:

- a) by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.

Note: The form, if available on board, may also be of use in providing a pattern for making the initial report in flight.

- b) by an ATS unit for recording an air traffic incident report received by radio, telephone or teleprinter.

Note: The form may be used as the format for the text of a message to be transmitted over the AFS network.

3. REPORTING PROCEDURES (INCLUDING IN-FLIGHT PROCEDURES)

3.1. The following are the procedures to be followed by a pilot who is or has been involved in an incident:

- a) during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately;
- b) as promptly as possible after landing, submit a complete Air Traffic Incident Report Form:
 - i. For confirming a report of an incident made initially as in a) above, or for making the initial report on such an incident if it had not been possible to report it by radio.
 - ii. For reporting an incident which did not require immediate notification at the time of occurrence.

3.2. An initial report made by radio should contain the following information:

- a) aircraft identification;
- b) type of incident, e.g. aircraft proximity;
- c) the incident; 1a) and b); 2a), b), c), d), n; 3a), b), c), l); 4a), b);
- d) miscellaneous: 1e)

3.3. The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to:

Postal Address:

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

AFS: NIL

The pilot should complete the Air Traffic Incident Report Form supplementing the details of the initial report as necessary.

Note: Where is no ATS Flight Information Service, the report may be submitted to another ATS unit.

4. PURPOSE OF REPORTING AND HANDLING OF THE FORM

- 4.1. The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as "risk of collision", "safety not assured" or "risk not determined" controlled by reference to altitude.
- 4.2. The purpose of the form is to provide investigating authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.
- 4.3. Instruction for the completion of the Air Traffic Incident Report Form
- Item:
- A Aircraft identification of the aircraft filing the report;
 - B An AIRPROX report should be filed immediately by radio;
 - C1 Date/time UTC and position in bearing and distance from a navigation aid or in LAT/LONG;
 - C2 Information regarding aircraft filing the report, tick as necessary;
 - C2c) E.g. FL 350/1013hPa or 2.500 ft/QNH 1007hPa or 1200ft/QFE 998hPa;
 - C3 Information regarding the other aircraft involved;
 - C4 Passing distance - state units used;
 - C6 Attach additional papers as required. The diagrams may be used to show aircraft's positions;
 - D1 f) State name of ATS unit and date/time in UTC;
 - D1g) Date and time in UTC.
 - F2 Include details of ATS unit such as service provided, radiotelephony frequency, altimeter setting. Use diagram to show the aircraft's position and attach additional papers as required.
- 4.4. Air Traffic Incident Reporting Form is shown on pages ENR 1.14-4 through ENR 1.14-7, below.

AIR TRAFFIC INCIDENT REPORT FORM			
<i>For use when submitting and receiving reports on air traffic incidents. In an initial report by radio, shaded items should be included.</i>			
A – AIRCRAFT IDENTIFICATION		B – TYPE OF INCIDENT	
		AIRPROX / PROCEDURE / FACILITY ¹⁾	
C – THE INCIDENT			
1. General			
a)	Date / time of incident	UTC	
b)	Position		
2. Own aircraft			
a)	Heading and route		
b)	True airspeed	Measured in	() kt () km/h
c)	Level and altimeter setting		
d)	Aircraft climbing or descending		
	() Level flight	() Climbing	() Descending
e)	Aircraft bank angle		
	() Wings level	() Slight bank	() Moderate bank
	() Steep bank	() Inverted	() Unknown
f)	Aircraft direction of bank		
	() Left	() Right	() Unknown
g)	Restrictions to visibility (select as many as required)		
	() Sunglare	() Windscreen pillar	() Dirty windscreen
	() Other cockpit structure	() None	
h)	Use of aircraft lighting (select as many as required)		
	() Navigation lights	() Strobe lights	() Cabin lights
	() Red anti-collision lights	() Landing / taxi lights	() Logo (tail fin) lights
	() Other	() None	
i)	Traffic avoidance advice issued by ATS		
	() Yes, based on radar	() Yes, based on visual sighting	() Yes, based on other information
	() No		
j)	Traffic information issued		
	() Yes, based on radar	() Yes, based on visual sighting	() Yes, based on other information
	() No		
k)	Airborne collision avoidance system – ACAS		
	() Not carried	() Type	() Traffic advisory issued
	() Resolution advisory issued	() Traffic advisory or resolution advisory not issued	

l)	Radar identification	<input type="checkbox"/> No radar available	<input type="checkbox"/> Radar identification	<input type="checkbox"/> No radar identification
m)	Other aircraft sighted	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Wrong aircraft sighted
n)	Avoiding action taken	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
o)	Type of flight plan	IFR / VFR / none ¹⁰		

3.	Other aircraft			
a)	Type and call sign / registration (if known)			
b)	If a) above not known, describe below			
	<input type="checkbox"/> High wing	<input type="checkbox"/> Mid wing	<input type="checkbox"/> Low wing	
	<input type="checkbox"/> Rotorcraft			
	<input type="checkbox"/> 1 engine	<input type="checkbox"/> 2 engines	<input type="checkbox"/> 3 engines	
	<input type="checkbox"/> 4 engines	<input type="checkbox"/> More than 4 engines		
	Marking colour or other available details			

c)	Aircraft climbing or descending			
	<input type="checkbox"/> Level flight	<input type="checkbox"/> Climbing	<input type="checkbox"/> Descending	
	<input type="checkbox"/> Unknown			
d)	Aircraft bank angle			
	<input type="checkbox"/> Wings level	<input type="checkbox"/> Slight bank	<input type="checkbox"/> Moderate bank	
	<input type="checkbox"/> Steep bank	<input type="checkbox"/> Inverted	<input type="checkbox"/> Unknown	
e)	Aircraft direction of bank			
	<input type="checkbox"/> Left	<input type="checkbox"/> Right	<input type="checkbox"/> Unknown	
f)	Lights displayed			
	<input type="checkbox"/> Navigation lights	<input type="checkbox"/> Strobe lights	<input type="checkbox"/> Cabin lights	
	<input type="checkbox"/> Red anti-collision lights	<input type="checkbox"/> Landing / taxi lights	<input type="checkbox"/> Logo (tail fin) lights	
	<input type="checkbox"/> Other	<input type="checkbox"/> None	<input type="checkbox"/> Unknown	
g)	Traffic avoidance advice issued by ATS			
	<input type="checkbox"/> Yes, based on radar	<input type="checkbox"/> Yes, based on visual sighting	<input type="checkbox"/> Yes, based on other information	
	<input type="checkbox"/> No	<input type="checkbox"/> Unknown		
h)	Traffic information issued			
	<input type="checkbox"/> Yes, based on radar	<input type="checkbox"/> Yes, based on visual sighting	<input type="checkbox"/> Yes, based on other information	
	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	<input type="checkbox"/>	
i)	Avoiding action taken			
	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	

4.	Distance	a) Closest horizontal distance _____ b) Closest vertical distance _____
5.	Flight weather conditions	a) IMC / VMC* b) Above / below* clouds / fog / haze or between layers* c) Distance vertically from cloud _____ m / ft* below _____ m / ft* above d) In cloud / rain / snow / sleet / fog / haze* e) Flying into / out of* sun f) Flight visibility _____ m / km*
6.	Any other information considered important by the pilot-in-command	_____ _____ _____ _____ _____ _____
D – MISCELLANEOUS		
1.	Information regarding reporting aircraft	a) Aircraft registration _____ b) Aircraft type _____ c) Operator _____ d) Aerodrome of departure _____ e) Aerodrome of first landing _____ destination _____ f) Reported by radio or other means to _____ (name of ATS unit) at time _____ UTC g) Date / time / place of completion of form _____
2.	Function, address and signature of person submitting report	a) Function _____ b) Address _____ c) Signature _____ d) Telephone number _____
3.	Function and signature of person receiving report	a) Function _____ b) Signature _____

E – SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERNED

1. Receipt of report

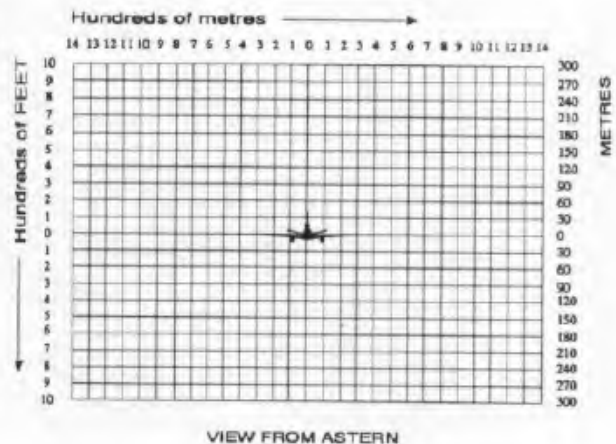
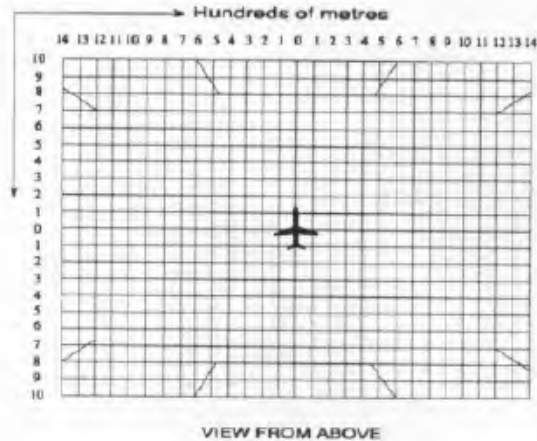
- a) Report received via AFTN / radio / telephone / other (specify)* _____
- b) Report received by _____ (name of ATS unit)

2. Details of ATS action

Clearance, incident seen (radar/visually, warning given, result of local enquiry, etc.)

DIAGRAMS OF AIRPROX

Mark passage of other aircraft relative to you, in plan on the left and in elevation on the right, assuming YOU are at the centre of each diagram. Include first sighting and passing distance.



ENR 1.15 UNMANNED AERIAL VEHICLES

1. DEFINITION UNMANNED AERIAL VEHICLES

- 1.1. An Unmanned Aerial Vehicle (also referred to as Drone, UAV, or UAS) is defined as any aircraft in flight without a pilot-in-command on board the aircraft.
- 1.2. UAV weighing less than 12 KG MTOW are classified as “Small”.
- 1.3. UAV weighing 12 KG or more MTOW are classified as “Large”.

2. UAV REQUIREMENTS

- 2.1. It is illegal to fly any UAV within 9 KM of an aerodrome without prior coordination with, and permission from, the Air Traffic Control unit at the aerodrome; or if no Air Traffic Control unit is present, the aerodrome operator.
- 2.2. No UAV may be flown at an altitude of less than 200 FT above any person or building, with the exception of the UAV operator.
- 2.3. No UAV may be operated in such a manner as to cause injury or damage to any person or property.
- 2.4. No UAV may be flown between the hours of sunset to sunrise without specific authorization from the CEO, SSCAA.
- 2.5. No UAV may be flown in conditions of less than VFR as defined in this AIP without specific authorization from the CEO, SSCAA.
- 2.6. Small UAV's may be flown at an altitude not to exceed 1500 FT AGL as long as a line of sight with the UAV is maintained by the ground-based UAV operator at all times. The ground-based UAV operator is responsible for avoiding all other airborne traffic.
- 2.7. Operation of Large UAV's are required to be approved in advance by the CEO, SSCAA and may be flown at altitudes below FL100 provided the following conditions are met:
 - a) Advance coordination of anticipated area of operation with the CEO, SSCAA.
 - b) SSR Mode-S Enhanced Surveillance transponder required.
 - c) ADS-B out required.
 - d) Appropriate flight levels for VFR direction of flight are maintained.
 - e) Failsafe return software and geofencing software is active.
 - f) Any other conditions prescribed by the CEO, SSCAA are complied with.
- 2.8. Large UAV flight at FL100 or above requires specific advance coordination with, and approval from, the CEO, SSCAA for each flight. Any conditions prescribed by the CEO, SSCAA are complied with prior to the flight.

PART 2. EN-ROUTE (ENR)**ENR 2. AIR TRAFFIC SERVICES AIRSPACE****ENR 2.1 FIR, UIR, TMA****1.1. FLIGHT INFORMATION REGION (FIR)**

Juba FIR is being managed by Khartoum FIR with future transfer to South Sudan in process. South Sudan is providing services to the following airspace at FL245 and below.

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call Sign Languages Area and Conditions of Use Hours of Service	Frequency/ Purpose	Remarks
1	2	3	4	5
<p>JUBA FIR</p> <p>10°08'42.48"N, 023°29'30.80"E; 09°51'49.24"N, 030°51'55.33"E; Thence clockwise via the 50 NM arc of a point located at 09°33'47.40"N, 031°39'11.41"E (MALAKAL VOR) to; 10°22'47.00"N, 031°50'21.90"E; Thence Northeasterly via the South Sudan – Sudan border to; 10°46'34.00"N, 032°11'01.00"E; 10°32'53.94"N, 034°32'06.78"E; 08°00'00.00"N, 033°00'00.00"E; 04°00'00.00"N, 036°00'00.00"E; 04°00'00.00"N, 030°12'16.00"E; Thence clockwise along the South Sudan border with CONGO (DRC) and CENTRAL AFRICAN REPUBLIC and CHAD to; 10°08'42.48"N, 023°29'30.80"E.</p> <p>Upper Limit: FL245 ----- Lower Limit: SFC</p> <p>CLASS G Unless otherwise designated.</p>	Juba Approach Control	<p>JUBA APPROACH</p> <p>English</p> <p>Juba (FIR) Airspace</p> <p>H24</p>	123.9	<p>Current radio frequency in use is via Juba Approach and range may be limited.</p> <p>If Juba Approach on 123.9 not reachable attempt Juba Tower on 118.4.</p> <p>Hours of operation may be limited.</p> <p>New radios and additional frequencies are under development.</p>

1.2. UPPER INFORMATION REGION (UIR)

Not Applicable. UIR airspace above FL245 is being managed by Khartoum FIR with future transfer to South Sudan in process. See Republic of Sudan AIP for UIR information.

1.3. TERMINAL CONTROL AREA (TMA)

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call Sign Languages Area and Conditions of Use Hours of Service	Frequency/ Purpose	Remarks
1	2	3	4	5
<p>JUBA TMA T1</p> <p>04°00'00.00"N, 033°01'18.00"E; 04°00'00.00"N, 030°12'16.00"E; Thence Northwesterly along the South Sudan border with CONGO (DRC) to 04°07'05.00"N, 030°06'42.00"E; Thence clockwise via the 100 NM arc of a point located at 04°52'33.54"N, 031°35'59.11"E (JUBA VOR) to; 04°00'00.00"N, 033°01'18.00"E;</p> <p>Upper limit: FL245 ----- Lower Limit: FL140</p> <p>CLASS E</p>	Juba Approach Control	<p>JUBA APPROACH</p> <p>English</p> <p>Juba TMA</p> <p>H24</p>	123.9	<p>If Juba Approach on 123.9 not reachable attempt Juba Tower on 118.4.</p> <p>Hours of operation may be limited.</p> <p>New radios and additional frequencies are under development.</p>
<p>JUBA TMA T2</p> <p>A circle with a radius of 50 NM centered on a point located at 04°52'33.54"N, 031°35'59.11"E (JUBA VOR)</p> <p>Upper limit: FL140 ----- Lower Limit: FL60</p> <p>CLASS E</p>				

ENR 2.2 OTHER REGULATED AIRSPACE

-NIL

PART 2. EN-ROUTE (ENR)**ENR 3 ATS ROUTES****ENR 3.1 LOWER ATS ROUTES**

1. Airspace Class designations only apply within the boundaries of the South Sudan FIR. See adjacent FIR AIP's for designations outside of the South Sudan FIR. Airways without significant named points on the South Sudan FIR boundary include a point outside of the South Sudan FIR for reference.

ROUTE DESIGNATOR {RNP Type}	NAME OF SIGNIFICANT POINTS COORDINATES	MAG TRACK VOR RDL DIST (COP)	UPPER LIMITS	LATERAL LIMITS NM	DIRECTION OF CRUISING LEVELS		REMARKS
			LOWER LIMITS AIRSPACE CLASSIFICATION		ODD	EVEN	CONTROLLING UNIT CHANNEL
1	2	3	4	5	6	7	8
A410							
▲	KAFIA 08°44'00"N 023°31'00"E	055° ----- 235° 88 NM	FL285 ----- FL075 CLASS C* *CLASS E BELOW FL245	20	↓	↑	
▲	ALMAM 08°44'00"N 023°31'00"E	055° ----- 235° 161 NM	FL285 ----- FL075 CLASS C* *CLASS E BELOW FL245	20	↓	↑	
△	RADAG 11°03'40"N 027°00'20"E	055° ----- 235° 227 NM	FL285 ----- FL075 CLASS C* *CLASS E BELOW FL245	20	↓	↑	
A727							
▲	KENANA VOR-DME (KNA) 13°01'40.72"N 032°54'23.19"E	161.47° ----- 342.03° 229 NM	FL245 ----- FL055 CLASS E	20	↓	↑	
▲	AVONO 09°26'06"N 033°54'18"E	162.14° ----- 242.6° 167 NM	FL245 ----- FL075 CLASS E	20	↓	↑	TRANSFER POINT

▲	EPSIX 06°38'08"N 034°40'02"E	162.59° ----- 342.84° 82 NM	FL245 ----- FL075 CLASS E	20	↓	↑	
▲	AMATO 05°18'36"N 035°01'24"E	163.1° ----- 343.37° 81 NM	FL245 ----- FL075 CLASS E	20	↓	↑	
▲	ANTAX 04°00'00"N 035°22'48"E						
B527							
▲	RABAK 13°01'10"N 032°09'57"E	186° ----- 006° 209 NM	FL245 ----- FL055 CLASS E	20	↓	↑	
▲	MALAKAL VOR-DME (MLK) 09°33'47.40"N 031°39'11.41"E	180° ----- 360° 279 NM	FL245 ----- FL075 CLASS E	20	↓	↑	
▲	JUBA DVOR-DME (JUB) 04°52'34.00"N 031°35'59.00"E	199° ----- 019° 57 NM	FL245 ----- FL075 CLASS E	20	↓	↑	
▲	OVELA 04°00'00"N 031°14'54"E						
B535							
▲	TAPOS 05°54'08"N 033°20'02"E	239° ----- 059° 121 NM	FL245 ----- FL075 CLASS E	20	↓	↑	
▲	JUBA DVOR-DME (JUB) 04°52'34.00"N 031°35'59.00"E						

G656							
▲	JUBA DVOR-DME (JUB) 04°52'34.00"N 031°35'59.00"E	167° ----- 347° 54 NM	FL245 ----- FL115 CLASS E	20	⇓	⇑	
▲	ATUGA 04°00'00"N 031°48'00"E						

ENR 3 ATS ROUTES

ENR 3.2 UPPER ATS ROUTES

--See Sudan AIP (Khartoum FIR).

ENR 3.3 AREA NAVIGATION ROUTES

-See Sudan AIP (Khartoum FIR).

ENR 3.4 HELICOPTER ROUTES

-NIL

ENR 3.5 OTHER ROUTES

-NIL.

ENR 3.6 EN-ROUTE HOLDING

-See Sudan AIP (Khartoum FIR).

PART 2. EN-ROUTE (ENR)**ENR 4 RADIO NAVIGATION AIDS/SYSTEMS****ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE**

NAME OF STATION	ID	FREQUENCY	HOURS	COORDINATES	ELEV DME ANTENNA	REMARKS
1	2	3	4	5	6	7
JUBA DVOR-DME (2°E - 2015)	JUB	113.1 MHZ (CH 78X)	H24	04°52'33.54"N 031°35'59.11"E	1565 ft	VOR CO- LOCATED WITH DME
*MALAKAL VOR-DME (3'E - 2015)	*MLK	*112.7 MHZ *(CH 74X)	*H24	09°33'47.40"N 031°39'11.41"E	1316ft	VOR CO- LOCATED WITH DME

*Malakal VOR-DME non-operational.

ENR 4.2 SPECIAL NAVIGATION SYSTEMS

-Not applicable.

ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

1. RULES APPLICABLE TO USE OF GNSS AND PERFORMANCE-BASED NAVIGATION**1.1. Aircraft equipment**

Aircraft shall be equipped with suitable instruments and navigation systems certified for the level of performance-based navigation (PBN) being used.

1.2. Outages

The pilot-in-command shall notify ATC as soon as practical when there is a loss of PBN capability that affects the capability of the aircraft to navigate via the route of flight being flown, or anticipated to be flown.

1.3. Commercial Operators

Commercial operators shall operate within their approved PBN operational specifications.

2. LOSS OF CONVENTIONAL NAVAIDS

2.1. In the event of a VOR or VOR/DME or NDB outage the pilot-in command may elect to substitute the latitude/longitude GNSS position of the affected NAVAID in lieu of the non-functioning VOR or VOR/DME or NDB provided that:

- a) The aircraft is properly equipped and certified to allow for GNSS position substitution of a VOR or VOR/DME or NDB position.
- b) The pilot-in-command determines that GNSS position substitution will not adversely affect safety of flight.
- c) GNSS position substitution shall only be used during the en-route portion of flight.

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

NAME-CODE DESIGNATOR	COORDINATES	ATS ROUTE OR OTHER ROUTE	REMARKS
1	2	3	4
ALMAM	09°33'45"N 024°44'51"E	A410, UL311 , UP322	NIL
AMATO	05°18'36"N 035°01'24"E	A727	NIL
ANTAX	04°00'00"N 035°22'48"E	A727	NIL
ASKON	06°17'45"N 026°25'37"E	UL558, UL561 , UN311 , UP556	NIL
ATUGA	04°00'00"N 031°48'00"E	G656, UG656	NIL
AVONO	09°26'06"N 033°54'18"E	A727 , UP309 , UP322	NIL
AXOTI	10°03'30"N 034°13'18"E	UP752	NIL
DAGAP	06°24'00"N 034°12'00"E	UB535	NIL
DASAG	07°04'54"N 029°49'14"E	UL558	NIL
DASTU	07°49'21"N 033°08'00"E	UL558	NIL
DEDVA	10°27'46"N 033°31'34"E	UL563	NIL
DEKUM	04°37'42"N 029°39'36"E	UM568	NIL
DEMTI	09°32'03"N 026°45'06"E	UP322	NIL
EGBIM	07°29'16"N 031°37'16"E	UL554 , UL558	NIL
EPLAS	04°00'00"N 034°11'48"E	B612, UY613	NIL
GINPU	10°20'31"N 031°20'36"E	UP752, UY613	NIL
IMDUR	07°41'14"N 032°31'07"E	UB527, UL558. UL563, UM320, UP315, UY613	NIL
ITOMO	10°21'33"N 032°21'08"E	UP315	NIL
ITOXA	10°24'01"N 031°39'08"E	UL554	NIL
KABLA	03°59'59"N 032°21'30"E	UT238	NIL
KAFIA	08°44'00"N 023°31'00"E	A410, UL311 , UL317, UP565	NIL
KINOV	09°34'14"N 030°11'49"E	UM568	NIL
KUNDI	08°39'20"N 031°38'19"E	UL554	NIL
LOPON	10°06'06"N 024°03'38"E	UP565	NIL
LOVAB	10°01'47"N 024°58'28"E	UL317	NIL
MONAN	09°33'00"N 023°40'00"E	UP322	NIL
OVELA	04°00'00"N 031°14'54"E	B527, UB527	NIL
SAGBU	04°00'00"N 030°23'00"E	UY755	NIL
SIGNO	09°47'16"N 027°50'31"E	UN311	NIL
SITIK	09°25'56"N 031°08'09"E	UP322	NIL
TAPOS	05°54'08"N 033°20'02"E	B535, UB535, B612, UY613	NIL
ZENUB	09°41'06"N 028°58'41"E	UL561	NIL

ENR 4.5 AERONAUTICAL GROUND LIGHTS-EN ROUTE

-Not applicable.

ENR 5 NAVIGATION WARNINGS**ENR 5.1 PROHIBITED, RESTRICTED AND
DANGER AREAS**

Identification, Name and Lateral Limits	Upper Limits ----- Lower Limits	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)	REMARKS
1	2	3	4
PROHIBITED AREAS			
HJ-P1 A circle of ½ NM radius centered on 04°51'04"N, 031°35'25"E;	3000 MSL ----- GND	State Building	NIL
RESTRICTED AREAS			
HJ-R1 A circle of ½ NM radius centered on 04°54'43"N, 031°35'56"E;	3000 MSL ----- GND	Military	NIL

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE
(ADIZ)**

-Not applicable.

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

WILL BE NOTIFIED BY NOTAM (Series A)

ENR 5.4 AIR NAVIGATION OBSTACLES

(Height 100 m AGL or higher)

IN COURSE OF PREPARATION

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

WILL BE NOTIFIED BY NOTAM (Series A)

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1. General

Large birds are likely to be observed and concentrated in the vicinity of all airport in South Sudan.

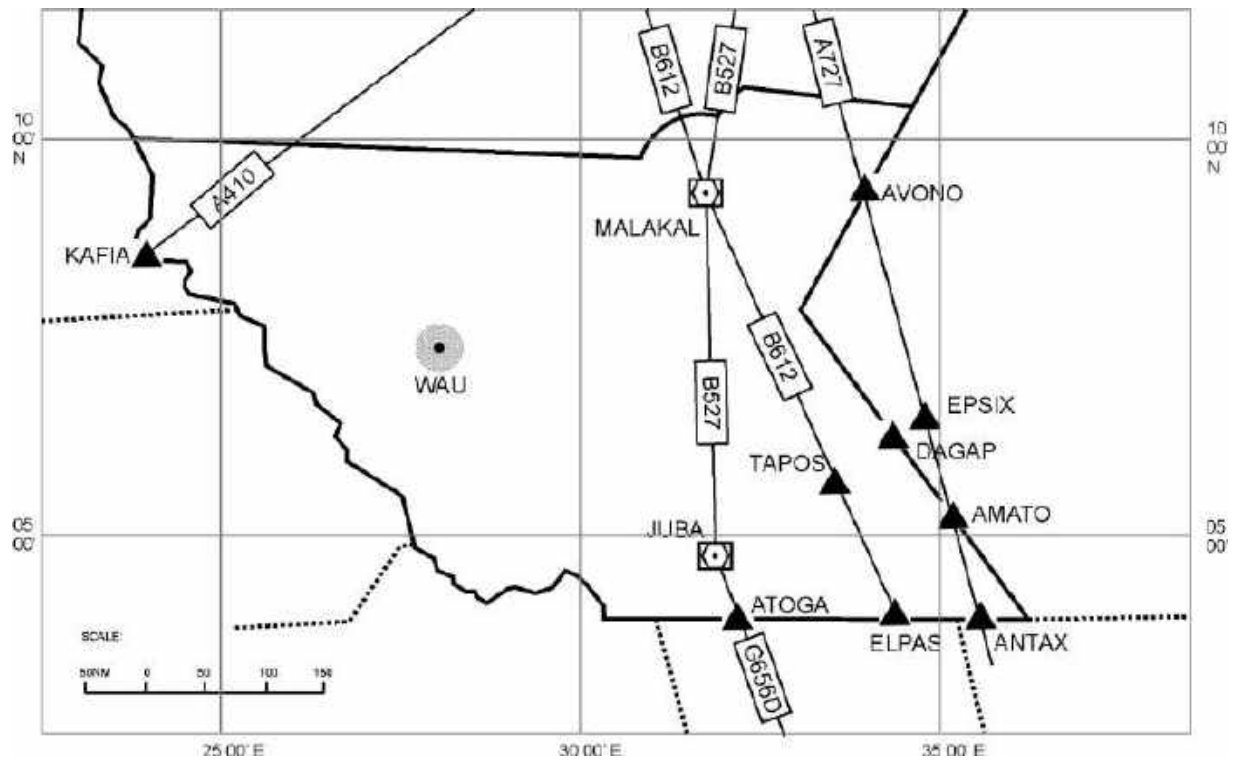
2. Procedures

Pilots are requested to maintain a look out and exercise caution while approaching to land and on taking off from all airports in South Sudan.

ENR 6.1 EN-ROUTE CHARTS

1. AIR TRAFFIC ROUTES

1.1 LOWER ATS ROUTES



1.2 RNAV ROUTES

- Refer to SUDAN AIP

AIP SOUTH SUDAN

AIP

AERONAUTICAL INFORMATION PUBLICATION

THE REPUBLIC OF SOUTH SUDAN



PART 3

AERODROME (AD)

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AD 1. AERODROMES/HELIPORTS INTRODUCTION**AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE****1. GENERAL**

- 1.1. Commercial flights are not permitted to take off from or land at any aerodrome/heliport not listed in this AIP except in cases of real emergency or when special permission has been obtained in advance from the South Sudan Civil Aviation Administration.

In addition to the aerodromes/heliports available for public use listed in this AIP, a number of other aerodromes/airfields are located throughout the country. These aerodromes/airfields are available only for private flights and are subject to permission for use by the local authority. Details about these aerodromes/airfields can be obtained through from the local authority.

2. LANDINGS MADE OTHER THAN AT AN INTERNATIONAL AERODROME/HELIPORT OR A DESIGNATED ALTERNATE AERODROME/HELIPORT

- 2.1. If a flight originating outside of the Republic of South Sudan makes a first landing at an airport other than Juba International Airport, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at Juba International Airport. This notification may be made through any available communication link.

The pilot-in-command shall be responsible for ensuring that:

- a) Unless prior permission has been granted by the South Sudan Civil Aviation Administration, contact between other persons on the one hand and passengers and crew on the other is avoided;
- b) cargo, baggage and mail are not removed from the aircraft except as provided below;
- c) any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

3. TRAFFIC OF PERSONS AND VEHICLES ON AERODROMES**3.1. Demarcation of zones**

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome/heliport. The customs, police, and health inspection offices - and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome/heliport is subject to the conditions prescribed by the air navigation regulations and by the special rules laid down by the aerodrome administration.

3.2. Movement of vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome/heliport must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with the instructions given by the competent authorities.

3.3. Policing

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome/heliport are not the responsibility of the state or any concessionaire; they cannot be held responsible for loss or damage, which is nor incurred through action by them or their agents.

4. APPLICABLE ICAO DOCUMENTS

The Standard and Recommended Practices of ICAO Annex 14, Volume 1 and 3, are applied without differences.

5. CIVIL USE OF MILITARY AIR BASES

NIL

6. FRICTION MEASURING DEVICES

For the friction measuring devices used, see AD 1.2. Where only water is present on a runway and periodic measurements indicate that the runway will not become slippery when wet, no measuring will take place, and the runway will be reported as being "WET".

7. OTHER INFORMATION

NIL

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN**1. RESCUE AND FIRE FIGHTING SERVICES**

- 1.1. At aerodromes approved for scheduled and/ or non-scheduled traffic with aeroplanes carrying passengers, rescue and fire-fighting services are established in accordance with the regulations for civil aviation.
- 1.2. Information about whether there is service and what the extend of that service is given on the relevant page for each aerodrome.
- 1.3. Scheduled or non-scheduled traffic with aeroplanes carrying passengers is not allowed to use aerodromes without rescue and fire-fighting services.
- 1.4. Each individual service is categorized to the table shown below. Temporary changes will be published by NOTAM.

Rescue and fire-fighting services

Aerodrome Category	Amount of water in litres for production of performance level A foam
3	1800
4	3600
5	8100
6	11800
7	15200
8	27300
9	36400
(Category 1 and 2 are not used in South Sudan)	

2. SNOW PLAN

Not Applicable

AD 1.3 INDEX TO AERODROMES AND HELIPORTS

Aerodrome/Heliport Location Indicator		Type of traffic permitted to use the aerodrome/heliport			Reference to AD section and Remarks
		International – National (INTL – NTL)	IFR-VFR	Scheduled (S) Non-scheduled (NS) Private (P)	
1		2	3	4	5
AERODROMES					
ADAREIL	HJAR	NTL	VFR	NS, P	AD 2.HJAR-1
AKOBO	HJAK	NTL	VFR	NS, P	AD 2.HJAK-1
AWEIL	HJAW	NTL	VFR	NS, P	AD 2.HJAW-1
BENTIU	HJBT	NTL	VFR	NS, P	AD 2.HJBT
BOR	HJBR	NTL	VFR	NS, P	AD 2.HJBR-1
JUBA	HJJJ	INTL	IFR-VFR	S, NS, P	AD 2.HJJJ-1
KAPOETA	HJKP	NTL	VFR	NS, P	AD 2.HJKP-1
MALAKAL	HJMK	NTL	IFR-VFR	S, NS, P	AD 2.HJMK-1
MARIDI	HJMD	NTL	VFR	NS, P	AD 2.HJMD-1
PALOICH	HJFA	NTL	VFR	NS, P	AD 2.HJFA-1
PIBOR	HJPI	NTL	VFR	NS, P	AD 2.HJPI-1
RAGA	HJRJ	NTL	VFR	NS, P	AD 2.HJRJ-1
RUMBEK	HJRB	NTL	VFR	NS, P	AD 2.HJRB-1
TORIT	HJTR	NTL	VFR	NS, P	AD 2.HJTR-1
TUMBURA	HJTU	NTL	VFR	NS, P	AD 2.HJTU-1
WAU	HJWW	NTL	IFR-VFR	S, NS, P	AD 2.HJWW-1
YAMBIO	HJYA	NTL	VFR	NS, P	AD 2.HJYA-1
YEI	HJYE	NTL	VFR	NS, P	AD 2.HJYE-1
YIROL	HJYL	NTL	VFR	NS, P	AD 2.HJYL-1

AD 1.4 GROUPING OF AERODROMES/HELIPORTS

1. CRITERIA.

The criteria applied by Sudan in grouping aerodromes/heliports for the provision of information in this AIP are as follows:

1.1. Primary/Major International Aerodromes

The aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine, and similar procedures are carried out and where air traffic services are available on a regular basis.

1.2. Secondary/Other International Aerodromes

Another aerodrome available for the entry or departure of international air traffic, where the formalities concerning customs, immigration, health and similar procedures, and air traffic services are made available on a restricted basis to a flight with prior approval only.

1.3. National Aerodrome/Heliport

An aerodrome/heliport available only for domestic air traffic, including those military aerodrome/heliports where civil air traffic is allowed under certain condition.

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

1. Section under development.

AD 2 AERODROMES**HJAR ADAREIL**

NOTE: Information for Adareil Airport not verified and may be inaccurate and/or out of date.

HJAR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJAR - ADAREIL

**HJAR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	10°03'14"N 032°57'35"E
	Site at AD	NIL
2	Direction and distance from (city):	NIL
3	Elevation:	1301 FT (397 M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJAR AD 2.3 OPERATIONAL HOURS

-NIL

HJAR AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJAR AD 2.5 PASSENGER FACILITIES

-NIL

HJAR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJAR AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJAR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJAR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJAR AD 2.10 AERODROME OBSTACLES

-NIL

HJAR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJAR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJAR AD 2.13 DECLARED DISTANCES

-NIL

HJAR AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJAR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJAR AD 2.16 HELICOPTER LANDING AREA

-NIL

HJAR AD 2.17 ATS AIRSPACE

-NIL

HJAR AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJAR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJAR AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJAR AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJAR AD 2.22 FLIGHT PROCEDURES

-NIL

HJAR AD 2.23 ADDITIONAL INFORMATION

-NIL

HJAR AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJAK AKOBO**

NOTE: Information for Akobo Airport not verified and may be inaccurate and/or out of date.

HJAK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJAK - AKOBO

**HJAK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	07°46'39"N 033°00'09"E
	Site at AD	NIL
2	Direction and distance from (city):	1 KM West of city
3	Elevation:	NIL
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJAK AD 2.3 OPERATIONAL HOURS

-NIL

HJAK AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJAK AD 2.5 PASSENGER FACILITIES

-NIL

HJAK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJAK AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJAK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJAK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJAK AD 2.10 AERODROME OBSTACLES

-NIL

HJAK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJAK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJAK AD 2.13 DECLARED DISTANCES

-NIL

HJAK AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJAK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJAK AD 2.16 HELICOPTER LANDING AREA

-NIL

HJAK AD 2.17 ATS AIRSPACE

-NIL

HJAK AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJAK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJAK AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJAK AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJAK AD 2.22 FLIGHT PROCEDURES

-NIL

HJAK AD 2.23 ADDITIONAL INFORMATION

-NIL

HJAK AD 2.23 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJAW AWEIL**

NOTE: Information for Aweil Airport not verified and may be inaccurate and/or out of date.

HJAW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJAW - AWEIL

**HJAW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	08°47'30"N 027°21'37"E
	Site at AD	NIL
2	Direction and distance from (city):	5 KM Northeast of city
3	Elevation:	1394 FT (425M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJAW AD 2.3 OPERATIONAL HOURS

-NIL

HJAW AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJAW AD 2.5 PASSENGER FACILITIES

-NIL

HJAW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJAW AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJAW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJAW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJAW AD 2.10 AERODROME OBSTACLES

-NIL

HJAW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJAW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJAW AD 2.13 DECLARED DISTANCES

-NIL

HJAW AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJAW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJAW AD 2.16 HELICOPTER LANDING AREA

-NIL

HJAW AD 2.17 ATS AIRSPACE

-NIL

HJAW AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJAW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJAW AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJAW AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJAW AD 2.22 FLIGHT PROCEDURES

-NIL

HJAW AD 2.23 ADDITIONAL INFORMATION

-NIL

HJAW AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJBT BENTIU**

NOTE: Information for Bentiu Airport not verified and may be inaccurate and/or out of date.

HJBT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJBT - BENTIU

**HJBT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	09°18'31"N 029°47'14"E
	Site at AD	NIL
2	Direction and distance from (city):	6 KM North of city
3	Elevation:	1279 FT (390M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJBT AD 2.3 OPERATIONAL HOURS

-NIL

HJBT AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJBT AD 2.5 PASSENGER FACILITIES

-NIL

HJBT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJBT AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJBT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJBT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJBT AD 2.10 AERODROME OBSTACLES

-NIL

HJBT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJBT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJBT AD 2.13 DECLARED DISTANCES

-NIL

HJBT AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJBT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJBT AD 2.16 HELICOPTER LANDING AREA

-NIL

HJBT AD 2.17 ATS AIRSPACE

-NIL

HJBT AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJBT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJBT AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJBT AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJBT AD 2.22 FLIGHT PROCEDURES

-NIL

HJBT AD 2.23 ADDITIONAL INFORMATION

-NIL

HJBT AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJBR BOR**

NOTE: Information for Bor Airport not verified and may be inaccurate and/or out of date.

HJBR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJBR - BOR

**HJBR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	06°11'28"N 031°36'01"E
	Site at AD	NIL
2	Direction and distance from (city):	3 KM Southeast of city
3	Elevation:	1335 FT (407M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJBR AD 2.3 OPERATIONAL HOURS

-NIL

HJBR AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJBR AD 2.5 PASSENGER FACILITIES

-NIL

HJBR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJBR AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJBR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJBR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJBR AD 2.10 AERODROME OBSTACLES

-NIL

HJBR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJBR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJBR AD 2.13 DECLARED DISTANCES

-NIL

HJBR AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJBR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJBR AD 2.16 HELICOPTER LANDING AREA

-NIL

HJBR AD 2.17 ATS AIRSPACE

-NIL

HJBR AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJBR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJBR AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJBR AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJBR AD 2.22 FLIGHT PROCEDURES

-NIL

HJBR AD 2.23 ADDITIONAL INFORMATION

-NIL

HJBR AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJJJ JUBA****HJJJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

HJJJ - JUBA

**HJJJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	04°52'19.00"N 031°36'04.00"E
	Site at AD	NIL
2	Direction and distance from (city):	2.45 KM Northeast of the city
3	Elevation:	1512 FT (461 M)
	Reference Temperature:	37°C
4	Geoidal undulation at AD ELEV PSN:	-43 FT (-13 M)
5	MAG VAR / Annual Change:	2.53°E (2020) / 0.04E annual change
6	AD Administration	South Sudan Civil Aviation Authority
	Address:	Hai-Jalaba, Plot No. 90, Block No. A.-HQ, Juba, The Republic of South Sudan
	Telephone:	(+211) 91 430 88 95
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	IFR / VFR
8	Remarks:	NIL

HJJJ AD 2.3 OPERATIONAL HOURS

1	AD Administration:	0400/1830 UTC
2	Customs and Immigration:	0400/1830 UTC
3	Health and Sanitation:	0400/1830 UTC
4	AIS Briefing Office:	0400/1830 UTC
5	ATS Reporting Office (ARO):	0400/1830 UTC
6	MET Briefing Office:	0500/1700 UTC
7	ATS:	0400/1830 UTC
8	Fuelling:	0400/1830 UTC
9	Handling:	0400/1830 UTC
10	Security:	24H
11	De-icing:	NIL
12	Remarks:	NIL

HJJJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities:	Available
2	Fuel/oil types:	A1
3	Fueling facilities/capacity:	NIL
4	De-icing facilities:	NIL
5	Hangar space for visiting aircraft:	NIL
6	Repair facilities for visiting aircraft:	NIL
7	Remarks:	NIL

HJJJ AD 2.5 PASSENGER FACILITIES

1	Hotels:	In the city
2	Restaurants:	In the city
3	Transportation:	Taxis
4	Medical Facilities:	Hospital in the city
5	Bank and Post Office:	In the city
6	Tourist Office:	In the city
7	Remarks:	NIL

HJJJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category For Firefighting:	CAT 8
2	Rescue Equipment:	Rescue vehicle
3	Capability For Removal of Disabled Aircraft:	NIL
4	Remarks:	NIL

HJJJ AD 2.7 SEASONAL AVAILABILITY, CLEARING

1	Types of clearing equipment:	Sweeper/Vacuum
2	Clearance priorities:	NIL
3	Remarks:	NIL

HJJJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength:	Cargo: PCN 72/R/B/W/T Concrete Passenger: PCN 32/F/D/Z/T Concrete
2	Taxiway width, surface and strength:	TWY: 23 M ASPH PCN 66/F/B/X/T
3	Altimeter checkpoint location and elevation:	Main Terminal Apron 1516 FT (462 M)
4	VOR Checkpoints:	NIL
5	Remarks:	NIL

HJJJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircrafts stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands:	Taxiing guidance signs at all intersections with TWY, RWY and at all holding positions. Nose-in guidance at AC stands.
2	RWY and TWY marking and LGT:	Marking available
3	Stop bars:	Where appropriate
4	Remarks:	NIL

HJJJ AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, Color	Remarks
a	b	c	d	e	F
HJJJ-5214	Tree	4°51'52.56"N 31°36'44.05"E	1539 FT AMSL 36 FT above THR	n/a	VSS arrival Ry31 area 2b
HJJJ-5216	Tree	4°51'49.85"N 31°36'46.38"E	1540 FT AMSL 37 FT above THR	n/a	VSS arrival Ry31 area 2b
HJJJ-5241	Tree	4°51'46.25"N 31°36'37.22"E	1524 FT AMSL 21 FT above THR	n/a	VSS arrival Ry31 area 2b
In Area 3					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, Color	Remarks
a	b	c	d	e	F
NIL **					

**unverified data

HJJJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office:	HJJJ
2	Hours of Service:	0500/1700 UTC
	MET-Office outside hours:	NIL
3	Office responsible for TAF preparation:	HJJJ
	Periods of Validity:	H24
4	Trend forecast:	METAR
	Interval of Issuance:	Half Hourly
5	Briefing / Consultation Provided:	Can be requested from HJJJ
6	Flight Documentation:	NIL
	Languages(s) Used:	English
7	Charts and other information available for briefing or consultation:	NIL
8	Supplementary equipment available for providing Information:	NIL
9	ATS units provided with Information:	HJJJ
10	Additional Information (limitation of service, etc.):	NIL

HJJJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (M)	Strength (PCN) and Surface of RWY and SWY	THR Coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
13	130.21 True 127.63 MAG	3100 x 45	PCN 66/F/B/X/T ASPH	04°52'59.18"N 031°35'16.92"E -43.2 FT/-13.2 M	THR 1507.5 FT / 459.5 M TDZ 1504.1 FT / 458.4 M
31	310.21 True 307.63 MAG	3100 x 45	PCN 66/F/B/X/T ASPH	04°51'54.02"N 031°36'33.77"E -43.3 FT/-13.2 M	THR 1503.5 FT / 458.3 M TDZ 1510.2 FT / 460.3 M
Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	60 **	NIL	3220 x 300	YES	NIL
NIL	60 **	NIL	3220 x 300	YES	NIL

** STOPWAY (SWY) not marked.

HJJJ AD 2.13 DECLARED DISTANCES

Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13	3100	3100	3160	3100	NIL
31	3100	3100	3160	3100	NIL

HJJJ AD 2.14 APPROACH AND RUNWAY LIGHTING

Designator	Type LGT APCH LEN INTST	Color LGT THR WBAR	PAPI VASIS (MEHT)	LEN LGT TDZ	Length, spacing, color, INTST	Edge LGT LEN, spacing color INTST	End LGT color WBAR	LEN (M) color LGT SWY	Remarks
1	2	3	4	5	6	7	8	9	10
13	CAT1 900M	GREEN	APAPI LEFT 3° 440 (M)	NIL	3100M 30M WHITE LIM	3100M 60M WHITE LIH	RED	NIL	NIL
31	OTHER 420M	GREEN	APAPI LEFT 3° 380 (M)	NIL	3100M 30M WHITE LIM	3100M 60M WHITE LIH	RED	NIL	NIL

HJJJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN location characteristics and hours of operation:	At TWR building 0600 to 2000
	IBN:	NIL
2	LDI location and LGT:	NIL
	Anemometer location and LGT:	NIL
3	TWY edge:	NIL
	TWY center line lighting:	NIL
4	Secondary power supply:	Generator 6x360KVA for lighting & 2x50KW for DVOR
	Switch-over time:	15 minutes
5	Remarks:	NIL

HJJJ AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO:	NIL
	Geoid undulation:	NIL
2	TLOF and/or FATO elevation M/FT:	NIL
3	TLOF and/or FATO area dimensions, surface, strength marking:	NIL
4	True BRG of FATO:	NIL
5	Declared distance available:	NIL
6	APP and FATO lighting:	NIL
7	Remarks:	NIL

HJJJ AD 2.17 ATS AIRSPACE

Designation and lateral limits	Vertical limits	Airspace Classification	ATS unit call sign Language(s)	Transition altitude	Remarks
1	2	3	4	5	6
HJJJ Circle of 25 NM radius of a point located at 04°52'33.54"N, 031°35'59.11"E (JUBA VOR)	6000 _____ SFC	CLASS D	Juba TWR English Ground Ctrl English Juba App English	6000 FT	NIL

HJJJ AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Channel	Hours of Operation	Remarks
1	2	3	4	5
APP	Juba Approach	123.900*	0400/1800	NIL
TWR	Juba Tower	118.400	0400/1800	NIL
TWR	Juba Ground	121.900	0400/1800	NIL

* APP may be combined with TWR; if unable APP on 123.900, contact TWR on 118.400.

HJJJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of OPS supported (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME 3°E - 2020	JUB	113.1 MHz CH 78X	H24	04°52'33.43"N 031°35'58.83"E	1551 FT (472.6 M)	NIL

HJJJ AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJJJ AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJJJ AD 2.22 FLIGHT PROCEDURES**JUBA International Airport HJJJ****ILS Instrument Approach Runway 13***NOT USEABLE DUE TO LONG TERM EQUIPMENT OUTAGE.***LOC Instrument Approach Runway 13***NOT USEABLE DUE TO LONG TERM EQUIPMENT OUTAGE.***VOR / DME Instrument Approach Runway 13***NOT USEABLE DUE TO LONG TERM EQUIPMENT OUTAGE.***VOR / DME Instrument Approach Runway 31***NOT USEABLE DUE TO LONG TERM EQUIPMENT OUTAGE.***RNP Approach Runway 13****Missed Approach:**

Climb to 6000 to JJ700 on course 128DEG/MAG at MAX IAS 250kt. At JJ800 turn right direct to SOLIX and join holding pattern or follow ATC instructions.

Holding:

Hold over SOLIX (04°47'44.442"N 031°12'27.751"E) for (1 min) right turn holding pattern inbound track 076DEG/MAG, minimum altitude 6000FT, Max IAS 250kt.

Minimum Sector Altitude (MSA):

Within 25NM from the ARP (04°52'19.00"N 031°36'04.00"E) minimum altitude 5100FT AMSL.

RNP Approach Runway 31**Missed Approach:**

Climb to 6000 to JJ800 on course 308DEG/MAG at MAX IAS 250kt. At JJ700 turn left direct to SOLIX and join holding pattern or follow ATC instructions.

Holding:

Hold over SOLIX (04°47'44.442"N 031°12'27.751"E) for (1 min) right turn holding pattern inbound track 076DEG/MAG, minimum altitude 6000FT, Max IAS 250kt.

Minimum Sector Altitude (MSA):

Within 25NM from the ARP (04°52'19.00"N 031°36'04.00"E) minimum altitude 5100FT AMSL.

HJJJ AD 2.23 ADDITIONAL INFORMATION

-NIL

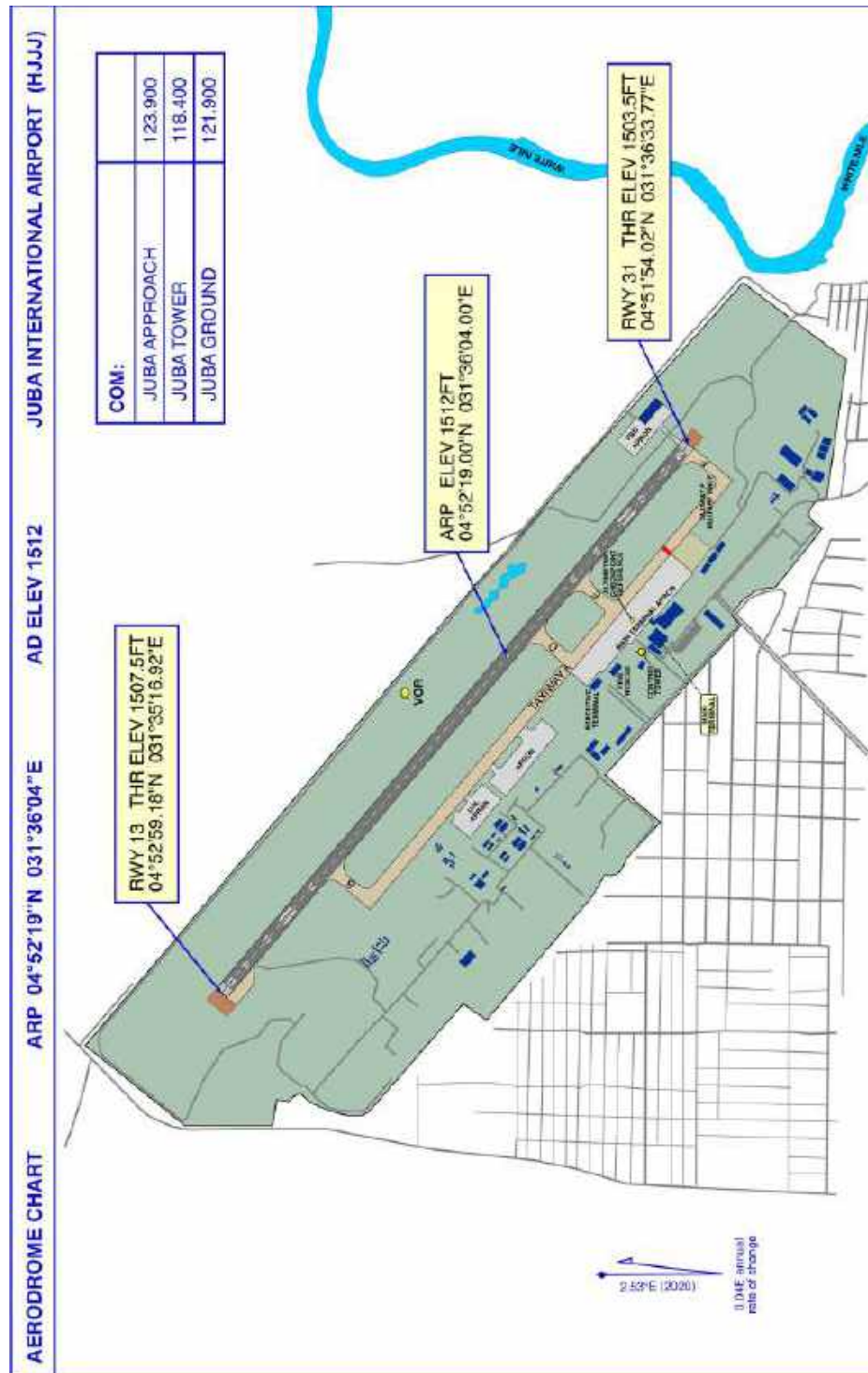
HJJJ AD 2.24 CHARTS RELATED TO AN AERODROME

CHART NAME – (Link)	PAGE
HJJJ AERODROME CHART - ICAO	AD2-HJJJ-9
HJJJ INSTRUMENT APPROACH CHART ILS OR LOC RWY 13 - ICAO	AD2-HJJJ-10**
HJJJ INSTRUMENT APPROACH CHART VOR-DME RWY 13 - ICAO	AD2-HJJJ-11**
HJJJ INSTRUMENT APPROACH CHART VOR-DME RWY 31 – ICAO	AD2-HJJJ-12**
HJJJ INSTRUMENT APPROACH CHART RNP RWY 13 – ICAO	AD2-HJJJ-13
HJJJ INSTRUMENT APPROACH CHART RNP RWY 31 – ICAO	AD2-HJJJ-14
HJJJ INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 13	AD2-HJJJ-15
HJJJ INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 31	AD2-HJJJ-17
HJJJ AREA MINIMUM ALTITUDES (AMA)	AD2-HJJJ-20
HJJJ RNAV1 (GNSS) STANDARD INSTRUMENT DEPARTURE (SID) CHART RWY 13 – ICAO	AD2-HJJJ-21
HJJJ RNAV1 (GNSS) STANDARD INSTRUMENT DEPARTURE (SID) CHART RWY 13 TEXTS	AD2-HJJJ-22
HJJJ RNAV1 (GNSS) STANDARD INSTRUMENT DEPARTURE (SID) CHART RWY 31 - ICAO	AD2-HJJJ-23
HJJJ RNAV1 (GNSS) STANDARD INSTRUMENT DEPARTURE (SID) CHART RWY 31 TEXTS	AD2-HJJJ-24
HJJJ RNAV1 (GNSS) SID RWY 13 – CODING TABLES	AD2-HJJJ-25
HJJJ RNAV1 (GNSS) SID RWY 31 – CODING TABLES	AD2-HJJJ-29
HJJJ RNAV1 (GNSS) STANDARD INSTRUMENT ARRIVAL (STAR) CHART – RWY 13 - ICAO	AD2-HJJJ-33
HJJJ RNAV1 (GNSS) STANDARD INSTRUMENT ARRIVAL (STAR) CHART – RWY 31 - ICAO	AD2-HJJJ-34
HJJJ RNAV1 (GNSS) STAR RWY 13 – CODING TABLES	AD2-HJJJ-35
HJJJ RNAV1 (GNSS) STAR RWY 31 – CODING TABLES	AD2-HJJJ-39

** Indicates approach not useable due to long term equipment outage.

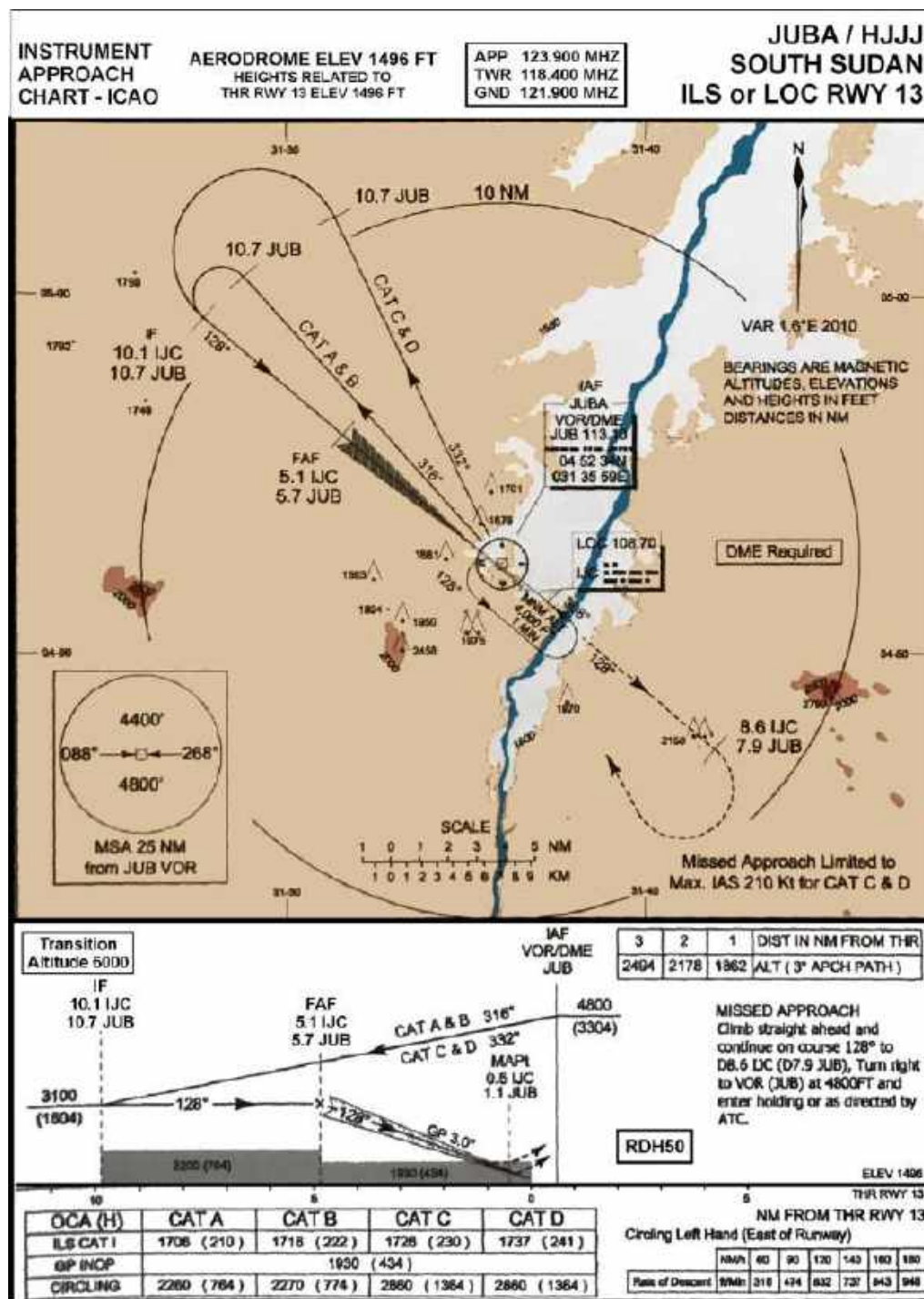
HJJJ AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Layout Chart



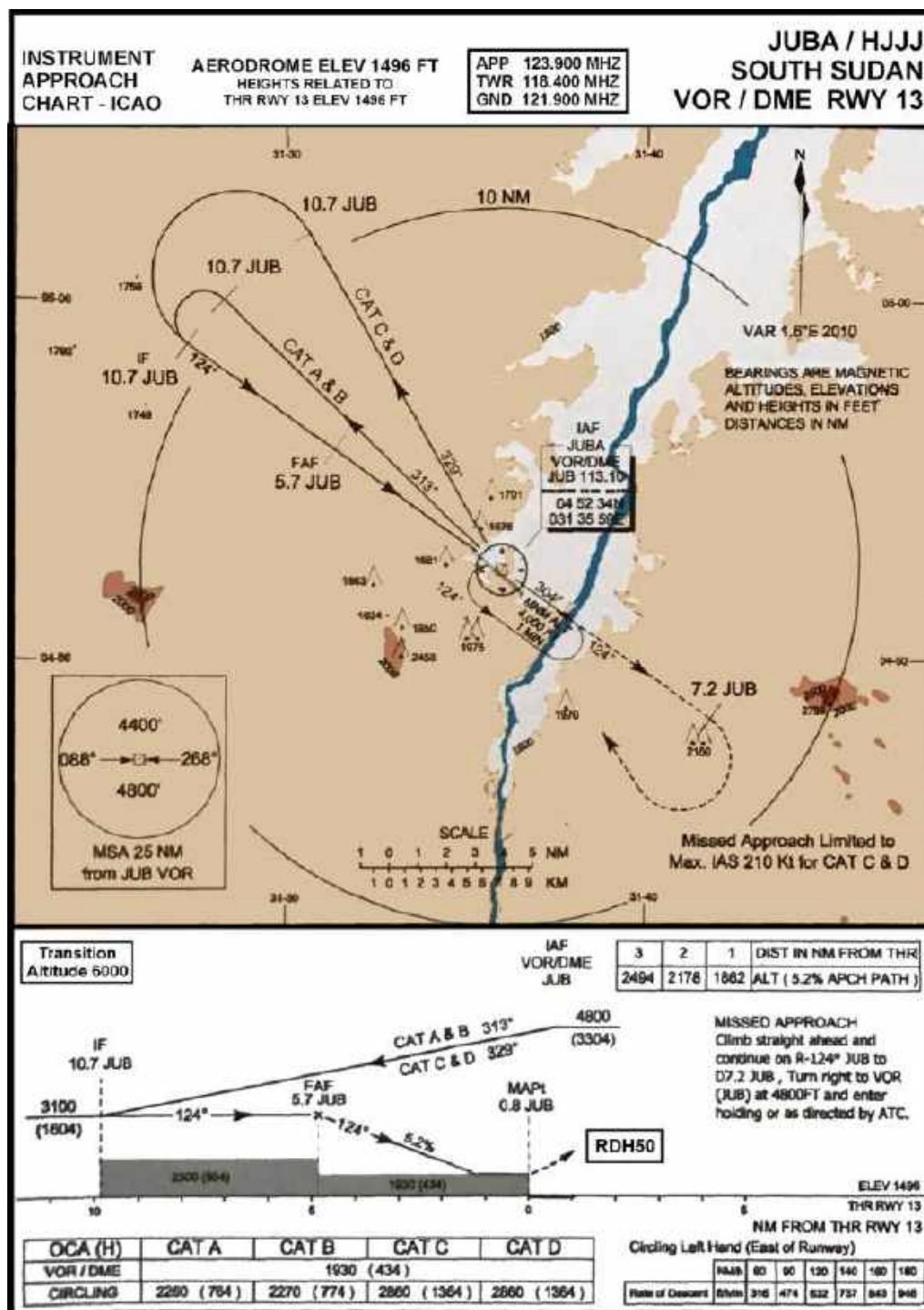
HJJJ Instrument Approach Chart Conventional - ILS or LOC RWY 13

NOTE: Information for approach obtained from Sudan AIP dated 12 SEP 2019. Information not verified by South Sudan. *APPROACH NOT USEABLE DUE TO LONG TERM EQUIPMENT OUTAGE.*



HJJJ Instrument Approach Chart Conventional - VOR / DME RWY 13

NOTE: Information for approach obtained from Sudan AIP dated 12 SEP 2019. Information not verified by South Sudan. *APPROACH NOT USEABLE DUE TO LONG TERM EQUIPMENT OUTAGE.*



NOTE: Information for approach obtained from Sudan AIP dated 12 SEP 2019. Information not verified by South Sudan. *APPROACH NOT USEABLE DUE TO LONG TERM EQUIPMENT OUTAGE.*



HJJJ Instrument Approach Chart– RNP RWY 13 - ICAO

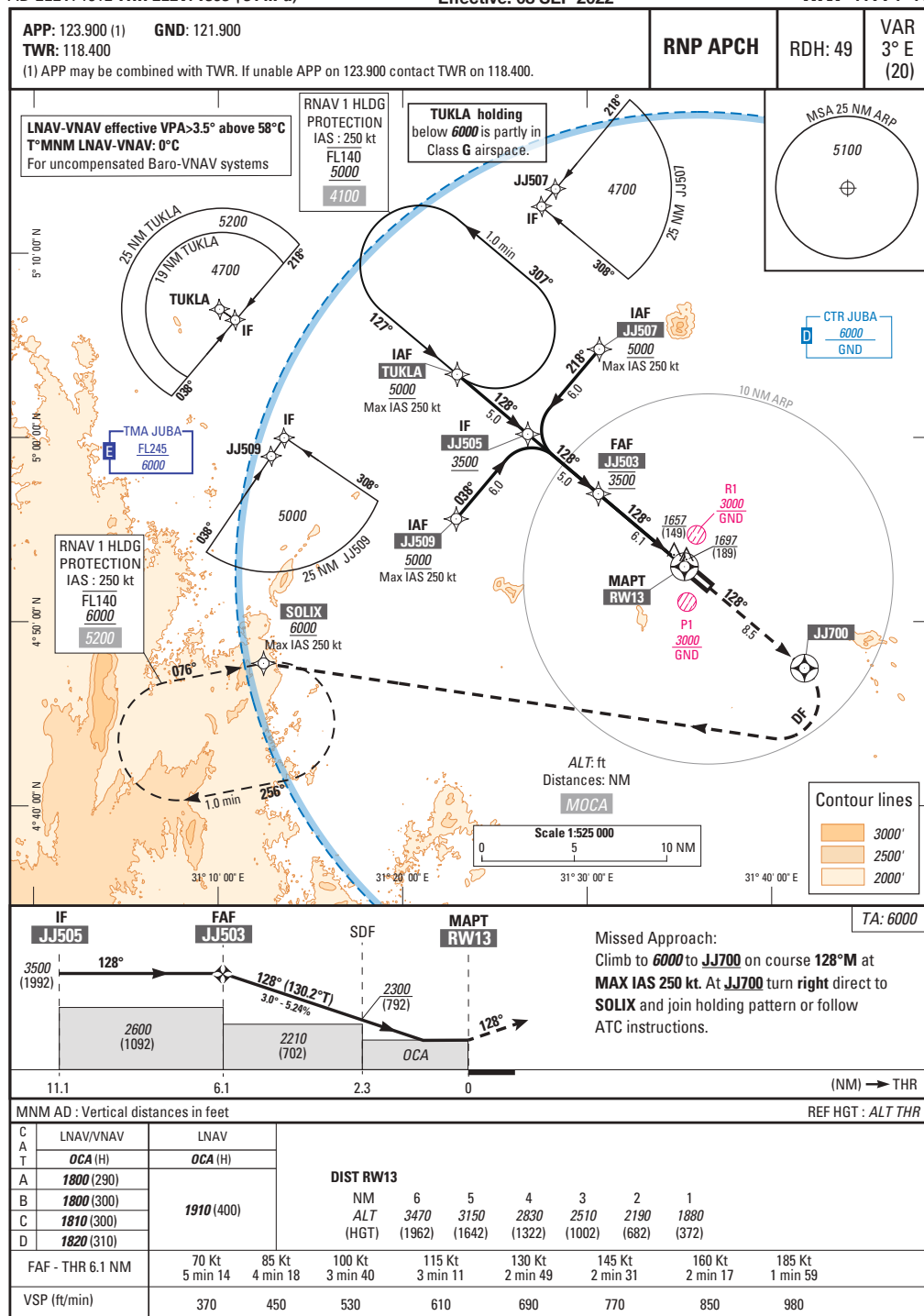
INSTRUMENT APPROACH CHART
CAT. A B C D

AD ELEV: 1512 THR ELEV: 1508 (54 hPa)

Effective: 08 SEP 2022

JUBA **HJJJ**

RNP RWY 13



CHANGE: New Procedure

AIRAC 2209

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HJJJ Instrument Approach Chart– RNP RWY 31 - ICAO

INSTRUMENT APPROACH CHART
CAT. A B C DJUBA **HJJJ****RNP RWY 31**AD ELEV: 1512 **THR ELEV: 1504 (54 hPa)**

Effective: 08 SEP 2022

APP: 123.900 (1) GND: 121.900

TWR: 118.400

(1) APP may be combined with TWR. If unable APP on 123.900 contact TWR on 118.400.

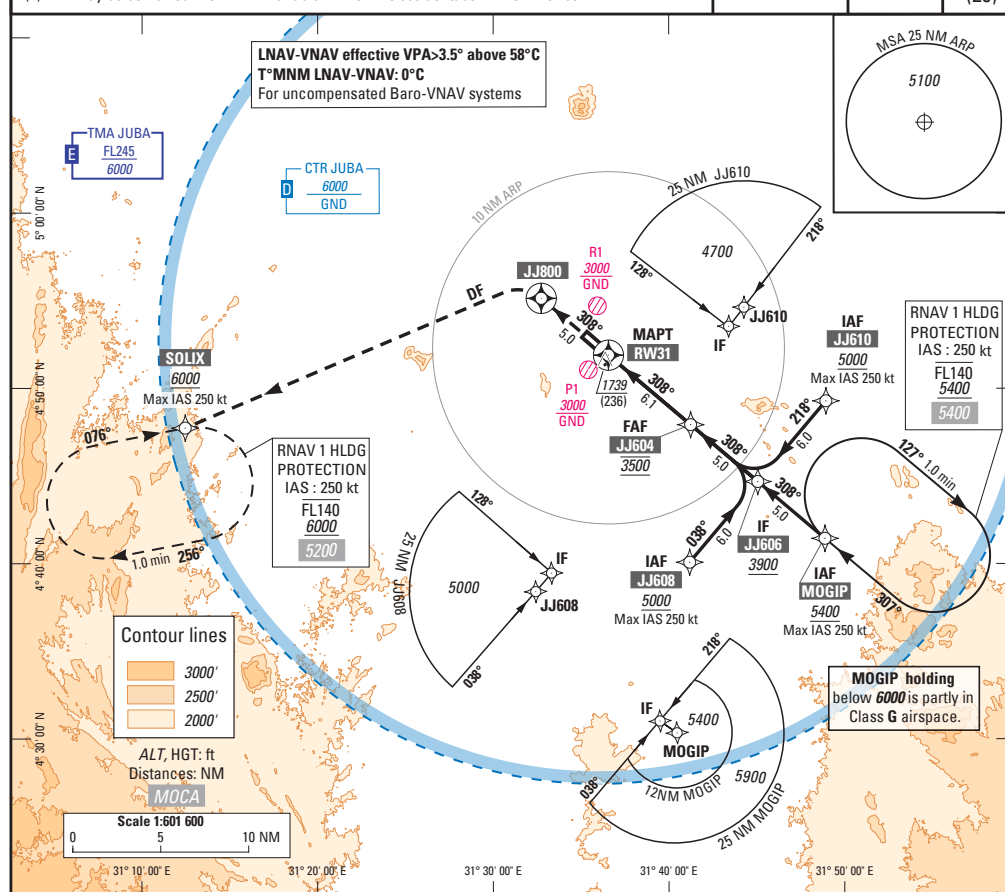
RNP APCH

RDH: 49

VAR

3° E

(20)



TA: 6000

Missed Approach:

Climb to 6000 to JJ800 on course 308°M at MAX IAS 250 kt.

At JJ800 turn left direct to SOLIX and join holding pattern or follow ATC instructions.

THR ← (NM)

MNM AD : Vertical distances in feet.

REF HGT : ALT THR

C A T	LNAV/VNAV	LNAV		DIST RW31						
	<i>OCA</i> (H)	<i>OCA</i> (H)								
A	<i>1860</i> (360)	<i>1960</i> (460)		NM	6	5	4	3	2	1
B	<i>1870</i> (370)		ALT	3460	3150	2830	2510	2190	1870	
C	<i>1870</i> (370)		(HGT)	(1956)	(1646)	(1326)	(1006)	(686)	(366)	
D	<i>1880</i> (380)									
FAF - THR 6.1 NM		70 Kt 5 min 15	85 Kt 4 min 19	100 Kt 3 min 40	115 Kt 3 min 12	130 Kt 2 min 50	145 Kt 2 min 32	160 Kt 2 min 18	185 Kt 1 min 59	
VSP (ft/min)		370	450	530	610	690	770	850	980	

CHANGE: New Procedure

AIRAC 2209

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HJJJ Instrument Approach Procedure Coding Tables - RNP RWY 13

JUBA

HJJJ / IAC RNAV (RNP) RWY13

08 SEP 2022

HJJJ - RNP APCH RWY 13 CODING TABLES

Via TUKLA

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/Track MAG (TRUE) VAR 02.53° E 0.04° annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
R13	001	IF	TUKLA	05°03'25.840"N 031°22'57.563"E					<u>5 000</u>	230	IAF Max speed for CAT D aircraft in initial segment (Not a constraint)
R13	002	TF	JJ505	05°00'11.278"N 031°23'47.184"E		128° (130.193°)	5		<u>3 500</u>		IF
R13	003	TF	JJ503	04°56'56.696"N 031°30'36.768"E		128° (130.198°)	5		<u>3 500</u>	185	FAF Max speed for CAT D aircraft in final segment (Not a constraint)
R13	004	TF	RW13	04°52'59.170"N 031°35'16.023"E		128° (130.204°)	6.1		<u>1 557</u>		MAPt Alt. for VPA -3% (-5.24%) SOF 2 300 ft ROH 15 m
R13	005	TF	JJ700	04°47'28.291"N 031°41'41.654"E	Y	128° (130.211°)	8.5				MATP
R13	006	DF	SOLIX	04°47'44.442"N 031°12'27.751"E				R	<u>5 200</u>	250	Or follow ATC instructions
R13	007	HM	SOLIX	04°47'44.442"N 031°12'27.751"E	Y	076° (079.090°)		R	<u>5 200</u>	250	HOLDING 1 minute outbound timing
		HM	TUKLA	05°03'25.840"N 031°22'57.563"E	Y	127° (130.000°)		L	<u>5 000</u>	250	HOLDING 1 minute outbound timing

Via JJ507

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/Track MAG (TRUE) VAR 02.53° E 0.04° annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
R13	001	IF	JJ507	05°04'42.577"N 031°30'40.634"E					<u>5 000</u>	250	IAF Max speed for CAT D aircraft in initial segment (Not a constraint)
R13	002	TF	JJ505	05°00'11.278"N 031°26'47.184"E		218° (230.204°)	6	L	<u>3 500</u>		IF
R13	003	TF	JJ503	04°56'56.696"N 031°30'36.768"E		128° (130.198°)	5		<u>3 500</u>	185	FAF Max speed for CAT D aircraft in final segment (Not a constraint)
R13	004	TF	RW13	04°52'59.170"N 031°35'16.023"E		128° (130.204°)	6.1		<u>1 557</u>		MAPt Alt. for VPA -3% (-5.24%) SOF 2 300 ft ROH 15 m
R13	005	TF	JJ700	04°47'28.291"N 031°41'41.654"E	Y	128° (130.211°)	8.5				MATP
R13	006	DF	SOLIX	04°47'44.442"N 031°12'27.751"E				R	<u>5 200</u>	250	Or follow ATC instructions
R13	007	HM	SOLIX	04°47'44.442"N 031°12'27.751"E	Y	076° (079.090°)		R	<u>5 200</u>	250	HOLDING 1 minute outbound timing
		HM	TUKLA	05°03'25.840"N 031°22'57.563"E	Y	127° (130.000°)		L	<u>5 000</u>	250	HOLDING 1 minute outbound timing

HJJJ Instrument Approach Procedure Coding Tables - RNP RWY 13 – continued.**HJJJ RNP APCH RWY 13 CODING TABLES****Via JJ509**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint Coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR #2.53° E 2.04% annual change (2020)	Distance (NM)	Turn Direction (RIGHT/LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
R13	001	IF	JJ509	04°55'34.969"N 031°22'54.380"E					<u>5 000</u>	250	IAP Max speed for CAT D aircraft in initial segment (Not a constraint)
R13	002	TF	JJ505	05°00'11.239"N 031°26'47.184"E		036° (040.183°)	6	R	<u>3 500</u>		IF
R13	003	TF	JJ503	04°56'56.696"N 031°30'38.768"E		128° (130.198°)	5		<u>3 500</u>	185	FAP Max speed for CAT D aircraft in final segment (Not a constraint)
R13	004	TF	RW13	04°52'59.179"N 031°35'16.923"E		128° (130.284°)	0.1		<u>1 557</u>		MAP: Alt. for VFA 3'(-5.24%) SDF 2 300 ft FDH 15 m
R13	005	TF	JJ700	04°47'28.201"N 031°41'42.054"E	Y	128° (130.211°)	0.5				MATF
R13	006	DF	SOLIX	04°47'44.142"N 031°12'27.751"E				R	<u>5 200</u>	250	Or follow ATC instructions
R13	007	HM	SOLIX	04°47'44.142"N 031°12'27.751"E	Y	076° (079.960°)		R	<u>5 200</u>	250	HOLDING 1 minute outbound timing
		HM	TUKLA	05°03'25.840"N 031°22'57.563"E	Y	127° (130.960°)		L	<u>5 000</u>	250	HOLDING 1 minute outbound timing

HJJJ Instrument Approach Procedure Coding Tables - RNP RWY 31

JUBA
HJJJ / IAC RNAV (RNP) RWY31

08 SEP 2022

HJJJ - RNP APCH RWY 31 CODING TABLES

Via MOGIP

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level/ Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
R01	001	IF	MOGIP	04°41'26.610"N 031°48'53.287"E					5 400	250	IAF Max speed for CAT D aircraft in initial segment (Not a constraint)
R01	002	TF	JJ600	04°44'11.298"N 031°45'03.878"E		300° (310.219°)	5		3 900		IF
R01	003	TF	JJ604	04°47'35.964"N 031°41'14.433"E		308° (310.224°)	5		3 500	185	FAF Max speed for CAT D aircraft in final segment (Not a constraint)
R01	004	TF	BW31	04°51'54.817"N 031°36'33.780"E		308° (310.219°)	6.1		1 500		MAP Alt. for VPA -3(-5.24%) SDF 2 300 ft RDH 15 m
R01	005	TF	JJ600	04°55'36.635"N 031°22'44.240"E	Y	308° (310.212°)	5				MATF
R01	006	DF	SOLUX	04°47'14.442"N 031°12'27.751"E				L	5 200	250	Or follow ATC instructions
R01	007	HM	SOLUX	04°47'14.442"N 031°12'27.751"E	Y	076° (076.000°)		R	5 200	250	HOLDING 1 minute outbound timing
		HM	MOGIP	04°41'26.610"N 031°48'53.287"E	Y	307° (310.000°)		R	5 400	250	HOLDING 1 minute outbound timing

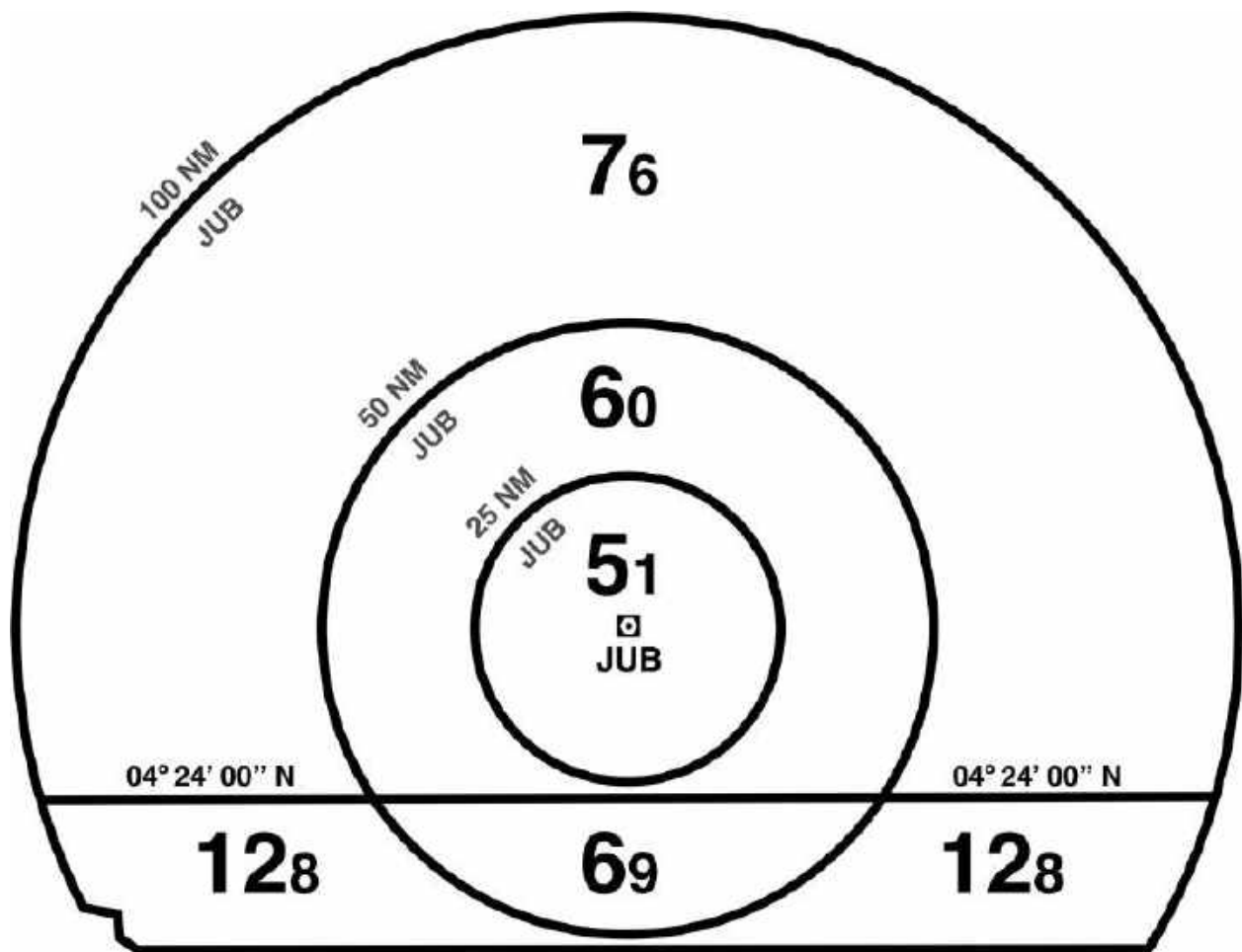
Via JJ608

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level/ Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
R01	001	IF	JJ608	04°40'35.081"N 031°41'11.048"E					5 000	250	IAF Max speed for CAT D aircraft in initial segment (Not a constraint)
R01	002	TF	JJ600	04°44'11.298"N 031°45'03.878"E		038° (030.219°)	6	L	3 900		IF
R01	003	TF	JJ604	04°47'35.964"N 031°41'14.433"E		308° (310.224°)	5		3 500	185	FAF Max speed for CAT D aircraft in final segment (Not a constraint)
R01	004	TF	BW31	04°51'54.817"N 031°36'33.780"E		308° (310.219°)	6.1		1 500		MAP Alt. for VPA -3(-5.24%) SDF 2 300 ft RDH 15 m
R01	005	TF	JJ600	04°55'36.635"N 031°22'44.240"E	Y	308° (310.212°)	5				MATF
R01	006	DF	SOLUX	04°47'14.442"N 031°12'27.751"E				L	5 200	250	Or follow ATC instructions
R01	007	HM	SOLUX	04°47'14.442"N 031°12'27.751"E	Y	076° (076.000°)		R	5 200	250	HOLDING 1 minute outbound timing
		HM	MOGIP	04°41'26.610"N 031°48'53.287"E	Y	307° (310.000°)		R	5 400	250	HOLDING 1 minute outbound timing

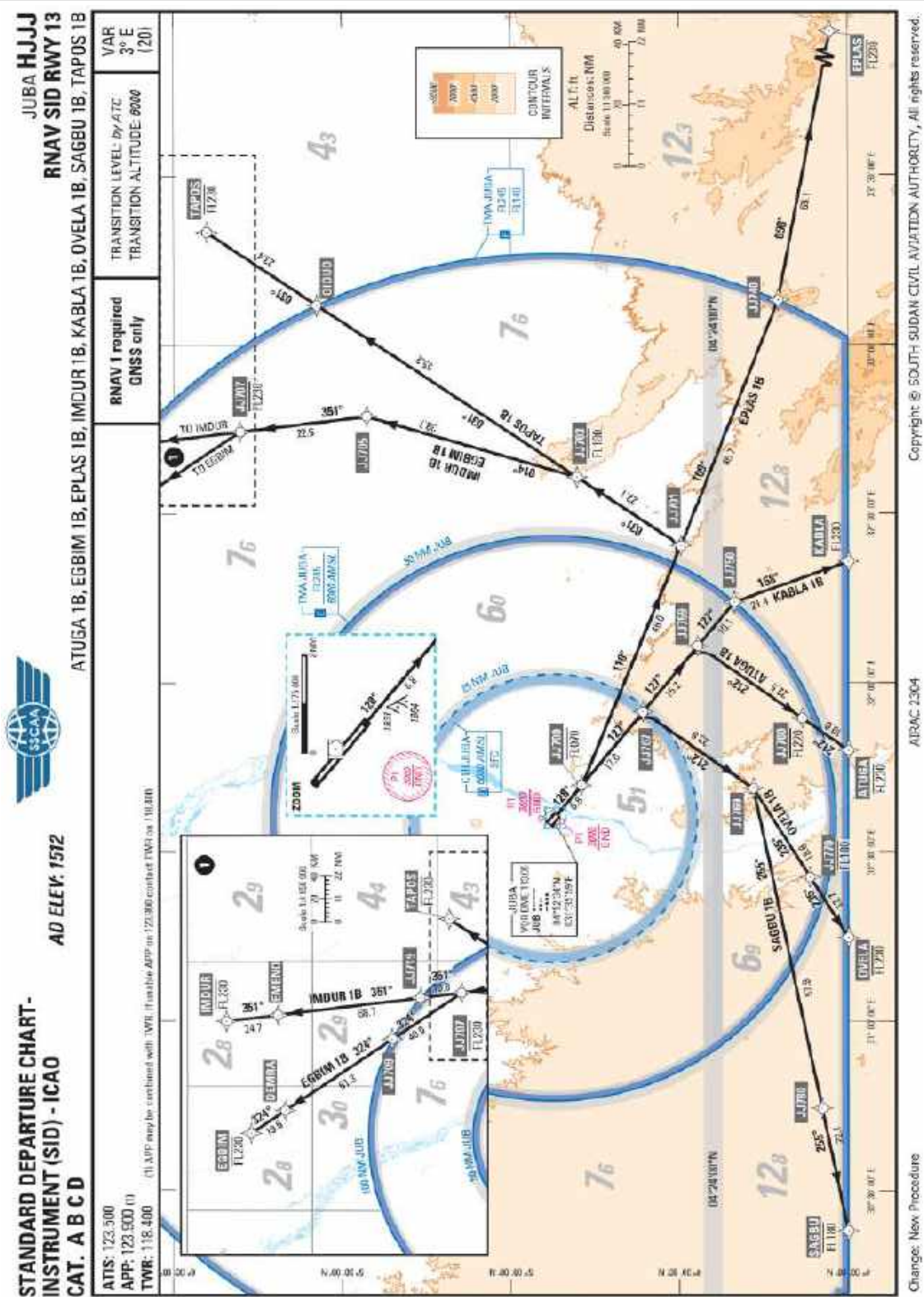
HJJJ Instrument Approach Procedure Coding Tables - RNP RWY 31 – continued.**HJJJ - RNP APCH RWY 31 CODING TABLES**

Via JJ610

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly Over (YES/NO)	Course/ Track MAG (TRUE) VAR 08.53° E 0.55% Magnetic Deviation (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
R01	061	IF	JJ610	04°49'17.49Z N 031°44'50.761° E					<u>5 000</u>	200	IAF Max speed for CAT D aircraft in initial segment (Not a constraint)
R01	062	TF	JJ606	04°44'41.298° N 031°43'03.078° E		216° (210.230°)	5	R	<u>3 000</u>		IF
R01	063	TF	JJ604	04°47'55.364° N 031°41'14.433° E		306° (310.224°)	5		<u>3 500</u>	185	FAF Max speed for CAT D aircraft in final segment (Not a constraint)
R01	064	TF	RWY31	04°51'54.017° N 031°58'33.268° E		306° (310.219°)	6.1		<u>1 500</u>		MAPt Alt. for VPA -31-5.21% SDP 2 500 ft R01H 15 m
R01	065	TF	JJ600	04°55'08.025° N 031°32'44.240° E	Y	306° (310.212°)	5				MATF
R01	066	DF	SOLIX	04°47'44.342° N 031°12'27.751° E				L	<u>5 200</u>	250	Or follow ATC instructions
R01	067	HV	SOLIX	04°47'44.342° N 031°12'27.751° E	Y	076° (070.030°)		R	<u>5 200</u>	250	HOLDING 1 minute outbound timing
		HV	MOBIF	04°41'20.010° N 031°44'55.281° E	Y	307° (310.030°)		R	<u>5 400</u>	200	HOLDING 1 minute outbound timing

HJJJ Area Minimum Altitudes (AMA).**Juba (HJJJ) Area Minimum Altitudes (AMA)*****Alt x 100 ft***

HJJJ RNAV1 (GNSS) STANDARD INSTRUMENT DEPARTURE (SID) CHART – RWY 13 - ICAO



HJJJ RNAV1 (GNSS) STANDARD INSTRUMENT DEPARTURE (SID) RWY 13 – TEXTS**For all departures:**

Close-in obstacles after take-off.

The most significant is a tower at **1022m** from end of runway **379m** in the right side of the runway axis at **1631 ft AMSL (119 ft AAL)**. As per design criteria, this obstacle was disregarded regarding the climb gradient calculation. It is displayed in the chart.

ATUGA 1B

Climb to **JJ700** on course **128°M**, at or below **FL070** to **JJ767**, to **JJ759**, to **JJ760** at or below **FL220**, then continue climb to **ATUGA** at or below **FL230** (1)(2).

- (1) Maintain a minimum **3.9%** climb gradient to **1800 ft AMSL** due to a tower obstacle.
- (2) Expect a "Direct to" waypoint. If cleared by ATC, remain above the area minimum altitudes.

EGBIM 1B

Climb to **JJ700** on course **128°M** at or below **FL070**, to **JJ701**, to **JJ703** at or below **FL180**, then continue climb to **JJ705**, to **JJ707**, to **JJ709**, to **DEMRA**, to **EGBIM** at or below **FL230** (1)(2).

- (1) Maintain a minimum **3.9%** climb gradient to **1800 ft AMSL** due to a tower obstacle.
- (2) Expect a "Direct to" waypoint. If cleared by ATC, remain above the area minimum altitudes.

EPLAS 1B

Climb to **JJ700** on course **128°M** at or below **FL070**, to **JJ701**, to **JJ740**, to **EPLAS** at or below **FL230** (1).

- (1) Maintain a minimum **3.9%** climb gradient to **1800 ft AMSL** due to a tower obstacle.

IMDUR 1B

Climb to **JJ700** on course **128°M** at or below **FL070**, to **JJ701**, to **JJ703** at or below **FL180**, then continue climb to **JJ705**, to **JJ707**, to **JJ719**, to **EMENO**, to **IMDUR** at or below **FL230** (1)(2).

- (1) Maintain a minimum **3.9%** climb gradient to **1800 ft AMSL** due to a tower obstacle.
- (2) Expect a "Direct to" waypoint. If cleared by ATC, remain above the area minimum altitudes.

KABLA 1B

Climb to **JJ700** on course **128°M** at or below **FL070**, to **JJ767**, to **JJ759**, to **JJ750**, to **KABLA** at or below **FL230** (1).

- (1) Maintain a minimum **3.9%** climb gradient to **1800 ft AMSL** due to a tower obstacle.

OVELA 1B

Climb to **JJ700** on course **128°M** at or below **FL070**, to **JJ767**, to **JJ769**, to **JJ770** at or below **FL180**, then continue climb to **OVELA** at or below **FL230** (1)(2).

- (1) Maintain a minimum **3.9%** climb gradient to **1800 ft AMSL** due to a tower obstacle.
- (2) Expect a "Direct to" waypoint. If cleared by ATC, remain above the area minimum altitudes.

SAGBU 1B

Climb to **JJ700** on course **128°M** at or below **FL070**, to **JJ767**, to **JJ769**, to **JJ780**, to **SAGBU** at or below **FL180** (1)(2).

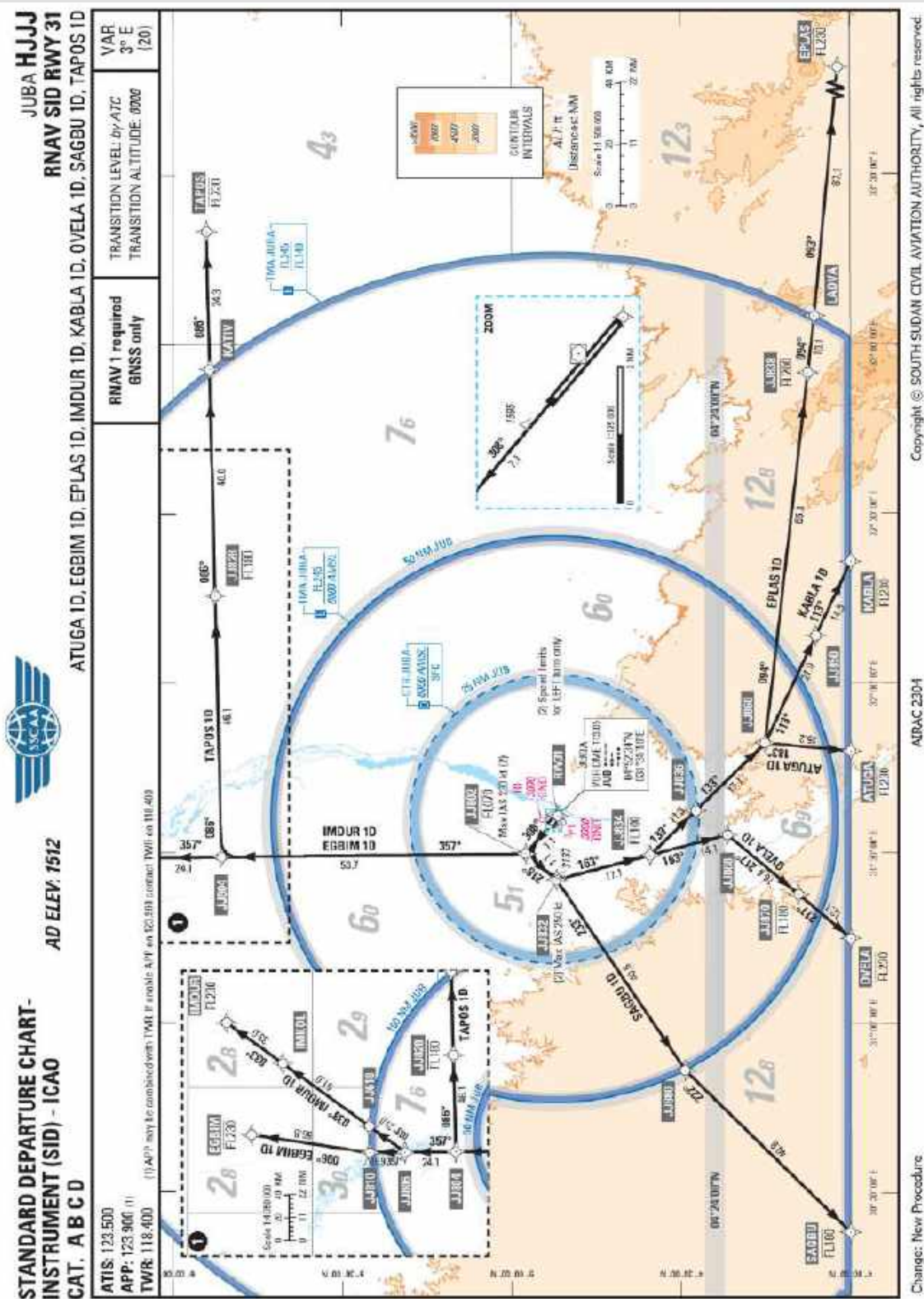
- (1) Maintain a minimum **3.9%** climb gradient to **1800 ft AMSL** due to a tower obstacle.
- (2) Expect a "Direct to" waypoint. If cleared by ATC, remain above the area minimum altitudes.

TAPOS 1B

Climb to **JJ700** on course **128°M** at or below **FL070**, to **JJ701**, to **JJ703** at or below **FL180**, then continue climb to **GIDUD**, to **TAPOS** at or below **FL230** (1)(2).

- (1) Maintain a minimum **3.9%** climb gradient to **1800 ft AMSL** due to a tower obstacle.
- (2) Expect a "Direct to" waypoint. If cleared by ATC, remain above the area minimum altitudes.

HJJJ RNAV1 (GNSS) STANDARD INSTRUMENT DEPARTURE (SID) CHART – RWY 31 - ICAO



HJJJ RNAV1 (GNSS) STANDARD INSTRUMENT DEPARTURE (SID) RWY 31 – TEXTS

ATUGA 1D

Climb to **JJ802** on course **308°M** at or below **FL070** at MAX IAS **230kt**, to **JJ832** at MAX IAS **250kt**, to **JJ834** at or below **FL100**, to **JJ836**, to **JJ860**, to **ATUGA** at or below **FL230** (1)(2).

- (1) Maintain a minimum **3.5%** climb gradient to **3700 ft** due to terrain after the left turn.
- (2) Expect a "Direct to" waypoint. If cleared by ATC, remain above the area minimum altitudes.

EGBIM 1D

Climb to **JJ802** on course **308°M** at or below **FL070**, to **JJ804**, to **JJ806**, to **JJ810**, to **EGBIM** at or below **FL230** (1)(2).

- (1) Expect a "Direct to" waypoint. If cleared by ATC, remain above the area minimum altitudes.

EPLAS 1D

Climb to **JJ802** on course **308°M** at or below **FL070** at MAX IAS **230kt**, to **JJ832** at MAX IAS **250kt**, to **JJ834** at or below **FL100**, to **JJ836**, to **JJ860**, to **JJ838** at or below **FL200**, to **LADVA**, to **EPLAS** at or below **FL230** (1)(2).

- (1) Maintain a minimum **3.5%** climb gradient to **3700 ft** due to terrain after the left turn.
- (2) Expect a "Direct to" waypoint. If cleared by ATC, remain above the area minimum altitudes.

IMDUR 1D

Climb to **JJ802** on course **308°M** at or below **FL070**, to **JJ804**, to **JJ806**, to **JJ618**, to **IMKOL**, to **EGBIM** at or below **FL230** (1).

- (1) Expect a "Direct to" waypoint. If cleared by ATC, remain above the area minimum altitudes.

KABLA 1D

Climb to **JJ802** on course **308°M** at or below **FL070** at MAX IAS **230 kt**, to **JJ832** at MAX IAS **250 kt**, to **JJ834** at or below **FL100**, to **JJ836**, to **JJ860**, to **JJ850**, to **KABLA** at or below **FL230** (1)(2).

- (1) Maintain a minimum **3.5%** climb gradient to **3700 ft** due to terrain after the left turn.
- (2) Expect a "Direct to" waypoint. If cleared by ATC, remain above the area minimum altitudes.

OVELA 1D

Climb to **JJ802** on course **308°M** at or below **FL070** at MAX IAS **230 kt**, to **JJ832** at MAX IAS **250 kt**, to **JJ834** at or below **FL100**, to **JJ868**, to **JJ870** at or below **FL180**, to **OVELA** at or below **FL230** (1)(2).

- (1) Maintain a minimum **3.5%** climb gradient to **3700 ft** due to terrain after the left turn.
- (2) Expect a "Direct to" waypoint. If cleared by ATC, remain above the area minimum altitudes.

SAGBU 1D

Climb to **JJ802** on course **308°M** at or below **FL070** at MAX IAS **230 kt**, to **JJ832**, to **JJ880**, to **SAGBU** at or below **FL180** (1)(2).

- (1) Maintain a minimum **3.5%** climb gradient to **3700 ft** due to terrain after the left turn.
- (2) Expect a "Direct to" waypoint. If cleared by ATC, remain above the area minimum altitudes.

TAPOS 1D

Climb to **JJ802** on course **308°M** at or below **FL070**, to **JJ804**, to **JJ828** at or below **FL180**, to **KATIV**, to **TAPOS** at or below **FL230** (1).

- (1) Expect a "Direct to" waypoint. If cleared by ATC, remain above the area minimum altitudes.

HJJJ RNAV1 (GNSS) SID RWY 13 – CODING TABLES – ATUGA 1B, EGBIM 1B**JUBA****HJJJ / RNAV SID RWY 13****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****ATUGA 1B**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
ATUG1B	001	CF	JJ700	04°47'29.291"N 031°41'47.064"E	N	128° (130.212°)	6.926		FL070		
ATUG1B	002	TF	JJ701	04°28'33.517"N 031°54'50.418"E	N	127° (129.738°)	16.667				
ATUG1B	003	TF	JJ704	04°26'48.251"N 031°01'32.425"E	N	127° (129.898°)	15.212				
ATUG1B	004	TF	JJ704	04°08'14.210"N 031°53'42.108"E	N	212° (214.623°)	22.485		FL220		
ATUG1B	005	TF	ATUGA	04°00'00.000"N 031°41'00.000"E	N	212° (214.897°)	9.993		FL230		

JUBA**HJJJ / RNAV SID RWY 13****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****EGBIM 1B**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
EGB11B	001	CF	JJ700	04°47'29.291"N 031°41'47.064"E	N	128° (130.212°)	6.926		FL070		
EGB11B	002	TF	JJ701	04°29'47.092"N 032°24'10.000"E	N	110° (112.432°)	46.973				
EGB11B	003	TF	JJ703	04°48'18.217"N 032°36'30.125"E	N	031° (032.473°)	21.058		FL160		
EGB11B	004	TF	JJ706	05°25'39.017"N 032°47'16.697"E	N	014° (016.121°)	38.707				
EGB11B	005	TF	JJ707	05°48'12.828"N 032°44'35.844"E	N	351° (353.218°)	21.629		FL230		
EGB11B	006	TF	JJ709	08°21'39.788"N 032°22'22.892"E	N	124° (126.342°)	36.983				
EGB11B	007	TF	DEMRA	07°12'52.281"N 031°18'12.790"E	N	124° (126.353°)	81.264				
EGB11B	008	TF	EGBIM	07°29'18.000"N 031°37'10.000"E	N	124° (126.226°)	16.610		FL230		

HJJJ RNAV1 (GNSS) SID RWY 13 – CODING TABLES – EPLAS 1B, IMDUR 1B**JUBA****HJJJ / RNAV SID RWY 13****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****EPLAS 1B**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
EPLA1B	001	CF	JJ000	04°47'29.291"N 031°41'47.054"E	N	128° (130.212°)	8.826		FL070		
EPLA1B	002	TF	JJ001	04°29'47.092"N 032°24'19.009"E	N	110° (112.482°)	45.973				
EPLA1B	003	TF	JJ000	04°12'28.560"N 033°07'47.697"E	N	109° (111.844°)	46.733				
EPLA1B	004	TF	EPLAS	04°00'00.000"N 034°11'48.009"E	N	098° (100.918°)	85.145		FL230		

JUBA**HJJJ / RNAV SID RWY 13****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****IMDUR 1B**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
IMDU1B	001	CF	JJ000	04°47'29.291"N 031°41'47.054"E	N	128° (130.212°)	8.826		FL070		
IMDU1B	002	TF	JJ001	04°29'47.092"N 032°24'19.009"E	N	110° (112.482°)	45.973				
IMDU1B	003	TF	JJ000	04°48'18.217"N 032°38'30.125"E	N	331° (033.473°)	22.068		FL180		
IMDU1B	004	TF	JJ005	05°25'38.077"N 032°47'16.697"E	N	314° (016.121°)	38.707				
IMDU1B	005	TF	JJ007	05°48'12.828"N 032°44'36.844"E	N	351° (353.218°)	22.625		FL230		
IMDU1B	006	TF	JJ019	06°07'58.395"N 032°42'14.785"E	N	351° (353.213°)	19.817				
IMDU1B	007	TF	EMENO	07°16'34.403"N 032°34'44.035"E	N	351° (353.209°)	68.748				
IMDU1B	008	TF	IMDUR	07°41'14.000"N 032°31'47.000"E	N	351° (353.193°)	24.717		FL230		

HJJJ RNAV1 (GNSS) SID RWY 13 – CODING TABLES – KABLA 1B, OVELA 1B**JUBA****HJJJ / RNAV SID RWY 13****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****KABLA 1B**

Designator	Sequence Number	Pd/I Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2629)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
KABLA1B	001	CF	JJ700	04°47'28.291"N 031°41'47.054"E	N	128° (130.212°)	6.826		FL070		
KABLA1B	002	TF	JJ767	04°38'33.517"N 031°54'50.416"E	N	127° (129.738°)	14.967				
KABLA1B	003	TF	JJ768	04°28'48.231"N 032°06'32.425"E	N	127° (129.806°)	15.212				
KABLA1B	004	TF	JJ769	04°20'14.981"N 032°14'10.848"E	N	127° (129.822°)	16.132				
KABLA1B	005	TF	KABLA	03°50'59.000"N 032°21'50.000"E	N	158° (160.442°)	21.402		FL230		

JUBA**HJJJ / RNAV SID RWY 13****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****OVELA 1B**

Designator	Sequence Number	Pd/I Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2629)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
OVELA1B	001	CF	JJ700	04°47'28.291"N 031°41'47.054"E	N	128° (130.212°)	6.826		FL070		
OVELA1B	002	TF	JJ767	04°38'33.517"N 031°54'50.416"E	N	127° (129.738°)	14.967				
OVELA1B	003	TF	JJ768	04°28'48.231"N 031°41'16.277"E	N	212° (214.756°)	22.302				
OVELA1B	004	TF	JJ770	04°08'50.784"N 031°25'33.674"E	N	235° (237.436°)	18.900		FL180		
OVELA1B	005	TF	OVELA	04°00'00.000"N 031°14'54.000"E	N	235° (237.416°)	12.950		FL230		

HJJJ RNAV1 (GNSS) SID RWY 13 – CODING TABLES – SAGBU 1B, TAPOS 1B**JUBA****HJJJ / RNAV SID RWY 13****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****SAGBU 1B**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.63° E 0.64° E <i>annual change</i> <i>(2020)</i>	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
SAGB1B	001	CF	JJ700	04°47'28.291"N 031°41'47.051"E	N	128° (130.212°)	8.026		FL070		
SAGB1B	002	TF	JJ757	04°28'33.517"N 031°54'50.416"E	N	127° (129.748°)	16.967				
SAGB1B	003	TF	JJ760	04°16'54.506"N 031°41'15.277"E	N	212° (214.796°)	22.102				
SAGB1B	004	TF	JJ780	04°04'41.121"N 30°44'37.301"E	N	255° (257.933°)	57.875				
SAGB1B	005	TF	SAGBU	04°00'00.000"N 030°23'00.000"E	N	255° (257.834°)	22.108		FL180		

JUBA**HJJJ / RNAV SID RWY 13****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****TAPOS 1B**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.63° E 0.64° E <i>annual change</i> <i>(2020)</i>	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
TAP01B	001	CF	JJ700	04°47'28.291"N 031°41'47.054"E	N	128° (130.212°)	8.826		FL070		
TAP01B	002	TF	JJ701	04°29'47.092"N 032°24'19.009"E	N	110° (112.432°)	45.973				
TAP01B	003	TF	JJ703	04°48'16.217"N 031°38'30.125"E	N	031° (033.473°)	27.056		FL180		
TAP01B	004	TF	GIDUD	05°34'31.889"N 33°07'03.452"E	N	031° (033.435°)	55.216				
TAP01B	005	TF	TAP05	05°54'08.000"N 033°20'02.000"E	N	031° (033.515°)	21.405		FL230		

HJJJ RNAV1 (GNSS) SID RWY 31 – CODING TABLES – ATUGA 1D, EGBIM 1D**JUBA**
HJJJ / RNAV SID RWY 31**CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****ATUGA 1D**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E <i>annual change (2020)</i>	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
ATUG1D	001	CF	J.002	04°57'37.205"N 031°29'48.070"E	N	308° (310.212°)	7.143	L	FL070	230	
ATUG1D	002	TF	J.032	04°52'10.214"N 031°25'12.503"E	N	216° (220.203°)	7.100			250	
ATUG1D	003	TF	J.034	04°35'38.060"N 031°29'35.070"E	N	163° (166.211°)	17.054		FL100		
ATUG1D	004	TF	J.036	04°27'28.884"N 031°31'21.763"E	N	133° (135.759°)	11.278				
ATUG1D	005	TF	J.050	04°15'11.409"N 31°49'22.790"E	N	133° (135.769°)	17.068				
ATUG1D	006	TF	ATUGA	04°00'00.000"N 031°48'00.000"E	N	183° (185.211°)	15.179		FL230		

JUBA
HJJJ / RNAV SID RWY 31**CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****EGBIM 1D**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E <i>annual change (2020)</i>	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
EGB1D	001	CF	J.002	04°57'37.205"N 031°29'48.070"E	N	308° (310.212°)	7.143		FL070		
EGB1D	002	TF	J.004	05°51'36.896"N 021°29'15.054"E	N	357° (359.390°)	53.721				
EGB1D	003	TF	J.006	08°15'47.424"N 031°28'56.817"E	N	367° (369.398°)	24.877				
EGB1D	004	TF	J.010	08°22'47.143"N 031°28'49.091"E	N	367° (369.398°)	16.615				
EGB1D	005	TF	EGBIM	07°29'16.000"N 031°37'16.000"E	N	006° (008.491°)	56.836		FL230		

HJJJ RNAV1 (GNSS) SID RWY 31 – CODING TABLES – EPLAS 1D, IMDUR 1D**JUBA****HJJJ / RNAV SID RWY 31****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****EPLAS 1D**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
EPLA1D	001	CF	JJB01	04°57'37.295"N 031°20'48.670"E	N	308° (310.212°)	7.143	L	FL070	230	
EPLA1D	002	TF	JJB02	04°52'10.214"N 031°25'13.603"E	N	218° (220.203°)	7.109			260	
EPLA1D	003	TF	JJB34	04°15'38.080"N 031°29'35.670"E	N	163° (165.211°)	17.954		FL100		
EPLA1D	004	TF	JJB36	04°17'28.894"N 031°37'27.783"E	N	133° (135.759°)	11.278				
EPLA1D	005	TF	JJB58	04°15'11.409"N 031°49'22.780"E	N	133° (135.786°)	17.368				
EPLA1D	006	TF	JJB38	04°07'33.781"N 032°54'50.794"E	N	094° (095.549°)	85.849		FL200		
EPLA1D	007	TF	LAOVA	04°06'22.911"N 032°04'54.843"E	N	094° (095.859°)	10.128				
EPLA1D	008	TF	EPLAS	04°00'00.000"N 034°11'48.000"E	N	093° (095.388°)	87.141		FL230		

JUBA**HJJJ / RNAV SID RWY 31****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****IMDUR 1D**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
IMDU1D	001	CF	JJB01	04°57'37.295"N 031°20'48.670"E	N	308° (310.212°)	7.143		FL070		
IMDU1D	002	TF	JJB04	05°51'35.998"N 031°26'15.058"E	N	367° (369.395°)	52.721				
IMDU1D	003	TF	JJB06	08°15'47.134"N 031°28'55.817"E	N	357° (359.398°)	24.077				
IMDU1D	004	TF	JJB18	08°22'53.773"N 031°41'13.752"E	N	033° (035.305°)	21.029				
IMDU1D	005	TF	IMK01	07°14'22.921"N 032°11'12.580"E	N	033° (035.958°)	51.027				
IMDU1D	006	TF	IMDUR	07°41'14.000"N 032°31'47.000"E	N	033° (035.018°)	33.049		FL230		

HJJJ RNAV1 (GNSS) SID RWY 31 – CODING TABLES – KABLA 1D, OVELA 1D

JUBA
HJJJ / RNAV SID RWY 31

CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE

KABLA 1D

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.63° E 0.01° E annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
KABL1D	001	CF	JJ802	04°57'37.205"N 031°26'48.070"E	N	308° (310.212°)	7.143	L	FL070	230	
KABL1D	002	TF	JJ802	04°52'10.244"N 031°25'13.503"E	N	218° (220.203°)	7.100			250	
KABL1D	003	TF	JJ834	04°35'38.080"N 031°29'35.070"E	N	163° (165.211°)	17.054		FL100		
KABL1D	004	TF	JJ836	04°27'28.384"N 031°31'17.363"E	N	123° (125.759°)	11.278				
KABL1D	005	TF	JJ850	04°15'11.109"N 031°48'12.380"E	N	133° (135.799°)	17.889				
KABL1D	006	TF	JJ858	04°06'12.002"N 031°48'12.814"E	N	113° (115.218°)	20.984				
KABL1D	007	TF	KABLA	03°59'59.000"N 032°21'10.000"E	N	113° (115.248°)	14.500		FL230		

JUBA
HJJJ / RNAV SID RWY 31

CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE

OVELA 1D

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
OVEL1D	001	CF	JJ802	04°57'37.205"N 031°26'48.070"E	N	308° (310.212°)	7.143	L	FL070	230	
OVEL1D	002	TF	JJ802	04°52'10.244"N 031°25'13.503"E	N	218° (220.203°)	7.100			250	
OVEL1D	003	TF	JJ834	04°35'38.080"N 031°29'35.070"E	N	163° (165.211°)	17.054		FL100		
OVEL1D	004	TF	JJ858	04°21'52.730"N 031°33'11.526"E	N	163° (165.217°)	14.122				
OVEL1D	005	TF	JJ870	04°00'16.606"N 031°22'39.385"E	N	217° (220.022°)	16.372		FL180		
OVEL1D	006	TF	OVELA	04°00'00.000"N 031°14'54.000"E	N	217° (220.008°)	12.054		FL230		

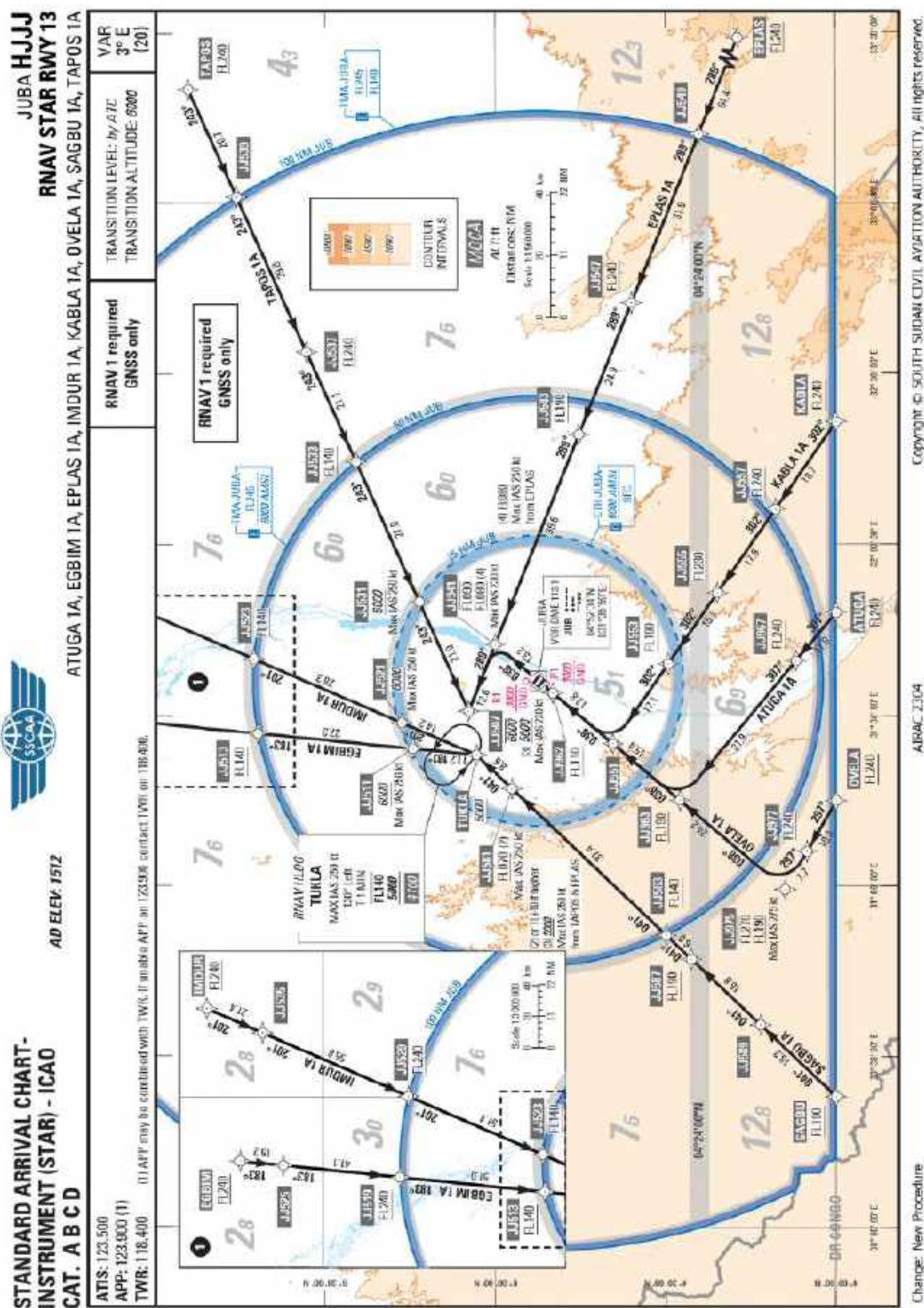
HJJJ RNAV1 (GNSS) SID RWY 31 – CODING TABLES – SAGBU 1D, TAPOS 1D**JUBA****HJJJ / RNAV SID RWY 31****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****SAGBU 1D**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2023)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
SAGB1D	001	CF	JJ802	04°57'37.205"N 031°26'48.079"E	N	308° (310.212°)	7.143	L	FL070	234	
SAGB1D	002	TF	JJ832	04°52'10.244"N 031°26'13.603"E	N	218° (220.203°)	7.130				
SAGB1D	003	TF	JJ880	04°29'20.764"N 030°51'34.413"E	N	233° (235.364°)	40.557				
SAGB1D	004	TF	SAGBU	04°00'00.000"N 030°23'00.000"E	N	222° (224.368°)	40.838		FL180		

JUBA**HJJJ / RNAV SID RWY 31****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****TAPOS 1D**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2023)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
TAP01D	001	CF	JJ802	04°57'37.205"N 031°26'48.079"E	N	308° (310.212°)	7.143		FL070		
TAP01D	002	TF	JJ804	05°51'35.998"N 031°24'15.058"E	N	317° (269.349°)	53.121	R			
TAP01D	003	TF	JJ828	05°52'42.063"N 031°11'29.068"E	N	366° (089.546°)	48.008		FL180		
TAP01D	004	TF	KATV	05°53'39.378"N 031°51'37.368"E	N	366° (089.675°)	40.000				
TAP01D	005	TF	TAPOS	05°54'08.000"N 031°28'02.000"E	N	366° (089.744°)	24.531		FL230		

HJJJ RNAV1 (GNSS) STANDARD INSTRUMENT ARRIVAL (STAR) CHART - RWY 13 - ICAO



JUBA HJJJ
RNAV STAR RWY 31
IC, SAGBU 1C, TAPOS 1C

ATUGA 1C, EGBINI 1C, EPLAS 1C, IMDUR 1C, KABLA 1C, OVELA 1C

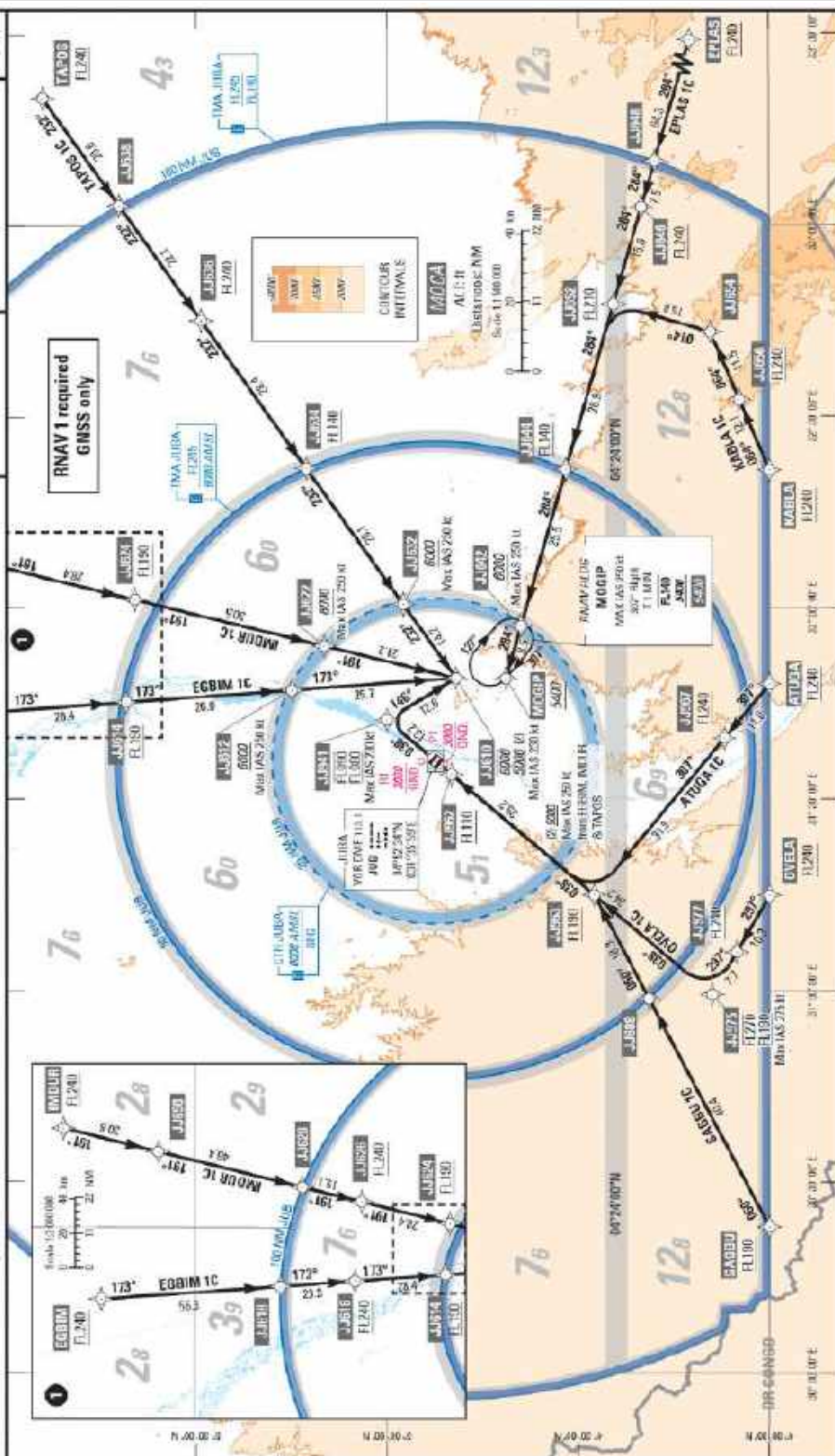
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STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO
CAT. A B C D

ATIS: 123.500
APP: 123.900 (1)
TWR: 118.400

1. AFF may be combined with TWL if unable APP on 120,500 contacts TWL on 110,403.

RNAV 1 required GNSS only	TRANSITION LEVEL: 6000 TRANSITION ALTITUDE: 6000	VAR 3° E (20)
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AIRAC 2304

Change: New Procedure

HJJJ RNAV1 (GNSS) STAR RWY 13 – CODING TABLES – ATUGA 1A, EGBIM 1A**JUBA****HJJJ / RNAV STAR RWY 13****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****ATUGA 1A**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E none annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
ATUG1A	001	IF	ATUGA	04°00'00.000"N 031°48'00.000"E	N				FL240		
ATUG1A	002	TF	JJ567	04°07'05.380"N 031°39'30.992"E	N	307° (309.773°)	11.029		FL240		
ATUG1A	003	TF	JJ563	04°27'34.492"N 031°14'58.751"E	N	307° (309.763°)	31.882	R	FL190		
ATUG1A	004	TF	JJ591	04°35'23.783"N 031°24'55.857"E	N	038° (040.183°)	15.400				
ATUG1A	005	TF	JJ562	04°45'58.026"N 031°33'50.132"E	N	038° (40.192°)	13.773		FL110		
ATUG1A	006	TF	JJ541	05°00'00.992"N 031°42'23.468"E	N	038° (40.209°)	13.227	L	FL090 FL090	250	
ATUG1A	007	TF	JJ507	05°04'47.577"N 031°30'40.034"E	N	289° (291.699°)	12.592		6 000 5 000		IAF
		HM	TUKLA	05°03'25.840"N 031°22'57.563"E	Y	127° (130.000°)		L	5 000	250	RNAV 1 HOLDING 1 minute outbound timing

JUBA**HJJJ / RNAV STAR RWY 13****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****EGBIM 1A**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E none annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
EGB1A	001	IF	EGBIM	07°29'16.000"N 031°37'16.000"E	N				FL240		
EGB1A	002	TF	JJ525	07°14'05.866"N 031°25'49.3150"E	N	183° (185.520°)	15.170				
EGB1A	003	TF	JJ519	06°32'57.111"N 031°31'43.542"E	N	183° (185.517°)	41.147		FL240		
EGB1A	004	TF	JJ513	05°41'56.187"N 031°26'43.461"E	N	183° (185.569°)	51.614		FL140		
EGB1A	005	TF	JJ511	05°14'38.958"N 031°24'03.329"E	N	183° (185.560°)	27.286		6 000	250	
EGB1A	006	TF	TUKLA	05°03'25.840"N 031°22'57.563"E	N	183° (185.566°)	11.218		5 000		IAF
		HM	TUKLA	05°03'25.840"N 031°22'57.563"E	Y	127° (130.000°)		L	5 000	250	RNAV 1 HOLDING 1 minute outbound timing

HJJJ RNAV1 (GNSS) STAR RWY 13 – CODING TABLES – EPLAS 1A, IMDUR 1AJUBA
HJJJ / RNAV STAR RWY 13**CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****EPLAS 1A**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAZ 02.53° E 2.02% annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
EPLA1A	001	IF	EPLAS	04°00'00.000"N 034°11'48.000"E	N				FL240		
EPLA1A	002	TF	JJ540	04°24'07.346"N 033°12'02.319"E	N	280° (281.038°)	64.354				
EPLA1A	003	TF	JJ541	04°36'03.030"N 032°42'23.471"E	N	280° (281.845°)	31.900		FL240		
EPLA1A	004	TF	JJ542	04°45'20.810"N 032°19'14.303"E	N	280° (281.826°)	24.900		FL190		
EPLA1A	005	TF	JJ591	05°00'06.992"N 031°42'23.489"E	N	280° (281.805°)	39.608		FL080	250	
EPLA1A	006	TF	JJ597	05°04'47.577"N 031°30'40.031"E	N	289° (281.699°)	12.562		5 000		IAF
		HM	TUKLA	05°03'25.840"N 031°22'57.563"E	Y	127° (130.090°)		L	5 000	250	RNAV 1 HOLDING 1 minute outbound timing

JUBA
HJJJ / RNAV STAR RWY 13**CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****IMDUR 1A**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAZ 02.53° E 2.02% annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
IMDU1A	001	IF	IMDUR	07°41'14.000"N 032°23'10.000"E	N				FL240		
IMDU1A	002	TF	JJ536	07°21'32.057"N 032°22'34.203"E	N	201° (203.435°)	21.252				
IMDU1A	003	TF	JJ520	06°20'03.116"N 032°04'16.613"E	N	201° (203.416°)	55.040		FL240		
IMDU1A	004	TF	JJ523	05°42'39.200"N 031°39'40.675"E	N	201° (203.371°)	51.300		FL190		
IMDU1A	005	TF	JJ521	05°16'33.941"N 031°24'36.306"E	N	201° (203.335°)	28.273		5 000	250	
IMDU1A	006	TF	TUKLA	05°03'25.840"N 031°22'57.563"E	N	201° (203.317°)	14.234		5 000		IAF
		HM	TUKLA	05°03'25.840"N 031°22'57.563"E	Y	127° (130.090°)		L	5 000	250	RNAV 1 HOLDING 1 minute outbound timing

HJJJ RNAV1 (GNSS) STAR RWY 13 – CODING TABLES – KABLA 1A, OVELA 1A**JUBA****HJJJ / RNAV STAR RWY 13****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****KABLA 1A**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/Track MAG (TRUE) VAR 02.53° E 601°C annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
KABLA	001	IF	KABLA	03°59'59.000"N 032°21'30.000"E	N				FL240		
KABLA	002	TF	JJ557	04°10'41.503"N 032°30'08.503"E	N	302° (304.738°)	16.073		FL240		
KABLA	003	TF	JJ555	04°20'57.564"N 031°51'25.082"E	N	302° (304.710°)	17.915		FL230		
KABLA	004	TF	JJ553	04°29'33.041"N 031°38'57.602"E	N	302° (304.741°)	15.144		FL190		
KABLA	005	TF	JJ551	04°39'23.783"N 031°24'55.631"E	N	302° (304.745°)	12.650	R			
KABLA	006	TF	JJ562	04°49'50.020"N 031°33'50.132"E	N	038° (040.187°)	13.773		FL110		
KABLA	007	TF	JJ541	05°00'09.962"N 031°42'23.488"E	N	038° (040.209°)	13.227	L	FL090 FL080	230	
KABLA	008	TF	JJ507	05°04'47.577"N 031°30'40.034"E	N	289° (291.860°)	12.592		6 000 5 000		IAF
		HM	TUKLA	05°03'25.840"N 031°22'57.663"E	Y	127° (130.980°)		L	5 000	250	RNAV 1 HOLDING 1 minute outbound timing

JUBA**HJJJ / RNAV STAR RWY 13****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****OVELA 1A**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/Track MAG (TRUE) VAR 02.53° E 601°C annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
OVELA	001	IF	OVELA	04°00'00.000"N 031°14'54.000"E	N				FL240		
OVELA	002	TF	JJ577	04°05'08.974"N 031°06'00.958"E	N	297° (300.000°)	10.251		FL240		
OVELA	003	TF	JJ575	04°09'00.308"N 030°59'11.693"E	N	297° (299.990°)	7.677	R	FL230 FL190	275	
OVELA	004	TF	JJ563	04°27'34.452"N 031°14'58.751"E	N	038° (040.164°)	24.183		FL190		
OVELA	005	TF	JJ551	04°39'23.783"N 031°24'55.631"E	N	038° (040.183°)	15.400				
OVELA	006	TF	JJ562	04°49'50.020"N 031°33'50.132"E	N	038° (040.187°)	13.773		FL110		
OVELA	007	TF	JJ541	05°00'09.962"N 031°42'23.488"E	N	038° (040.209°)	13.227	L	FL090 FL080	230	
OVELA	008	TF	JJ507	05°04'47.577"N 031°30'40.034"E	N	289° (291.860°)	12.592		6 000 5 000		IAF
		HM	TUKLA	05°03'25.840"N 031°22'57.663"E	Y	127° (130.980°)		L	5 000	250	RNAV 1 HOLDING 1 minute outbound timing

HJJJ RNAV1 (GNSS) STAR RWY 13 – CODING TABLES – SAGBU 1A, TAPOS 1A**JUBA****HJJJ / RNAV STAR RWY 13****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****SAGBU 1A**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/Track MAG (TRUE) VAR 02.53° E 0.04° E annual change: (2020)	Distance (NM)	Turn Direction (RIGHT/LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
SAGB1A	001	IF	SAGBU	04°00'00.000"N 030°23'00.000"E	N				FL100		
SAGB1A	002	TF	JJ599	04°13'10.880"N 030°35'33.737"E	N	041° (043.452°)	10.250				
SAGB1A	003	TF	JJ597	04°25'31.881"N 030°47'00.109"E	N	041° (043.487°)	18.757		FL100		
SAGB1A	004	TF	JJ593	04°29'56.397"N 030°51'16.192"E	N	041° (043.401°)	6.047		FL140		
SAGB1A	005	TF	JJ591	04°57'09.892"N 031°17'01.488"E	N	041° (043.487°)	37.353		FL070	250	FL070 or transition level (TL) + 10 if higher
SAGB1A	006	TF	TUKLA	05°03'25.840"N 031°22'57.683"E	N	041° (043.522°)	8.600		5 000		IAF
		HM	TUKLA	05°03'25.840"N 031°22'57.683"E	Y	127° (130.000°)		L	5 000	250	RNAV 1 HOLDING 1 minute outbound timing

JUBA**HJJJ / RNAV STAR RWY 13****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****TAPOS 1A**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/Track MAG (TRUE) VAR 02.53° E 0.04° E annual change: (2020)	Distance (NM)	Turn Direction (RIGHT/LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
TAP01A	001	IF	TAPOS	05°54'03.000"N 033°28'42.000"E	N				FL240		
TAP01A	002	TF	JJ598	05°45'37.977"N 033°01'06.735"E	N	243° (245.851°)	25.960				
TAP01A	003	TF	JJ597	05°33'20.364"N 032°33'46.678"E	N	243° (245.810°)	29.837		FL240		
TAP01A	004	TF	JJ593	05°24'39.716"N 032°14'32.700"E	N	243° (245.774°)	21.073		FL140		
TAP01A	005	TF	JJ591	05°13'29.880"N 031°08'51.081"E	N	243° (245.743°)	27.023		5 000	250	
TAP01A	006	TF	JJ597	05°04'47.577"N 031°30'40.034"E	N	243° (245.735°)	21.004		5 000		IAF
		HM	TUKLA	05°03'25.840"N 031°22'57.683"E	Y	127° (130.000°)		L	5 000	250	RNAV 1 HOLDING 1 minute outbound timing

HJJJ RNAV1 (GNSS) STAR RWY 31 – CODING TABLES – ATUGA 1C, EGBIM 1C**JUBA****HJJJ / RNAV STAR RWY 31****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****ATUGA 1C**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.64° E annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
ATUG1C	001	IF	ATUGA	04°00'00.000"N 031°48'50.000"E	N				FL240		
ATUG1C	002	TF	JJ067	04°07'06.390"N 031°39'30.992"E	N	367° (309.773°)	11.029		FL240		
ATUG1C	003	TF	JJ063	04°27'34.432"N 031°14'56.751"E	N	367° (309.783°)	31.982	R	FL190		
ATUG1C	004	TF	JJ062	04°48'58.026"N 031°32'50.132"E	N	038° (40.163°)	29.173		FL110		
ATUG1C	005	TF	JJ041	05°00'08.942"N 031°42'23.488"E	N	038° (40.260°)	13.227	R	FL090 FL090	230	
ATUG1C	006	TF	JJ018	04°48'17.492"N 031°48'56.761"E	N	146° (148.724°)	12.864		6 900 6 900		IAF
		HM	MOGIP	04°41'26.610"N 031°48'53.287"E	Y	367° (310.036°)		R	6 300	250	RNAV 1 HOLDING 1 minute outbound timing

JUBA**HJJJ / RNAV STAR RWY 31****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****EGBIM 1C**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.64° E annual change (2020)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
EGBI1C	001	IF	EGBIM	07°28'19.000"N 031°37'16.000"E	N				FL240		
EGBI1C	002	TF	JJ618	08°02'53.770"N 031°41'22.762"E	N	173° (175.816°)	58.252				
EGBI1C	003	TF	JJ616	08°00'33.050"N 031°42'06.000"E	N	173° (175.818°)	23.280		FL240		
EGBI1C	004	TF	JJ614	05°41'06.240"N 031°45'10.651"E	N	173° (175.822°)	23.400		FL190		
EGBI1C	005	TF	JJ612	05°16'05.212"N 031°47'04.219"E	N	173° (175.826°)	25.961		6 900	250	
EGBI1C	006	TF	JJ618	04°40'17.492"N 031°48'56.761"E	N	173° (175.826°)	25.739		6 900		IAF
		HM	MOGIP	04°41'26.610"N 031°48'53.287"E	Y	367° (310.036°)		R	6 300	250	RNAV 1 HOLDING 1 minute outbound timing

HJJJ RNAV1 (GNSS) STAR RWY 31 – CODING TABLES – EPLAS 1C, IMDUR 1C**JUBA****HJJJ / RNAV STAR RWY 31****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****EPLAS 1C**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2020)	Distance (NM)	Turn Direction (RIGHT/LEFT)	Level Constraints (ft)	Maximum Indicated Airspeed (kt)	Remarks
EPLA1C	001	IF	EPLAS	04°00'00.000"N 034°11'10.000"E	N				FL240		
EPLA1C	002	TF	JJ618	04°17'58.918"N 033°10'00.431"E	N	284° (288.202°)	64.281				
EPLA1C	003	TF	JJ646	04°20'04.811"N 033°02'16.147"E	N	284° (288.127°)	7.616		FL240		
EPLA1C	004	TF	JJ652	04°24'20.111"N 032°47'35.165"E	N	284° (288.118°)	15.860		FL210		
EPLA1C	005	TF	JJ644	04°21'59.019"N 032°21'10.500"E	N	284° (288.099°)	28.357		FL140		
EPLA1C	006	TF	JJ622	04°30'04.392"N 031°57'06.137"E	N	284° (288.086°)	25.520		5 000	250	
EPLA1C	007	TF	MOGIP	04°41'28.810"N 031°48'53.287"E	N	284° (288.032°)	8.541		5 300		IAF
		HM	MOGIP	04°41'28.810"N 031°48'53.287"E	Y	307° (310.000°)		R	5 300	250	RNAV 1 HOLDING 1 minute outbound timing

JUBA**HJJJ / RNAV STAR RWY 31****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****IMDUR 1C**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2020)	Distance (NM)	Turn Direction (RIGHT/LEFT)	Level Constraints (ft)	Maximum Indicated Airspeed (kt)	Remarks
IMDU1C	001	IF	IMDUR	07°41'14.000"N 032°31'07.000"E	N				FL240		
IMDU1C	002	TF	JJ618	07°11'23.164"N 032°25'45.000"E	N	191° (193.329°)	38.592				
IMDU1C	003	TF	JJ628	00°28'05.061"N 032°12'57.787"E	N	191° (193.313°)	46.411				
IMDU1C	004	TF	JJ626	08°07'28.020"N 032°08'03.630"E	N	191° (193.761°)	18.001		FL240		
IMDU1C	005	TF	JJ624	05°30'45.062"N 032°01'16.431"E	N	191° (193.743°)	28.400		FL190		
IMDU1C	006	TF	JJ622	05°10'00.867"N 031°54'00.235"E	N	191° (193.711°)	30.472		5 000	250	
IMDU1C	007	TF	JJ616	04°40'17.492"N 031°48'56.761"E	N	191° (193.700°)	21.228		5 000		IAF
		HM	MOGIP	04°41'28.810"N 031°48'53.287"E	Y	307° (310.000°)		R	5 400	250	RNAV 1 HOLDING 1 minute outbound timing

HJJJ RNAV1 (GNSS) STAR RWY 31 – CODING TABLES – KABLA 1C, OVELA 1C**JUBA****HJJJ / RNAV STAR RWY 31****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****KABLA 1C**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (20.22)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
KABL1C	001	F	KABLA	03°59'59.000"N 032°21'30.000"E	N				FL240		
KABL1C	002	TF	J0654	04°04'43.000"N 032°32'36.382"E	N	064° (066.092°)	12.957		FL240		
KABL1C	003	TF	J0654	04°08'13.960"N 032°42'12.678"E	N	064° (067.095°)	11.500				
KABL1C	004	TF	J0652	04°24'20.111"N 032°47'35.165"E	N	014° (016.090°)	15.800	L	FL210		
KABL1C	005	TF	J0644	04°31'50.000"N 032°21'10.300"E	N	284° (286.090°)	26.937		FL140		
KABL1C	006	TF	J0642	04°38'04.002"N 031°51'06.737"E	N	284° (286.085°)	25.520		6 000	250	
KABL1C	007	TF	MOGIP	04°41'28.810"N 031°48'53.287"E	N	284° (288.032°)	8.544		5 400		IAF
		HM	MOGIP	04°41'28.810"N 031°48'53.287"E	Y	307° (310.090°)		R	5 400	250	RNAV 1 HOLDING 1 minute outbound timing

JUBA**HJJJ / RNAV STAR RWY 31****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****OVELA 1C**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (20.22)	Distance (NM)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
OVEL1C	001	IF	OVELA	04°00'00.000"N 031°14'54.000"E	N				FL240		
OVEL1C	002	TF	J0977	04°05'08.974"N 031°04'00.968"E	N	257° (260.000°)	10.251		FL240		
OVEL1C	003	TF	J0975	04°09'03.308"N 030°53'21.693"E	N	257° (266.890°)	7.671	R	FL270 FL190	275	
OVEL1C	004	TF	J0963	04°27'34.492"N 031°14'55.751"E	N	038° (040.104°)	24.105		FL190		
OVEL1C	005	TF	J0962	04°49'58.028"N 031°31'50.332"E	N	038° (040.103°)	29.173		FL110		
OVEL1C	006	TF	J0941	05°00'03.392"N 031°41'25.488"E	N	038° (040.209°)	13.227	R	FL090 FL080	230	
OVEL1C	007	TF	J0616	04°49'17.492"N 031°48'56.261"E	N	146° (149.224°)	12.804		6 000 5 900		IAF
		HM	MOGIP	04°41'28.810"N 031°48'53.287"E	Y	307° (310.090°)		R	5 400	250	RNAV 1 HOLDING 1 minute outbound timing

HJJJ RNAV1 (GNSS) STAR RWY 31 – CODING TABLES – SAGBU 1C, TAPOS 1C**JUBA****HJJJ / RNAV STAR RWY 31****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****SAGBU 1C**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2020)	Distance (NMI)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
SAGB1C	001	IF	SAGBU	04°00'00.000"N 036°22'30.000"E	N				FL190		
SAGB1C	002	TF	JJ608	04°58'59.370"N 036°58'44.738"E	N	060° (062.118°)	40.400				
SAGB1C	003	TF	JJ603	04°27'34.492"N 031°14'56.761"E	N	060° (062.160°)	18.336		FL190		
SAGB1C	004	TF	JJ602	04°49'59.028"N 031°32'50.332"E	N	038° (040.143°)	26.173		FL110		
SAGB1C	005	TF	JJ611	05°00'09.092"N 031°42'12.488"E	N	038° (040.296°)	13.227	R	FL090 FL040	230	
SAGB1C	006	TF	JJ616	04°40'17.492"N 031°48'56.761"E	N	146° (148.734°)	12.804		5 600 5 600		IAF
		HM	MOGIP	04°41'29.810"N 031°48'53.287"E	Y	307° (310.060°)		R	5 400	250	RNAV 1 HOLDING 1 minute outbound timing

JUBA**HJJJ / RNAV STAR RWY 31****CODING TABLES – RNAV 1 GNSS ONLY NAVIGATION PERFORMANCE****TAPOS 1C**

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint coordinates	Fly-Over (YES/NO)	Course/ Track MAG (TRUE) VAR 02.53° E 0.04° E annual change (2020)	Distance (NMI)	Turn Direction (RIGHT/ LEFT)	Level Constraint (ft)	Maximum Indicated Airspeed (kt)	Remarks
TAP01C	001	IF	TAPOS	05°54'08.000"N 031°21'32.000"E	N				FL240		
TAP01C	002	TF	JJ634	05°42'00.878"N 031°01'39.067"E	N	232° (234.896°)	26.606				
TAP01C	003	TF	JJ636	05°29'17.589"N 031°45'05.747"E	N	232° (234.860°)	22.132		FL240		
TAP01C	004	TF	JJ634	05°12'48.248"N 031°21'51.329"E	N	232° (234.831°)	28.393		FL140		
TAP01C	005	TF	JJ632	04°57'33.764"N 031°06'31.807"E	N	232° (234.595°)	26.113		6 600	250	
TAP01C	006	TF	JJ616	04°40'17.492"N 031°48'56.761"E	N	232° (234.563°)	14.193		5 600		IAF
		HM	MOGIP	04°41'29.810"N 031°48'53.287"E	Y	307° (310.060°)		R	5 400	250	RNAV 1 HOLDING 1 minute outbound timing

AD 2 AERODROMES**HJKP KAPOETA**

NOTE: Information for Kapoeta Airport not verified and may be inaccurate and/or out of date.

HJKP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJKP - KAPOETA

**HJKP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	04°46'48"N 033°35'13"E
	Site at AD	NIL
2	Direction and distance from (city):	1 KM North of city
3	Elevation:	2221 FT (677M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJKP AD 2.3 OPERATIONAL HOURS

-NIL

HJKP AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJKP AD 2.5 PASSENGER FACILITIES

-NIL

HJKP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJKP AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJKP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJKP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJKP AD 2.10 AERODROME OBSTACLES

-NIL

HJKP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJKP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJKP AD 2.13 DECLARED DISTANCES

-NIL

HJKP AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJKP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJKP AD 2.16 HELICOPTER LANDING AREA

-NIL

HJKP AD 2.17 ATS AIRSPACE

-NIL

HJKP AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJKP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJKP AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJKP AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJKP AD 2.22 FLIGHT PROCEDURES

-NIL

HJKP AD 2.23 ADDITIONAL INFORMATION

-NIL

HJKP AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJMK MALAKAL**

NOTE: Information for MALAKAL airport obtained from Sudan AIP dated 12 SEP 2019, and other sources. Use caution, information may be imprecise and/or out of date. Local contact before landing recommended.

HJMK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJMK - MALAKAL

**HJMK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	09°33'32"N 031°39'08"E
	Site at AD	NIL
2	Direction and distance from (city):	2KM North of City
3	Elevation:	1290 FT (393.2 M)
	Reference Temperature:	39°C
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	3°E (2020) / 0.05°E
6	AD Administration	South Sudan Civil Aviation Authority
	Address:	Hai-Jalaba, Plot No. 90, Block No. A.-HQ, Juba, The Republic of South Sudan
	Telephone:	(+211) 91 430 88 95
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero

7	Types of traffic permitted:	IFR / VFR
8	Remarks:	NIL

HJMK AD 2.3 OPERATIONAL HOURS

1	AD Administration:	0400-1630 UTC
2	Customs and Immigration:	On Request
3	Health and Sanitation:	NIL
4	AIS Briefing Office:	NIL
5	ATS Reporting Office (ARO):	NIL
6	MET Briefing Office:	NIL
7	ATS:	NIL
8	Fuelling:	0500-1400 UTC
9	Handling:	NIL
10	Security:	0500-1400 UTC
11	De-icing:	NIL
12	Remarks:	NIL

HJMK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities:	NIL
2	Fuel/oil types:	A1
3	Fueling facilities/capacity:	NIL
4	De-icing facilities:	NIL
5	Hangar space for visiting aircraft:	NIL
6	Repair facilities for visiting aircraft:	NIL
7	Remarks:	NIL

HJMK AD 2.5 PASSENGER FACILITIES

1	Hotels:	In the city
2	Restaurants:	In the city
3	Transportation:	NIL
4	Medical Facilities:	Hospital in the City
5	Bank and Post Office:	In the city
6	Tourist Office:	NIL
7	Remarks:	NIL

HJMK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for firefighting:	UNMISS
2	Rescue Equipment:	NIL
3	Capability for removal of disabled aircraft:	NIL
4	Remarks:	NIL

HJMK AD 2.7 SEASONAL AVAILABILITY, CLEARING

1	Types of clearing equipment:	NIL
2	Clearance priorities:	NIL
3	Remarks:	NIL

HJMK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength:	Apron: ASPH
2	Taxiway width, surface and strength:	NIL
3	Altimeter checkpoint location and elevation:	NIL
4	VOR Checkpoints:	NIL
5	Remarks:	NIL

HJMK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircrafts stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands:	NIL
2	RWY and TWY marking and LGT:	NIL
3	Stop bars:	NIL
4	Remarks:	NIL

HJMK AD 210 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, Color	Remarks
a	b	c	d	e	f
NIL **					

In Area 3					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, Color	Remarks
a	b	c	d	e	f
NIL **					

HJMK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office:	NIL
2	Hours of Service:	NIL
	MET-Office outside hours:	NIL
3	Office responsible for TAF preparation:	HJJJ on request
	Periods of Validity:	NIL
4	Trend forecast:	METAR half hourly
	Interval of Issuance:	NIL
5	Briefing / Consultation Provided:	NIL
6	Flight Documentation:	NIL
	Languages(s) Used:	English
7	Charts and other information available for briefing or consultation:	NIL
8	Supplementary equipment available for providing Information:	NIL
9	ATS units provided with Information:	HJMK Tower
10	Additional Information (limitation of service, etc.):	NIL

HJMK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (M)**	Strength (PCN) and Surface of RWY and SWY	THR Coordinates RWY end coordinates THRT geoid undulation**	THR elevation and highest elevation of TDZ of precision APP RWY**
1	2	3	4	5	6
04	044.19° GEO 041.19° MAG	2000 x 40	NIL	09°33'09.10"N 031°38'45.32"E	THR 392.58 M / 1288 FT
22	224.19° GEO 221.19° MAG	2000 x 40	NIL	09°33'55.50"N 031°39'30.76"E	THR 393.5 M / 1291 FT

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	NIL	NIL	NIL	NIL	NIL
NIL	NIL	NIL	NIL	NIL	NIL

** Runway Dimensions, elevations, and coordinates not verified. Use caution.

HJMK AD 2.13 DECLARED DISTANCES

Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	2000	NIL	NIL	2000	NIL
22	2000	NIL	NIL	2000	NIL

** Runway Dimensions, elevations, and coordinates not verified. Use caution.

HJMK AD 2.14 APPROACH AND RUNWAY LIGHTING

Designator	Type LGT APCH LEN INTST	Color LGT THR WBAR	PAPI VASIS (MEHT)	LEN LGT TDZ	Length, spacing, color, INTST	Edge LGT LEN, spacing color INTST	End LGT color WBAR	LEN (M) color LGT SWY	Remarks
1	2	3	4	5	6	7	8	9	10
09	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
27	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

HJMK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN location characteristics and hours of operation:	NIL
	IBN:	NIL
2	LDI location and LGT:	NIL
	Anemometer location and LGT:	NIL
3	TWY edge:	NIL
	TWY center line lighting:	NIL
4	Secondary power supply:	NIL
	Switch-over time:	NIL
5	Remarks:	NIL

HJMK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO:	NIL
	Geoid undulation:	NIL
2	TLOF and/or FATO elevation M/FT:	NIL
3	TLOF and/or FATO area dimensions, surface, strength marking:	NIL
4	True BRG of FATO:	NIL
5	Declared distance available:	NIL
6	APP and FATO lighting:	NIL
7	Remarks:	NIL

HJMK AD 2.17 ATS AIRSPACE

Designation and lateral limits	Vertical limits	Airspace Classification	ATS unit call sign Language(s)	Transition altitude	Remarks
1	2	3	4	5	6
NIL	NIL	NIL	NIL	6000 FT	NIL

HJMK AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Channel	Hours of Operation	Remarks
1	2	3	4	5
FIS	MALAKAL	118.2	0400-1630 UTC	NIL

HJMK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of OPS supported (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME* 3°E - 2015	MLK	112.7 MHz* CH74X*	*Non-Operational	09°33'47.40"N 031°39'11.41"E	1316 FT	*Non-Operational

*MLK VOR/DME not operational.

HJMK AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJMK AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJMK AD 2.22 FLIGHT PROCEDURES

-NIL

HJMK AD 2.23 ADDITIONAL INFORMATION

-NIL

HJMK AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJMD MARIDI**

NOTE: Information for Maridi Airport not verified and may be inaccurate and/or out of date.

HJMD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJMD - MARIDI

**HJMD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	04°54'14"N 029°26'38"E
	Site at AD	NIL
2	Direction and distance from (city):	3 KM Southwest of city
3	Elevation:	2300 FT (700M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJMD AD 2.3 OPERATIONAL HOURS

-NIL

HJMD AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJMD AD 2.5 PASSENGER FACILITIES

-NIL

HJMD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJMD AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJMD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJMD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJMD AD 2.10 AERODROME OBSTACLES

-NIL

HJMD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJMD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJMD AD 2.13 DECLARED DISTANCES

-NIL

HJMD AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJMD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJMD AD 2.16 HELICOPTER LANDING AREA

-NIL

HJMD AD 2.17 ATS AIRSPACE

-NIL

HJMD AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJMD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJMD AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJMD AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJMD AD 2.22 FLIGHT PROCEDURES

-NIL

HJMD AD 2.23 ADDITIONAL INFORMATION

-NIL

HJMD AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJFA PALOICH**

NOTE: Information for PALOICH airport obtained from unverified sources. Use caution, information may be imprecise and/or out of date. Local contact before landing recommended.

HJFA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJFA - PALOICH

**HJFA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	10°31'44"N 032°30'02"E
	Site at AD	NIL
2	Direction and distance from (city):	NIL
3	Elevation:	1265 FT (385.74 M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	3°E (2020) / 0.05°E
6	AD Administration	South Sudan Civil Aviation Authority
	Address:	Hai-Jalaba, Plot No. 90, Block No. A.-HQ, Juba, The Republic of South Sudan
	Telephone:	(+211) 91 430 88 95
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	VFR – advance permission required
8	Remarks:	All airport data unverified

HJFA AD 2.3 OPERATIONAL HOURS

1	AD Administration:	NIL
2	Customs and Immigration:	NIL
3	Health and Sanitation:	NIL
4	AIS Briefing Office:	NIL
5	ATS Reporting Office (ARO):	NIL
6	MET Briefing Office:	NIL
7	ATS:	NIL
8	Fuelling:	NIL
9	Handling:	NIL
10	Security:	NIL
11	De-icing:	NIL
12	Remarks:	NIL

HJFA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities:	NIL
2	Fuel/oil types:	NIL
3	Fueling facilities/capacity:	NIL
4	De-icing facilities:	NIL
5	Hangar space for visiting aircraft:	NIL
6	Repair facilities for visiting aircraft:	NIL
7	Remarks:	NIL

HJFA AD 2.5 PASSENGER FACILITIES

1	Hotels:	NIL
2	Restaurants:	NIL
3	Transportation:	NIL
4	Medical Facilities:	Hospital in city
5	Bank and Post Office:	NIL
6	Tourist Office:	NIL
7	Remarks:	NIL

HJFA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for firefighting:	Private
2	Rescue Equipment:	NIL

3	Capability for removal of disabled aircraft:	NIL
4	Remarks:	NIL

HJFA AD 2.7 SEASONAL AVAILABILITY, CLEARING

1	Types of clearing equipment:	NIL
2	Clearance priorities:	NIL
3	Remarks:	NIL

HJFA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength:	Apron: ASPH
2	Taxiway width, surface and strength:	23 M, NIL, NIL
3	Altimeter checkpoint location and elevation:	NIL
4	VOR Checkpoints:	NIL
5	Remarks:	NIL

HJFA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircrafts stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands:	NIL
2	RWY and TWY marking and LGT:	NIL
3	Stop bars:	NIL
4	Remarks:	NIL

HJFA AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, Color	Remarks
a	b	c	d	e	f
NIL					
In Area 3					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, Color	Remarks
a	b	c	d	e	f
NIL					

HJFA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office:	NIL
2	Hours of Service:	NIL
	MET-Office outside hours:	NIL
3	Office responsible for TAF preparation:	NIL
	Periods of Validity:	NIL
4	Trend forecast:	NIL
	Interval of Issuance:	NIL
5	Briefing / Consultation Provided:	NIL
6	Flight Documentation:	NIL
	Languages(s) Used:	NIL
7	Charts and other information available for briefing or consultation:	NIL
8	Supplementary equipment available for providing Information:	NIL
9	ATS units provided with Information:	NIL
10	Additional Information (limitation of service, etc.):	NIL

HJFA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (M)**	Strength (PCN) and Surface of RWY and SWY	THR Coordinates RWY end coordinates THRT geoid undulation**	THR elevation and highest elevation of TDZ of precision APP RWY**
1	2	3	4	5	6
01	NIL	2500 x 45**	ASPH**	NIL	NIL
19	NIL	2500 x 45**	ASPH**	NIL	NIL
Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	NIL	NIL	NIL	NIL	NIL
NIL	NIL	NIL	NIL	NIL	NIL

** Runway Dimensions and surface not verified. Use caution.

HJFA AD 2.13 DECLARED DISTANCES

Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	NIL	NIL	NIL	NIL	NIL
19	NIL	NIL	NIL	NIL	NIL

HJFA AD 2.14 APPROACH AND RUNWAY LIGHTING

Designator	Type LGT APCH LEN INTST	Color LGT THR WBAR	PAPI VASIS (MEHT)	LEN LGT TDZ	Length, spacing, color, INTST	Edge LGT LEN, spacing color INTST	End LGT color WBAR	LEN (M) color LGT SWY	Remarks
1	2	3	4	5	6	7	8	9	10
01	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
19	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

HJFA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN location characteristics and hours of operation:	NIL
	IBN:	NIL
2	LDI location and LGT:	NIL
	Anemometer location and LGT:	NIL
3	TWY edge:	NIL
	TWY center line lighting:	NIL
4	Secondary power supply:	NIL
	Switch-over time:	NIL
5	Remarks:	NIL

HJFA AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO:	NIL
	Geoid undulation:	NIL
2	TLOF and/or FATO elevation M/FT:	NIL
3	TLOF and/or FATO area dimensions, surface, strength marking:	NIL
4	True BRG of FATO:	NIL
5	Declared distance available:	NIL

6	APP and FATO lighting:	NIL
7	Remarks:	NIL

HJFA AD 2.17 ATS AIRSPACE

Designation and lateral limits	Vertical limits	Airspace Classification	ATS unit call sign Language(s)	Transition altitude	Remarks
1	2	3	4	5	6
NIL	NIL	NIL	NIL	6000 FT	NIL

HJFA AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Channel	Hours of Operation	Remarks
1	2	3	4	5
NIL	NIL	NIL	NIL	NIL

HJFA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of OPS supported (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

HJFA AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJFA AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJFA AD 2.22 FLIGHT PROCEDURES

-NIL

HJFA AD 2.23 ADDITIONAL INFORMATION

-NIL

HJFA AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJPI PIBOR**

NOTE: Information for Pibor Airport not verified and may be inaccurate and/or out of date.

HJPI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJPI - PIBOR

**HJPI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	06°47'44"N 033°07'43"E
	Site at AD	NIL
2	Direction and distance from (city):	0.4 KM Southwest of city
3	Elevation:	1352 FT (412M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJPI AD 2.3 OPERATIONAL HOURS

-NIL

HJPI AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJPI AD 2.5 PASSENGER FACILITIES

-NIL

HJPI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJPI AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJPI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJPI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJPI AD 2.10 AERODROME OBSTACLES

-NIL

HJPI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJPI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJPI AD 2.13 DECLARED DISTANCES

-NIL

HJPI AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJPI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJPI AD 2.16 HELICOPTER LANDING AREA

-NIL

HJPI AD 2.17 ATS AIRSPACE

-NIL

HJPI AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJPI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJPI AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJPI AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJPI AD 2.22 FLIGHT PROCEDURES

-NIL

HJPI AD 2.23 ADDITIONAL INFORMATION

-NIL

HJPI AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJRJ RAGA**

NOTE: Information for Raga Airport not verified and may be inaccurate and/or out of date.

HJRJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJRJ - RAGA

**HJRJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	08°27'40"N 025°40'52"E
	Site at AD	NIL
2	Direction and distance from (city):	In city
3	Elevation:	1788 FT (545M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJRJ AD 2.3 OPERATIONAL HOURS

-NIL

HJRJ AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJRJ AD 2.5 PASSENGER FACILITIES

-NIL

HJRJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJRJ AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJRJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJRJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJRJ AD 2.10 AERODROME OBSTACLES

-NIL

HJRJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJRJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJRJ AD 2.13 DECLARED DISTANCES

-NIL

HJRJ AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJRJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJRJ AD 2.16 HELICOPTER LANDING AREA

-NIL

HJRJ AD 2.17 ATS AIRSPACE

-NIL

HJRJ AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJRJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJRJ AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJRJ AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJRJ AD 2.22 FLIGHT PROCEDURES

-NIL

HJRJ AD 2.23 ADDITIONAL INFORMATION

-NIL

HJRJ AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJRB RUMBEK**

NOTE: Information for Rumbek Airport not verified and may be inaccurate and/or out of date.

HJRB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJRB - RUMBEK

**HJRB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	06°49'53"N 029°40'08"E
	Site at AD	NIL
2	Direction and distance from (city):	2 KM Northwest of city
3	Elevation:	1380 FT (420M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJRB AD 2.3 OPERATIONAL HOURS

-NIL

HJRB AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJRB AD 2.5 PASSENGER FACILITIES

-NIL

HJRB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJRB AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJRB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJRB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJRB AD 2.10 AERODROME OBSTACLES

-NIL

HJRB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJRB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJRB AD 2.13 DECLARED DISTANCES

-NIL

HJRB AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJRB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJRB AD 2.16 HELICOPTER LANDING AREA

-NIL

HJRB AD 2.17 ATS AIRSPACE

-NIL

HJRB AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJRB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJRB AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJRB AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJRB AD 2.22 FLIGHT PROCEDURES

-NIL

HJRB AD 2.23 ADDITIONAL INFORMATION

-NIL

HJRB AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJTR TORIT**

NOTE: Information for Torit Airport not verified and may be inaccurate and/or out of date.

HJTR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJTR - TORIT

**HJTR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	04°25'01"N 032°34'32"E
	Site at AD	NIL
2	Direction and distance from (city):	1 KN North of city
3	Elevation:	2018 FT (615M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJTR AD 2.3 OPERATIONAL HOURS

-NIL

HJTR AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJTR AD 2.5 PASSENGER FACILITIES

-NIL

HJTR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJTR AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJTR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJTR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJTR AD 2.10 AERODROME OBSTACLES

-NIL

HJTR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJTR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJTR AD 2.13 DECLARED DISTANCES

-NIL

HJTR AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJTR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJTR AD 2.16 HELICOPTER LANDING AREA

-NIL

HJTR AD 2.17 ATS AIRSPACE

-NIL

HJTR AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJTR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJTR AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJTR AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJTR AD 2.22 FLIGHT PROCEDURES

-NIL

HJTR AD 2.23 ADDITIONAL INFORMATION

-NIL

AD 2 AERODROMES**HJTU TIMBURA**

NOTE: Information for Timbura Airport not verified and may be inaccurate and/or out of date.

HJTU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJTU - TIMBURA

**HJTU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	05°36'08"N 027°28'24"E
	Site at AD	NIL
2	Direction and distance from (city):	1 KM North of city
3	Elevation:	2230 FT (680M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJTU AD 2.3 OPERATIONAL HOURS

-NIL

HJTU AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJTU AD 2.5 PASSENGER FACILITIES

-NIL

HJTU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJTU AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJTU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJTU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJTU AD 2.10 AERODROME OBSTACLES

-NIL

HJTU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJTU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJTU AD 2.13 DECLARED DISTANCES

-NIL

HJTU AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJTU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJTU AD 2.16 HELICOPTER LANDING AREA

-NIL

HJTU AD 2.17 ATS AIRSPACE

-NIL

HJTU AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJTU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJTU AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJTU AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJTU AD 2.22 FLIGHT PROCEDURES

-NIL

HJTU AD 2.23 ADDITIONAL INFORMATION

-NIL

HJTU AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJWW WAU**

NOTE: Information for WAU airport obtained from Sudan AIP dated 12 SEP 2019, and other sources. Use caution, information may be imprecise and/or out of date. Local contact before landing recommended.

HJWW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJWW - WAU

**HJWW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	07°43'33"N 027°58'30"E
	Site at AD	NIL
2	Direction and distance from (city):	5KM North of City
3	Elevation:	1527 ft (465.4 M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	3°E (2020) / 0.07°E
6	AD Administration	South Sudan Civil Aviation Authority
	Address:	Hai-Jalaba, Plot No. 90, Block No. A.-HQ, Juba, The Republic of South Sudan
	Telephone:	(+211) 91 430 88 95
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero

7	Types of traffic permitted:	IFR / VFR
8	Remarks:	NIL

HJWW AD 2.3 OPERATIONAL HOURS

1	AD Administration:	0400-1630 UTC
2	Customs and Immigration:	On Request
3	Health and Sanitation:	On Request
4	AIS Briefing Office:	NIL
5	ATS Reporting Office (ARO):	NIL
6	MET Briefing Office:	0500-1600 UTC
7	ATS:	HJ
8	Fuelling:	0400-1630 UTC
9	Handling:	NIL
10	Security:	0400-1630 UTC
11	De-icing:	NIL
12	Remarks:	NIL

HJWW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities:	NIL
2	Fuel/oil types:	A1
3	Fueling facilities/capacity:	NIL
4	De-icing facilities:	NIL
5	Hangar space for visiting aircraft:	NIL
6	Repair facilities for visiting aircraft:	NIL
7	Remarks:	NIL

HJWW AD 2.5 PASSENGER FACILITIES

1	Hotels:	In the city
2	Restaurants:	In the city
3	Transportation:	Taxi
4	Medical Facilities:	Hospital in the City
5	Bank and Post Office:	In the city
6	Tourist Office:	NIL
7	Remarks:	NIL

HJWW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category For Firefighting:	CAT 5
2	Rescue Equipment:	NIL
3	Capability For Removal of Disabled Aircraft:	NIL
4	Remarks:	NIL

HJWW AD 2.7 SEASONAL AVAILABILITY, CLEARING

1	Types of clearing equipment:	NIL
2	Clearance priorities:	NIL
3	Remarks:	NIL

HJWW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength:	Apron: ASPH 300 FT x 150 FT
2	Taxiway width, surface and strength:	NIL
3	Altimeter checkpoint location and elevation:	NIL
4	VOR Checkpoints:	NIL
5	Remarks:	NIL

HJWW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircrafts stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands:	NIL
2	RWY and TWY marking and LGT:	NIL
3	Stop bars:	NIL
4	Remarks:	NIL

HJWW AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, Color	Remarks
a	b	c	d	e	f
NIL **					
In Area 3					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, Color	Remarks
a	b	c	d	e	f
NIL **					

HJWW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office:	HJWW
2	Hours of Service:	0400-1600 UTC
	MET-Office outside hours:	NIL
3	Office responsible for TAF preparation:	NIL
	Periods of Validity:	NIL
4	Trend forecast:	METAR Half hourly
	Interval of Issuance:	NIL
5	Briefing / Consultation Provided:	NIL
6	Flight Documentation:	NIL
	Languages(s) Used:	English
7	Charts and other information available for briefing or consultation:	NIL
8	Supplementary equipment available for providing Information:	NIL
9	ATS units provided with Information:	Tower
10	Additional Information (limitation of service, etc.):	NIL

HJWW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (M)**	Strength (PCN) and Surface of RWY and SWY	THR Coordinates RWY end coordinates THRT geoid undulation**	THR elevation and highest elevation of TDZ of precision APP RWY**
1	2	3	4	5	6
09	089° MAG	2500 x 45 x (8200FT x 148FT)	NIL	07°43'32.97"N 027°57'48.37"E	THR 466.95M / 1532FT
27	269° MAG	2500 x 45 x (8200 FT x 148 FT)	NIL	07°43'32.37"N 027°59'09.87"E	THR 461.16M / 1513FT
Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	NIL	NIL	NIL	YES	NIL
NIL	NIL	NIL	NIL	YES	NIL

** Runway Dimensions, elevations, and coordinates not verified. Use caution.

HJWW AD 2.13 DECLARED DISTANCES

Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	2175	NIL	NIL	2175	NIL
27	2175	NIL	NIL	2175	NIL

** Runway Dimensions, elevations, and coordinates not verified. Use caution.

HJWW AD 2.14 APPROACH AND RUNWAY LIGHTING

Designator	Type LGT APCH LEN INTST	Color LGT THR WBAR	PAPI VASIS (MEHT)	LEN LGT TDZ	Length, spacing, color, INTST	Edge LGT LEN, spacing color INTST	End LGT color WBAR	LEN (M) color LGT SWY	Remarks
1	2	3	4	5	6	7	8	9	10
09	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
27	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

HJWW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN location characteristics and hours of operation:	NIL
	IBN:	NIL
2	LDI location and LGT:	NIL
	Anemometer location and LGT:	NIL
3	TWY edge:	NIL
	TWY centerline lighting:	NIL
4	Secondary power supply:	NIL
	Switch-over time:	NIL
5	Remarks:	NIL

HJWW AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO:	NIL
	Geoid undulation:	NIL
2	TLOF and/or FATO elevation M/FT:	NIL
3	TLOF and/or FATO area dimensions, surface, strength marking:	NIL
4	True BRG of FATO:	NIL
5	Declared distance available:	NIL
6	APP and FATO lighting:	NIL
7	Remarks:	NIL

HJWW AD 2.17 ATS AIRSPACE

Designation and lateral limits	Vertical limits	Airspace Classification	ATS unit call sign Language(s)	Transition altitude	Remarks
1	2	3	4	5	6
NIL	NIL	NIL	NIL	6000 FT	NIL

HJWW AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Channel	Hours of Operation	Remarks
1	2	3	4	5
FIS	WAW	119.2	0400-1630 UTC	NIL

HJWW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of OPS supported (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NIL						

HJWW AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJWW AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJWW AD 2.22 FLIGHT PROCEDURES

-NIL

HJWW AD 2.23 ADDITIONAL INFORMATION

-NIL

HJWW AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJYA YAMBIO**

NOTE: Information for Yambio Airport not verified and may be inaccurate and/or out of date.

HJYA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJYA - YAMBIO

**HJYA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	04°34'02"N 028°25'27"E
	Site at AD	NIL
2	Direction and distance from (city):	3 KM East of city
3	Elevation:	2375 FT (724M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJYA AD 2.3 OPERATIONAL HOURS

-NIL

HJYA AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJYA AD 2.5 PASSENGER FACILITIES

-NIL

HJYA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJYA AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJYA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJYA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJYA AD 2.10 AERODROME OBSTACLES

-NIL

HJYA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJYA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJYA AD 2.13 DECLARED DISTANCES

-NIL

HJYA AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJYA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJYA AD 2.16 HELICOPTER LANDING AREA

-NIL

HJYA AD 2.17 ATS AIRSPACE

-NIL

HJYA AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJYA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJYA AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJYA AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJYA AD 2.22 FLIGHT PROCEDURES

-NIL

HJYA AD 2.23 ADDITIONAL INFORMATION

-NIL

HJYA AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJYE YEI**

NOTE: Information for Yei Airport not verified and may be inaccurate and/or out of date.

HJYE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJYE - YEI

**HJYE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	04°07'44"N 030°43'56"E
	Site at AD	NIL
2	Direction and distance from (city):	NIL
3	Elevation:	2726 FT (831M)
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJYE AD 2.3 OPERATIONAL HOURS

-NIL

HJYE AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJYE AD 2.5 PASSENGER FACILITIES

-NIL

HJYE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJYE AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJYE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJYE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJYE AD 2.10 AERODROME OBSTACLES

-NIL

HJYE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJYE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJYE AD 2.13 DECLARED DISTANCES

-NIL

HJYE AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJYE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJYE AD 2.16 HELICOPTER LANDING AREA

-NIL

HJYE AD 2.17 ATS AIRSPACE

-NIL

HJYE AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJYE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJYE AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJYE AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJYE AD 2.22 FLIGHT PROCEDURES

-NIL

HJYE AD 2.23 ADDITIONAL INFORMATION

-NIL

HJYE AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL

AD 2 AERODROMES**HJYL YIROL**

NOTE: Information for Yirol Airport not verified and may be inaccurate and/or out of date.

HJYL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

HJYL - YIROL

**HJYL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP Coordinates at AD	06°33'32"N 030°30'29"E
	Site at AD	NIL
2	Direction and distance from (city):	1 KM Southeast of city
3	Elevation:	NIL
	Reference Temperature:	NIL
4	Geoidal undulation at AD ELEV PSN:	NIL
5	MAG VAR / Annual Change:	NIL
6	AD Administration	SSCAA
	Address:	NIL
	Telephone:	NIL
	Fax:	NIL
	AFS:	NIL
	Web / eMail:	caa@sscaa.aero
7	Types of traffic permitted:	NIL
8	Remarks:	NIL

HJYL AD 2.3 OPERATIONAL HOURS

-NIL

HJYL AD 2.4 HANDLING SERVICES AND FACILITIES

-NIL

HJYL AD 2.5 PASSENGER FACILITIES

-NIL

HJYL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

-NIL

HJYL AD 2.7 SEASONAL AVAILABILITY, CLEARING

-NIL

HJYL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

-NIL

HJYL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

-NIL

HJYL AD 2.10 AERODROME OBSTACLES

-NIL

HJYL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

-NIL

HJYL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

-NIL

HJYL AD 2.13 DECLARED DISTANCES

-NIL

HJYL AD 2.14 APPROACH AND RUNWAY LIGHTING

-NIL

HJYL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

-NIL

HJYL AD 2.16 HELICOPTER LANDING AREA

-NIL

HJYL AD 2.17 ATS AIRSPACE

-NIL

HJYL AD 2.18 ATS COMMUNICATION FACILITIES

-NIL

HJYL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

-NIL

HJYL AD 2.20 LOCAL TRAFFIC REGULATIONS

-NIL

HJYL AD 2.21 NOISE ABATEMENT PROCEDURE

-NIL

HJYL AD 2.22 FLIGHT PROCEDURES

-NIL

HJYL AD 2.23 ADDITIONAL INFORMATION

-NIL

HJYL AD 2.24 CHARTS RELATED TO AN AERODROME

-NIL