

Republic of South Sudan

Laws of South Sudan

**CIVIL AVIATION AUTHORITY AIRWORTHINESS
OF AIRCRAFT REGULATIONS, 2026**

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REGULATIONS, 2026**

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**CIVIL AVIATION AUTHORITY
AIRWORTHINESS OF AIRCRAFT REGULATIONS, 2026**

In exercise of the powers conferred upon me under the provisions of section 99 of the South Sudan Civil Aviation Act, 2012, (as amended) of the Ministry of Transport, I do hereby issue the following Regulations:

**CHAPTER I
PRELIMINARY PROVISIONS**

1. Title and Commencement

These Regulations shall be cited as the **“Airworthiness of the Aircraft Regulations, 2026”** and shall come into force on the date of its signature by the Minister.

2. Purpose

The purpose of these regulations is to provide a regulatory framework for South Sudan Civil Aviation Authority to Established Airworthiness of Aircraft Regulations in order to regulate any aircraft register in South Sudan or any other contracting states.

3. Authority and Application

This regulation is drafted in accordance with the provisions of section 99 of the South Sudan civil aviation Act 2012 as amended which grants the civil aviation authority exclusive legislative and executive powers over all persons operating or maintaining the following:

- (1) South Sudanese registered aircraft, wherever operated;
- (2) aircraft registered in another Contracting State that is operated by a person licensed in the Republic of South Sudan and must be maintained in accordance with the requirements of the aircraft State of Registry, wherever that maintenance is performed; and
- (3) Aircraft of other Contracting States operating in the Republic of South Sudan.
- (4) Except where the context otherwise requires, these Regulations shall in so far as the Regulations prohibit, require or regulate the doing of anything by any person in or by any of the crew of an aircraft registered in South Sudan, apply to those persons and crew, wherever they may be.

4. Interpretation

In these Regulations, unless the context otherwise requires:

“Act” means the South Sudan Civil Aviation Authority Act 2012

as amended

- “Acceptable”** means the Authority that has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation;
- “Aeronautical Product”** means any aircraft, aircraft engine, propeller or a part to be installed thereon;
- “Aeroplane”** means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;
- “Aerial Work”** means an aircraft operation used for specialized services such as agriculture, construction photography, surveying, observation and patrol, search and rescue, aerial advertisement;
- “Aircraft”** means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface;
- “Aircraft Component”** means any component part of an aircraft up to and including a complete engine or any operational or emergency equipment;
- “Aircraft Type”** means all aircraft of the same basic design;
- “Airframe”** means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces including rotors but excluding propellers and rotating airfoils of an engine, and landing gear of an aircraft and their accessories and controls;
- “Airworthy”** means the status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation;
- “Anticipated Operating Conditions”** means conditions which are known from experience or which can be reasonably envisaged to occur during the operational life of the aircraft taking into account the operations for which the aircraft is made eligible, the conditions so considered being relative to the meteorological state of the atmosphere, to the configuration of terrain, to the functioning of the aircraft, to the efficiency of personnel and to all the factors affecting safety in flight. Anticipated operating conditions do not include:

- (a) those extremes which can be effectively avoided by means of operating procedures; and
- (b) those extremes which occur so infrequently that to require the Standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical.

“Appliance” means any instrument, mechanism, equipment, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not of an airframe, engine or propeller;

“Appropriate Airworthiness Requirements” means the comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration;

“Approved” means accepted by a Contracting State as suitable for a particular purpose;

“Approved by the Authority” means approved by the Authority directly or in accordance with a procedure approved by the Authority;

“Approved Data” means technical information approved by the Authority;

“Approved Maintenance Organization” means an organization approved to perform specific aircraft maintenance activities by the Authority;

“Approved Maintenance Programme” means a maintenance programme approved by the Authority;

“Associated Aircraft Systems” means aircraft systems drawing electrical/pneumatic power from an auxiliary power unit during ground operations;

“Article” means any item, and includes an aircraft, airframe, aircraft engine, propeller, appliance, accessory, assembly, subassembly, system, subsystem, component, unit, product, or a part;

“Authority” means the South Sudan Civil Aviation Authority;

“Auxiliary Power Unit” means a self-contained power-unit on an aircraft providing electrical/pneumatic power to aircraft systems during ground operations;

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

“Bypass Ratio” means the ratio of the air mass flow through the bypass

ducts of a gas turbine engine to the air mass flow through the combustion chambers calculated at maximum thrust when the engine is stationary in an international standard atmosphere at sea level;

“C2 Link” means the data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight; (applicable as of 26th November 2026)

“C2 Link Interruption” means any temporary situation where the C2 Link is unavailable, discontinuous, introduces too much delay, or has inadequate integrity; but where the lost C2 Link decision time has not been exceeded; (applicable as of 26th November 2026)

“C2 Link Specification” means the minimum performance to be achieved by the C2 Link equipment in conformity with the applicable airworthiness system design requirements; (applicable as of 26th November 2026)

“Calendar Day” means the period of elapsed time using Co- Ordinated Universal Time or local time that begins at midnight and ends 24 hours later in the next midnight;

“Category A” with respect to helicopters, means a multi-engine helicopter designed with engine and system isolation features specified in CHAPTER IV B of Annex 8 and capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off;

“Category B” with respect to helicopters, means a single-engine or multi-engine helicopter which does not meet Category A standards. Category B helicopters have no guaranteed capability to continue safe flight in the event of an engine failure, and a forced landing is assumed;

“Certificate of Release to Service” also referred to as maintenance release, means a document containing a certification that inspection and maintenance work has been performed satisfactorily in accordance with the methods prescribed by the Authority;

“Configuration (As Applied to The Aeroplane)” means a particular combination of the positions of the moveable elements, such as wing

flaps and landing gear, that affect the aerodynamic characteristics of the aeroplane;

“Contracting State” means a member state of the International Civil Aviation Organisation (ICAO);

“Continuing Airworthiness” means the set of processes by which an aircraft, engine, propeller or CHAPTER complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life;

“Control System” means an aircraft system by which the flight path, attitude, or propulsive force of the aircraft is changed, including the flight, engine and propeller controls, the related system controls and the associated operating mechanisms;

“Critical Engine(s)” means any engine whose failure gives the most adverse effect on the aircraft characteristics relative to the case under consideration;

“Date of Manufacture or Construction” means the date of issue of the document attesting that the individual aircraft or engine as appropriate conforms to the requirements of the type or the date of an analogous document;

“Design Landing Mass” means the maximum mass of the aircraft at which, for structural design purposes, it is assumed that it will be planned to land;

“Design Take-Off Mass” means the maximum mass at which the aircraft, for structural design purposes, is assumed to be planned to be at the start of the take-off run;

“Design Taxiing Mass” means the maximum mass of the aircraft at which structural provision is made for load liable to occur during use of the aircraft on the ground prior to the start of take-off;

“Discrete Source Damage” means structural damage of the aeroplane that is likely to result from: impact with a bird, uncontained fan blade failure, uncontained engine failure, uncontained high-energy rotating machinery failure or similar causes;

“Dry Lease” means a lease of an aircraft without crew;

“Duplicate Inspection” means an inspection first made by an authorized person signing the maintenance release who assumes full responsibility for the satisfactory completion of the work,

before being subsequently inspected by a second independent competent person who attests to the satisfactory completion of the work recorded and that no deficiencies have been found;

“Engine” means a unit used or intended to be used for aircraft propulsion, consisting of at least those components and equipment necessary for functioning and control, but excludes the propeller (if applicable);

“EPNDB” means effective perceived noise in decibels;

“Heavier-Than-Air Aircraft” means any aircraft deriving its lift in flight chiefly from aerodynamic forces;

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

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

“Maintenance” means the performance of tasks on an aircraft, remote pilot station, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft, remote pilot station, engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair;

“Maintenance Control Manual” means a document which describes the operator’s procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator’s aircraft on time and in a controlled and satisfactory manner;

“Maintenance Organization’s Procedures Manual” means a document endorsed by the head of the maintenance organization which details the maintenance organization’s structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems;

“Maintenance Programme” means a document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability

programme, necessary for the safe operation of those aircraft to which it applies;

“Maintenance Records” means Records that set out the details of the maintenance carried out on an aircraft, engine, propeller or associated part;

“Maintenance Release” means a document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner in accordance with appropriate airworthiness requirements;

“Major Modification” in respect of an aeronautical product for which a type certificate has been issued, means a change in the type design that has an appreciable effect, or other than a negligible effect, on the mass and balance limits, structural strength, engine operation, flight characteristics, reliability, operational characteristics, or other characteristics or qualities affecting the airworthiness or environmental characteristics of an aeronautical product;

“Major Repair” means any repair of an aeronautical product that might appreciably affect the structural strength, performance, engine, operation flight characteristics or other qualities affecting airworthiness or environmental characteristics;

“Modification” means a change to the type design of an aircraft, engine or propeller;

“Operator” means a person, organization or enterprise, engaged in or offering to engage in an aircraft operation;

“Organization Responsible for The Type Design” means the organization that holds the type certificate, or equivalent document, for an aircraft, engine or propeller type, issued by a Contracting State;

“Overhaul” means the restoration of an aircraft or aircraft component using methods, techniques and practices acceptable to the Authority, including disassembly, cleaning and inspection as permitted, repair as necessary, and reassembly; and testing in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, which have been developed and documented by the State of Design, holder

of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under parts Manufacturing Authorization (PMA) or Technical Standard Order (TSO);

“Power Plant” means the system consisting of all the engines, drive system components (if applicable), and propellers (if installed), their accessories, ancillary parts, and fuel and oil systems installed on an aircraft but excluding the rotors for helicopter;

“Preventive Maintenance” means simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations;

“Propeller” means a device for propelling an aircraft that has blades on an engine driven shaft and that when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation; it includes control components normally supplied by its rotating airfoils of engine;

“Rating” means an authorisation entered on or associated with a license or certificate and forming of the licence or certificate, stating special conditions, privileges or limitations pertaining to such license or certificate;

“Rated Thrust” for engine emissions purposes, means the maximum take-off thrust expressed in kilo newtons approved by the certificating authority for use under normal operating conditions at ISA sea level static conditions, and without the use of water injection;

“Rebuild” means the restoration of an aircraft or aircraft component by using methods, techniques, and practices acceptable to the Authority, when it has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits;

“Recertification” means the certification of an aircraft with or without a revision to its certification noise levels, to a Standard different to that to which it was originally certificated;

“Recognized Airworthiness Code” means standards relating to the design,

materials, construction equipment, performance and maintenance of aircraft or aircraft component issued by the States of Design accepted and prescribed by the Authority;

“Reference Pressure Ratio” means the ratio of the mean total pressure at the last compressor discharge plane of the compressor to the mean total pressure at the compressor entry plane when the engine is developing take-off thrust rating in ISA sea level static conditions;

“Repair” means the restoration of an aircraft, engine, propeller or associated CHAPTER to an airworthy condition in accordance with the appropriate airworthiness requirements after it has been damaged or subjected to wear;

“Satisfactory Evidence” means a set of documents or activities that a Contracting State accepts as sufficient to show compliance with an airworthiness requirement;

“Signature” means an individual’s unique identification used as a means of authenticating any record entry or a maintenance record; a signature may be hand-written, electronic or any other form acceptable to the Authority;

“Smoke” means:

- (a) hot vapour or cloud like gases or visible gaseous or soot containing fine particles of carbon being produced by combustion;
- (b) the carbonaceous materials in exhaust emissions which obscure the transmission of light.

“Specific Operating Provisions” means a document describing the ratings, Class and or Limited, in detail and containing or referencing material and process specifications used in performing repair work, along with any limitations applied to the approved maintenance organization;

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

“Standard Atmosphere” means an atmosphere defined as follows:

- (a) the air is a perfect dry gas;
- (b) the physical constants are:

- Sea level mean molar mass:
 $M_0 = 28.964\ 420 \times 10^{-3} \text{ kg mol}^{-1}$
- Sea level atmospheric pressure:
 $P_0 = 1\ 013.250 \text{ hPa}$
- Sea level temperature:
 $t_0 = 15^\circ\text{C}$
 $T_0 = 288.15 \text{ K}$
- Sea level atmospheric density:
 $\rho_0 = 1.225\ 0 \text{ kg m}^{-3}$
- Temperature of the ice point:
 $T_i = 273.15 \text{ K}$
- Universal gas constant:
 $R^* = 8.314\ 32 \text{ JK}^{-1}\text{mol}^{-1}$

- (c) the temperature gradients are:

<i>Geopotential altitude</i> (<i>km</i>)		<i>Temperature gradient</i> (<i>Kelvin per standard</i> <i>geopotential kilometre</i>)
<i>From</i>	<i>To</i>	
-5.0	11.0	-6.5
11.0	20.0	0.0
20.0	32.0	+1.0
32.0	47.0	+2.8
47.0	51.0	0.0
51.0	71.0	-2.8
71.0	80.0	-2.0

“State of Design”	means the State having jurisdiction over the organization responsible for the type design;
“State of Manufacture”	means the State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller;
“State of Registry”	means the State on whose register the aircraft is entered;
“Subsonic Jet Aeroplane”	means an aeroplane that is incapable of sustaining level flight at speeds exceeding flight Mach number of 1;
“Tilt-Rotor”	means a powered-lift capable of vertical take-off, vertical landing, and sustained low-speed flight, which depends principally on engine driven rotors mounted on tilt able nacelles for the lift during these flight regimes and on non-rotating aerofoils for lift during high-speed flight.
“Type Certificate”	means a document issued by a Contracting State to define the design of an aircraft, engine or propeller type and to certify that this design meets the appropriate airworthiness requirements of that State;
“Type design”	means the set of data and information necessary to define an aircraft, engine or propeller type for the purpose of airworthiness determination;
“Validation”	means confirmation by a contracting state on the basis of satisfactory evidence that the specific intended use or application complies with the requirements or standards of the state.
“VTOL”	means vertical take-off and landing.

CHAPTER II

AIRCRAFT AND COMPONENT ORIGINAL CERTIFICATION AND SUPPLEMENTAL TYPE CERTIFICATES

5. Acceptance of Type Certificate

- (1) The Authority may accept a type certificate or equivalent document issued by a State of Design in respect of an aircraft or aircraft component where:
 - (a) the type certificate or equivalent document was issued based on an airworthiness code recognised by the Authority; or
 - (b) the design, materials, construction equipment, performance and maintenance of aircraft or aircraft component technical evaluation against a recognized airworthiness code has been carried out by the Authority and has been found to:

- (i) meet the required standards of the recognised airworthiness code; or
 - (ii) has complied with any recommendations required by the Authority.
- (2) The Authority may, upon acceptance of the type certificate require the applicant to comply with any additional requirements, prior to issue of certificate of airworthiness or restricted certificate of airworthiness.

6. Recognized Airworthiness Codes

- (1) The Authority may recognize an airworthiness code issued by a state of design in respect of an aircraft or aircraft component where the design, materials, construction equipment, performance and maintenance of aircraft or aircraft component technical evaluation has been carried out by the Authority and has been found to:
 - (a) meet the required standards of the recognised airworthiness code; and
 - (b) comply with any recommendations required by the Authority.
- (2) the following airworthiness codes are recognized by the Authority:
 - (a) USA Federal Aviation Administration (FAA)-Federal Aviation Regulations (FAR);
 - (b) UK CAA-British Civil Airworthiness Requirements (BCAR)
 - (c) CANADA TCAA- Canadian Aviation Regulations (CARS);
 - (d) BRAZIL Agência Nacional de Aviação Civil (ANAC)– Regulamento Brasileiro da Aviação Civil (RBAC)-RBHA;
 - (e) European Aviation Safety Agency (EASA)- Certification Specifications (CS);
 - (f) AUSTRALIA Civil Aviation Safety Authority (CASA)-Civil Aviation Safety Regulations (CASR's); and
 - (g) Civil Aviation Administration of China (CAAC) - China Civil Aviation Regulations (CCAR's).

7. Supplemental Type Certificate, Modifications and Repairs

- (1) Major modifications and repairs: a person who alters a product by introducing a modification or a repair, classified as major according to the procedures prescribed by the Authority, in type design, not great enough to require a new application for a type certificate shall apply for a supplemental type certificate to the regulatory agency of the State of Design that approved the type certificate for that product, or to the State of Design responsible of the approval of such major modification or repair.
- (2) where the major modification or repair of the product is already approved by another Contracting State, the Authority may accept or recognize a supplemental type certificate or equivalent approval document issued by the State of Design in respect of the major modification or repair where:

- (a) the supplemental type certificate or equivalent document, or the approval of the major modification or repair recognized by the Authority was issued; or
 - (b) the design, materials, construction equipment, performance and maintenance of the modification of the aircraft or aircraft component technical evaluation against a recognized airworthiness code has been carried out by the Authority and has been found to:
 - (i) meet the required standards of the recognized airworthiness code; or
 - (ii) has complied with any requirements prescribed by the Authority.
- (3) Minor modifications and repairs: A person who alters a product by introducing a modification or repair classified as minor according to the procedures prescribed by the Authority in the applicable technical guidance material, having a negligible, or no appreciable, effect on the mass, balance, structural strength, reliability, operational characteristics or other characteristics affecting the airworthiness of the aeronautical product, in the type design shall apply for acceptance in a manner prescribed by the Authority in the applicable technical guidance material.
- (4) Where the minor modification or repair of the product is already approved by another Contracting State, the Authority may accept or recognize this approval or equivalent document issued by the State of Design in respect of the modification or repair where:
- (a) the approval document recognized by the Authority was issued; or
 - (b) the design, materials, construction equipment, performance and maintenance of the modification of the aircraft or aircraft component technical evaluation against a recognized airworthiness code has been carried out by the Authority and has been found to:
 - (i) meet the required standards of the recognized airworthiness code; or
 - (ii) has complied with any requirements prescribed by the Authority.
- (5) The owner or operator shall develop or adopt continuing airworthiness requirements and submit them to the Authority for approval to ensure the continuing airworthiness of the aircraft during its service life, after the modification, or repair.
- (6) A person authorized to approve modifications shall have sound knowledge of the design principles embodied in the aircraft type being modified or repaired.

CHAPTER III
CERTIFICATES OF AIRWORTHINESS

8. Application for Certificate of Airworthiness

- (1) An owner of an aircraft registered in the Republic of South Sudan or agent of the owner may apply to the Authority for issue of a certificate of airworthiness for that aircraft.
- (2) An applicant for a certificate of airworthiness shall apply in a form and manner prescribed by the Authority in the applicable technical guidance material.

9. Certificate of Airworthiness to Be in Force

- (1) A person shall not fly an aircraft unless there is in force in respect of that aircraft a certificate of airworthiness or restricted certificate of airworthiness or a special flight permit duly issued or rendered valid under the law of the State of Registry and any conditions subject to which the certificate was issued or rendered valid are complied with.
- (2) The certificate of airworthiness shall contain the information shown in Figure 1 in the First Schedule to these Regulations.
- (3) Where certificates of airworthiness are issued in a language other than English, they shall include an English translation.
- (4) The Authority shall furnish to the person or persons in whose name or names the aircraft is registered, in this regulation referred to as the “registered owner”, a certificate of airworthiness, which shall include the particulars specified in subsections (2) and the date on which the certificate was issued.

10. Classification of Certificates of Airworthiness

- (1) The certificates of airworthiness shall be classified as follows:
 - (a) a certificate of airworthiness;
 - (b) a restricted certificate of airworthiness in the form of a restricted certificate;
 - (c) a special flight permit; and
 - (d) Export certificate of airworthiness.
- (2) The items being exported may be placed in any of the following classes:
 - (a) Class I product: a complete aircraft, engine or propeller which has been type certificated in accordance with the appropriate airworthiness requirements and for which the necessary type certificate data sheets or equivalent have been issued;
 - (b) Class II product: a major component of Class I product such as a wing, fuselage and empennage service, the failure of which would jeopardize the safety of a class I product or any CHAPTER, material or system thereof; and
 - (c) Class III product- any product or component which is not a Class I or Class II product or standard part.

- (3) For aeronautical products other than a Class I product, the export airworthiness certification may be issued in the form of certificates or identification tags which confirm that the aeronautical product meets the approved design data, is in a condition for safe operation, and complies with any special requirements as notified by the importing State.

11. Amendment of Certificate of Airworthiness

- (1) The Authority may amend or modify any type of certificate of airworthiness issued under these Regulations upon application by an owner, operator or on the Authority's own initiative.
- (2) Notwithstanding sub-regulation (1), the Authority may amend under the following conditions:
 - (a) Modification associated with supplemental type certificate or amended type certificate;
 - (b) A change to the Authority and basis for issue;
 - (c) A change in the aircraft model; and
 - (d) A change in the operating limitations for an aircraft with a restricted airworthiness certificate.

12. Surrender of Certificate of Airworthiness

An owner of an aircraft who sells the aircraft shall surrender the certificate of airworthiness as applicable to:

- (a) the buyer upon sale of the aircraft within South Sudan; or
- (a) the Authority in the case of an aircraft sold outside the Republic of South Sudan.

13. Validity and Renewal of a Certificate of Airworthiness

- (1) A certificate of airworthiness or restricted certificate of airworthiness issued under these Regulations is valid for twelve months from the date of issue.
- (2) The certificates referred to in sub-regulation (1) shall be valid from the dates of issue for the periods specified unless:
 - (a) a shorter period is specified by the Authority;
 - (b) the Authority amends, extends, suspends, revokes or otherwise terminates the certificate; and
 - (c) the aircraft owner or operator surrenders the certificate to the Authority.
- (3) A special flight permit shall be valid for a period of time specified in the permit.
- (4) A certificate of airworthiness or restricted certificate of airworthiness issued in respect of an aircraft shall cease to be in force when:
 - (a) The aircraft or such of its equipment as is necessary for the airworthiness of the aircraft is maintained or where any part of the aircraft or such equipment is removed or is replaced, other than in a manner and with material of a type approved by the Authority either generally or in relation to a class of aircraft or to the particular aircraft;

- (b) the aircraft or any of its equipment is not maintained as required by the maintenance programme or schedule approved by the Authority in relation to that aircraft;
 - (c) an inspection or modification classified as mandatory by the Authority applicable to the aircraft or of any such equipment as aforesaid, has not been completed to the satisfaction of the Authority; or
 - (d) the aircraft or any such equipment as aforementioned sustains damage and the damage is ascertained during inspection which affects the airworthiness of the aircraft.
- (5) An application for renewal of a certificate of airworthiness shall be made in a form and manner prescribed by the Authority in the applicable technical guidance material, not earlier than sixty days before the certificate expires and not later than fourteen days before the certificate expires.
- (6) The Authority shall be under no obligation to process and issue a renewal of certificate of airworthiness before its expiry where the application is submitted later than fourteen days before the certificate expires.

14. Aircraft Identification

An applicant for a certificate of airworthiness or a restricted certificate of airworthiness or a special flight permit shall show that the aircraft is properly registered and marked and has identification plates affixed to the aircraft in accordance with the applicable South Sudan Civil Aviation (Aircraft Nationality and Registration Marks) Regulations.

15. Aircraft Limitations and Information

Each aircraft shall be provided with a flight manual, placards or other documents stating the approved limitations within which the aircraft is considered airworthy as defined by the manufacturer's airworthiness requirements and additional instructions and information necessary for the safe operation of the aircraft.

16. Issue of Certificate of Airworthiness

- (1) A certificate of airworthiness shall be issued for aircraft in the specific category and model designated by the state of design in the type certificate.
- (2) The Authority shall issue a certificate of airworthiness where:
 - (a) The applicant presents to the Authority an export certificate of airworthiness or similarly titled document that provides:
 - (i) the airworthiness status of the aircraft from the exporting state; and
 - (ii) exceptions to the airworthiness requirements if any;
 - (b) in the case where the Authority has any special certification requirements in place in addition to those adopted or required by the exporting state, make them available to the exporting State;
 - (c) the authority agrees that they shall be listed as exceptions to the export certificate of airworthiness or require compliance with the additional requirements before accepting the export certificate of airworthiness;

- (d) the applicant presents evidence to the Authority that the aircraft conforms to:
 - (i) a type design approved under a type certificate or
 - (ii) a supplemental type certificate; through an export airworthiness certificate issued by the importing state, or similar document;
- (3) the applicable airworthiness directives of the state of manufacture or design; and
- (4) the applicable South Sudan Civil Aviation (Aircraft Nationality and Registration Marks) Regulations, South Sudan Civil Aviation (Instruments and Equipment) Regulations, South Sudan Civil Aviation (Environmental Protection) Regulations, any additional airworthiness requirements and these Regulations;
 - (a) The aircraft has been inspected in accordance with these Regulations and found airworthy by persons authorized by the Authority to make such determinations within the last thirty calendar days.
 - (b) the Authority finds, after an inspection, that the aircraft conforms to the type design and is in condition for safe operation;
 - (c) the aircraft when operated in accordance with the requirements specified in the flight manual or equivalent document for the aircraft conforms to the approved type specifications specified in the approved type certificate or equivalent document;
 - (d) the maintenance determined by the Authority as a prerequisite for issue of a certificate of airworthiness has been carried out and certified by a person acceptable to the Authority in accordance with the applicable South Sudan Civil Aviation (Personnel Licensing) Regulations, South Sudan Civil Aviation (Approved Maintenance Organization) Regulations and these Regulations;
 - (e) the results of flying trials, and such other tests of the aircraft as the Authority may require, are complied with; and the applicant submits an export certificate of airworthiness that shall be valid for forty-five days from the date of issue or satisfactory evidence of airworthiness status of the aircraft as applicable issued by the state of manufacture or previous state of registry or satisfactory evidence, in whole or in part, that the aircraft complies with the applicable Standards of the regulations through compliance with the appropriate airworthiness requirements.
- (5) The Authority may issue a certificate of airworthiness subject to such other conditions relating to the airworthiness of the aircraft as the Authority thinks fit.
- (6) A certificate of airworthiness shall specify one of the following categories as are, in the opinion of the Authority, appropriate to the aircraft operation:
 - (a) commercial air transport (Passenger) ;
 - (b) commercial air transport (cargo) ;
 - (c) general aviation; or
 - (d) aerial work.

- (7) A certificate of airworthiness shall be issued subject to the condition that the aircraft shall be flown only for the following purposes:
 - (a) commercial air transport (passenger): any purpose;
 - (b) commercial air transport (cargo): any purpose other than commercial air transport of passengers;
 - (c) aerial work: purpose includes` such tasks as:
 - (i) aerial photography;
 - (ii) aerial survey such as geological and ordinance survey;
 - (iii) electrical power line and gas pipeline inspections;
 - (iv) carriage of external loads; and
 - (v) flight training.
 - (d) aerial work shall not include the carriage of passengers for hire or reward and aerial work permissions shall be specific to an operator and a nominated aircraft;
 - (e) general aviation: any purpose other than commercial air transport or aerial work.
- (8) The Authority may in the process of issuing a certificate of airworthiness demand that reports be furnished by a person qualified to furnish such reports.
- (9) The aircraft shall be subjected to such inspections, ground and flight tests as are deemed necessary by the Authority to show compliance with the design aspects of the appropriate airworthiness requirements.

17. Temporary Loss of Airworthiness

Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.

18. Airworthiness Directives and Service Bulletins

- (1) A person shall not operate an aircraft or aircraft components to which an airworthiness directive applies except in accordance with the requirements of the airworthiness directive.
- (2) Upon registration of an aircraft in the Republic South Sudan, the Authority shall notify the State of Design of the registration of the aircraft in South Sudan, and request that the Authority receives all airworthiness directives addressing that aircraft, airframe, aircraft engine, propeller, appliance or component.
- (3) Where the State of Design considers that a condition in an aircraft, airframe, engine, propeller, appliance or component is unsafe as shown by the issue of an airworthiness directive by that State, such directives shall apply to South Sudanese registered aircraft of the type identified in that airworthiness directive.

- (4) Where a manufacturer identifies a service bulletin as mandatory, such bulletin shall apply to South Sudan registered aircraft of the type identified in that bulletin.
- (5) The Authority may identify manufacturer's service bulletins and other sources of data or develop and prescribe inspections, procedures and limitations for mandatory compliance pertaining to affected aircraft in South Sudan.
- (6) A person shall not operate any South Sudan registered aircraft to which the measures of these regulations apply, except in accordance with the applicable directives and bulletins.

19. Issue of Restricted Certificates of Airworthiness

- (1) The Authority may issue a restricted certificate of airworthiness to the aircraft that does not qualify for a certificate of airworthiness including micro light, experimental amateur and kit-built aircraft, an aircraft used for air races, aircraft flying for exhibition purpose a kite and any non-type certificated aircraft.
- (2) An aircraft holding a restricted certificate of airworthiness shall be subject to operating limitations within South Sudan and shall not make international flights.
- (3) The Authority shall issue specific operating limitations for each restricted certificate of airworthiness.

20. Issue of Special Flight Permits

- (1) The Authority may issue a special flight permit for an aircraft that is capable of safe flight but unable to meet applicable airworthiness requirements for the purpose of:
 - (a) flying to a base where weighing, painting, repairs, modifications, maintenance, or inspections are to be performed or to a point of storage;
 - (b) flying for the purpose of experimenting with or testing the aircraft including its engines and equipment;
 - (c) flying for the purpose of qualifying for the issue, renewal or validation of certificate of airworthiness or restricted certificate of airworthiness and the approval of a modification of the aircraft;
 - (d) delivering or exporting the aircraft;
 - (e) evacuating aircraft from areas of impending danger; and
 - (f) operating at mass in excess of the aircraft's maximum certified takeoff mass for flight beyond normal range over water or land areas where adequate landing facilities or appropriate fuel are unavailable with the excess mass limited to additional fuel, fuel-carrying facilities, and navigation equipment necessary for the flight.
- (2) The Authority shall issue a special flight permit where the applicant submits:
 - (a) an application made in a form and manner determined by the Authority in the applicable technical guidance material indicating at least the following;

- (i) the make, model, serial number and registration marks of the aircraft;
 - (ii) the purpose of the flight;
 - (iii) the proposed itinerary;
 - (iv) the details of crew required to operate the aircraft;
 - (v) details of non-compliance with applicable airworthiness requirements;
 - (vi) any restriction the applicant considers necessary for safe operation of the aircraft; and
 - (vii) any other information considered necessary for the purpose of prescribing operating limitations.
- (b) the certificate of registration;
 - (c) a valid certificate of insurance;
 - (d) a certificate of fitness for flight signed by an authorized person; and
 - (e) any other requirements requested by the authority.

21. Damage to Aircraft

- (1) When an aircraft has sustained damage, the Authority shall judge whether the damage is of a nature such that the aircraft is no longer airworthy as defined by these Regulations.
- (2) where the damage is sustained or ascertained when the aircraft is in the territory of another Contracting State, the authorities of the other Contracting State shall be entitled to prevent the aircraft from resuming its flight on the condition that they shall advise the Authority immediately, communicating to it all details necessary to formulate the judgement referred to in sub-regulation (1).
- (3) When the Authority considers that the damage sustained is of a nature such that the aircraft is no longer airworthy, it shall prohibit the aircraft from resuming flight until it is restored to an airworthy condition.
- (4) The Authority may, however, in exceptional circumstances, prescribe particular limiting conditions to permit the aircraft to fly a non-commercial air transport operation to an aerodrome at which it will be restored to an airworthy condition.
- (5) In prescribing particular limiting conditions, the Authority shall consider all limitations proposed by the Contracting State that had originally, in accordance with sub-regulation (2), prevented the aircraft from resuming its flight.
- (6) Notwithstanding sub-regulation (4) that Contracting State shall permit such flight or flights within the prescribed limitations
- (7) Where the Authority considers that the damage sustained is of a nature such that the aircraft is still airworthy, the aircraft shall be allowed to resume its flight.

22. Export Certificate of Airworthiness

- (1) An owner of an aircraft registered in South Sudan or an agent of the owner may apply to the Authority for issue of an export certificate of airworthiness for aeronautical products or article.
- (2) An application for an export certificate of airworthiness shall be made on a form prescribed by the Authority in the applicable technical guidance material at least fourteen days before the intended date of export of the aircraft out of the Republic of South Sudan.
- (3) The Authority shall issue an export certificate of airworthiness where:
 - (a) the applicant submits a statement of compliance with the full intents of the approved maintenance programme or schedule;
 - (b) the applicant submits a statement of compliance with the mandatory airworthiness directives and service bulletins applicable to the aircraft and its equipment;
 - (c) the aircraft has been inspected in accordance with these regulations and found airworthy by persons authorised by the Authority to make such determination within the last fourteen days;
 - (d) the maintenance determined by the Authority as a prerequisite for issue of the export certificate of airworthiness has been carried out and certified by person acceptable to the Authority in accordance with these regulations;
 - (e) the result of test flight, and such other tests as the Authority may determine are acceptable to the Authority;
 - (f) historical records establish the production, modification and maintenance standard of the aircraft; or
 - (g) a weight and balance report with a loading schedule, where applicable, for each aircraft in accordance with the applicable regulations is furnished to the Authority.
- (4) Export certificate of airworthiness shall not be used for the purpose of flight but for confirmation of recent satisfactory review of the airworthiness status of the aircraft.
- (5) Any extension or variation granted to an aircraft in accordance with an approved maintenance programme or schedule shall be automatically revoked before issue of the export certificate of airworthiness.

23. Conditions on the Special Flight Permit

- (1) A person shall not fly an aircraft on a special flight permit unless that person has complied with conditions of these Regulations.
- (2) A person who flies an aircraft on a special flight permit referred to under Regulation 19 shall ensure that:

- (a) the flight is made under the supervision of a person approved by the Authority for such flight, subject to any additional conditions which may be specified in the permit;
 - (b) a copy of the permit is carried on board the aircraft at all times when the aircraft is operating under the conditions of the permit;
 - (c) the aircraft registration markings assigned to the aircraft by the Authority shall be displayed on the aircraft in conformity with the requirements of that state;
 - (d) no person or property are carried on board for compensation or hire;
 - (e) only the person essential for the safe operation of the aircraft are carried on the aircraft and the person must be advised of the contents of the permit and the airworthiness status of the aircraft;
 - (f) the aircraft is operated only by flight crew:
 - (i) holding appropriate license acceptable to the Authority;
 - (ii) with sufficient experience, to appreciate the reasons for the aircraft non-compliance to the prescribed airworthiness standards; and
 - (iii) Aware of the purpose of the flight and any limitations imposed.
 - (g) the flight is conducted in accordance with applicable flight operating rules and procedures of the states of the intended routing;
 - (h) the routing is such that areas of heavy air traffic, areas of heavy human concentration of a city, town settlement or any other areas where the flight might create hazardous exposure to persons or property are avoided;
 - (i) the flight is performed in accordance with the performance limitations prescribed in the aircraft flight manual and any other limitation that the Authority may impose on such flight;
 - (j) all flights are conducted prior to the expiry date of the special flight permit or at any other time the Authority declares so in writing; and
 - (k) the aircraft shall not depart for the flight on a special flight permit unless the aircraft carries on board authorizations from the state of intended routing.
- (3) Where the aircraft is not fully in compliance with these regulations and the flight involves operations over states other than South Sudan, the air operator of the aircraft should obtain the necessary overfly authorizations from the respective authorities of each of those states prior to undertaking the flight.
- (4) The aircraft should be maintained to a degree necessary to ensure safe flight, and a maintenance release should be signed by a person licensed in accordance with the applicable South Sudan Civil Aviation (Personnel Licensing) Regulations or a maintenance organization approved in accordance with the applicable South Sudan Civil Aviation (Approved Maintenance Organization) Regulations.

- (5) The special flight permit issued under these regulations shall be valid for the period specified in the permit.

24. Certificate of Fitness for Flight

- (1) A person shall not fly an aircraft for the purpose of flight testing after repair, modification or maintenance unless that aircraft has been issued with a certificate of fitness for flight containing a maintenance endorsement statement prescribed by the Authority in the applicable technical guidance material.
- (2) The maintenance endorsement statement referred to in sub regulation (1) shall constitute a certificate of fitness for flight and shall be issued on each subsequent flight after the issue of the special flight permit.
- (3) A certificate of fitness for flight must be issued prior to each flight for the purpose of flight testing after repair, modification or maintenance, during the validity of the special flight permit.
- (4) A certificate of fitness for flight shall be issued by an appropriate qualified person in accordance with these Regulations and the applicable South Sudan Civil Aviation Personnel Licensing Regulation.
- (5) A certificate of fitness for flight is the basis under which the Authority may issue a special flight permit under Regulation 19 for the purpose of allowing the aircraft to be ferried.

CHAPTER IV

CONTINUING AIRWORTHINESS OF AIRCRAFT AND AIRCRAFT COMPONENTS

25. Responsibility for Maintenance

- (1) An owner or operator of an aircraft shall be responsible for maintaining the aircraft in an airworthy condition by ensuring that:
 - (a) all maintenance which affects airworthiness are performed as prescribed by the State of Registry;
 - (b) maintenance personnel make appropriate entries in the aircraft maintenance records certifying that the aircraft is airworthy;
 - (c) the certificate of release to service is completed to the effect that the maintenance work performed has been completed satisfactorily and in accordance with the aircraft and aircraft component manufacturer's recommendations, instructions for continued airworthiness and aircraft maintenance program approved by the State of Registry; and
 - (d) in the event there are open discrepancies, the certificate of release to service includes a list of the uncorrected maintenance for which temporary relief is provided in the Minimum equipment list and these items are made a part of the aircraft permanent record.
- (2) In the event that an aircraft registered in South Sudan is continuously operated outside South Sudan for a period exceeding thirty days, the owner or operator of

the aircraft shall be responsible for maintaining the aircraft in an airworthy condition and ensuring that:

- (a) notice in a form prescribed by the Authority in the applicable technical guidance material, is given to the Authority prior to the aircraft undertaking such operations; and
- (b) Arrangements acceptable to the Authority for ongoing inspection and oversight of the airworthiness of that aircraft are made.

26. Continuing Airworthiness Information

- (1) An owner or operator of an aircraft shall, through approved procedures as prescribed in the applicable technical guidance material:
 - (a) monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information and report through a specified system; and
 - (b) obtain and assess continuing airworthiness information and recommendations available from the organisation responsible for the type design, component manufacturers, modifications, repairs and implement resulting actions considered necessary.
- (2) Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.
- (3) Information for use in developing procedures for maintaining the aircraft in an airworthy condition shall be made available to the Authority.
- (4) Maintenance information shall include a description of the aircraft and recommended methods for the accomplishment of maintenance tasks, and such information shall include guidance on defect diagnosis and ageing aircraft maintenance requirements.
- (5) An owner or operator of an aircraft shall make readily available information for use in developing procedures for maintaining the aeroplane in an airworthy condition.
- (6) Maintenance information shall include:
 - (a) a description of the aeroplane and recommended methods for the accomplishment of maintenance tasks; and
 - (b) guidance on defect diagnosis and ageing aircraft maintenance requirements.
- (7) The owner or operator of an aeroplane over 5700 kg maximum certificated take-off mass shall obtain and assess continuing airworthiness information and recommendations available from the organisation responsible for the type design and shall implement resulting actions considered necessary in accordance with the procedures established by the owner or operator and acceptable to the Authority.
- (8) The operator of a helicopter of over 3175 kgs maximum mass shall monitor and assess the maintenance and operational experience of the helicopter with respect

to the continuing airworthiness of the helicopter and shall provide the information as may be prescribed by the state of registry and report, as may be prescribed by the Authority.

27. Responsibilities of State of Registry in Respect of Continuing Airworthiness

- (1) The Authority shall:
 - (a) where it first enters on its register an aircraft of a particular type for which it is not the State of Design and issues or validates a certificate of airworthiness in accordance with regulation 15, notify the State of Design that it has entered such an aircraft on its register;
 - (b) when approving a maintenance organization or accepting the approval of a maintenance organization issued by another Contracting State, verify compliance with the South Sudan Civil Aviation (Approved Maintenance Organization) regulations; and
 - (c) ensure that sensitive aviation security information is not transmitted when distributing mandatory continuing airworthiness information;
- (2) An owner or operator shall not operate an aircraft unless there are established procedures approved by the Authority to:
 - (a) determine the continuing airworthiness of an aircraft in relation to the appropriate airworthiness requirements in force for that aircraft;
 - (b) ensure that aircraft continue to be maintained in an airworthy condition and in compliance with the maintenance requirements of the applicable South Sudan Civil Aviation Operation of Aircraft Regulations;
 - (c) ensure that aircraft continue to comply with the appropriate airworthiness requirements after a modification, a repair or the installation of a replacement part;
 - (d) upon receipt of mandatory continuing airworthiness information from the State of Design, adopt the mandatory information directly or assess the information received and take appropriate action;
 - (e) ensure that all mandatory continuing airworthiness information originated by the Authority in respect of an aircraft, is transmitted to the appropriate State of Design;
 - (f) ensure that, in respect of an aeroplane over 5,700 kg and a helicopter over 3,175 kg maximum certificated take-off mass, there exists a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is transmitted to the organization responsible for the type design of that aircraft;
 - (g) ensure that sensitive aviation security information is securely transmitted to the appropriate authority in the State of Design in accordance with the South Sudan Civil Aviation (Security) regulations;
 - (h) ensure the type of information to be reported to the Authority, organizations responsible for type design and maintenance organizations in respect of aeroplanes over 5 700 kg and helicopters over 3 175 kg maximum certificated take-off mass, communicated through procedures

established by the owner or operator and acceptable to the Authority as determined in the technical guidance materials;

- (i) Where a continuing airworthiness safety issue is associated with a modification, the State of Registry shall ensure that there exists a system whereby the above information is transmitted to the organization responsible for the design of the modification; and
- (j) Subject to paragraph (i) whenever this information relates to an engine or propeller, such information shall be transmitted to both the organization responsible for engine or propeller type design and the organization responsible for aircraft type design.

28. Compliance with the Manufacturer's Instructions

An aircraft registered in the Republic of South Sudan shall not engage in commercial air transport operations, unless:

- (a) the aircraft, including its engines, equipment and radios has been maintained in accordance with an approved aircraft maintenance programme and maintenance procedures recommended by the aircraft manufacturer;
- (b) a certificate of release to service has been completed and signed by an appropriately licensed aircraft maintenance engineer to certify that all maintenance work has been completed satisfactorily and in accordance with the approved aircraft maintenance programme and manufacturer's maintenance procedures; and
- (c) there is an approved flight manual available in the aircraft for the use of the flight crew, containing the limitations within which the aircraft is considered airworthy, together with such additional instructions and information as may be necessary to show compliance with the specified regulations relating to performance and for the safe operation of the aircraft, except that where the aircraft has a maximum take-off certificated mass of 5,700 kg or less, the limitations may be made available by means of placards or other documents approved by the Authority.

29. Reporting of Failures, Malfunctions, and Defects

- (1) An owner or operator of an aircraft registered in Republic of South Sudan shall report to the Authority any failures, malfunctions, or defects that may result in at least one of the following:
 - (a) fires during flight and whether the related fire-warning system properly operated;
 - (b) fires during flight not protected by a related fire-warning system;
 - (c) false fire warning during flight;
 - (d) an engine exhaust system that causes damage during flight to the engine, adjacent structure, equipment, or components;
 - (e) an aircraft component that causes accumulation or circulation of smoke, vapour, or toxic or noxious fumes in the crew compartment or passenger cabin during flight;
 - (f) engine shutdown during flight because of flameout;
 - (g) engine shutdown during flight when external damage to the engine or

- aircraft structure occurs;
- (h) engine shutdown during flight due to foreign object ingestion or icing;
- (i) shutdown during flight of more than one engine on a multi-engine aircraft;
- (j) a propeller feathering malfunction or inability of the system to control over-speed during flight;
- (k) a fuel or fuel-dumping system malfunction that affects fuel flow or causes hazardous leakage during flight;
- (l) an uncommented landing gear extension or retraction, or opening or closing of landing gear doors during flight;
- (m) brake system components malfunction that result in loss of brake actuating force when the aircraft is in motion on the ground;
- (n) aircraft structure damage that requires major repair;
- (o) failure or malfunction of any flight control system, flap, slat or spoiler;
- (p) any excessive unscheduled removals of essential equipment on account of defects;
- (q) cracks, permanent deformation, or corrosion of aircraft structure, where more than the maximum acceptable to the manufacturer or the Authority;
- (r) aircraft components or systems malfunctions that result in taking emergency actions during flight except action to shut down an engine;
- (s) emergency evacuation systems or components including all exit doors, passenger emergency evacuating lighting systems, or evacuation equipment that are found defective, or that fail to perform the intended functions during an actual emergency or during training, testing, maintenance, demonstration, or inadvertent deployments;
- (t) each interruption to a flight, unscheduled change of aircraft en route, or unscheduled stop or diversion from a route, caused by known or suspected technical difficulties or malfunctions;
- (u) any abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure;
- (v) failure or malfunction of more than one attitude, airspeed, or altitude instrument during a given operation of the aircraft;
- (w) the number of engines removed prematurely because of malfunction, failure or defect, listed by make and model and the aircraft type in which it was installed; or
- (x) the number of propeller featherings in flight, listed by type of propeller and engine and aircraft on which it was installed.

(2) A report required under this regulation shall:

- (a) be made within three days after determining that the failure, malfunction, or defect required to be reported has occurred; and
- (b) include as much of the following information as is available and applicable:
 - (i) type and registration mark of the aircraft;
 - (ii) name of the operator;
 - (iii) aircraft serial number;
 - (iv) where the failure, malfunction, or defect is associated with an

- article approved under a technical standard order authorisation, the article serial number and model designation, as appropriate;
- (v) where the failure, malfunction or defect is associated with an engine or propeller, the engine or propeller serial number, as appropriate;
 - (vi) product model;
 - (vii) identification of the part, component, or system involved; and
 - (viii) the nature of the failure, malfunction, or defect.
- (4) The owner or operator of an aircraft shall submit to the Authority, the organization responsible for the type design, the State of Design and State of Manufacture where different from State of Design the report specified in sub-Section (2) for an aircraft registered in South Sudan.
- (5) The Authority shall upon receipt of the report required under this regulation, for foreign registered aircraft operating in South Sudan, submit the report to the state of registry and the state of design.

CHAPTER V AIRCRAFT MAINTENANCE AND INSPECTION

30. General Requirements for Maintenance and Inspections

- (1) A person shall not operate an aircraft unless the aircraft and its components are maintained in accordance with an aircraft maintenance program approved by the Authority.
- (2) The maintenance program shall include a description of the aircraft and components and recommended methods for the accomplishment of maintenance tasks and such information shall include guidance on defect diagnosis.
- (3) The maintenance program shall include the maintenance tasks and the recommended intervals at which these tasks are to be performed.
- (4) Maintenance tasks and frequencies that have been specified as mandatory by the State of Design during approval of the type design shall be identified in the maintenance program.
- (5) The maintenance program shall have a maintenance release process, including signed documentation, in a manner satisfactory to the Authority, indicating that the maintenance performed has been completed satisfactorily.
- (6) A maintenance release shall contain a certification including:
 - (a) basic details of the maintenance carried out;
 - (b) the date such maintenance was completed;
 - (c) where applicable, the identity of the approved maintenance organisation, approved training organization or air operator certificate holder; and

(d) The identity of the person or persons signing the release.

31. Persons Authorised to Perform Maintenance, Preventive Maintenance and Modification

- (1) A person shall not perform any task defined as maintenance on an aircraft or aircraft components, except as provided in this regulation.
- (2) The following are the persons authorised to perform maintenance, preventive maintenance and modification:
 - (a) a pilot licensed by the Authority;
 - (b) a person performing maintenance under the supervision of a licensed aircraft maintenance engineer;
 - (c) a licensed aircraft maintenance engineer; and
 - (d) An approved maintenance organization.
- (3) Subject to Sub-regulation (2), a pilot licensed by the Authority may only perform preventive maintenance on an aircraft where:
 - (a) the maximum certificated take-off mass of the aircraft is 2370 kgs or less;
 - (b) the aircraft is owned or operated by that pilot;
 - (c) the aircraft is not listed for use by a holder of an air operator certificate; and
 - (d) the pilot undertook a maintenance course for that type of aircraft.
- (4) A pilot licensed by the Authority operating a balloon listed for use by an air operator certificate holder may perform maintenance, preventive maintenance and modification on balloons, provided that pilot has been trained on the appropriate balloon maintenance.
- (5) A person working under the supervision of a licensed aircraft maintenance engineer may perform the maintenance, preventive maintenance, or modifications that the licensed aircraft maintenance engineer is authorized to perform where the supervising licensed aircraft maintenance engineer:
 - (a) personally, observes the work being done to the extent necessary to ensure that it is being done properly; and
 - (b) is readily available, in person, for consultation.
- (6) A licensed aircraft maintenance engineer may perform or supervise the maintenance or modification of an aircraft or aircraft component for which he or she is rated in accordance with the South Sudan Civil Aviation (Personnel Licensing) Regulations.
- (7) An approved maintenance organization may perform aircraft maintenance within the limits specified by the Authority.
- (8) A manufacturer holding an approved maintenance organization certificate may:
 - (a) maintain or modify any aircraft component manufactured by that manufacturer under a type or production certificate;
 - (b) maintain or modify any aircraft component manufactured by that

manufacturer under a technical standard order, authorization, a parts manufacturer approval by the State of Design, or product and process specification issued by the State of Design; and

- (c) perform any inspection required by the South Sudan Civil Aviation Operation of Aircraft Regulations, on aircraft that the manufacturer manufactures, while currently operating under a production certificate or under a currently approved production inspection system for such aircraft.

32. Personnel Authorized to Approve for Return to Service

- (1) Except as authorized by the Authority, a person shall not approve an aircraft, airframe, engine, propeller, appliance, or component for return to service after it has undergone maintenance, preventive maintenance, rebuilding, or modification.
- (2) The following persons are authorized to approve for return to service:
 - (a) a pilot licensed by the Authority who may return his or her aircraft to service after performing authorised preventive maintenance provided:
 - (i) the maximum certificated take-off mass of the aircraft is 2370 kgs or less;
 - (ii) the aircraft is owned or operated by that pilot;
 - (iii) the aircraft is not listed for use by a holder of an air operator certificate; and
 - (iv) the pilot undertook a maintenance course for that type of aircraft.
 - (b) a pilot licensed by the Authority operating a balloon listed for use by an air operator certificate holder may return to service the balloons, provided that pilot has been trained on the appropriate balloon maintenance;
 - (c) a licensed aircraft maintenance engineer who may approve aircraft and aircraft components for return to service after the licensed aircraft maintenance engineer has performed, supervised, or inspected its maintenance subject to the limitations specified in the South Sudan Civil Aviation (Personnel Licensing) Regulations and South Sudan Civil Aviation (Air Operator Certification and Administration) Regulations; and
 - (d) an approved Maintenance organization that may approve aircraft and aircraft components for return to service as provided in the specific operating provisions approved by the Authority.

33. Persons Authorized to Perform Inspections

- (1) Except as authorized by the Authority, a person shall not perform the inspections required by these Regulations, for aircraft and aircraft components prior to or after the aircraft has undergone maintenance, preventive maintenance, rebuilding, or modification.
- (2) The following persons are authorized to carry out inspections:
 - (a) a licensed aircraft maintenance engineer who may conduct the required inspections of aircraft and aircraft components for which he or she is rated on and current; or

- (b) an approved maintenance organization that may perform the required inspections of aircraft and aircraft components as provided in the specific operating provisions approved by the Authority.
- (3) A person shall not approve an aircraft, airframe, engine, propeller, appliance or component for return to service after it has undergone maintenance, preventive maintenance, rebuilding or modification unless he or she is authorised by the Authority.

34. Preventive Maintenance Limitations

Preventive maintenance shall be limited to the following work provided it does not involve complex assembly operations:

- (a) removal, installation and repair of landing gear tires;
- (b) replacing elastic shock absorber cords on landing gear;
- (c) servicing landing gear shock struts by adding oil, air, or both;
- (d) servicing landing gear wheel bearings, such as cleaning and greasing;
- (e) replacing defective safety wiring or cotter pins;
- (f) lubrication not requiring disassembly other than removal of non-structural items such as cover plates, cowlings, and fairings;
- (g) making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces;
- (h) replenishing hydraulic fluid in the hydraulic reservoir;
- (i) refinishing decorative coating of fuselage, wings, empennage surfaces excluding balanced control surfaces, fairings, cowling, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required;
- (j) applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good practices;
- (k) repairing upholstery and decorative furnishings of the cabin or cockpit when the repair does not require disassembly of any primary structure or operating system or does not interfere with an operating system nor affect primary structure of the aircraft;
- (l) making small simple repairs to fairings, non-structural cover plates, cowlings, and small patches and reinforcements without changing the contour so as to interfere with proper airflow;
- (m) replacing side windows where that work does not interfere with the structure of any operating system such as controls and electrical equipment;
- (n) replacing safety belts;
- (o) replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system;

- (p) troubleshooting and repairing broken circuits in landing light wiring circuits;
- (q) replacing bulbs, reflectors, and lenses of position and landing lights;
- (r) replacing wheels and skis where no mass and balance computation is involved;
- (s) replacing any cowling not requiring removal of the propeller or disconnection of flight controls;
- (t) replacing or cleaning spark plugs and setting of sparks plug gap;
- (u) replacing any hose connection except hydraulic connections;
- (v) replacing prefabricated fuel lines;
- (w) cleaning fuel and oil strainers;
- (x) replacing and servicing batteries;
- (y) replacement or adjustment of non-structural fasteners incidental to operations; and
- (z) the installation of anti-misfuelling devices to reduce the diameter of fuel tank filler openings provided the specific device has been made a part of the aircraft type certificate data sheet by the aircraft manufacturer, the manufacturer has provided appropriately approved instructions acceptable to the Authority for the installation of the specific device, and installation does not involve the disassembly of the existing filler opening.

35. Performance Rules Maintenance

- (1) A person performing maintenance, preventive maintenance, or modification on an aircraft or aircraft component shall use the methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or instructions for continued airworthiness issued by its manufacturer or use additional methods, techniques and practices contained in the aircraft maintenance programme approved by the Authority where the manufacturer's documents were not available.
- (2) A person shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices.
- (3) Where the relevant manufacturer recommends special equipment or test apparatus, the person performing maintenance shall use that equipment or apparatus, or its equivalent acceptable to the Authority.
- (4) A person performing maintenance, preventive maintenance, or modification on an aircraft or aircraft component shall do that work in such a manner, and use materials of such a quality, that the condition of the aircraft or aircraft component worked on will be at least equal to its original or properly modified condition with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness.
- (5) The methods, techniques, and practices contained in an air operator certificate holder's maintenance control manual and, maintenance programme, as approved by the Authority, will constitute an acceptable means of compliance with the requirements of this Regulation.

- (6) The methods, techniques, and practices contained in an approved maintenance organization maintenance procedures manual as approved by the Authority, will constitute an acceptable means of compliance with the requirements of this Regulation.

36. Performance Rules Inspection

- (1) A person performing an inspection required by the Authority shall:
 - (a) perform the inspection so as to determine whether the aircraft or portion(s) of the aircraft under inspection meets all applicable airworthiness requirements; and
 - (b) if there is an inspection programme required or accepted for the specific aircraft being inspected, perform the inspection in accordance with the instructions and procedures specified in the inspection programme.
- (2) A person performing an inspection required on a rotorcraft shall inspect, in accordance with the maintenance manual or instructions for continued airworthiness, the systems which shall include, but not limited to:
 - (a) the drive shafts or similar systems;
 - (b) the main rotor transmission gear box for obvious defects;
 - (c) the main rotor and center section or the equivalent area; and
 - (d) the auxiliary rotor on helicopters.
- (3) A person performing an inspection shall use a checklist while performing the inspection, which:
 - (a) may be of the person's own design, one provided by the manufacturer of the equipment being inspected, or one obtained from another source; and
 - (a) shall include the scope and detail of the items determined in the applicable technical guidance material and approved by the Authority.
- (4) A person approving a reciprocating-engine-powered aircraft for return to service after an inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations for:
 - (a) power output, both static and idle revolutions per minute;
 - (b) magnetos;
 - (c) fuel and oil pressure; and
 - (d) Cylinder and oil temperature.
- (5) A person approving a turbine-engine-powered aircraft for return to service shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations.
- (6) A person performing an inspection shall, before that inspection, thoroughly clean the aircraft and aircraft engine and remove or open all necessary inspection plates, access doors, fairings, and cowlings.
- (7) A person performing an inspection shall inspect, where applicable, the following components:

- (a) fuselage and hull group:
 - (i) fabric and skin for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings; and
 - (ii) systems and components for improper installation, apparent defects, and unsatisfactory operation;
- (b) cabin and cockpit group:
 - (i) generally, for uncleanliness and loose equipment that might foul the controls;
 - (ii) seats and safety belts for poor condition and apparent defects;
 - (iii) leakage;
 - (iv) instruments for poor condition, mounting, marking, and where practicable for improper operation;
 - (v) flight and engine controls for improper installation and improper operation;
 - (vi) batteries for improper installation and improper charge; and
 - (vii) all systems for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.
- (c) engine and nacelle group:
 - (i) engine section for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks;
 - (ii) studs and nuts for improper torque loading and obvious defects;
 - (iii) internal engine for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs, where there is weak cylinder compression, for improper internal condition and improper internal tolerances;
 - (iv) engine mount - for cracks, looseness of mounting, and looseness of engine to mount;
 - (v) flexible vibration dampeners for poor condition and deterioration;
 - (vi) engine controls for defects, improper travel, and improper safe tying;
 - (vii) lines, hoses, and clamps for leaks, improper condition, and looseness;
 - (viii) exhaust stacks for cracks, defects, and improper attachment;
 - (ix) accessories for apparent defects in security of mounting;
 - (x) all systems for improper installation, poor general condition, defects, and insecure attachment;
 - (xi) cowling for cracks and defects;
- (d) landing gear group:
 - (i) all units for poor condition and insecurity of attachment;
 - (ii) shock absorbing devices for improper oleo fluid level;
 - (iii) linkages, trusses, and members for undue or excessive wear, fatigue, and distortion;

- (iv) retracting and locking mechanism for improper operation;
 - (v) hydraulic lines for leakage;
 - (vi) electrical system for chafing and improper operation of switches;
 - (vii) wheels for cracks, defects, and condition of bearings;
 - (viii) tires for wear and cuts;
 - (ix) brakes for improper adjustment;
 - (x) floats and skis for insecure attachment and obvious or apparent defects;
- (e) wing and center section assembly for:
- (i) poor general condition;
 - (ii) fabric or skin deterioration;
 - (iii) distortion;
 - (iv) evidence of failure; and
 - (v) insecurity of attachment.
- (f) complete empennage assembly for:
- (i) poor general condition;
 - (ii) fabric or skin deterioration;
 - (iii) distortion;
 - (iv) evidence of failure;
 - (v) insecure attachment;
 - (vi) improper component installation; and
 - (vii) improper component operation.
- (g) propeller group:
- (i) propeller assembly - for cracks, nicks, binds, and oil leakage;
 - (ii) bolts - for improper torque loading and lack of safety;
 - (iii) anti-icing devices - for improper operations and obvious defects; and
 - (iv) control mechanisms - for improper operation, insecure mounting, and restricted travel.
- (h) avionics and instrument equipment:
- (i) for improper installation and insecure mounting;
 - (ii) wiring and conduits - for improper routing, insecure mounting, and obvious defects;
 - (iii) bonding and shielding for improper installation and poor condition; and
 - (iv) antenna including trailing antenna - for poor condition, insecure mounting, and improper operation.
- (i) electronic/electrical group:
- (i) wiring and conduits - for improper routing, insecure mounting, and obvious defects;

- (ii) bonding and shielding - for improper installation and poor condition; and
- (j) each installed miscellaneous item that is not otherwise covered by the list or has instructions for continued airworthiness - for improper installation and improper operation.

36. Airworthiness Limitation Performance Rules

A person performing an inspection or other maintenance specified in an airworthiness limitations section of a current manufacturer's maintenance manual, or instructions for continued airworthiness, shall perform the inspection or other maintenance in accordance with that section, or in accordance with specific operating provisions approved by the Authority.

37. Aircraft Mass Schedule

- (1) An aircraft in respect of which a certificate of airworthiness is issued under these Regulations shall be weighed and the position of the aircraft's centre of gravity determined, in accordance with these Regulations.
- (2) An aircraft shall be weighed to determine their basic weight and the corresponding centre of gravity position when all manufacturing processes have been completed.
- (3) Aircraft exceeding 5700 kg (12500 lb) maximum take-off weight must be re-weighed two years after the date of manufacture and thereafter at intervals not exceeding five years and at such times as the Authority may require.
- (4) Aircraft not exceeding 5700 kg (12500 lb) maximum take-off weight shall be weighed at intervals not exceeding five years and at such times as the Authority may require.
- (5) Upon the aircraft being weighed, the owner or operator of the aircraft shall prepare a mass schedule showing:
 - (a) the basic mass of the aircraft, namely the mass of the empty aircraft together with the mass of unusable fuel and unusable oil in the aircraft and of such items of equipment as are indicated in the mass schedule, or such other mass as may be approved by the Authority in the case of that aircraft;
 - (b) the position of the center of gravity of the aircraft when the aircraft contains only the items included in the basic mass or such other position of the center of gravity as may be approved by the Authority in the case of that aircraft;
 - (c) the loading information shall include the empty mass of the aircraft, together with a description of the condition of the aircraft at the time of weighing, the corresponding center of gravity position, and the reference points and datum lines to which the center of gravity limits are related; and
 - (d) the loading limitations shall include all limiting masses, centers of gravity positions, mass distributions, and floor loadings.

- (6) The mass schedule shall be preserved by the operator of the aircraft until the expiration of a period of six months following the next occasion on which the aircraft is weighed for the purpose of this Regulation.

38. Markings and Placards

An operator shall ensure that markings and placards:

- (a) on instruments, equipment, controls and any such items include such limitations or information as necessary for the direct attention of the flight crew during flight; and
- (b) provide instructions with information that is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing such as towing and refueling that could pass unnoticed and jeopardize the safety of the aircraft in subsequent flights.

**CHAPTER VI
MAINTENANCE RECORDS AND ENTRIES**

39. Certificate of Release to Service Records

- (1) A certificate of release to service shall be maintained by an owner or operator in duplicate.
- (2) A certificate of release to service shall:
 - (a) be effective from the date of issue;
 - (b) cease to be effective upon expiration of the period in calendar days or flight time, whichever is earlier as specified in the approved maintenance schedule; and
 - (c) be issued in duplicate and carried on board the aircraft with the original kept by the operator in a location approved by the Authority.

40. Technical Logbook

- (1) A technical logbook shall be kept in respect of every aircraft registered in the Republic of South Sudan issued with a certificate of airworthiness in either commercial air transport or aerial work category.
- (2) Technical logbook entries on defects which affect the airworthiness and safe operation of the aircraft shall be made as specified in the applicable South Sudan Civil Aviation Operation of aircraft Regulations.
- (3) Upon rectification of any defect which has been entered in the technical logbook in accordance with sub-regulation (2), a person issuing a certificate of release to service under the South Sudan Civil Aviation (Approved Maintenance Organization) Regulations, in respect of that defect shall enter that certificate in the technical logbook.

41. Aircraft, Engine and Propeller Logbooks

- (1) In addition to any other log books required by or under these Regulations, the following log books shall be kept in respect of aircraft registered in the Republic of South Sudan:
 - (a) an aircraft log book;
 - (b) a separate log book in respect of each engine fitted in the aircraft; and
 - (c) a separate log book in respect of each variable pitch propeller fitted to the aircraft;
- (2) The log books shall include the particulars specified in the Theirs Schedule to these Regulations and in the case of an aircraft having a maximum certificated take-off mass of 2730 kg or less, shall be of a type approved by the Authority.
- (3) An entry in a log book other than such an entry as is referred to in sub-paragraphs 2(d) (ii) or 3 (d)(ii) of the Third Schedule to these Regulations shall be made as soon as practicable after the occurrence to which it relates, but not more than seven days after the expiration of the certificate of release to service, in force in respect of the aircraft at the time of the occurrence.
- (4) An entry in a log book, being such an entry as is referred to in sub-paragraphs 2(d) (ii) or 3(d)(ii) of the Third Schedule to these Regulations shall be made upon each occasion that any maintenance, overhaul, repair, replacement, modification or inspection is undertaken on the engine or propeller as the case may be.
- (5) Entries in the log book may refer to other documents which shall be clearly identified, and any other documents so referred to shall be deemed, for the purposes of these Regulations to be CHAPTER of the log book.
- (6) A clear record of continued compliance with all applicable mandatory airworthiness requirements shall be recorded in the logbook.
- (7) Whenever a certificate of fitness for flight is issued, the aircraft log book shall be endorsed with the reason for its issue and a copy included in the log book.
- (8) Duplicate inspections certified in accordance with these Regulations must be recorded in the appropriate log book except that, when made elsewhere such as in the technical log, they may be cross-referred to in the log book
- (9) It shall be the duty of the operator of every aircraft in respect of which log books are required to be kept to maintain the log books or cause them to be maintained in accordance with these Regulations.
- (10) Subject to this regulation, every log book shall be preserved by the operator of the aircraft until a date two years after the aircraft, the engine or the variable pitch propeller as the case may be, has been destroyed or has been permanently withdrawn from use.

42. Duplicate Inspection

- (1) A duplicate inspection shall be carried out after any flight safety sensitive maintenance tasks involving the assembly or any disturbance of a control system

that, when errors occur, could result in a failure, malfunction, or defect endangering the safe operation of the aircraft.

- (2) Duplicate inspections shall be carried out by at least two persons, to ensure correct assembly, locking and sense of operation and a technical record of the inspections shall contain the signatures of both persons before the relevant certificate of release is issued.

43. Maintenance Records

- (1) A person who performs maintenance on an aircraft or aircraft component shall, when the work is performed satisfactorily, make an entry in the maintenance record of that equipment as follows:
 - (a) a description or reference to data acceptable to the authority of work performed such as:
 - (i) the total time in service in hours, calendar time, and cycles, as appropriate of the aircraft and all life-limited components;
 - (ii) the current status of compliance with all mandatory continuing airworthiness information;
 - (iii) appropriate details of modifications and repairs;
 - (iv) time in service in hours, calendar time, and cycles, as appropriate since last overhaul of the aircraft or its components subject to a mandatory overhaul life; and
 - (v) the current status of the aircraft's compliance with the approved maintenance program, and the detailed maintenance records to show that all requirements for signing of a maintenance release have been met.
 - (b) completion date of the work performed; and
 - (c) name, signature and license number of the person approving the work.
- (2) The signature required in sub-regulation (1) (c) shall constitute the approval for return to service only for the work performed.
- (3) major repair or modification performed under these Regulations shall be inspected by a licensed aircraft maintenance engineer or approved maintenance organization.
- (4) A person performing the work referred to in sub- regulation (1) shall enter records of major repairs and major modifications, in a form determined by the Authority in the applicable technical guidance material.
- (5) A person performing a major repair or major modification shall:
 - (a) execute the form determined by the Authority in the applicable technical guidance material at least in duplicate;
 - (b) give a signed copy of that form to the aircraft owner or operator; and
 - (c) forward a copy of the form to the Authority, in accordance with procedures for major repairs and modifications determined by the

Authority in the applicable technical guidance material, within forty-eight hours after the aircraft or aircraft component is approved for return to service.

- (6) Maintenance records particularly for compliance with all mandatory continuing airworthiness inspections including description and certification of all major repairs and modifications, shall be made available for all aircraft.
- (7) An approved maintenance organization performing a major repair or major modification shall:
 - (a) use the aircraft owner or operator 's work order upon which the repair is recorded;
 - (b) give the aircraft owner or operator a signed copy of the work order and retain a duplicate copy for at least one year from the date of approval for return to service of the aircraft or aircraft component;
 - (c) give the aircraft owner or operator a certificate of release to service signed by an authorized representative of the approved maintenance organization incorporating the following information:
 - (i) identity of the aircraft or aircraft component;
 - (ii) the make, model, serial number, nationality and registration marks, and location of the repaired area of an aircraft
 - (iii) the manufacturer's name, name of the part, model, and serial numbers if any of an aircraft component; and
 - (iv) signature of the authorized representative, the name and address of the approved maintenance organization and approved maintenance organization certificate number.

44. Records of Maintenance

- (1) A person shall not record in any required maintenance entry or form; an aircraft or aircraft component as being overhauled unless the aircraft or aircraft component has been:
 - (a) disassembled, cleaned, inspected as permitted, repaired as necessary, and reassembled using methods, techniques, and practices acceptable to the Authority; and
 - (b) tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance manufacturing approval.
- (3) A person shall not record in any required maintenance entry or form an aircraft or aircraft component as being rebuilt unless the aircraft or aircraft component has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits.

45. Approval for Return to Service

A person shall not approve for return to service any aircraft or aircraft component that has undergone maintenance, preventive maintenance, rebuilding, or modification unless:

- (a) the appropriate maintenance record entry has been made in accordance with these Regulations;
- (b) the major repair or major modification form authorized by the Authority has been executed in a manner determined by the Authority in the applicable technical guidance material;
- (c) where a repair or modification results in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual, those operating limitations or flight data are appropriately established or revised as set out in Regulation 6 (5) based on the approved modification instructions.

46. Content, Form, and Disposition of Records for Inspections

- (1) A person approving the return to service of an aircraft or aircraft component after any inspection performed in accordance with the applicable South Sudan Civil Aviation Operation of Aircraft Regulations, shall make an entry in the maintenance record of that equipment containing the following information:
 - (a) type of inspection and a brief description of the extent of the inspection;
 - (b) date of inspection;
 - (c) aircraft or component total time and cycles in service;
 - (d) signature, the license number held by the person approving return to service the aircraft or aircraft component;
 - (e) when the aircraft is found to be airworthy and approved for return to service, the person shall include a statement certifying that the aircraft has been inspected in accordance with the type of inspection and was determined to be in an airworthy condition;
 - (f) when the aircraft is not approved for return to service because the aircraft needs maintenance, non-compliance with the applicable specifications, airworthiness directives, or other approved data, a statement that the aircraft has been inspected in accordance with inspection and a dated list of discrepancies and airworthy items have been provided to the aircraft owner or operator; and
 - (g) where an inspection is conducted under an approved maintenance programme provided for in the applicable South Sudan Civil Aviation Operation of Aircraft Regulations, the person performing the inspection shall make an entry identifying the inspection accomplished, and containing a statement that the inspection was performed in accordance with the type of inspections and procedures for that particular approved maintenance programme.

- (2) A person performing any inspection required in the applicable South Sudan Civil Aviation Operation of Aircraft Regulations, who finds that the aircraft is not airworthy or does not meet the applicable requirements of the type certificate data sheet, airworthiness directives or other approved data upon which the aircraft's airworthiness depends, shall give the owner or operator a signed and dated list of those discrepancies.

CHAPTER VII AIRCRAFT NOISE CERTIFICATION

47. Requirement of Noise Certification

- (1) An owner or operator of an aircraft required to have a noise certificate shall not land or take off with the aircraft in South Sudan unless he or she has a valid noise certificate or a document attesting noise certification issued by the State of registry.
- (2) A noise certificate or a document attesting noise certification issued by the Manufacturer or another Contracting State shall be accepted by the Authority on the basis of the information and satisfactory evidence provided by the Manufacturer.
- (3) Subject to sub-regulation (2), in accepting a noise certificate or a document attesting noise certification issued by the Manufacturer, the Authority will issue its own noise certificate in accordance with the procedures specified in the applicable Technical Guidance Material.
- (4) The document attesting noise certification shall be carried on board the aircraft.
- (5) Application for noise certificate shall include:
 - (a) with regard to a new aircraft:
 - (i) a statement of conformity issued by State of manufacture or exporting Authority;
 - (ii) the noise information determined in accordance with the applicable noise requirements.
 - (b) with regard to a used aircraft:
 - (i) the noise information determined in accordance with applicable noise requirements, and
 - (ii) historical records to establish the production, modification and maintenance standard of the aircraft.

48. Noise Certificate

- (1) The documents attesting noise certification for an aircraft shall contain at least the information contained in part B of the Second Schedule to these Regulations.
- (2) Item headings on the noise certification documents shall be uniformly numbered in Arabic numerals, as indicated in sub-regulation (1), so that on any noise

certification document the number will, under any arrangement, refer to the same item heading, except where the information in Items 1 through 6 and Items 18 through 20 in part B of the Second Schedule is given in the certificate of airworthiness, in which case the numbering system of the certificate of airworthiness according to these Regulations shall prevail.

- (3) A noise certificate shall be classified in accordance with part A of the Second Schedule to these Regulations.
- (4) The Authority shall issue a Noise Certificate based on the Manufacturer Noise Certification in accordance with procedures prescribed by the Authority.
- (5) The Authority shall recognize as valid a noise certification granted by another contracting State provided that the requirements under which such certification was granted are at least equal to the applicable standards specified in these Regulations.

49. Issuance, Suspension, Revocation of Aircraft Noise Certificate

- (1) An aircraft included in the classification prescribed for noise certification purposes in part A of the Second Schedule to these Regulations shall be issued with a noise certificate set out in the Second Schedule to these Regulations or a suitable statement attesting noise certification contained in another document approved by the state of registry and required by that State to be carried in the aircraft.
- (2) The noise certificate referred to in sub-section (1) shall be issued or validated by the Authority on the basis of satisfactory evidence that the aircraft complies with the requirements which are at least equal to the applicable standards specified in the Second Schedule to these Regulations.
- (3) The document attesting noise certification of an aircraft shall provide information in accordance with part B of Second Schedule to these Regulations.
- (4) The Authority:
 - (a) shall suspend or revoke the noise certificate of an aircraft which is on the civil aircraft register where the aircraft ceases to comply with the applicable noise standards; and
 - (b) shall not re-instate or grant a new noise certificate unless the aircraft is found, on reassessment, to comply with the applicable noise standards.
- (5) Sub - section (2), (3) and (4) shall apply to all engines included in the classifications defined for emission certification purposes where the engines are fitted to aircraft engaged in international air navigation.

**CHAPTER VIII
MISCELLANEOUS PROVISIONS**

50. Possession of the License, Certificate, Approval or Authorization

- (1) A holder of a license, certificate, approval or authorization issued by the Authority shall have in his or her physical possession or at the work station when exercising the privileges of that license, certificate, approval or authorization.
- (2) A crew member of a foreign registered aircraft shall hold a valid license, certificate or authorization and have in his or her physical possession or at the work station when exercising the privileges of that license, certificate, approval or authorization.

51. Inspection of License, Certificate, Approval or Authorization

A person who holds a license, certificate, approval or authorization required by these Regulations shall present it for inspection upon a request from the Authority or any other person authorized by the Authority.

52. Change of Address

- (1) A holder of a license, certificate, approval or authorization, or any other such document issued under these Regulations shall notify the Authority of any change in the physical and mailing address and shall do so in the case of:
 - (a) physical address, at least fourteen days before the change; and
 - (b) mailing address, upon the change;
- (2) A person who does not notify the Authority of the change in the physical address within the time frame specified in sub-section (1) shall not exercise the privileges of the certificate or authorization.

53. Replacement of License, Certificate, Approval or Authorization

A person may apply to the Authority in a form and manner determined by the Authority in the applicable technical guidance material for replacement of documents issued under these Regulations when such documents are lost or destroyed.

54. Suspension and Revocation of License, Certificate, Approval or Authorization

- (1) The Authority may, where it considers it to be in public interest, suspend provisionally, pending further investigation, any license, certificate, authorization or any such other document issued under these Regulations.
- (2) The Authority may, upon the completion of an investigation which has shown sufficient ground to the Authority's satisfaction and where it considers it to be in public interest, revoke, suspend, or vary any license, certificate, approval, authorization or any other document issued or granted under these Regulations.
- (3) The Authority may, where it considers it to be in public interest, prevent any person or aircraft from flying.
- (4) A holder or any person having the possession or custody of any license, certificate, approval, authorization or any such other documents which have been

revoked, suspended or varied under these Regulations shall surrender the license, certificate, approval, authorization or such other documents to the Authority within fourteen days from the date of revocation, suspension or variation.

- (5) The breach of any condition subject to which any license, certificate, authorization or any such other document has been granted or issued under these Regulations shall render the document invalid during the continuance of the breach.

55. Use and Retention of License, Certificate, Approval, Authorization and Records

- (1) A person shall not:
 - (a) use any license, certificate, approval, authorization, or such other document issued or required under these Regulations which has been forged, altered, revoked, or suspended, or to which that person is not entitled;
 - (b) forge or alter any license, certificate, approval, authorization or any such other document issued or required by, or under these Regulations;
 - (c) lend any license, certificate, approval, authorization or any such other document issued or required under these Regulations to any other person;
 - (d) make any false representation for the purpose of procuring for himself or herself or any other person the issue, renewal or variation of the license, certificate, approval, authorization or any such other document.
- (2) During the period for which it is required under these Regulations to be preserved, a person shall not mutilate, alter, render illegible or destroy any records, or any entry made therein, required by or under these Regulations to be maintained, or knowingly make, or procure or assist in the making of, any false entry in any such record, or willfully omit to make a material entry in such record.
- (3) All records required to be maintained by or under these Regulations shall be recorded in a permanent and indelible material.
- (4) A person shall not purport to issue any license, certificate, approval, authorization or any such other document for the purpose of these Regulations unless he is authorized to do so under these Regulations.
- (5) A person shall not issue any license, certificate, approval, authorization any such other document of the kind referred to in these Regulations unless he has satisfied himself that all statements in the license, certificate, approval, authorization any such other document are correct, and that the applicant is qualified to hold that license, certificate, approval, authorization or any such other document.

56. Reports of Violation

- (1) A person who knows of a violation of the Civil Aviation Act, any rule, Regulation or order made there-under, shall report it to the Authority.
- (2) The Authority shall determine the nature and type of any additional investigation or enforcement action that shall be taken.

57. Enforcement of Directions

- (1) A person who fails to comply with any direction given to him or her by the Authority or by any authorized person under any provision of these Regulations shall be deemed for the purposes of these Regulations to have contravened that provision.
- (2) The Authority shall take enforcement action on any regulated entity that fails to comply with any provisions of these Regulations.
- (3) The Inspectors of the Authority holding valid delegations shall take necessary actions to preserve safety where an undesirable condition has been detected.
- (4) The action (s) referred to in sub-section (2) may include:
 - (a) in the case of a regulated entity, imposition of operating restrictions until such a time the existing undesirable condition has been resolved; or
 - (b) in case of a licensed personnel, require that the individual does not exercise the privileges of the licence until such a time that the undesirable condition has been resolved.
- (5) In carrying out enforcement actions pursuant to the provisions of sub-Section (3), the Inspectors of the Authority shall invoke the powers with due care and act in good faith in the interest of preserving safety.

58. Aeronautical User Fees

- (1) The Authority shall notify applicants of the fees to be charged in connection with the issue, validation, renewal, extension or variation of any license, certificate, authorization or such other document, including the issue of a copy thereof, or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by, or for the purpose of these Regulations any orders, notices or proclamations made thereunder.
- (2) Upon an application being made in connection with which any fee is chargeable in accordance with sub-section (1), the applicant shall be required, before the application is entertained, to pay the fee so chargeable.
- (3) Where, payment of fees has been made and the application is withdrawn by the applicant or otherwise ceases to have effect or is rejected, the Authority shall not refund such payment.

59. Application of Regulations to Government and Visiting Forces

- (1) These Regulations shall apply to aircraft, not being military aircraft, belonging to or exclusively employed in the service of the government, and for the purposes of such application, the department or other authority for the time being responsible for management of the aircraft shall be deemed to be the operator of the aircraft, and in the case of an aircraft belonging to the government, to be the owner of the interest of the government in the aircraft.
- (2) Except as otherwise expressly provided, the naval, military and air force authorities and members of any visiting force and property held or used for the purpose of such a force shall be exempt from the provision of these regulations to

the same extent as if the visiting force formed part of the military force of the Republic of South Sudan.

60. Extra- Territorial Application of Regulations

Except where the context otherwise requires, the provisions of these Regulations shall:

- (a) in so far as they apply, whether by express reference or otherwise, to aircraft registered in South Sudan, apply to such aircraft wherever they may be;
- (b) in so far as they apply, whether by express reference or otherwise, to other aircraft, apply to such aircraft when they are within South Sudan;
- (c) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything by any person in, or by any of the crew of, any aircraft registered in South Sudan, shall apply to such persons and crew, wherever they may be; and
- (d) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything in relation to any aircraft registered in South Sudan by other persons shall, where such persons are citizens of South Sudan, apply to them wherever they may be.

**CHAPTER X
OFFENCES AND PENALTIES**

61. Contravention of Regulations

A person who contravenes any provision of these Regulations may have his license, certificate, approval, authorization, exemption or such other document revoked or suspended.

62. Penalties

- (1) Where any provision of these Regulations, orders, notices or proclamations made there under is contravened in relation to an aircraft, the operator of that aircraft and the pilot-in-command, when the operator or, the pilot in command is not the person who contravened that provision the person shall, without prejudice to the liability of any other person under these Regulations for that contravention, be deemed for the purposes of the following provisions of this Regulation to have contravened that provision unless he or she proves that the contravention occurred without his or her consent or connivance and that he or she exercised all due diligence to prevent the contravention.
- (2) Where it is proved that an act or omission of any person, which would otherwise have been a contravention by that person of a provision of these Regulations, orders, notices or proclamations made there under was due to any cause not

avoidable by the exercise of reasonable care by that person, the act or omission shall be deemed not to be a contravention by that person of that provision.

- (3) Where a person is charged with contravening a provision of these Regulations, orders, notices or proclamations made there under by reason of his or her having been a member of the flight crew of an aircraft on a flight for the purpose of commercial air transport operations, the flight shall be treated, without prejudice to the liability of any other person under these Regulations, as not having been for that purpose where he or she proves that he or she neither knew nor had reason to know that the flight was for that purpose.
- (4) A person who contravenes any provision of these Regulations, orders, notices or proclamations made thereunder not being a provision referred to in sub-regulation (9) shall, upon conviction, be liable to a fine, and in the case of a continuing contravention, each day of the contravention shall constitute a separate offence.
- (5) Where an aircraft is involved in a contravention and the contravention is by the owner or operator of the aircraft, the aircraft shall be subject to a lien for the penalty.
- (6) Any aircraft subject to alien for the purpose of sub- regulation (5) may be seized by and placed in the custody of the Authority.
- (7) The aircraft shall be released from custody of the Authority Upon:
 - (a) payment of the penalty or the amount agreed upon in compromise;
 - (b) deposit of a bond in such amount as the Authority may prescribe in the applicable aeronautical information circular, conditioned upon payment of the penalty or the amount agreed upon in compromise; and
 - (c) receiving an order of the court to that effect.
- (8) The Authority and any person specifically authorized by name or any police officer not below the rank of inspector specifically authorized by name by the Minister, may compound offences under part A of the Fourth Schedule to these Regulations by assessing the contravention and requiring the person reasonably suspected of having committed the offence to pay to the Authority a sum equivalent in South Sudanese pounds of one hundred United States dollars and three hundred United States dollars for provisions referred to part A of the Fourth schedule to these Regulations.
- (8) Where a person contravenes any provision specified in part B of the Fourth schedule to these Regulations, upon conviction is liable to a fine not less than the equivalent in South Sudanese pounds of one thousand United States Dollars or to imprisonment for a term of twelve months or to both.

- (9) Where any person is aggrieved by any order made under sub- regulation (8), he may, within twenty-one days of such order being made, appeal against the order to a higher court and the relevant provisions of the Criminal Procedure Act, shall apply *mutatis mutandis*, to every such appeal as if it were an appeal against a sentence passed by a district court in the exercise of its original jurisdiction.
- (10) A person who contravenes any provision specified as an “A” provision in the Fourth Schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding a sum equivalent in South Sudanese pounds of ten thousand United States dollars shillings for each offence and or to imprisonment for a term not exceeding one year or to both.
- (11) A person who contravenes any provision specified as a “B” provision in the Fourth Schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding a sum equivalent in South Sudanese pounds or to imprisonment for a term not exceeding three years or to both.
- (12) A person who contravenes any provision of these Regulations not being a provision referred to in the Fourth schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding a sum equivalent in South Sudanese pounds of twenty thousand United States dollars, and in the case of a second or subsequent conviction for the like offence to a fine not exceeding a sum equivalent in South Sudanese pounds of forty thousand United States dollars.

FIRST SCHEDULE

CERTIFICATE OF AIRWORTHINESS
(Regulation 8)

*	 SOUTH SUDAN CIVIL AVIATION AUTHORITY		Certificate No.
CERTIFICATE OF AIRWORTHINESS			
1. Nationality and registration marks	2. Manufacturer and manufacturer's designation of aircraft** .	3. Aircraft serial number . . .	
.....	
.....	
.....	
4. Categories and/or operation***			
5. This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and the South Sudan Civil Aviation (Airworthiness of Aircraft) Regulations in respect of the above-mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. Date of issue.....Signature.....			
6. Validity			

* For use of the State of Registry.

** Manufacturer's designation of aircraft should contain the aircraft type and model.

*** This space is normally used to indicate the certification basis, i.e. certification code, with which the particular aircraft complies and/or its permitted operational category, e.g. commercial air transportation, aerial work or private.

**** This space shall be used either for periodic endorsement (giving date of expiry) or for a statement that the aircraft is being maintained under a system of continuous inspection.

SECOND SCHEDULE

AIRCRAFT NOISE CERTIFICATION CLASSIFICATIONS

Regulation 47, 48 and 49

CHAPTER A

The aircraft noise certification classifications in this Schedule are in accordance with the ICAO Annex 16, Volume I to the Chicago Convention (as amended)

Annex Chapter	Details
2	Subsonic jet aero planes – application for certificate of Airworthiness for the prototype accepted before 6 th October 1977
	(a) all subsonic jet aero planes and propeller-driven aero planes, including their derived versions, with a maximum certificated take-off mass of 55 000 kg or over for which the application for a type certificate is submitted on or after 31 December 2018;
	(b) all subsonic jet aero planes, including their derived versions, with a maximum certificated take-off mass of less than 55000 kg for which the application for a type certificate is submitted on or after 31 December 2020;
	(c) all propeller-driven aero planes, including their derived versions, with a maximum certificated take-off mass of over 8618 kg but less than 55000 kg for which the application for a type certificate is submitted on or after 31 December 2020; and
	(d) all subsonic jet aero planes and all propeller-driven aero planes certificated originally as satisfying Annex 16, Volume I, Chapter 3, Chapter 4 or Chapter 5, for which recertification to Chapter 14 is requested.
3	1. Subsonic jet aero planes – application for type certificate submitted on or after 6 October 1977 and before 1st January
	2. Propeller-driven aeroplanes over not exceeding 8618 kgs – application for type certificate submitted on or after 1st January 1985 and before 1st January, 2006.
4	1. Supersonic aeroplanes - application for certificate of airworthiness for the prototype accepted on or after 1 st January 2006

	2. Propeller driven aeroplanes of over 8,618 kg – application for certificate of airworthiness for the prototype accepted on or after 1 st January 2006
5	Propeller-driven aeroplanes of over 5,700kg – application for certificate of airworthiness for the prototype accepted before 1 st January 1985
6	Propeller-driven aeroplanes not exceeding 8,618kg – application for certificate of airworthiness for the prototype accepted before 17 th November 1988
7	Propeller driven STOL aeroplane.
8	Helicopters
9	Installed Auxiliary Power Unit (APU) and associated power systems during ground operations.
10	Propeller-driven aeroplanes not exceeding 8,618kg – application for certificate of airworthiness for the prototype or derived version accepted on or after 17 th November 1988
11	Helicopters not exceeding 3,175kg maximum certificated take-off mass
12	Supersonic aeroplanes
13	Tilt-rotor aircraft: -
	(a) a) The standards of this chapter shall be applicable to all tilt-rotors, including their derived versions, for which the application for a Type Certificate was submitted on or after 1 January 2018.

	(b) b) Noise certification of tilt-rotors which are capable of carrying external loads or external equipment shall be made without such loads or equipment fitted.
14.	The standards of this chapter shall, with the exception of those aeroplanes which require a runway length of 610 m or less at maximum certificated mass for airworthiness or propeller-driven aeroplanes specifically designed and used for agricultural or fire- fighting purposes, be applicable to-

- (a) all subsonic jet aeroplanes and propeller-driven aeroplanes, including their derived versions, with a maximum certificated take-off mass of 55 000 kg and over for which the application for a type certificate is submitted on or after 31 December 2018;
- (b) all subsonic jet aeroplanes, including their derived versions, with a maximum certificated take-off mass of less than 55 000 kg for which the application for a type certificate is submitted on or after 31 December 2020;
- (c) all propeller-driven aeroplanes, including their derived versions, with a maximum certificated take-off mass of over 8 618 kg and less than 55 000 kg for which the application for a type certificate is submitted on or after 31 December 2020; and
- (d) all subsonic jet aeroplanes and all propeller-driven aeroplanes certificated originally as satisfying Annex 16, Volume I, Chapter 3, Chapter 4 or Chapter 5, for which recertification to Chapter 14 is requested.

CHAPTER B

INFORMATION TO BE INCLUDED IN THE DOCUMENT ATTESTING NOISE CERTIFICATION

1. Name of state:
2. Title of the document:
3. Number of the document:
4. Nationality or common mark and registration mark:
5. Manufacturer and manufacturer's designation of aircraft:
6. Aircraft serial number:
7. Engine manufacturer, type and model:
8. Propeller type and model for propeller-driven aeroplanes:
9. Maximum take-off mass and unit:
10. Maximum landing mass and unit for certificates issued:
11. The chapter and section of the Regulations according to which the aircraft is certificated:
12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards:
13. The lateral/full-power noise level in the corresponding unit for documents issued:
14. The approach noise level in the corresponding unit for documents issued:
15. The flyover noise level in the corresponding unit for documents issued:

- 16. The overflight noise level in the corresponding unit for documents:
- 17. The take-off noise level in the corresponding unit for documents issued:
- 18. Statement of compliance:
- 19. Date of issuance of the noise certification document:
- 20. Signature of the officer who issues the noise certification document:

NOISE CERTIFICATE



For use by State of
Registry

1. <State of Registry>

3. Document number:

2. NOISE CERTIFICATE

4. Nationality 5. Manufacturer and manufacturer's registration marks: designation of aircraft:		6. Aircraft serial number:
7. Engine:		8. Propeller:*
9. Maximum take-off Mass:10. Maximum landing mass:*	11. Noise certification standard:	
kg		
12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification Standards:		
13. Lateral/full-14. Approach15. flyover Power noise level:* level:*	16. Overflight noise level:*	17. Take-off noise level:*
Remarks:		
18. This noise certificate is issued pursuant to Volume I of Annex 16 to the Convention on International Civil Aviation, in respect of the above-mentioned aircraft, which is considered to comply with the indicated noise Standard when maintained and operated in accordance with the relevant requirements and operating limitations.		
19. Date of issue		
20. Signature.....		
* These boxes may be omitted depending on the noise certification Standard.		

THIRD SCHEDULE
AIRCRAFT, ENGINE AND PROPELLER LOGBOOKS

(Regulation 41)

Aircraft log book:

- (1) The following entries shall be included in the aircraft log Book:
- (a) the name of the constructor, the type of the aircraft, the number assigned to it by the constructor and the date of construction of the aircraft;
 - (b) the nationality and registration marks of the aircraft;
 - (c) the name and address of the operator of the aircraft;
 - (d) the date of each flight and the duration of the period between take-off and landing, or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day;
 - (e) particulars of all maintenance work carried out on the aircraft or its equipment;
 - (f) particulars of any defects occurring in the aircraft or in any equipment required to be carried in it by or under these Regulations, and of the action taken to rectify such defects including a reference to the relevant entries in the technical log required by these Regulations; and
 - (g) particulars of any overhauls, repairs, replacements and modifications relating to the aircraft or any such equipment as aforesaid. Provided that entries shall not be required to be made under subparagraphs (e), (f) and (g) in respect of any engine or variable pitch propeller.
- (2) The following entries shall be included in the engine log book:
- (a) the name of the constructor, type of engine, the number assigned to it by the constructor and the date of the construction of the engine;
 - (b) the nationality and registration marks of each aircraft in which the engine is fitted;
 - (c) the name and address of the operator of each such aircraft;
 - (d) either:
 - (i) the date of each flight and the duration of the period between takeoff and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day; or
 - (ii) the aggregate duration of periods between take-off and landing for all flights

made by that aircraft since, the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the engine.

- (a) particulars of all maintenance work done on the engine;
- (b) particulars of any defects occurring in the engine, and of the rectification of such defects, including reference to the relevant entries in the technical log required by these Regulations; and
- (c) particulars of all overhauls, repairs, replacement and modifications relating to the engine or any of its accessories.

(3). The following entries shall be included in the variable pitch propeller log book:

- (a) the name of the constructor, the type of the propeller, the number assigned to it by the constructor and the date of the construction of the propeller;
- (b) the nationality and registration marks of each aircraft, and the type and number of each engine, to which the propeller is fitted;
- (a) the name and address of the operator of each such aircraft;
- (b) either:
 - (i) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day; or
 - (ii) the aggregated duration of periods between take-off and landing for all flights made by that aircraft since the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the propeller.
- (c) particulars of all maintenance work done on the propeller;
- (d) particulars of any defects occurring in the propeller, and of the rectification of such defects, including a reference to the relevant entries in the technical log required by these Regulations; and
- (e) particulars of any overhauls, repairs, replacements and modifications relating to the propeller.

FOURTH SCHEDULE
OFFENCES AND PENALTIES
(Regulation 59)

REG. NO.	TITLE	CHAPTER
6	Supplemental type certificate, modifications and repairs	A
8	Certificate of airworthiness to be in force.	A
17	Airworthiness directives and service bulletins.	A
22	Conditions on the special flight permit.	B
23	Certificate of fitness for flight.	A
24	Responsibility for maintenance.	B
25	Continued airworthiness information	A
27	Compliance with the manufacturer's instructions	A
28	Reporting of failures, malfunctions, and defects.	A
30	Persons authorised to perform maintenance, preventive maintenance and modification.	B
31	Personnel authorised to approve for return to service.	B
32	Persons authorised to perform inspections.	B
34	Performance rules: maintenance.	A
35	Performance rules: inspection.	A
36	Airworthiness limitation performance rules.	A
37	Aircraft mass schedule	B
39	certificate of release to service records.	A
40	Technical Logbook.	A
41	Aircraft, engine and propeller log books	A
42	Duplicate Inspection	A
43	Maintenance records.	A
44	Records of maintenance.	A
45	Approval for return to service.	A
55	Use and retention of licence, certificate, approval, authorization and records.	B
57	Enforcement of directions	A

Issued under my hand in Juba on this ^{12th}..... day of the month of ^{Feb.}..... in Year 2026.



12 02
~~2020~~

Hon Rizik Zakaria Hassan
Minister of Transport
Republic of South Sudan - Juba