

Republic of South Sudan

Laws of South Sudan

**CIVIL AVIATION AUTHORITY
SEARCH AND RESCUE REGULATIONS, 2026**

CIVIL AVIATION AUTHORITY SEARCH AND RESCUE REGULATIONS, 2026

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CIVIL AVIATION AUTHORITY SEARCH AND RESCUE REGULATIONS, 2026

In exercise of powers conferred upon me under Section 99 of the 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 “**Search and Rescue 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 all aircraft requiring search and rescue services and to persons responsible for the maintenance and operations of search and rescue services in Republic of South Sudan

3. Authority and Application

- (1) This regulation is drafted in accordance with the provisions of section 99 subsection (2) paragraph (L) of the South Sudan Civil Aviation Authority Act, 2012 as amended.
- (2) These regulations shall apply to all aircraft requiring search and rescue services and to persons or organizations responsible for the maintenance and operations of search and rescue services in Republic of South Sudan.

4. Interpretation

In this Regulations, unless the context otherwise requires:

- | | |
|---|---|
| “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 surface; |
| “Alerting Post” | means a facility serving as an intermediary between a person reporting an emergency and a rescue coordination centre, a search and rescue unit; |
| “Alert Phase” | means a situation wherein apprehension exists as to the safety of an aircraft and its occupants; |
| “Authority” | means the South Sudan Civil Aviation Authority; |
| “Committee” | means the search and rescue coordinating committee; |
| “Craft” | means an aircraft or vessel; |
| “Director Air Navigation Services” | means the director responsible for the air navigation services provided by South Sudan Civil Aviation Authority; |

- “Distress Phase”** means a situation wherein there is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger and require immediate assistance;
- “Ditching”** means the forced landing of an aircraft on water;
- “Emergency Phase”** means a generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase;
- “Joint Rescue Coordination Centre (JRCC)”** means a rescue coordination centre responsible for both aeronautical and maritime search and rescue operations;
- “Operator”** means a person, organization or enterprise engaged in or offering to engage in an aircraft operation;
- “OPS Control Directory”** means a directory that contains operational contact details for air navigation services providers (ANSPs) and aircraft operators to assist with coordination in the event of an incident;
- “Person”** means any agency of the government of a institution or organisation equipped to assist in a search and rescue operation, an organ of a state, a government and an foreign country;
- “Pilot-in-Command”** means the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight;
- “Regional Air Navigation Agreements”** means the agreements approved by the Council of ICAO normally on the advice of Regional Air Navigation Meetings.
- “Rescue”** means an operation to retrieve persons in distress, provide for their initial medical or other needs, and deliver them to a place of safety;
- “Rescue Coordination Centre (RCC)”** means A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct on search and rescue operations within a search and rescue region.
- “Rescue Sub-Centre (RSC)”** means a unit subordinate to a rescue coordination centre, established to complement the latter according to particular provisions of the responsible authorities;

- “Search”** means an operation normally coordinated by a rescue coordination centre using available personnel and facilities to locate persons in distress;
- “Search and Rescue Aircraft”** means an aircraft provided with specialized equipment suitable for the efficient conduct of search and rescue missions;
- “Search and Rescue Region”** means an area of defined dimensions within which search and rescue services are provided;
- “Search and Rescue Facility”** means any mobile resource, including designated search and rescue units, used to conduct search and rescue operations;
- “Search and Rescue Service”** means the performance of distress monitoring, communication, coordination and search and rescue functions, initial medical assistance or medical evacuation, through the use of public and private resources, including cooperating aircraft, vessels and other craft and installations;
- “Search and Rescue Region (SRR)”** means an area of defined dimensions, associated with a rescue coordination centre, within which search and rescue services are provided;
- “Search and Rescue Unit”** means a mobile resource composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue operations;
- “State of Registry”** means the State on whose register the aircraft is entered;
- “Uncertainty Phase”** means a situation wherein uncertainty exists as to the safety of an aircraft and its occupants

CHAPTER II SEARCH AND RESCUE

5. Search and Rescue Services

- (1) **“State”** shall, individually or in cooperation with other States, arrange for the establishment and prompt provision of search and rescue services within their territories to ensure that assistance is rendered to persons in distress and such services shall be provided on a 24-hour basis.
- (2) **“State”** having accepted the responsibility to provide search and rescue services in such areas shall thereafter, individually or in cooperation with other States, arrange for the services to be established and provided in accordance with the provisions of these Regulations.

- (3) The designated SAR agency shall ensure the availability of resources, communication facilities and skilled manpower to coordinate and provide SAR functions.
- (4) The designated SAR agency shall establish processes to improve service provision, including the aspects of planning, domestic and international cooperative arrangements and training.
- (5) The designated SAR agency shall provide assistance to aircraft in distress and survivors of aircraft accidents regardless of the nationality or status of such persons or the circumstances in which such persons are found.
- (6) The designated SAR agency having accepted responsibility to provide search and rescue services shall use search and rescue units and other available facilities to assist any aircraft or its occupants that are or appear to be in a state of emergency.
- (7) Where separate aeronautical and maritime rescue coordination centres serve the same area, the designated SAR agency shall ensure the closest practicable coordination between the centres.
- (8) The designated SAR agency shall facilitate consistency and cooperation between their aeronautical and maritime search and rescue services.

6. Rescue Coordination Centers and Rescue Sub-Centers

- (1) The Designated SAR agency shall establish a rescue coordination center in each search and rescue region.
- (2) Each rescue coordination centre and, as appropriate, rescue sub-centre, shall be staffed 24 hours a day by trained personnel proficient in the language used for radiotelephony communications.
- (3) RCC personnel involved in the conduct of radiotelephony communications shall be proficient in the use of the English language.
- (4) In areas where public telecommunications facilities would not permit persons observing an aircraft in emergency to notify the rescue coordination centre concerned directly and promptly.
- (5) The Designated SAR agency shall designate suitable units of public or private services as alerting posts and a list of the alerting posts shall be published in the AIP.

7. Search and Rescue Communications

- (1) The Designated SAR agency shall establish procedures to ensure rescue coordination centre have means of rapid and reliable two-way communication with:
 - (a) associated air traffic services units;
 - (b) associated rescue subcentres;
 - (c) appropriate direction-finding and position-fixing stations;

- (d) where appropriate, coastal radio stations capable of alerting and communicating with surface vessels in the region;
 - (e) the headquarters of search and rescue units in the region;
 - (f) all maritime rescue coordination centres in the region and aeronautical, maritime or joint rescue coordination centres in adjacent regions;
 - (g) a designated meteorological office or meteorological watch office;
 - (h) search and rescue units;
 - (i) alerting posts; and
 - (j) the COSPAS-SARSAT Mission Control Centre servicing the search and rescue region.
- (2) The Designated SAR agency shall establish procedures to ensure that each rescue sub centre have means of rapid and reliable two-way communication with:
- (a) adjacent rescue sub-centres;
 - (b) a meteorological office or meteorological watch office;
 - (c) search and rescue units; and
 - (d) alerting posts.

8. Organization of Search and Rescue Units

- (1) The designated SAR agency shall designate as search and rescue unit's elements of public or private services suitably located and equipped for search and rescue operations.
- (2) The designated SAR agency shall designate as parts of the search and rescue plan of operation, elements of public or private services that do not qualify as search and rescue units but are nevertheless able to participate in search and rescue operations.

9. Search and Rescue Equipment

- (1) The Designated SAR agency shall establish procedures to ensure that search and rescue units are provided with equipment for locating promptly, and for providing adequate assistance at the scene of an accident.
- (2) Each Search and rescue aircraft shall be equipped to be able to communicate on the aeronautical distress frequencies of 121.5 MHz and 406 MHz as a minimum, and on scene frequencies.
- (3) Each Search and rescue aircraft shall be equipped with a device for homing on distress frequencies.
- (4) Each Search and rescue aircraft, when used for search and rescue over maritime areas shall be equipped to be able to communicate with vessels.
- (5) Each search and rescue aircraft when used for search and rescue over maritime areas shall;
- (a) carry a copy of the International Code of Signals, to enable it to overcome language difficulties that may be experienced in communicating with ships; and

- (b) carry a droppable device for measuring actual surface drift.
- (6) Unless it is known that there is no need to provide supplies to survivors by air, at least one of the aircraft participating in a search and rescue operation shall carry droppable survival equipment.
- (7) Designated SAR agency shall locate, at appropriate aerodromes survival equipment suitably packed for dropping by aircraft.

CHAPTER III COOPERATION

10. Cooperation Between States

- (1) The Designated SAR agency shall establish procedures to coordinate search and rescue organizations with those of neighbouring States.
- (2) The Designated SAR agency shall, whenever necessary, coordinate their search and rescue operations with those of neighbouring States especially when these operations are proximate to adjacent search and rescue region.
- (3) The Designated SAR agency shall establish procedures to permit immediate entry into its territory of search and rescue units of other States for the purpose of searching for the site of aircraft accidents and rescuing survivors of such accidents, subject to such conditions as may be prescribed by its own authorities.
- (4) Other States' parties who wish their search and rescue units to enter the territory of "State" for search and rescue purposes shall transmit a request, giving full details of the projected mission and the need for it, to the rescue coordination centre.
- (5) The Rescue Coordination Centre (RCC) shall:
 - (a) immediately acknowledge the receipt of such a request, and
 - (b) As soon as possible indicate the conditions under which the projected mission may be undertaken.
- (6) South Sudan shall enter into agreements with neighbouring countries to strengthen search and rescue cooperation and coordination, setting forth the conditions for entry of each other's search and rescue units into their respective territories.
- (7) Notwithstanding the provision of sub-regulation (6) of this regulation, the agreement shall provide for expediting entry of such units with the least possible formalities.
- (8) The Rescue Coordination Centre shall:
 - (a) request from other rescue coordination centres such assistance, including aircraft, vessels, persons or equipment, as may be needed;
 - (b) grant any necessary permission for the entry of such aircraft, vessels, persons or equipment into its territory; and

- (c) make the necessary arrangements with the appropriate customs, immigration or other authorities with a view to expediting such entry.
- (9) The rescue coordination centres shall provide, when requested assistance to other rescue coordination centres including assistance in the form of aircraft, vessels, persons or equipment.
- (10) States shall make arrangements for joint training exercises involving their RCCs, RSCs and search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.

11. Cooperation With Other Services

- (1) The Designated SAR agency shall establish procedures to arrange for all aircraft, vessels and local services and facilities which do not form part of the search and rescue organization to cooperate fully with the latter in search and rescue and to extend any possible assistance to the survivors of aircraft accidents.
- (2) The Designated SAR agency shall establish procedures to ensure the closest practicable coordination between the relevant aeronautical and maritime authorities to provide for the most effective and efficient search and rescue services.
- (3) The Designated SAR agency shall establish procedures to ensure that their search and rescue services cooperate with those responsible for investigating accidents and with those responsible for the care of those who suffered from the accident.
- (4) The designated SAR agency shall assign a 24-hour search and rescue point of contact available for the for the receipt and acknowledgement of Cospas-Sarsat distress alert data that ensures timely notification to the responsible RCC for the initiation of appropriate search and rescue response action.
- (5) When such information could benefit the provision of search and rescue services, Contracting States shall make available, through the rescue coordination centres or other agencies, information regarding their search and rescue plans of operation.

12. Dissemination of Information

The designated SAR agency shall publish in the AIP and in the search and rescue service arrangements, all information necessary for the entry of search and rescue units of other States.

CHAPTER IV PREPARATORY MEASURES

13. Preparatory of Information

- (1) The rescue coordination centre shall have readily available at all times up-to-date information concerning the following in respect of its search and rescue region:
 - (a) search and rescue units, rescue sub centres and alerting posts;

- (b) air traffic services units;
 - (c) means of communication that may be used in search and rescue operations;
 - (d) addresses and telephone numbers of all operators, or their designated representatives, engaged in operations in the region; and
 - (e) any other public and private resources including medical and transportation facilities that are likely to be useful in search and rescue.
- (2) Each rescue coordination centre shall have readily available all other information of interest to search and rescue, including information regarding:
- (a) the locations, call signs, hours of watch, and frequencies of all radio stations likely to be employed in support of search and rescue operations;
 - (b) the locations and hours of watch of services keeping radio watch, and the frequencies guarded;
 - (c) locations where supplies of droppable emergency and survival equipment are stored;
 - (d) objects which it is known might be mistaken for un located or unreported wreckage, particularly if viewed from the air.
 - (e) the position, course and speed of aircraft that may be able to provide assistance to aircraft in distress; and
 - (f) where the search and rescue region include maritime areas, the position, course and speed of ships that may be able to provide assistance to aircraft in distress.
- (3) The designated SAR agency shall, individually or in cooperation with other States, either establish ship reporting systems in cooperation with maritime authorities or arrange communication links with AMVER (Automated Mutual-Assistance Vessel Rescue System) or regional ship reporting systems to facilitate search and rescue operations at sea.

14. Plans of Operation

- (1) The rescue coordination centre shall prepare detailed plans of operation for the conduct of search and rescue operations within its search and rescue region.
- (2) The search and rescue plans of operations in sub-regulation (1) of this regulation shall be developed jointly with representatives of the operators and other public or private services that may assist in providing search and rescue services or benefit from them, taking into account that the number of survivors could be large.
- (3) The plans of operation shall specify arrangements for the servicing and refuelling, to the extent possible, of aircraft, vessels and vehicles employed in search and rescue operations, including those made available by other States.
- (4) The search and rescue plans of operation shall contain details regarding actions to be taken by those persons engaged in search and rescue, including:
 - (a) the manner in which search and rescue operations are to be conducted in the search and rescue region;
 - (b) the use of available communication systems and facilities;
 - (c) the actions to be taken jointly with other rescue coordination centres;

- (d) the methods of alerting en-route aircraft and ships at sea;
 - (e) the duties and prerogatives of persons assigned to search and rescue;
 - (f) the possible redeployment of equipment that may be necessitated by meteorological or other conditions;
 - (g) the methods for obtaining essential information relevant to search and rescue operations, such as weather reports and forecasts, appropriate NOTAM, etc.;
 - (h) the methods for obtaining, from other rescue coordination centres, such assistance, including aircraft, vessels, persons or equipment, as may be needed;
 - (i) the methods for obtaining approval to allow search and rescue units from an assisting State to enter into the territory of the State of the RCC;
 - (j) the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;
 - (k) the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and
 - (l) cooperative actions to be taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to be subject to unlawful interference.
- (5) The search and rescue plans of operation shall be integrated with airport emergency plans to provide for rescue services in the vicinity of aerodromes including, for coastal aerodromes, areas of water.

15. Search and Rescue Units

- (1) Each Search and rescue unit shall:
 - (a) be cognizant of all parts of the plans of operation prescribed in Regulation 14 that are necessary for the effective conduct of its duties; and
 - (b) keep the rescue coordination centre informed of its preparedness.
- (2) The SAR Agency shall ensure that SAR Units:
 - (a) maintain in readiness the required number of search and rescue facilities; and
 - (b) maintain adequate supplies of rations, medical stores, signalling devices and other survival and rescue equipment.

16. Training and Exercises

To achieve and maintain maximum efficiency in search and rescue, the designated SAR Agency shall provide for regular training and exercises for their search and rescue personnel, which include both land and maritime environments as appropriate, containing both search and rescue elements, remote from an aerodrome.

17. Wreckage

- (1) The State shall ensure that search and rescue personnel that may be required to respond to an aircraft accident site are trained in management of related occupational health risks.

- (2) The designated SAR agency shall ensure that wreckage resulting from aircraft accidents within its territory or, in the case of accidents on the high seas or in areas of undetermined sovereignty, within the search and rescue regions for which it is responsible, is removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent search and rescue operations.

CHAPTER V OPERATING PROCEDURES

18. Information Concerning Emergencies

- (1) Any authority or any element of the search and rescue organization having reason to believe that an aircraft is in an emergency shall give immediately all available information to the rescue coordination centre concerned.
- (2) Rescue coordination centres shall, immediately upon receipt of information concerning aircraft in emergency, evaluate such information and assess the extent of the operation required.
- (3) When the rescue coordination centre receives information concerning aircraft in emergency from other sources than air traffic services units, it shall determine to which emergency phase the situation corresponds and apply the procedures applicable to that phase.
- (4) Procedures for rescue coordination centers during emergency phases without prejudice to section (6), the RCC shall apply procedures applicable to any of the following phases:
 - (a) **Uncertainty phase:**
Upon the occurrence of an uncertainty phase the rescue coordination centre shall cooperate to the utmost with air traffic services units and other appropriate agencies and services in order that incoming reports may be speedily evaluated.
 - (b) **Alert phase:**
Upon the occurrence of an alert phase the rescue coordination center shall immediately alert search and rescue units and initiate any necessary action.
 - (c) **Distress phase:**
Upon the occurrence of a distress phase the rescue coordination centre shall:
 - (i) immediately initiate action by search and rescue units in accordance with the appropriate plan of operation;
 - (ii) ascertain the position of the aircraft, estimate the degree of uncertainty of this position, and, on the basis of this information and the circumstances, determine the extent of the area to be searched;

- (iii) notify the operator, where possible, and keep the operator informed of developments;
 - (iv) notify other rescue coordination centres, the help of which seems likely to be required, or which may be concerned in the operation;
 - (v) notify the associated air traffic services unit, when the information on the emergency has been received from another source;
 - (vi) request at an early stage such aircraft, vessels, coastal stations and other services not specifically included in the appropriate plan of operation and able to assist to:
 - I. maintain a listening watch for transmissions from the aircraft in distress, survival radio equipment or an ELT;
 - II. assist the aircraft in distress as far as practicable; and
 - III. inform the rescue coordination centre of any developments
 - (vii) from the information available, draw up a detailed plan of action for the conduct of the search and/or rescue operation required and communicate such plan for the guidance of the authorities immediately directing the conduct of such an operation;
 - (viii) amend as necessary, in the light of evolving circumstances, the detailed plan of action;
 - (ix) notify the appropriate accident investigation authorities; and
 - (x) notify the State of Registry of the aircraft
- (5) Notwithstanding the provision of regulation (4) paragraph (C) of this regulation, the order in which the actions are described shall be followed unless circumstances dictate otherwise.

19. Initiation of Search and Rescue Action in Respect of an Aircraft Whose Position is Unknown

The following shall apply in the event that an emergency phase is declared in respect of an aircraft whose position is unknown and may be in one of two or more search and rescue regions:

- (a) When a rescue coordination centre is notified of the existence of an emergency phase and is unaware of other centres taking appropriate action, it shall assume responsibility for initiating suitable action in accordance with provisions of these regulations and confer with neighbouring rescue coordination centres with the objective of designating one rescue coordination centre to assume responsibility.
- (b) Unless otherwise decided by common agreement of the rescue coordination centres concerned, the rescue coordination centre to coordinate search and rescue action shall be the centre responsible for:
 - (i) the region in which the aircraft last reported its position; or
 - (ii) the region to which the aircraft was proceeding when its last reported position was on the line separating two search and rescue regions; or

- (iii) the region to which the aircraft was destined when it was not equipped with suitable two-way radio communication or not under obligation to maintain radio communication; or
 - (iv) the region in which the distress site is located as identified by the COSPAS-SARSAT system.
- (c) after declaration of the distress phase, the rescue coordination centre with overall coordination responsibility shall inform all rescue coordination centres that may become involved in the operation of all the circumstances of the emergency and subsequent developments.
 - (d) all rescue coordination centres becoming aware of any information pertaining to the emergency shall inform the rescue coordination centre that has overall responsibility.

20. Passing of Information to Aircraft in Respect of Which an Emergency Phase Has Been Declared

The rescue coordination centre responsible for search and rescue action shall forward to the air traffic services unit serving the flight information region in which the aircraft is operating, information of the search and rescue action initiated, in order that such information can be passed to the aircraft.

21. Procedures Where Responsibility for Operations Extends to Two or More States

Where the conduct of operations over the entire search and rescue region is the responsibility of more than one State, each involved State shall take action in accordance with the relevant plan of operations when so requested by the rescue coordination centre of the region.

22. Procedures for Authorities in the Field

The authorities immediately directing the conduct of operations or any part thereof shall:

- (1) Give instructions to the units under their direction and inform the rescue coordination centre of such instructions; and
- (2) Keep the rescue coordination centre informed of developments.

23. Procedures for Rescue Coordination Centres - Termination and Suspension of Operations

- (1) The RCC shall establish procedures to ensure SAR operations continue, until all survivors are delivered to a place of safety or until all reasonable hope of rescuing survivors has passed.
- (2) The rescue coordination centre shall be responsible for determining when to discontinue search and rescue operations.
- (3) When a search and rescue operation has been successful or when a rescue coordination centre considers, or is informed, that an emergency no longer exists;
 - (a) the emergency phase shall be cancelled;
 - (b) the search and rescue operation shall be terminated; and

- (c) any authority, facility or service that has been activated or notified shall be promptly informed.
- (4) When a search and rescue operation become impracticable and the rescue coordination centre concludes that there might still be survivors;
 - (a) the rescue coordination centre shall temporarily suspend on-scene activities pending further developments, and
 - (b) shall promptly inform any authority, facility or service which has been activated or notified;
 - (c) relevant information subsequently received shall be evaluated and search and rescue operations resumed when justified and practicable.

24. Procedures at the Distress Scene

- (1) The rescue coordination centre or rescue sub-centre shall designate one or more units on scene to coordinate all actions to help ensure the safety and effectiveness of air and surface operations, taking into account facility capabilities and operational requirements where multiple facilities are engaged in the SAR operations.
- (2) When a pilot-in-command observes that either another aircraft or a surface craft is in distress, the pilot shall, where possible and unless considered unreasonable or unnecessary:
 - (a) keep the craft in distress in sight until compelled to leave the scene or advised by the rescue coordination centre that it is no longer necessary;
 - (b) determine the position of the craft in distress;
 - (c) report to the rescue coordination centre or air traffic services unit as much of the following information as possible: and
 - (i) type of craft in distress, its identification and condition;
 - (ii) its position, expressed in geographical or grid coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid;
 - (iii) time of observation expressed in hours and minutes Coordinated Universal Time (UTC);
 - (iv) number of persons observed;
 - (v) whether persons have been seen to abandon the craft in distress;
 - (vi) Whether any distress signals, including distress beacon transmissions, have been received or observed;
 - (vii) on-scene weather conditions;
 - (viii) apparent physical condition of survivors;
 - (ix) apparent best ground access route to the distress scene;
 - (x) position and description of any other craft in the area that may assist; and
 - (d) act as instructed by the rescue coordination centre or the air traffic services unit.

- (3) If the first aircraft to reach the distress scene is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the distress scene.
- (4) Where the first aircraft in sub-regulation (7) of this regulation, is unable to establish communication with the appropriate rescue coordination centre or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.
- (5) When it is necessary for an aircraft to convey information to survivors or surface rescue units, and two-way communication is not available the pilot shall, drop communication equipment that would enable direct contact to be established or convey the information by dropping a hard copy message, where practicable.
- (6) When carrying a device for measuring actual surface drift in accordance with subsection (2)(b), a search and rescue aircraft shall drop the device as soon as it reaches the scene of an accident.
- (7) When a ground signal has been displayed the pilot shall indicate whether the signal has been understood or not by the means described in sub-regulation (5) of this regulation or by making the appropriate visual signal.
- (8) When it is necessary for the pilot to direct a surface craft to the place where an aircraft or surface craft is in distress the pilot shall transmit precise instructions by any means at his disposal.
- (9) The pilot shall make the appropriate visual signal when no radio communication can be established.

25. Procedures for a Pilot-in-Command Intercepting a Distress Transmission

- (1) Whenever a distress transmission is intercepted by a pilot-in-command of an aircraft, the pilot shall, where feasible:
 - (a) acknowledge the distress transmission;
 - (b) record the position of the craft in distress if given;
 - (c) take a bearing on the transmission;
 - (d) inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information;
 - (e) at the pilot's discretion, while awaiting instructions, proceed to the distress position; and
 - (f) attempt to establish communications with the person(s) in distress.
- (2) Whenever a pilot monitors 121.5 MHz, and intercepts a transmission from a distress beacon, the pilot shall also:
 - (a) record, and report as soon as possible, the position where the transmission was first received;
 - (b) not alter any settings for squelch on the aircraft's radio; and

- (c) if feasible, continue to monitor the frequency until such time as the signal ceases, and inform the appropriate rescue coordination centre or air traffic services unit of such.

26. Search and Rescue Signals

- (1) The air-to-surface and surface-to-air visual signals in the *Schedule* to these Regulations when used shall:
 - (a) have the meaning indicated therein; and
 - (b) be used only for the purpose indicated and no other signals used that are likely to be confused with them.
- (2) Upon observing any of the signals in the schedule, aircraft shall take such action as may be required by the interpretation of the signal given in the Schedule.

27. Maintenance of Records

The rescue coordination centre shall:

- (1) Keep a record of the operational efficiency of the search and rescue organization.
- (2) Prepare appraisals of actual search and rescue operations including pertinent remarks on the procedures used and, on the emergency, and survival equipment, and any suggestions for improvement of those procedures and equipment.

SCHEDULE

SEARCH AND RESCUE SIGNALS

1. Signal With Surface Craft

(1) The following manoeuvres performed in sequence by an aircraft mean that the aircraft wishes to direct a surface craft towards an aircraft or a surface in distress:

- (a) circling the surface craft at least once;
- (b) crossing the projected course of the surface craft close ahead at low altitude and:
 - (i) rocking the wings; or
 - (ii) opening and closing the throttle; or
 - (iii) changing the propeller pitch.

Note: Due to high noise level on board surface craft, the sound signals in (ii) and (iii) may be less effective than the visual signal in (i) and are regarded as alternative means of attracting attention.

(c) heading the direction in which the surface craft is to be directed

(2) The following manoeuvres by an aircraft means that the assistance of the surface craft to which the signal is directed is no longer required:

- (a) Crossing the wake of the surface craft astern at a low altitude and:
 - (i) rocking the wings; or
 - (ii) opening and closing the throttle; or
 - (iii) changing the propeller pitch.

Note: The following replies may be made by surface craft to the signal in sub-regulation (1).

- (b) for acknowledging receipt of signals;
 - (i) the hoisting of the “code pennant” (vertical red and white stripes) close up (meaning understood);
 - (ii) the flashing of a succession of “T’s” by signal lamp in the Morse code;
 - (iii) the changing of heading to follow the aircraft.
- (c) For indicating inability to comply:
 - (i) the hoisting of the international flag “N” (a blue and white check red square);
 - (ii) the flashing of a succession of “N’s” in the Morse code.

2. Ground-Air Visual Signal Code

(1) Ground-air visual signal code for use by survivors

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

(2) **Ground-Air Visual Signal Code for Use by Rescue Units**

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

- (3) Symbols shall be at least 2.5 metres (8 feet) long and shall be made as conspicuous as possible.

Note 1. Symbols may be formed by any means such as:

strips of fabric, parachute material, pieces of wood, stones or such like material; marking the surface by tramping, or staining with oil.

Note 2. Attention to the above signals may be attracted by other means such as radio, flares, smoke and reflected light.

3. Air-To-Ground Signals

- (1) The following signals by aircraft mean that the ground signals have been understood:
 - (a) during the hours of daylight by rocking the aircraft's wings;
 - (b) during the hours of darkness flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.
- (2) Lack of the above signal indicates that the ground signal is not understood.

Issued under my hand in Juba on this ^{1^h}12..... day of the month of Feb..... in Year 2026.

12 02
2026



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