Republic of South Sudan

Laws of South Sudan

CIVIL AVIATION AUTHORITY CONSTRUCTION OF VISUAL AND INSTRUMENT FLIGHT PROCEDURES REGULATIONS, 2026

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ARRANGEMENT OF REGULATIONS

CHAPTER V
OFFENCES AND PENALTIES

CIVIL AVIATION AUTHORITY CONSTRUCTION OF VISUAL FLIGHT PROCEDURES REGULATIONS, 2026

In exercise of powers conferred upon me under Section 99 of the South Sudan Civil Aviation Act, 2012 as amended, I hereby issue the following Regulations:

CHAPTER I
PRELIMINARY PROVISIONS

1. Title and Commencement

These Regulations may be cited as the **"Construction of Visual Flight Procedures Regulations, 2026"** and shall come into force on the date of its signature by the Minister.

2. Purpose

The purpose of this regulation is to provide for a legal framework to govern flight procedures to persons responsible for the maintenance and operations of flight procedure in South Sudan

3. Authority and Application

(1) This regulation is drafted in accordance with the provisions of section 99 sub-section (2) paragraph (L) of the South Sudan Civil Aviation Authority Act, 2012 as amended.

(2) These Regulations shall apply to a person or entity providing or intending to provide an Instrument Flight Procedure Design Service within designated airspaces and at aerodromes for civil aviation purposes in South Sudan.

4. Interpretation

In these regulations, unless the context otherwise requires:

"Act" means the Civil Aviation Act, as amended from time to time;

"Aerodrome Operating Minima" means the limits of usability of an aerodrome for:

(a) take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions;

(b) landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the category of the operation;

(c) landing in approach and landing operations with vertical guidance, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H); and

(d) landing in non-precision approach and landing operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.

"Aerodrome Reference Point" means the designated geographical location of an aerodrome;

"Aeronautical Chart" means a representation of a portion of the Earth, its culture and relief, specifically designated to meet the requirements of air navigation;

"Aeronautical Data" means a representation of aeronautical facts, concepts or instructions in a formalized manner suitable for communication, interpretation or processing;

"Aeronautical Information" means information resulting from the assembly, analysis and formatting of aeronautical data;

"Aeronautical Information Circular (AIC)" means a notice containing information that does not qualify for the origination of a Notice to Airmen or for inclusion in the Aeronautical Information Publication, but which relates to flight safety, air navigation, technical, administrative or legislative matters;

"Aeronautical Information Product" means aeronautical data and aeronautical information provided either as digital data sets or as a standardized presentation in paper or electronic media and includes:

(a) aeronautical information publication, including amendments and supplements;
(b) aeronautical information circulars;
(c) aeronautical charts;
(d) notice to air men; and
(e) digital data sets;

"Aeronautical Information Publication (AIP)" means a publication issued by or with the authority of Republic of South Sudan and containing aeronautical information of a lasting character essential to air navigation;

"Aeronautical Information Service (AIS)" means a service established within the defined area of coverage responsible for the provision of aeronautical data and aeronautical information necessary for the safety, regularity and efficiency of air navigation;

"Aeronautical Information Publication Amendment" means permanent change to information contained in the AIP;

"Aeronautical Information Publication Supplement" means temporary changes to the information contained in the Aeronautical Information Publication which are published by means of special pages;

"Air Navigation Services (ANS)" means the following services provided for air navigation:

(a) Air traffic services/ air traffic management (ATS/ATM);
(b) flight procedure design (IFPD) services;
(c) Aeronautical information services or aeronautical information management (AIS/AIM);
(d) Aeronautical Cartographic Services;
(e) Aeronautical Telecommunication Services;
(f) Aeronautical Meteorological Services; and
(g) Aeronautical Search and Rescue;

"Air Navigation Services Provider" means an independent entity established for the purpose of providing one or more of the air navigations services as defined in these regulations;

"Area Navigation" means a method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these;

"Authority" means South Sudan Civil Aviation Authority;

"Certificate" means the certificate for the provision of Air Navigation Services issued by the Authority under Part II of these Regulations;

"Designer" means a person adequately trained who performs the design of flight procedure;

"Flight Procedure Design" means the complete package that includes all the considerations that went into the development of an flight procedure;

"Flight Procedure Designer" means a person responsible for flight procedure design who meets the competency requirements as laid down by the Republic of South Sudan;

"Flight Procedure Design Service" means a service established for the design, documentation, validation, maintenance and periodic review of flight procedures necessary for the safety, regularity and efficiency of air navigation;

"Flight Procedure Process" means the overarching process from data origination to the publication of a flight procedure;

"Foot (ft)" means the length equal to 0.304 8 metre exactly;

"Integrity (Aeronautical Data)" means a degree of assurance that an aeronautical data and its value has not been lost nor altered since the data origination or authorized amendment;

"Nautical Mile (NM)" means the length equal to 1 852 metres exactly;

"Obstacle" means all fixed (whether temporary or permanent) and mobile objects, or parts thereof, that:

(a) are located on an area intended for the surface movement of aircraft; or

(b) extend above a defined surface intended to protect aircraft in flight; or

(c) stand outside those defined surfaces and that have been assessed as being a hazard to air navigation;

"Obstacle Clearance Altitude (OCA) or Obstacle Clearance Height (OCH)" means the lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria;

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

"Operations Manual" means a manual prepared by a service provider or a person applying for approval;

"Person" means human or non-human entity providing **a**ir navigation services;

"Precision Approach Procedure" means an instrument approach procedure utilizing azimuth and glide path information provided by ILS or PAR;

"Quality" means a degree to which a set of inherent characteristics fulfils requirements;

"Quality Assurance" means part of quality management focused on providing confidence that quality requirements will be fulfilled;

"Quality Management" means coordinated activities to direct and control an organization with regard to quality;

"Quality System" means the organisational structure, procedures, processes and resources needed to implement quality management;

"Terrain" means the surface of the earth containing naturally occurring features such as mountains, hills, ridges, valleys, bodies of water, permanent ice and snow, and excluding obstacles;

CHAPTER II
REQUIREMENTS FOR THE PROVISION OF THE INSTRUMENT FLIGHT PROCEDURE DESIGN SERVICE

5. Requirements for the Provision of Flight Procedure Design Service

(1) A person shall not provide Instrument Flight Procedure Design (IFPD) Service within South Sudan unless:

(a) he or she holds a certificate issued under the South Sudan Civil Aviation Certification of Air Navigation Services; and

(b) the services are provided in accordance with:

(i) the requirements prescribed in these Regulations or any other publications issued by the Authority;

(ii) a design criterion specified by the Authority; and

(iii) the procedures specified in the service providers' Manual of Air Navigation Service Operations (MANSOPs) approved by the Authority.

(2) Deviations from the criteria by the flight procedure design provider shall be approved by the Authority.

6. Designation of Flight Procedure Design Service Provider

(1) A person shall not design, maintain, review, amend, adapt or publish flight procedures for use in South Sudan unless designated by the Authority and in accordance with the provisions of these Regulations.

(2) Flight Procedure Design (IFPD) Services Provider designated by the Authority shall:

(a) follow a flight procedure process that encompasses acquisition of data, design and promulgation of procedures;

(b) ensure that the quality and safety of the procedure design product are assured through review, verification, coordination and validation of the procedure at appropriate points in the process; and

(c) ensure that the units of measurement, as specified in these regulations are used in the design of instrument flight procedure.

7. Flight Procedure Design Operational Requirements

A designated Flight Procedures Design (IFPD) Service Provider shall:

(1) Maintain an appropriate design office to enable the IFP designer to carry on design work in IFP in accordance with the provisions of these Regulations.

(2) Ensure that the designs of flight procedure are in accordance with.

(a) the requirements as set out in these Regulations;

(b) applicable criteria and procedures as specified by the Authority in the applicable technical guidance material.

(3) Make provisions for person trained in Flight Procedure design to check and verify independently the plans of each instrument flight procedure designed.

8. Flight Procedure Design Service Provider Operations Manual

(1) A designated service provider shall develop and maintain an operations manual which shall serve to demonstrate compliance with the requirements set out in these Regulations.

(2) The contents of the operations manual shall include but not limited to the following:

(a) the information required of the designated Flight Procedures Design (IFPD) service provider as provided in these Regulations; and

(b) a description of the flight procedure that shows the role, responsibilities and job functions of the IFP design office personnel who are responsible for ensuring the compliance of the organization with the requirements in sub-paragraph (a).

(c) all information required for certification purposes as provided in the Civil Aviation (Certification of Air Navigation Service Providers) Regulations and any other regulatory requirements.

(3) The designated service provider shall:

(a) keep the operations manual in a readily accessible form;

(b) ensure that the instrument flight procedure designer has ready access to the operations manual; and

(c) amend the operations manual whenever necessary to keep its content up to date.

(4) The designated service provider shall submit a copy of the operations manual and any subsequent amendments to the Authority for approval.

9. Aeronautical Database and Aeronautical Data

(1) Where an aeronautical database and aeronautical data are required for designing an instrument flight procedure, the instrument flight procedure design service provider shall ensure the integrity of the database and the data.

(2) The data used shall be current, traceable, and shall meet the required level of verifiable accuracy for the design as specified by the Authority.

10. Documents and Records

(1) A designated service provider shall establish and put into effect, a system for controlling documents and records relating to the instrument flight procedure (IFP) on which the designer carries on design work, including the policies and procedures for making, amending, preserving and disposing of those documents and records.

(2) The designated service provider shall, at the Authority's request, make the documents and records, or copies of them or extracts from them, available for inspection.

11. Employment of Personnel

A designated instrument flight procedure design organization shall:

(1) Employ, contract, or engage sufficient personnel to plan, design, verify, and maintain the instrument flight procedures; and

(2) Develop job descriptions for its Procedure design technical staff.

12. Flight Procedure Designer Training Experience and Approval

(1) A designated service provider shall ensure that a person designing or amending a flight procedure demonstrates required competency level for flight procedure design in accordance with the provisions of these regulations.

(2) The personnel to be recruited as flight procedure designers shall have requisite competence gained from different domains like, air Traffic Management, Aeronautical information Management, Engineers, Aeronautical technicians and pilots or any other equivalent profession as may be specified by the Authority.

(3) An IFP designers shall acquire and maintain his or her competency level through training and supervised on-the-job training (OJT).

(4) The training for IFP designers shall include an initial training and recurrent training at periodic intervals.

(5) The designated service provider shall ensure that the instrument flight procedure designer is able to demonstrate a basic level of competency through initial training that includes at least the following elements:

(a) knowledge of information contained in documents and manuals pertaining to the design of flight procedures as specified by the Authority in the applicable technical guidance material;
(b) skills in the design of procedures; and
(c) demonstration of competency as outlined in the competency framework for flight procedure designers as specified by the Authority in the applicable technical guidance material.

(6) The designated service provider shall ensure that the FP designer is able to demonstrate a basic level of competence through recurrent training that includes at least the following elements:

(a) knowledge and understanding of recent trends on the procedure design function; and

(b) maintenance and enhancement of knowledge and skills in the design of procedures.

(7) The designated service provider shall maintain training records for their instrument flight procedure designers.

(8) No designer shall undertake the design, review and validation of IFPs for operational use in Republic of South Sudan unless approved by the Authority.

(9) A person seeking approval as required in sub-regulation (8) shall:

(a) provide proof of successful completion of the training course applicable to the approval being requested based on the required design criteria.

(b) demonstrate practical application of theoretical knowledge through the design of two instrument flight procedures under supervision of a qualified designer;

(c) demonstrate ability to maintain a documented quality assurance process for procedure design.

(10) An approved procedure designer shall only design FPs within the scope of their approval.

13. Procedure Design Data and Information Acquisition

(1) A designated service provider shall ensure that the quality characteristics of data acquired for the FPD process are known and adequate, or that, in the case where the data's quality characteristics are unknown or inadequate, that appropriate data verification occurs prior to use.

(2) In the obstacle survey for procedure design, the flight procedure designer shall consider that:

(a) all obstacles be accounted for and items such as trees and heights of tall buildings shall be accounted for either by physical examination of the site or by addition of a suitable margin above terrain contours; and

(b) the accuracy of the vertical and horizontal data obtained may be adjusted by adding an amount equal to the specified survey error to the height of all measured obstructions and by making a corresponding adjustment for specified horizontal error.

(3) The procedure design data and information acquisition shall be coordinated with all relevant stakeholders and integrated into Republic of South Sudan airspace design process, taking into account air traffic flows, separation issues, airspace user requirements, infrastructure and legal environmental considerations.

14. Flight Procedure Design Quality Assurance

A designated service provider shall establish and implement quality assurance process for all flight procedure design functions and processes.

15. Procedure Design Facility and Resource Requirements

(1) A designated service provider shall provide and maintain adequate facilities for carrying on design work on instrument flight procedures under the procedure design certificate, including:

(2) Providing premises and equipment appropriate for the design, design verification, flight validation, and maintenance of the types of flight procedure;

(3) Access to relevant and current data including, but not limited to, aeronautical data, land contour data, and obstacle data for the design, design verification, flight validation, and maintenance of the flight procedure

(4) The data referred to in sub regulation (b) is current, traceable, and meets the required level of accuracy for the design, design verification, flight validation, and maintenance of flight procedures;

(5) Access to all necessary data for designing the procedures including:

(a) accurate and current databases or charts detailing terrain and obstacle information;
(b) accurate and current navigation aid coordinate data; and
(c) accurate and current aerodrome reference point and threshold data.

(6) Ready access to copies of relevant documentation comprising technical standards, practices, and instructions, and any other documentation that may be necessary for the design, design verification, flight validation, and maintenance of the types of instrument flight procedure.

(7) Establish a procedure for controlling all documentation to ensure that:

(a) the documentation is reviewed and authorized by an appropriate person before issue and use; and
(b) current versions of relevant documentation are available to personnel;
(c) every obsolete document is promptly removed from every point of use; and
(d) the current version of every item of documentation can be identified to prevent the use of superseded material.

(7) The designated service provider shall ensure that data used for flight procedure design is current, traceable, and meets the required level of accuracy for the design, design verification, flight validation, and maintenance of instrument flight procedures as specified by the Authority.

(8) The Service Provider shall ensure that, where an aeronautical database and aeronautical data are required for designing instrument flight procedures under its certificate, there shall be established procedures to ensure the integrity of the database and the data.

16. Control of Documents and Records

A certified service provider shall:

(1) Establish and implement a system for controlling documents and records relating to the construction of visual and instrument flight procedures on which the designer carries out design work, including the policies and procedures for making, amending, preserving and disposing of those documents and records; and

(2) At Authority's request, make the documents and records, or copies of them or extracts from them, available for inspection.

16. Design Criteria

(1) Instrument flight procedures shall be designed in accordance with criteria specified in the applicable technical guidance material by the Authority.

(2) Deviations criteria by the flight procedure design provider shall be approved by the Authority.

(3) A Flight Procedure Design service provider shall not deviate from the Design Criteria unless a Risk assessment acceptable to the Authority has been conducted

(4) Subject to sub regulation (3), a Safety Risk assessment of an IFP shall be considered completed when the IFPD is in compliance with these regulations

17. Flight Procedure Design (FPD)

(1) A Flight Procedure Design service provider shall design flight procedures in accordance with these Regulations, and documents as specified by the Authority in the applicable technical guidance material.

(2) The Flight Procedure Design service provider shall coordinate with all concerned parties throughout the procedure design and the validation process to ensure that the procedure meets the needs of the user community.

(3) The flight procedure design service provider shall ensure that:

(a) each new or revised procedure is verified by a qualified procedure designer other than the one who designed the procedure.

(b) the published procedures are subject to periodic review to ensure that they continue to comply with changing criteria, and meet user requirements and are reviewed at intervals not exceeding 5 years;

(c) designers develop and maintain IFP design documentation that includes:

(i) information required for publication in the AIP;

(ii) details and assumptions made by the instrument flight procedure designer, such as:

(a) controlling obstacle for each segment of the procedure;

(b) effect of environmental considerations on the design of the procedure;

(c) Infrastructure assessment;

(d) Air espace contraints ;

(e) for modifications or amendments to existing procedures, the reasons for any changes;

(f) for any deviation from existing requirements, the reasons for such a deviation and details of the mitigations applied to assure continued safe operations; and

(g) the results of the final verification for accuracy and completeness prior to validation and publication.

(d) the design records are retained for a period not less than the operational lifetime of the procedure;

(e) all calculations and results of calculations are presented in a manner that enables the reader to follow and trace the logic and resultant output.

(f) records of all calculations in sub-regulation 3(e) are kept in order to prove compliance to or variation from the design criteria.

(g) all documentation undergo a final verification for accuracy and completeness prior to validation and publication.

(h) all documentation is retained for a period of not be less than the operational lifetime of the procedure to assist in recreating the procedure in the future in the case of incidents and for periodic review and maintenance.

18. Validation of IFP

(1) The validation process, subdivided into ground validation and flight validation, shall be carried out by a Flight Procedure service provider designated by the authority.

(2) Ground validation shall be undertaken by a qualified flight procedure designer/s other than the one who designed the procedure as specified by the Authority in the applicable Technical Guidance Material.

(3) Flight Validation shall be conducted under the following conditions:

(a) the flyability of a procedure cannot be determined by other means;

(b) the procedure requires mitigation for deviations from design criteria;

(c) the accuracy or integrity of obstacle and terrain data cannot be determined by other means;

(d) new procedures differ significantly from existing procedures; and

(e) for helicopter, Pins procedures.

19. Maintenance and Periodic Review

(1) The Flight Procedure Design service provider shall conduct maintenance and periodic review of instrument flight procedures for aerodromes and airspace under the jurisdiction of Republic of South Sudan.

(2) The interval for periodic review of instrument flight procedures shall not exceed five years.

20. Competency of Flight Validation Pilots

(1) An IFPD designated service provider shall ensure that a person conducting flight validation including simulator evaluation is a qualified and experienced flight validation pilot.

(2) The qualifications for a Flight Validation Pilot shall be:

(a) at least a commercial pilot licence with instrument rating;
(b) a holder of licence for the aircraft category appropriate for the procedure to be validated; and
(c) meet all the experience requirements for the airline transport pilot licence in the relevant category of aircraft as prescribed in the applicable Civil Aviation (Personnel Licensing) Regulations.

(3) If the flight validation pilot is not the pilot-in-command of the flight validation aircraft, then the provisions of sub regulation 2 (a) to (c) also apply to the pilot-in-command of the flight validation aircraft.

(4) The instrument flight procedure service provider shall provide all data required to conduct a flight validation, flight inspection, and flight simulator evaluation to the entity conducting the exercise;

21. Approval of Flight Procedures

(1) Flight procedures for use by civil aircraft within Republic of South Sudan shall not be published unless they are approved by the Authority.

(2) A Flight Procedure shall not be approved unless all the appropriate steps within the flight procedure design process have been completed, documented and signed off by the competent personnel as specified by the Authority.

(3) Flight procedure designs submitted for evaluation and approval by the Authority shall be accompanied with:

(a) A complete record of the design process including copies of all source data, information, calculations and drawings used in the project;
(b) Documentation relating to the Quality Assurance process of the flight procedure design
(c) A narrative, which unambiguously describes the procedure in textual format and table showing all tracks in degrees True to 1/100th degree;
(d) A graphical representation which accurately reflects the content of the narrative provided;
(e) Relevant signed validation reports; and
(f) A comprehensive design rationale in text format, including references to design criteria, applicable computations and where a deviation from these regulations has been employed, compliance with the requirements of Regulation 16 has been fulfilled.

22. IFP Design Publication

(1) A designated service provider shall ensure that instrument flight procedures designs or charts, are provided to the aeronautical information service provider for publication in in the applicable Aeronautical Information Product.

(2) The IFP shall be accompanied by a narrative, which describes the procedure in textual format.

23. Use of Procedure Design Tools and Flight Validation

(1) The designated service provider using a procedure design tool shall ensure that such tool is validated.

(2) Subject to sub-regulation (1) the validation of the software shall be carried out in accordance with the procedures specified by the Authority.

(3) The scope of validation shall include compliance with the flight procedure design criteria specified by the Authority.

(4) The flight validation tools required under these regulations shall include the use of equipment that;

(a) has the precision, and accuracy traceable to appropriate standards, that are necessary for the validation being performed;
(b) has known measurement uncertainties including, but not limited to, the software, firmware and crosswind uncertainties;
(c) records the actual flight path of the validation aircraft;
(d) is checked before being released for use, and at intervals not exceeding the calibration intervals recommended by the manufacturer, to establish that the system is capable of verifying the integrity of the instrument flight procedure; and
(e) is operated in accordance with flight validation system procedures and criteria by persons who are competent and current on the system used.

24. Errors in Published Instrument Flight Procedures

(1) An instrument flight procedure service provider shall establish, implement and maintain procedures for recording, investigating, correcting, and reporting, any identified error, and any identified non-compliance or suspected non-compliances.

(2) The procedure required by sub regulation (1) of this regulation shall require that:

(a) an instrument flight procedure is immediately withdrawn from operational use where the error or non-conformance affects, or may affect, the safety of an aircraft operation; and
(b) the error or non-conformance is corrected, ad certified by a flight procedure designer approved by the authority;
(c) the correction required by paragraph (b) is clearly identified and promulgated by the most appropriate means relative to the operational significance of the error or non-conformance;
(d) the source of the error or non-conformance is identified, and:
    (i) if possible, eliminated to prevent a recurrence; and
    (ii) preventive action is taken to ensure that the source of the error or non-conformance has not affected the integrity of any other instrument flight procedure; and

(iii) the Authority is immediately notified, of a promulgated information incident relating to an error or non-conformance referred to in sub regulation (1).

25. Aerodrome Operating Minima

(1) An operator shall comply with the requirements for aerodrome operating minima as specified in the applicable Civil Aviation operation of aircraft Regulations.

(2) An operator shall establishment aerodrome operating minima in accordance with procedures specified by the Authority in the applicable technical guidance material.

(2) The certificated flight procedure design service provider shall:

(a) ensure that an obstacle clearance altitude or height (OCA/H) is published; and

(b) establish and publish operating minima (e.g. visibility, minimum descent altitude/height (MDA/H), decision altitude/height (DA or DH) for instrument approaches at aerodromes.

CHAPTER III
EXEMPTIONS

26. Requirements for Application for Exemption

(1) A person may apply to the Authority for an exemption from any provision of these Regulations.

(2) A request for exemption shall be made in accordance with the requirements of these Regulations and an application for such exemption shall be submitted and processed in a accordance with the procedures specified in the applicable technical guidance material.

(3) A request for an exemption shall contain the applicant's:

(a) name;
(b) physical address and mailing address;
(c) telephone number;
(d) fax number where available; and
(e) email address where available.
(f) Description of the exemption sought, sighting the applicable provisions of these Regulation or Regulations.

CHAPTER IV
OFFENCES AND PENALTIES

27. Contravention of Regulations

A person who contravenes any provision of these Regulations may have his certificate or exemption cancelled or suspended.

28. Penalties

(1) A person who contravenes any provision of these Regulations, orders, notices or proclamations made thereunder shall, upon conviction, be liable to a fine or imprisonment or both, and in the case of a continuing contravention, each day of the contravention shall constitute a separate offence.

(2) Any person who contravenes any provision of these Regulations shall upon conviction be liable to a fine specified by the Authority or to imprisonment, or both.

(3) 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.

29. Appeal

Where any person is aggrieved by any order of the Authority made under these Regulations, the person may, within 21 days of such order being made, appeal against the order to a court of law with competent jurisdiction.

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

12.02.2026

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