

**REPULIC OF SOUTH SUDAN**

**LAWS OF SOUTH SUDAN**

**CIVIL AVIATION AUTHORITY UNMANNED AIRCRAFT  
SYSTEMS REGULATION, 2026**

# **CIVIL AVIATION AUTHORITY UNMANNED AIRCRAFT SYSTEMS**

## **REGULATION, 2026**

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**CIVIL AVIATION AUTHORITY UNMANNED AIRCRAFT SYSTEMS  
REGULATION, 2026**

**In exercise of the powers conferred upon me under the provisions of section 99 (1) and (3) (u) of the South Sudan Civil Aviation Authority Act, 2012 amendment 2024 of the Ministry of Transport, I do hereby issue the following Regulations:**

**CHAPTER I  
PRELIMINARY PROVISIONS**

**1. Title and Commencement**

These regulations may be cited as the South Sudan “**Civil Aviation Authority Unmanned Aircraft Systems Regulation, 2026**” and shall come into force on date of its signature by the Minister.

**2. Purpose**

The purpose of these regulations are to provide a legal framework to govern, regulate and monitor the Operation Unmanned Aircraft System.

**3. Authority and Application**

- (1) These regulations are drafted in accordance with section 99 (1) and (3) (u) of the South Sudan Civil Aviation Authority act, 2012 as amended.
- (2) These Regulations shall apply to any person who imports, exports, tests, owns, operates, procures, assembles, manufactures, modifies or maintains a UAS registered in South Sudan wherever they may be and any other such aircraft operating in South Sudan
- (3) Subject to sub-regulation (2), any person intending to manufacture, assemble, modify, test, sell or otherwise deal in Unmanned Aircraft System or a component thereof shall apply for authorization from the Authority.
- (4) Notwithstanding sub-regulation (2), these regulations shall not apply to:
  - (a) State aircraft; or
  - (b) unmanned free balloons or airships.

**4. Interpretation**

In these regulations, unless the context otherwise requires, the following words and expressions shall carry the meaning assigned to them respectively:

**“Accident”** means an occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such

persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:

- (a) a person is fatally or seriously injured as a result of:
  - (i) being in the aircraft, or
  - (ii) direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
  - (iii) direct exposure to jet blast except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or
- (b) the aircraft sustains damage or structural failure which:
  - (i) adversely affects the structural strength, performance or flight characteristics of the aircraft, and
  - (ii) would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windcreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or
- (c) the aircraft is missing or is completely inaccessible;

**“Aerial work”**

means an aircraft operation in which an aircraft is used for specialized services such as agriculture, construction,

photography, surveying, observation and patrol, search and rescue, aerial advertisement.

- “Aerodrome”** means a defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.
- “Aeronautical Information Publication (AIP)”** means a publication issued by or with the authority of South Sudan Civil Aviation Authority and containing aeronautical information of a lasting character essential to air navigation.
- “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.
- “Air Traffic Service”** a generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).
- “Appropriate Authority”** means the authority having jurisdiction over the area in which the aircraft concerned is operated;
- “Approved Person or Organization (AAO)”** means a person or organization having appropriate expertise in the design, construction or operation of a UAS, or appropriate knowledge of airspace designations and restrictions, and who has been approved by the Authority to perform a specified function.
- “Authority”** means South Sudan Civil Aviation Authority established under the Civil Aviation Act.
- “Autonomous Aircraft”** means an unmanned aircraft that does not allow pilot intervention in the management of the flight.
- “Autonomous Operation”** means an operation during which a UAS is operating without pilot intervention in the management of the flight.
- “Basic Operations (Category A)”** means a classification of UAS operation in which the risks involved to the public, property and manned aviation is low as specified in the Second Schedule to these Regulations.
- “Command And Control (C2) Link”** means the data link between an unmanned aircraft and a remote pilot station or control station that is used in the management of a flight.

- “Complex Operations (Category C)”** means a classification of UAS operation in which the risks involved to the public, property and manned aviation is high as specified in the fifth schedule to these Regulations.
- “Continuing Airworthiness”** means the set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.
- “Controlled Airspace”** means an airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.
- “Dangerous Goods”** means articles or substances which are capable of posing risk to health, safety, property or the environment and which are shown in the list of dangerous goods of the Technical Instructions or which are classified according to those Instructions;
- “Detect and Avoid or DAA”** means the capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.
- “First-Person View Device”** means a device that generates and transmits a streaming video image to a control station display or monitor that gives the pilot of an unmanned aircraft the illusion of flying the aircraft from an on-board pilot’s perspective.
- “Flight Termination System”** means a system that when activated, terminates the flight of an unmanned aircraft.
- “Fly-Away”** means that in respect to a UAS, an interruption or loss of the C2 link such that the remote pilot is no longer controlling the aircraft and the unmanned aircraft is not flying its preprogramed procedures in the predicted manner.
- “Handover”** means the act of passing piloting control from one remote pilot station to another.
- “Incident”** means an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.
- “Instrument Meteorological Conditions (IMC)”** means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions (VMC).

- “Maintenance”** means the performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification and the embodiment of a modification or repair.
- “National Aviation Security Committee (NASC)”** means the Committee established under the South Sudan Civil Aviation Security Regulations.
- “Notice to Airmen, NOTAM”** means a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
- “Operational Control”** means the exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.
- “Operations Manual”** means a manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.
- “Operations Specifications”** means the authorizations, conditions and limitations associated with the UAS Operator certificate and subject to the conditions in the operations manual.
- “Operator”** means a person, organization or enterprise engaged in or offering to engage in UAS operation.
- “Person”** means natural person, any institution or organization who engage in UAS operation.
- “Prohibited Area”** means an airspace of defined dimensions, within which the flight of aircraft is prohibited.
- “Remote Crew Member”** means a crew member charged with duties essential to the operation of a UAS during a flight duty period.
- “Remote Pilot”** means a person charged by the Operator with duties essential to the operation of a UAS and who manipulates the flight controls, as appropriate, during flight time.
- “Remote Pilot-In-Command”** means the remote pilot designated by the Operator as being in command and charged with the safe conduct of a flight.

- “Remote Pilot Station”** means the component of the UAS containing the equipment used to pilot the UAS.
- “Remotely Piloted Aircraft or RPA”** means an unmanned aircraft that is piloted from a remote pilot station.
- “Remotely Piloted Aircraft System Or RPAS”** means remotely piloted aircraft, its associated remote pilot stations, the required command and control links and any other components as specified in the type design.
- “Rest Period”** means a continuous and defined period of time, subsequent to or prior to duty, during which remote crew members are free of all duties.
- “Risk Mitigation”** means the process of incorporating defences or preventive controls to lower the severity or likelihood of a hazard and the projected consequences.
- “Safety”** means the state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.
- “Safety Management System Or SMS”** means systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.
- “Segregated Airspace”** means airspace of specified dimensions allocated for exclusive use to a specific user or users.
- “Shielded Operation”** means an operation of an aircraft within 100 meters of, and below the top of, a natural or man-made object.
- “Specified Frequency”** for particular airspace means a frequency specified from time to time in the AIP or by ATC as a frequency for use in the airspace.
- “Specified Information”** for particular airspace means information specified from time to time in the AIP or by ATC as information that must be broadcast in the airspace.
- “Specified Interval”** for particular airspace means the interval specified from time to time in the AIP or by ATC as the interval at which broadcasts must be made while in that airspace.
- “Standard Operation (Category B)”** means a classification of UAS operation in which the risks involved to the public, property and manned aviation is medium as specified in the fifth schedule to these Regulations;

**“State Safety Programme (SSP)”** means an integrated set of regulations and activities aimed at improving safety.

**“UAS Operator certificate (UOC)”** means a certificate authorizing an Operator to carry out specified UAS operations.

**“Unmanned Aircraft (UA)”** means an aircraft that is intended to be operated with no pilot on board.

**“Unmanned Aircraft (UA) Observer”** means a trained and competent person designated by the operator who, by visual observation of the unmanned aircraft, assists the remote pilot in the safe conduct of the flight.

**“Unmanned Aircraft System (UAS)”** means an unmanned aircraft and its associated components.

**“Visual Line-Of-Sight (VLOS) Operation”** means an operation in which the pilot or UA observer maintains direct unaided visual contact with the unmanned aircraft.

**“Visual Meteorological Conditions (VMC)”** means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

## **CHAPTER II REGISTRATION AND CATEGORIZATION**

### **5. Categorization of UAS Operations**

- (1) The UAS operations shall be categorized based on the risk levels associated with intended operations as follows:
  - (a) Category A – Basic Operations;
  - (b) Category B – Standard Operations; and
  - (c) Category C – Complex Operations.
- (2) A person shall not carry out UAS operations unless he or she complies with the requirements of these Regulations and in accordance with the Second Schedule.

### **6. Category A UAS Operations Requirements**

- (1) A person shall not operate a UAS Category A within the South Sudan unless the UAS has been registered by the Authority and authorized by the UAS owner if he or she is not the owner.
- (2) A person shall not operate a UAS Category A within the South Sudan unless such person has attained the basic training and assessment as required by Regulation 21

- (3) Before conducting Category 'A' UAS Operations, the operator shall obtain consent of the concerned property owner if the property is not own
- (4) Notwithstanding sub- regulation (3) depending on the restrictions surrounding the operational environment, the operator may be required to notify and seek approval of other concerned responsible authority or stakeholder before conducting the operations.
- (5) the Stakeholders referred to in sub- regulation (4) shall include but not limited to State Security sensitive environment.

#### **7. Category B UAS Operations Requirements**

- (1) A person shall not carry out Category 'B' UAS operations unless he or she has approval from the Authority following an acceptable risk assessment and risk mitigation plan as described in the South Sudan Civil Aviation Safety Management Regulations and in accordance with part II of the Second schedule to these Regulations.
- (2) A UAS operator shall establish and implement a Safety Management System (SMS), depending on the size and complexity of the UAS operations of the organization and submit a risk assessment and mitigation plan to the Authority for acceptance.
- (3) A person shall not carry out Category 'B' UAS operations unless he or she is a holder of a valid Remote Pilot license or certificate issued by the Authority in accordance with part 3 of this regulation and the South Sudan Civil Aviation Personnel Licensing Regulations.
- (4) Subject to Sub-regulation (2), a person conducting Category 'B' Operations shall comply with these Regulations, relevant provisions of the South Sudan Civil Aviation Security Regulations, the Civil Aviation Rules of the Air Regulations and comply with conditions imposed by the Authority on their concept of operation.

#### **8. Category C UAS Operations Requirements**

- (1) A person shall not carry out Category 'C' UAS operations unless he or she has approval from the Authority in form of an Unmanned Aircraft Operator Certificate (UOC), and in accordance with part III of the Second Schedule to these Regulations
- (2) A person shall not carry out a Category 'C' operation unless he or she is a holder of a valid certificate issued by the authority under these Regulations or a valid remote pilot license issued by the Authority in accordance with the South Sudan Civil Aviation Personnel Licensing Regulations.
- (3) Subject to sub-regulation (1), the Authority may authorise Category 'C' Operations in controlled airspace provided there is sufficient evidence to demonstrate acceptable level of Safety of UAS performance and reliability.

- (4) Subject to Sub-regulation (3), a person conducting Category ‘C’ Operations shall comply with these Regulations, the South Sudan Civil Aviation Security Regulations and the South Sudan Civil Aviation Rules of the Air Regulations and with the condition imposed by the Authority on their concept of operation.

## **9. Eligibility for Ownership of UAS**

- (1) A person shall be eligible to own a UAS where he or she is:
  - (a) a Citizen of South Sudan of a minimum age of 18 years;
  - (b) an individual citizen of a foreign state who is lawfully admitted for residence in the Republic of South Sudan of a minimum age of 18 years;
  - (c) a corporation lawfully recognized and doing business under the laws of South Sudan including but not limited to United Nations and non-governmental organizations and
  - (d) A Government entity of the Republic of South Sudan.
- (2) The following persons shall be qualified to be the owners of a legal or beneficial interest in UAS in South Sudan or a share therein:
  - (a) the Government of South Sudan;
  - (b) citizens of, or persons bona fide resident in the Republic of South Sudan of a minimum age of 18 years;
  - (c) such other persons as the Authority may approve, on condition that the UAS is not used for commercial air transport, flying training or aerial work and such other conditions as the Authority may specify; and
  - (d) bodies corporate established under and subject to the laws of South Sudan; or
  - (e) bodies corporate established under and subject to the laws of such other country as the Authority may approve.
- (3) A person shall not transfer ownership of a UAS without prior notification and approval from the Authority.

## **10. Permit to Import and Export UAS**

- (1) A person shall not import a UAS or its component without authorization by the Authority.
- (2) A person shall not export a UAS or its component for Category ‘B’ and ‘C’ operations registered in South Sudan without notifying the Authority in writing and subsequently obtaining authorization to do so.
- (3) A person shall not export a UAS or its component in Category A into another state without notifying and subsequently obtaining approval from Authority.
- (4) Before issuing authorization referred to under sub regulation (1), the Authority shall seek and obtain the necessary security clearance as specified in the applicable technical guidance material.

## **11. Declaration of UAS on Arrival at Port of Entry**

- (1) A person importing UAS shall declare the UAS, at the point of entry to Customs and security officers upon arrival.
- (2) Subject to sub-regulation (1) any UAS brought into South Sudan shall be submitted to the point of entry security upon arrival for inspection and clearance.

## **12. Registration of UAS**

- (1) A person shall not operate a UAS Category 'A' for any purpose within the Republic of South Sudan unless the UAS has been registered and authorized by for that purpose:
- (2) A person shall not operate a UAS Category 'B' and 'C' within the Republic of South Sudan unless the UAS has been registered by:
  - (a) the Authority and a certificate of registration has been issued in accordance with these Regulations and the procedures specified in the applicable technical guidance materials; or
  - (b) the appropriate aeronautical authority of another State that is party to an agreement with the Government of the Republic of South Sudan which provides for the acceptance of registrations of that State.

## **13. Application for Registration**

- (1) The owner of a UAS in category 'A' shall submit application to the Authority specifying the purpose for the UAS according to the instruction in the technical guidance material.
- (2) The owner of a UAS in Category 'B' and 'C' shall submit to the Authority:
  - (a) an application form specified by the Authority in the applicable technical guidance material;
  - (b) evidence of ownership such as a bill of sale; and
  - (c) the registration fee as prescribed in the Aeronautical Information Product on aeronautical user fees.
- (3) The application for categories 'B' and 'C', in addition to the requirements specified in sub-regulation (2) shall address the following matters, having regard to the nature, degree and risk of the intended operation:
  - (a) the identification of a person who will have primary responsibility for the operation;
  - (b) the identification of any person who is to, or is likely to have control over the exercise of the privileges under the certificate;
  - (c) Concept of Operations Document for proposed UAS operations
  - (d) an operational risk assessment that:

- (i) identifies the known and likely hazards to people, property and other aircraft of the proposed operation; and
  - (ii) includes a description of the measures that will be implemented to mitigate or manage the risk;
  - (e) operating requirements for personnel licensing, qualifications, training and competency, including remote pilot and remote flight crew qualifications, training or medical requirements;
  - (f) procedures for reporting information to the Authority, including incidents and accidents.
  - (g) details of the number and specifications of the aircraft to be used, including any identification system used on the aircraft such as colour schemes, unique identification numbers, and markings;
  - (h) details of the control system including lost link procedures to be used to control the aircraft;
  - (i) procedures for the maintenance of aircraft and measures to ensure continued airworthiness;
  - (j) inflight procedures, including minimum distances from persons or property;
  - (k) procedures for handling cargo, including dangerous goods, or dropping items, where such operations are intended;
  - (l) the manufacturer's Declaration of Compliance or approval from an AAO;
  - (m) procedures for controlling and amending the information provided during the initial application whenever changes occur such as ownership and intended purpose of operation; and
  - (n) any other approvals that are required to conduct the proposed operation.
- (4) The Authority may require only those matters in sub-regulation (3) that it considers appropriate in the particular circumstances to be contained in the application.

#### **14. UAS Register**

All records of UAS registered and operating in the Republic of South Sudan shall contain at least the following particulars:

- (a) the number of the certificate;
- (b) the nationality and registration mark assigned to UAS by the Authority;
- (c) the name of the manufacturer and the manufacturer's designation of the UAS;
- (d) the serial number of the UAS;
- (e) the name and address of the owner;
- (f) registration date;
- (g) the use for and conditions under which the UAS is registered; and
- (h) signature of issuing officer

## **15. De-Registration of UAS**

The Authority may de-register or cancel the registration of Unmanned Aircraft System:

- (a) upon application of the owner for different reasons including registering it in another State;
- (b) upon its destruction;
- (c) upon its permanent withdrawal from use;
- (d) in the interest of Public Safety and National security;
- (e) where the Authority determines that the owner or operator has violated these regulations; or
- (f) in any other circumstance that the Authority deems fit.

## **16. Airworthiness of UAS**

- (1) A category 'A', 'B' and 'C' UAS owner or Operator shall ensure that all its components are in working order and in accordance with the manufacturers' user manual.
- (2) For Category B and C of UAS operations, the operator shall comply with the applicable provisions of the South Sudan Civil Aviation Airworthiness of Aircraft Regulations and commensurate with the risk of the operation in accordance with the applicable technical guidance material.

## **17. Maintenance of UAS**

- (1) The Owner or Operator of the UAS category 'B' and 'C' shall:
  - (a) maintain the UAS in a satisfactory condition for safe operation, according to maintenance manual by the manufacturer
  - (b) inspect the UAS prior to flight to determine that the system is in a satisfactory condition for safe operation; and
  - (c) keep a log of all the checks performed before and after each flight operation.
- (2) The maintenance referred to in sub-regulation (1) shall be undertaken by an appropriately qualified and authorised personnel.

## **18. Inspection, Testing, and Demonstration of Compliance**

- (1) A UAS operator or owner shall grant the Authority unrestricted and unlimited access to:
  - (a) the UAS areas of operations
  - (b) the operator's premises for the inspection of the certificate of registration and any other document, record, or report required to be kept by a remote pilot or owner of a UAS under these Regulations; and
  - (c) Areas of maintenance, demonstration and testing of UAS.

- (2) The remote pilot, or owner of a UAS shall, upon request, allow the Authority unrestricted and unlimited access to facilities and equipment for the purposes of determining compliance with these Regulations.

**19. Authorization of UAS Operations**

- (1) No unmanned aircraft system shall be launched or recovered from any public or private property without consent of property owner and authorization by Authority.
- (2) A pilot or owner of a UAS shall, before starting operations, seek the permission of the appropriate local authorities and inform the community within the area of operation.

**CHAPTER III**

**REMOTE PILOT LICENCE, CERTIFICATE AND AUTHORIZATION**

**20. Remote Pilot Licence, Certificate or Authorization**

- (1) A person shall not fly a Category 'B' or 'C' UAS for commercial or private purposes, without a valid Licence issued by the Authority in accordance with these regulations and the South Sudan Civil Aviation Personnel Licensing Regulations.
- (2) A person shall not fly a Category 'A' UAS unless he or she holds a certificate or authorization issued by the Authority.
- (3) Remote Pilot Licence, certificate or authorization required by sub regulations (1) and (2) shall have been issued in accordance with the Remote pilot licence provisions prescribed in the South Sudan Civil Aviation Personnel Licensing Regulations.

**21. Eligibility for Remote Pilot Licence, Certificate or Authorization**

- (1) An applicant for remote pilots' licence shall:
  - (a) Be at least 18 years;
  - (b) Have at least a class 3 medical certificate;
  - (c) Have satisfactorily completed training on the RPAS approved by or acceptable to the Authority;
  - (d) Have passed the knowledge examination specified in the South Sudan Civil Aviation Personnel Licensing Regulations; and
  - (e) Demonstrate skill in the areas of operation specified in the South Sudan Civil Aviation Personnel Licensing Regulations.
- (2) Notwithstanding the requirements of sub-regulation (1)(d), a holder of a valid personnel licence issued in accordance with the South Sudan Civil Aviation

Personnel Licensing Regulations may be credited for the relevant knowledge requirements provided he or she:

- (a) has at least a class 3 medical certificate;
  - (b) has undergone knowledge and skill training on the category of RPA he or she seeks authorization for, in accordance with the RPAS training requirements specified in the South Sudan civil aviation Personnel Licensing Regulations; and
  - (c) demonstrate skill in the RPA operations as specified in the South Sudan Civil Aviation Personnel Licensing Regulations.
- (3) Subject to sub regulation (1) and (2), holders of the following licences may be granted the privileges of remote pilot licence.
- (a) a flight crew licence; or
  - (b) a military qualification equivalent to a flight crew licence; or
  - (c) a foreign remote pilot licence and qualification equivalent to the remote pilot licence requirements of Authority and meets the security requirements of the Republic of South Sudan; or
  - (d) an air traffic control licence or a military qualification equivalent to an air traffic control licence; or
  - (e) flight operations officers' licence

## **22. Appeals Against Licensing Decision**

An applicant or holder of a Remote Pilot Licence who is aggrieved by a decision made by the Authority may appeal against such decision in accordance with the provisions on appeal specified in the South Sudan Civil Aviation Personnel Licensing Regulations.

## **23. Conditions on Remote Pilot Licence**

- (1) The Authority may impose specific conditions on a remote pilot licence in the interest of safety as deemed necessary.
- (2) The conditions referred to in sub-regulation (1) may include, but not limited to the following:
  - (a) specific make and model of UA to be operated;
  - (b) areas of UA operation;
  - (c) VMC operations; or
  - (d) Medical limitations
- (3) A holder of a Remote Pilot Licence shall operate the UA only within the privileges and limitations included in his or her licence by the Authority.
- (4) Subject to sub-regulations (1), (2) and (3), a remote pilot licence holder shall not operate a UAS above 400 feet AGL or within 6 km of the runway thresholds of an aerodrome unless authorized by the Authority.

- (5) Notwithstanding the provisions of sub-regulation (4), the Authority may require Authorization for UAS operations beyond 6 km based on the terrain characteristics in the vicinity when higher than the aerodrome elevations.

**24. Conducting Training on RPS**

- (1) A person shall not provide training or instruction on Unmanned Aircraft System operations unless approved or authorized by the Authority in accordance with the instructor requirements specified in the South Sudan Civil Aviation Personnel Licensing Regulations.
- (2) The authorization referred to in sub-regulation (1) shall be valid for 24 months from the date of issue or renewal subject to medical validity.
- (3) The authorized trainer shall conduct the UAS training only under an approved Competency-Based Training programme in accordance with the Remote pilot training provisions specified in the Civil Aviation Personnel Licensing Regulations.
- (4) The competency-based training referred to in sub -regulation (3) shall be conducted in an approved training organization's facility.

**25. Notice to Holder of Remote Pilot Licence, Certificate or Authorization to Show Cause**

- (1) The Authority may give a show-cause notice to the holder of a remote pilot licence, certificate or authorization where there are reasonable grounds relating to facts or circumstances to justify the cancellation of the licence under these regulations.
- (2) A show-cause notice shall:
  - (a) notify the holder of the licence, certificate or authorization of the facts and circumstances to justify the cancellation of the licence under these regulations; and
  - (b) require the holder of the licence, certificate or authorization to respond in writing, within 14 days of the notice, why the licence should not be cancelled.

**26. Variation, Suspension, Revocation or Cancellation of UAS documentation**

- (1) The Authority may cancel, revoke, suspend or vary any authorization or approval granted under these regulations:
  - (a) in the interest of public safety or national security;
  - (b) for violating this regulation;
  - (c) for violating any requirement, restriction, term or condition imposed by the Authority; or
  - (d) for any other public interest.

- (2) The Authority may seize any Unmanned Aircraft System or a component thereof belonging to a person who contravenes the provisions of these regulations, and any other related South Sudan Civil Aviation Regulations, pending further administrative action.
- (3) The Authority may apply to a competent court for an order authorizing the Authority to destroy or otherwise dispose of any item confiscated under sub-regulation (2).

## **CHAPTER IV GENERAL REQUIREMENTS FOR OPERATION OF UAS**

### **27. General Obligation of a UAS Owner or Operator**

- (1) An Unmanned Aircraft System owner or operator shall—
  - (a) ensure that it is registered in accordance with the provisions of these regulations;
  - (b) be responsible for the safe conduct of its operations;
  - (c) comply with all requirements, terms and conditions established by the Authority regarding its operation;
  - (d) be responsible for contracted services from providers including communications service providers, as necessary, to carry out its operations;
  - (e) be responsible for operational control of the Unmanned Aircraft System;
  - (f) be responsible for any damage caused by the operation of their Unmanned Aircraft System; and
  - (g) ensure secure storage of the Unmanned Aircraft System or components thereof at all times.
- (2) Unless otherwise specified by the Authority a request for authorization for operation of Unmanned Aircraft System shall include the following:
  - (a) name and contact information of the operator;
  - (b) Unmanned Aircraft System characteristics (type of aircraft, maximum certificated take-off mass, number of engines and wing span);
  - (c) copy of certificate of registration of the Unmanned Aircraft System;
  - (d) aircraft identification to be used in radiotelephony, where applicable;
  - (e) copy of the certificate of airworthiness where applicable;
  - (f) copy of the Unmanned Aircraft System operator certificate, where applicable;
  - (g) copy of the Remote pilot(s) licence, where applicable;
  - (h) copy of the aircraft radio station licence, where applicable;

- (i) description of the intended operation including the type of operation or purpose, flight rules, Visual Line-of Sight (VLoS) operation, where applicable,
  - (h) date of intended flight(s), point of departure, destination, cruising speed(s), cruising level(s), route to be followed, duration or frequency of flight; take-off and landing requirements;
  - (j) Unmanned Aircraft System performance characteristics, including:
    - (i) operating speeds;
    - (ii) typical and maximum climb rates;
    - (iii) operating frequencies;
    - (iv) typical and maximum descent rates;
    - (v) typical and maximum turn rates;
    - (vi) other relevant performance data including limitations regarding wind, icing and precipitation; and
    - (vii) maximum aircraft endurance;
  - (k) communications, navigation and surveillance capabilities:
    - (i) command and control (C2) links;
    - (ii) performance parameters and designated operational coverage area;
    - (iii) communications between remote pilot and Remote Piloted Aircraft (RPA);
    - (iv) Remote Piloted Aircraft observer, where applicable;
    - (v) navigation equipment;
    - (vi) surveillance equipment, including Secondary Surveillance Radar transponder and Automatic Dependent Surveillance-Broadcast (ADSB);
    - (vii) detect and avoid capabilities;
  - (l) emergency procedures regarding:
    - (i) communications failure with Air Traffic Control where applicable;
    - (ii) C2 failure;
    - (iii) remote pilot or remote piloted aircraft observer communications failure, where applicable;
    - (iv) number and location of remote pilot stations as well as handover procedures between remote pilot stations, where applicable;
    - (v) document attesting noise certification, where applicable;
    - (vi) confirmation of compliance with the South Sudan Civil Aviation Security Regulations;
    - (vii) payload information or description; and
    - (viii) proof of adequate insurance coverage
- (3) Unmanned Aircraft System shall meet the performance and equipment carriage requirements for the specific airspace in which the flight shall be operated

- (4) Where documents identified in sub regulation (2) are issued in a language other than English, the Unmanned Aircraft System operator or owner shall ensure that an English translation is included and provide a certificate of translation.

## **28. General Obligations for Operation of UAS**

- (1) Except when exempted by the Authority in accordance with regulations 104 and 105, a person shall not operate an Unmanned Aircraft System under the following conditions:
  - (a) at night, unless specifically cleared by the Authority on a case-by-case basis
  - (b) where cameras, imaging devices or other sensors capture information, pictures or videos extending beyond the prescribed area of approved operation;
  - (c) in Instrument Meteorological Conditions (IMC);
  - (d) above the maximum specified altitudes; and
  - (e) beyond the maximum specified lateral distances.
- (2) Subject to sub-regulation (1)(b), such information shall not be re-produced, processed, shared, distributed or published contrary to the laws of South Sudan
- (3) Notwithstanding the provisions of sub-regulation (1) (c), an unmanned Aircraft System operation may be conducted in conditions other than Visual Meteorological Conditions (VMC) if:
  - (a) the pilot is duly rated;
  - (b) the Unmanned Aircraft System in question meets required specifications; and
  - (c) the system is approved by the Authority for operations under IMC

## **29. Reporting of UAS incidents, Accidents and Alleged Violations**

- (1) An Unmanned Aircraft System operator or owner shall ensure that all incidents and accidents involving such a system are recorded and reported to the Authority within 24 hours of the occurrence.
- (2) Members of the public shall report to the Authority and the nearest competent authority accidents, incidents and alleged violations of the regulation by the Unmanned Aircraft System operators or owners.
- (3) A person who owns or operates Unmanned Aircraft System shall notify the Authority immediately of the loss or theft of the system or its components thereof.
- (4) The Authority shall upon receipt of the report of the loss, theft, or other alleged violation involving an Unmanned Aircraft System determine the nature and type of any additional investigation or enforcement action that requires to be taken according to the guidelines in the technical guidance material on investigation.

### **30. Prohibited Operation of UAS**

- (1) A person shall not operate an Unmanned Aircraft System in a negligent or reckless manner
- (2) For the purposes of sub-regulation (1), except in accordance with the conditions of the restrictions or by permission granted by the Authority a person who operates an Unmanned Aircraft System in a “negligent” or “reckless” manner where that person:
  - (a) in the course of operation, endangers other aircraft, persons or property;
  - (b) operates in a prohibited, restricted or danger area, the particulars of which have been duly published in the South Sudan Aeronautical Information Publication (AIP), except in accordance with the conditions of the restrictions or by permission granted by the Authority; or
  - (c) operates in or around strategic installations, Air Navigation Service facilities, high tension cables and communication masts, Highways, Stadia, prisons, police stations, Military barracks, courts of law, scenes of crime, schools and hospitals
- (3) The Authority may prohibit the use of Unmanned Aircraft System in any specific area in Republic of South Sudan for any period in the interest of public safety and National security.

### **31. Operations in Congested Areas and Crowds**

A person shall not operate an Unmanned Aircraft System at lateral distance of less than 50metres from any person, building, structure, vehicle, vessel or animal not associated with the operations of the System unless authorized by the Authority.

### **32. Operations in the Vicinity of Public Roads**

No person shall operate an Unmanned Aircraft System over public road, along the length of a public road or at a distance of less than 50m from a public road, unless;

- (a) the operation has been approved by the Authority; or
- (b) such road has been closed from public use; and
- (c) reasonable care has been taken to ensure the safety of road users and pedestrians in the event of loss of control of the Remotely Piloted Aircraft.

### **33. Landing on Roads**

No person shall use a public road as a place of landing or take-off of an Unmanned Aircraft, except where the operation has been approved by the Authority and the circumstances preclude danger to the public.

### **34. Collision Avoidance**

- (1) An Unmanned Aircraft System in all airspaces shall operate in accordance with the South Sudan Civil Aviation Rules of the Air Regulations, and a remote pilot

shall maintain situational awareness so as to see and avoid other aircraft and vehicles and shall yield the right- of-way to all aircraft and vehicles.

- (2) Subject to sub-regulation (1), an unmanned aircraft pilot shall maintain situational awareness so as to see and avoid other aircraft and vehicles and shall yield the right- of-way to all aircraft and vehicles.
- (3) For the purposes of sub-regulation (2), “yielding the ‘right-of-way’ means that the Unmanned Aircraft System shall give way to the manned aircraft or vehicle and may not pass over, under, or ahead of it unless well clear.
- (4) No person shall operate an Unmanned Aircraft close to another aircraft as to create a collision hazard.

### **35. International UAS Operations**

A person shall not fly an Unmanned Aircraft:

- (a) commencing at a place within the Republic of South Sudan and terminating at a place outside South Sudan without authorization from the State of destination or any other State over whose airspace the Unmanned Aircraft System shall fly; or
- (b) commencing at a place outside the Republic of South Sudan and terminating at a place in South Sudan or over-flying the South Sudan airspace without authorization from the Authority.

### **36. Filing of Flight Plans**

- (1) A person shall not fly any Unmanned Aircraft flight(s) in controlled airspace unless he or she has filed flight plans.
- (2) Without prejudice to the generality of sub-regulation (1), all Unmanned Aircraft flights in uncontrolled airspace shall at all times comply with the Republic of South Sudan Civil Aviation Rules of the air Regulations.

### **37. Emergency and Contingency Links**

All Unmanned Aircraft System operators in Category B and C shall develop and implement emergency and contingency procedures acceptable to the Authority.

### **38. Command and Control of UAS**

- (1) An Unmanned Aircraft System owner or operator shall ensure that he or she has command and control of the System at all times during the flight.
- (2) Any Unmanned Aircraft System owner or operator who loses command and control of their System shall report to the Authority immediately.

### **39. Operation in the Vicinity of Aerodromes**

Except with the written permission of the owner or operator of an aerodrome, the appropriate Air Navigation Service Provider and approval from the Authority, a person shall not operate an Unmanned Aircraft System:

- (a) within six (6) kilometers from the aerodrome reference point and the runway thresholds of the aerodrome;
- (b) on approach and take-off paths;
- (c) within the vicinity of navigation aids;
- (d) within the aerodrome traffic zone; and
- (e) within terminal traffic holding patterns

#### **40. Operations at an Aerodrome**

The Authority shall upon approval of an Unmanned Aircraft System operation at an aerodrome:

- (a) impose operating restrictions on the approval in the interest of public safety and National security;
- (b) publish details of the approval in the appropriate Aeronautical Information Product;
- (c) revoke or change the conditions that apply to such approval and publish details of any revocation or change in conditions in the appropriate element of the Aeronautical Information Product.

#### **41. Record Keeping**

- (1) An Unmanned Aircraft System owner or operator for Categories 'B' and 'C' shall establish a system of recordkeeping that allows adequate storage and reliable traceability of all activities developed, covering at a minimum:
  - (a) operator's organization;
  - (b) safety management systems;
  - (c) personnel training and competence verification;
  - (d) documentation of all management system key processes and products;
  - (e) maintenance records; and
  - (f) security management records.
- (2) A person who deals in Unmanned Aircraft System or its components shall keep records of all transactions and/or operations involving the system or any component thereof.
- (3) Records shall be stored in a manner that ensures protection from damage, alteration and theft and shall comply with all data protection laws of Republic of South Sudan
- (4) Records identified in this regulation shall be current and have sufficient details to determine whether the experience and qualification requirements are met for the purpose of the Unmanned Aircraft System operations.
- (5) An Unmanned Aircraft Systems owner or operator shall give the Authority or its delegated representatives unrestricted and unlimited access for inspection, including taking copies of extracts from the records kept in accordance with sub- regulation (1).

## **42. Insurance**

- (1) A person shall not operate, or cause to be operated or commit any other person to operate an Unmanned Aircraft System in Categories B and C unless there is in place a minimum insurance policy in respect of third-party risks.
- (2) The minimum sum of insurance in respect of any Unmanned Aircraft System insured in accordance with sub- regulation (1) shall be notified by the Authority.
- (3) An operator of an Unmanned Aircraft System shall make available third-party liability insurance certificate(s), in the authentic form, at the location of the System operator's operational management or any other location specified by the Authority.

## **43. Nuisance from Use of UAS**

- (1) An Unmanned Aircraft System operator or owner shall not operate the System in a manner that constitutes nuisance to the public, a person or to the property of another or infringement of privacy.
- (2) An Unmanned Aircraft System operator or owner shall not use a System equipped with an Imaging Device to conduct Surveillance on or take an Image of a person without that person's written consent.
- (3) An Unmanned Aircraft System operator or owner shall not use a System equipped with an Imaging Device to record an image of privately owned or leased real property or of the owner, tenant, occupant, invitee, or licensee of such property with the intent to conduct surveillance on the individual or property captured in the image in violation of such person's reasonable expectation of privacy without his or her written consent.
- (4) For purposes of sub- regulation (3), a person is presumed to have a reasonable expectation of privacy on his or her privately owned real property, licensed or leased property if that person is not observable by persons located at ground level in a place where they have a legal right to be.
- (5) Notwithstanding sub- regulations (2) and (3), an Unmanned Aircraft System equipped with an imaging device may with the approval of the Authority be used for the purpose of:
  - (a) mapping and evaluating the earth's surface, including terrain and surface water bodies and other features;
  - (b) investigation of forests and forest management;
  - (c) search and rescue; or
  - (d) investigation of vegetation or wildlife.
- (6) Without prejudice to sub- regulation (2), the owner or operator of a System equipped with an imaging device shall comply with any other law relating to protection of privacy or data.

**44. Discharge or Dropping of Objects**

- (1) A person shall not cause an object to be dropped or discharged from an Unmanned Aircraft System unless the authorization granted expressly provides for such dropping or discharge.
- (2) For purposes of this regulation, an object includes gases, liquids, solids, electromagnetic pulse or any other thing capable of being discharged or dropped from an Unmanned Aircraft System.

**CHAPTER V  
OPERATING RULES**

**45. Standard Unmanned Aircraft Operating Conditions**

- (1) A person shall not operate Unmanned Aircraft in standard unmanned aircraft operating conditions unless during the operation:
  - (a) the UA is operated within Visual Line-of-Sight (VLoS) of the person operating the UA;
  - (b) the UA is operated at or below 400 feet above ground level (AGL) by day; and
  - (c) the UA is not operated within 30 metres of a person, measured horizontally, who is not directly associated with the operation of the UA.
- (2) Subject to sub-regulation (1), the UA shall not be operated:
  - (a) in a prohibited area; or
  - (b) in a restricted area; or
  - (c) over a populated area; or
  - (d) within 4 km of the movement area of a controlled aerodrome;
- (3) Subject to Sub-regulation (1) the UA shall not be operated over an area where a fire, police or other public safety or emergency operation is being conducted, without prior approval by the Authority.

**46. Approval of Areas for Operation of Unmanned Aircraft**

- (1) An operator shall not carry out Categories 'B' and 'C' UA operations in an area unless the Authority approves the operation of UA generally, or a particular category of UA;
- (2) An approval has effect from the time written notice is issued to the applicant, or a later day, or day and time stated in the approval; and
- (3) The Authority may express the approval to have effect for a particular period, including a period of less than 1 day.
- (4) The Authority may impose conditions on the approval in the interests of the safety and security of air navigation.

- (5) Where the Authority approves an operation under sub-regulation (1) it shall publish details of the approval including any condition in an Aeronautical Information Product.
- (6) Subject to sub-regulation (1), the Authority may revoke or cancel the approval of an operation or change the conditions that apply to such an approval in the interests of safety and security of air navigation and shall publish the details of such revocation or change in an Aeronautical Information Product.
- (7) The Authority shall give written notice of the revocation, cancellation or change to the operator.

**47. Segregated Airspace**

A person shall not operate a UA within segregated airspace unless the person has approval to do so from the appropriate authority responsible for the segregated airspace area.

**48. Controlled Airspace**

- (1) A person shall not operate a UA in controlled airspace without authorization from the air traffic services unit responsible for that airspace.
- (2) Any person conducting unmanned aircraft system operations shall ensure that the appropriate air traffic service unit (s) is advised immediately anytime the flight of an unmanned aircraft system inadvertently enters into controlled airspace.

**49. Airspace Knowledge**

A person shall not operate a UA unless he or she:

- (a) ensures that before each flight, the person is aware of the airspace designation under the South Sudan Civil Aviation Rules of the Air Regulations and any applicable airspace restrictions in place in the area of intended operation; or
- (b) conducts the operation under the direct supervision of a person who is aware of the airspace designation under the South Sudan Civil Aviation Rules of the Air Regulations and any applicable airspace restrictions in place in the area of intended operation.

**50. Hazard Identification and Risk Mitigation**

- (1) A Category 'B' or 'C' UAS Operator shall take all practicable steps to identify hazards and develop a risk mitigation plan as appropriate in accordance with the South Sudan Civil Aviation Safety Management Regulations.
- (2) A UA pilot shall discontinue the flight when there is reason to believe that continuing the flight would pose a hazard to civil aviation operations, people, or property.

**51. Manufacture, Construction, Assembly, or Modification of UAS**

Any person or organization intending to manufacture, construct, assemble or modify UAS or a component thereof shall apply for the authorization from the Authority.

**52. Visual Line-of-Sight Operations**

- (1) A person shall not operate a UA in:
  - (a) any area in which the person's view of the surrounding airspace in which the UA will operate is obstructed; or
  - (b) meteorological conditions that obstruct the person's ability to maintain visual line-of-sight of the aircraft.
- (2) A person who operates a UAS in VLoS shall at all times:
  - (a) maintain visual line-of-sight with the UA or be in direct communications with a UA observer that maintains visual line-of-sight with the UA;
  - (b) be able to see the surrounding airspace in which the UA is operating; and
  - (c) Operate the UA below cloud base.
- (3) A UA pilot or observer shall have a clear view which may be achieved:
  - (a) with the use of the following aids:
    - i. spectacles; and
    - ii. contact lenses or similar devices;
  - (b) without the use of aided visual contact such as:
    - i. binoculars;
    - ii. telescopic equipment;
    - iii. night vision equipment;
    - iv. visual enhancing equipment;
    - v. electronic, mechanical, electromagnetic, optical, or electro-optical instrument.
- (4) A visual line of sight operation shall include a first-person view system and a trained or competent UA observer who maintains:
  - (a) visual line-of-sight of the UA;
  - (b) sight of the surrounding airspace in which the UAS is operating; and
  - (c) direct communication with the person who is operating the UA.

**53. UAS Operation Beyond Visual Line-of-Sight (BVLOS)**

- (1) A person shall not operate a UA beyond Visual Line of Sight unless the UA is equipped with a detect and avoid system and is authorized by the Authority.
- (2) The operator shall not conduct BVLS operations unless he or she obtains authorization from the Authority, subject to conducting an operational safety risk assessment acceptable to the Authority.

- (3) The UA pilot or observer conducting BVLOS Flights shall have a means to Detect and Avoid traffic and all other hazards such as hazardous meteorological conditions, terrain and obstacles unless otherwise approved by the Authority.
- (4) Prior to conducting a controlled BVLOS operation, coordination shall be effected with the appropriate air traffic services unit regarding:
  - (a) any operational performance limitations or restrictions unique to the UAS;
  - (b) any programmed lost C2 link flight profile or flight termination procedures;
  - (c) direct telephone communication between the Remote Pilot Station (RPS) and the appropriate air traffic services unit for contingency use, unless otherwise approved by the ATC unit(s) involved; and
  - (d) Communication between the Remote Pilot Station (RPS) and the appropriate air traffic services unit (s) as required for the class of airspace in which operations occur and should utilize standard ATC communications equipment and procedures, unless otherwise approved by the appropriate air traffic services unit involved.
- (5) C2 link transaction time shall be minimized so as not to inhibit the remote pilot's ability to interface with the UA compared to that of a manned aircraft.
- (6) UAS operating BVLOS shall only operate within Radio line of sight (RLOS).
- (7) Operation beyond Radio line of sight shall require special authorization from the Authority subject to the operator demonstrating that all operational control functions and safety measures associated to the type of operation are acceptable.
- (8) Remote Pilot Station for UA operations shall be designed in such a way as to match the performance of the type of C2 link for BRLOS or RLOS with which they will be used.
- (9) BVLOS operations shall be conducted subject to the following conditions:
  - (a) the Republic of [State] and the State in whose airspace operations occur have approved the operations;
  - (b) the Unmanned Aircraft (UA) remains in Visual Meteorological Conditions (VMC) throughout the flight;
  - (c) a Detect-And-Avoid (DAA) capability or other mitigation is used to assure the UA remains well clear of all other traffic; and
  - (d) the area is void of other traffic; or
  - (e) the operation occurs in specifically delimited or segregated airspace.
- (10) BVLOS operations over heavily populated areas or over open air assemblies of people shall require special considerations such as the following:
  - (a) Altitudes for safe operation;
  - (b) Consequences of uncontrolled landing;
  - (c) Obstructions;

- (d) Proximity to airports/emergency landing fields;
  - (e) Local restrictions regarding UA operations over heavily populated areas; and
  - (f) The emergency termination of a UA flight.
- (11) A Take-off launch, and recovery of a UA operated in BVLOS shall be conducted from established aerodromes, UAS port or from any other location depending on operational requirements and system configuration, design, and performance.
- (12) The operation specified in sub-regulation (11) may be approved by the Authority upon ensuring that the safety of manned aircraft operations is not jeopardized.
- (13) Prior to BVLOS operations the remote pilot or operator shall take into consideration the following:
- (a) regulations pertaining to UA operations on or near an aerodrome;
  - (b) complexity and density of air traffic;
  - (c) ground operations such as taxiway width, condition, other ground traffic;
  - (d) C2 link continuity;
  - (e) payload considerations;
  - (f) wake turbulence
  - (g) performance and capability related to take-off distance/run available and minimum obstruction climb requirements, departure procedures and any flight restricting conditions associated with operations to or from the aerodrome; and
  - (h) availability of emergency recovery areas.

#### **54. Highly Automated UA Operations**

- (1) An operator shall not conduct UA operations involving increasingly complex automated aircraft that require extensive performance review, risk assessment, and testing without prior authorization by the Authority.
- (2) An operator conducting the automated unmanned aircraft operations shall be responsible for the operations, maintenance and any operational requirements in accordance with these regulations.
- (3) An operator conducting automated UA operations shall comply with the requirements of the South Sudan Civil Aviation Rules of the Air Regulations.
- (4) Approval of highly automated UA operations shall be carried out in consultation with the National Civil Aviation Security Committee in accordance with the South Sudan Civil Aviation Security Regulations.

#### **55. Weather and Day Limitations**

- (1) A person shall not operate a UA:

- (a) in or into a cloud; or
- (b) at night; or
- (c) in conditions other than visual meteorological conditions (VMC)

Unless:

- (i) authorized by the Authority in accordance with these regulations;
- (ii) in accordance with an air traffic control clearance where applicable; and
- (iii) The holder's RPAS licence is appropriately endorsed with the privileges.

#### **56. Operation Over and Near People**

A person shall not operate a UA over or near an open-air assembly, crowd or person unless such assembly, crowd or person is:

- (a) directly participating in the operation of the UA;
- (b) located under a covered structure or inside a stationary vehicle that can provide reasonable protection;
- (c) directly associated with the operation of the UA or the UA is operated no closer than 30m, measured horizontally from a second person not directly associated with the operation of the UA;
- (d) paragraph (c) above does not apply where the second person is standing behind a fixed wing UA while the fixed wing UA is taking off;
- (e) paragraph (a), (b), or (c) above do not apply where a person has consented that the UA is allowed to fly over or near him or her and the UA is operated no closer than 15 m, measured horizontally, from him or her.

#### **57. Medical Condition and Drug or Alcohol Use**

- (1) No person shall act as a remote pilot where he or she knows or has reason to believe that he or she has a physical or mental condition that would interfere with the safe operation of the Unmanned Aircraft.
- (2) A person shall not act as a remote pilot or a UA observer:
  - (a) within 8 hours after consuming an alcoholic beverage;
  - (b) while under the influence of alcohol; or
  - (c) while using any drug that impairs the person's faculties in any way contrary to safety.

#### **58. Temporary Permit**

- (1) The Authority may, upon application, and in accordance with regulation 103 on exemption grant a temporary permit to an applicant for the operation of an Unmanned Aircraft System for a period not exceeding thirty (30) days, which shall be renewable once.
- (2) Subject to sub-regulation (1), the Authority may impose such terms and conditions as it deems fit and shall have regard to:

- (a) public safety and National security; and
- (b) the need to provide reasonable protection for [State] operators.

**59. Operation in Prohibited, Danger or Restricted Areas**

- (1) A person shall not operate a UA:
  - (a) in a careless or reckless manner as to endanger aviation safety, aircraft, person or property.
  - (b) in prohibited areas;
  - (c) in restricted areas;
  - (d) while operating a moving vehicle, vessel or manned aircraft.
  - (e) danger areas; or
  - (f) any other area notified by the Authority, except with the written permission of and in accordance with any conditions imposed by the Authority.
- (2) A person shall not operate a UA:
  - (a) In or around a prohibited or a restricted area or “no fly zone” the particulars of which have been duly published in the South Sudan Aeronautical Information Publication or any other relevant document, except in accordance with the conditions of the restrictions or by permission granted by the Authority;
  - (b) In or around Strategic Installations, Radar Sites, high tension cables and Communication Masts, Highways, Stadium, Prisons, Police Stations, Military Barracks, Courts of Law, Scenes of Crime, except in accordance with the conditions of the restrictions or by permission granted by the Authority through an Authorization.

**60. Carriage of Dangerous Goods**

- (1) A person shall not take or cause to be taken on board a UA or deliver or cause to be delivered for loading thereon any goods which that person knows or has reasonable cause to know to be dangerous goods unless authorized by the Authority in compliance with the South Sudan Civil Aviation Safe transport of dangerous goods by air Regulations.
- (2) Subject to sub-regulation (1) such dangerous goods shall include but not limited to the following:
  - (a) chemical or biological substances;
  - (b) nuclear material;
  - (c) explosives;
  - (d) arms, ammunition and munitions of war;
  - (e) corrosive substances;
  - (f) radioactive elements;
  - (g) volatile liquids;
  - (h) highly flammable liquids;

- (i) aerosol sprays;
  - (j) illicit or unauthorized drugs;
  - (k) any such materials or substances that may from time to time be so classified by the Authority.
- (3) For the purposes of sub- regulation (1), “dangerous goods” includes any substance that is classified as such in the ICAO Technical Instructions for Carriage of Dangerous Goods.

**61. Operation Near Other Aircraft and Right-Of-Way**

- (1) A remote pilot shall maintain awareness so as to see and avoid other aircraft and vehicles and shall yield the ‘right-of-way’ to all aircraft and vehicles.
- (2) The remote pilot shall, at each point of the UAS flight maintain situational awareness so as to see other aircrafts and vehicles.
- (3) The remote pilot shall maintain visual contact with his or her UA in case of Visual Line-of-Site (VLOS) operations or ensure continuous real time tracking of UA in case of Beyond Visual Line-of-Site (BVLOS) operations.
- (4) A person shall not operate a UA so close to another aircraft as to create a collision hazard.
- (5) Any person operating a UA shall give way to and remain clear of all manned aircraft on the ground and in flight.

**62. Pre-Flight Familiarization, Inspection, and Actions for UAS Operation**

Prior to flight, the remote pilot shall:

- (a) assess the operating environment, considering risks to persons and property in the immediate vicinity, both on the surface and in the air and the assessment shall include:
  - i. local weather conditions;
  - ii. local airspace and any flight restrictions;
  - iii. the location of persons and property on the surface; and
  - iv. all hazards.
- (b) ensure that all persons involved in the operation of the UAS receive a briefing that includes operating conditions, emergency procedures, contingency procedures, roles and responsibilities, and potential hazards;
- (c) ensure that all links between ground station and the UA are working properly; and
- (d) where the UA is powered, ensure that there is enough power available for the UA to operate for the intended operational time and to operate after that for at least 5 minutes.

**63. Command and Control Link**

- (1) A UA pilot or operator shall ensure that he or she has command and control link of the UAS at all times during the flight.
- (2) Any UA pilot or operator who loses command and control link of his UA for a period of the flight beyond that specified in the UA manufacturer's manual shall report to the Authority as soon as possible within 24 hours.

**64. Air Traffic Control Communication**

- (1) A person shall not operate a UA in controlled airspace, near aerodromes, airports or heliports without authorization from the air traffic services unit responsible for that airspace.
- (2) To ensure safety of air navigation, a person shall not conduct UA operations in violation of the instructions and guidelines given by the Air Navigation Service Provider (ANSP).

**65. Use of Aeronautical Radio**

- (1) Communication between remote pilot and air traffic services unit shall be on appropriate radio frequencies used in aeronautical radio frequency spectrum.
- (2) Where applicable, the UA operator shall seek a radio license from the appropriate agency prior to operating any radio for communication.
- (3) A person shall not carry out a Category 'B' or Category 'C' UAS operation unless he or she:
  - (a) holds appropriate qualification;
  - (b) maintains a listening watch on a frequency or frequencies specified in the authorization;
  - (c) makes broadcasts on a frequency or frequencies at intervals and giving information specified in the authorization; and
  - (d) complies with any other requirement specified in the radio communication authorization.

**CHAPTER VI**

**UAS OPERATOR CERTIFICATION**

**66. Unmanned Aircraft System Operator Certificate (UOC)**

- (1) A person shall not operate Category 'C' UAS operations unless he or she has a UOC issued in accordance with these regulations.
- (2) The issuance of UOC by the Authority shall be dependent upon the UAS Operator demonstrating an adequate organization, staffing, method of control

and supervision of flight operations, training programme as well as ground handling and maintenance arrangements consistent with:

- (a) the nature and extent of the operations specified
- (b) the size, structure and complexity of the operations.
- (3) The Authority shall issue UOC to an applicant where that applicant:
  - (a) Has its principal place of business and it is registered in South Sudan;
  - (b) Meets the applicable requirements of these regulations;
  - (c) Has qualified remote pilots to safely operate the unmanned aircraft system; and as met any other requirements as specified by the Authority.
- (4) The UOC shall contain at least the following:
  - (a) The UOC number;
  - (b) The unmanned aircraft system operator name, trading name (if different) and address of the principal place of business;
  - (c) The date of issue and the name, signature and title of the authority representative;
  - (d) UOC expiration date;
  - (e) The location where the contact details of operational management can be found;
  - (f) The description of the types of operations authorized;
  - (g) The type(s) or model(s) of the unmanned aircraft system authorized for use; and
  - (h) The areas of operation.
- (5) The continued validity of UOC shall depend upon the unmanned aircraft system operator maintaining the requirements of these regulations.
- (6) The UOC referred to in sub regulation (1) shall authorise the Operator to conduct UAS operations in accordance with the conditions and limitations detailed in the Operations Specifications attached to the UOC.

**67. Application for Issue or Renewal of a UOC**

- (1) An applicant shall submit an application for a UOC to the Authority:
  - (a) in a form and manner prescribed by the Authority in the applicable technical guidance material.
  - (b) containing any additional information, the Authority may require the applicant to submit; and
  - (c) accompanied by proof of payment of relevant fees for UOC published by the South Sudan Civil Aviation Authority from time to time.
- (2) An applicant shall make the application for issue, renewal or re-issue of UOC at least ninety (90) days prior to the date of the intended operation.

**68. Operations Manual**

An Applicant for UOC shall develop and submit to the Authority for approval an operations' manual as set out in the First Schedule to these regulations.

**69. Issue of UOC**

The Authority may issue a UAS operator certificate to an applicant where the applicant:

- (a) complies with the requirements of ownership stipulated in regulation 9;
- (b) is properly qualified and adequately staffed and equipped to conduct safe operations in commercial operations of the UAS;
- (c) has an approved UA operator security program in accordance with the South Sudan Civil Aviation Security Regulations;
- (d) holds a security clearance issued by the appropriate authority;
- (e) complies with the requirements of the South Sudan Civil Aviation Air Operator Certification and Administration Regulations;
- (f) demonstrates that aviation safety will not be compromised by the issuance of the certificate; and
- (g) complies with any other requirements as specified by the Authority.

**70. Privileges of UOC Holder**

The holder of a UOC may:

- (a) give direction to persons operating the controls of an unmanned aircraft;
- (b) request the Authority for the issuance of a NOTAM of a UAS operation;
- (c) inspect and approve the construction of a UAS;
- (d) authorize the operation of a UAS where authorization to the certificate holder has been issued;
- (e) organize aviation events, in accordance with these regulations; and
- (f) exercise any other privileges granted under the South Sudan Civil Aviation approved Training organization Regulations where that privilege is specified on the certificate.

**71. Validity of UOC**

- (1) A UAS Operator Certificate (UOC) issued by the Authority shall be valid for 12 months from the date of issue or renewal unless:
  - (a) a shorter period is specified by the Authority;
  - (b) the Authority varies, suspends, revokes or otherwise cancels the certificate in the interest of public safety and National security; and
  - (c) the UOC holder suspends operations and surrenders the certificate to the Authority;
- (2) A UOC which is suspended or revoked shall be returned to the Authority within 7 days of the suspension or revocation.

**72. Amendments of UOC**

- (1) The Authority may amend a UAS Operator certificate (UOC) where the;

- (a) Authority determines that the amendment is necessary for the safety of commercial UAS operations; or
  - (b) UOC holder applies for an amendment and the Authority determines that the amendment is necessary.
- (2) The UOC holder shall operate in accordance with the amendment unless it is subsequently withdrawn.

**73. UOC Surveillance, Inspections and Audits**

- (1) The Authority shall conduct surveillance, inspections or audits on the UAS operations to ensure continued operator eligibility for UOC and associated approvals.
- (2) A UAS operator or owner shall give the Authority or its representatives unlimited and unrestricted access, both physical and remote, to the operator's premises, equipment, systems and documentation and operational areas to ensure effective surveillance.

**74. Renewal of Unmanned Aircraft Operator's Certificate (UOC)**

- (1) An application for the renewal of UOC shall be made in a form and manner prescribed by the Authority in the applicable technical guidance material
- (2) The application shall be submitted to the Authority at least 60 days before the date of expiry specified on the certificate.
- (3) The UOC may be renewed provided the operator complies with the requirements of these regulations and has paid the prescribed renewal fee.
- (4) A UOC shall be valid for a period of 12 months, unless the Authority specifies otherwise.

**75. UOC Personnel Requirements**

- (1) Each applicant for the issue, reissue or renewal of a UOC shall engage, employ, or contract:
  - (a) An accountable manager acceptable to the Authority with authority to ensure that all operations and maintenance activities are financed and carried out to the highest safety standards required by the Authority; and
  - (b) Qualified staff of sufficient number with proven competency and experience to support the UAS operations.
- (2) The operator shall:
  - (a) Establish and maintain procedures to assess and maintain the competence of those personnel who are responsible for carrying out the activities in the UAS operations;
  - (b) Establish and maintain procedures for the exercise of any delegation held by staff; and

- (c) provide staff with responsibilities under these regulations with written authorization to fulfil those responsibilities.

**76. UOC Holder’s Facilities and Equipment**

An Operator shall provide and maintain facilities and equipment appropriate to support the UAS operations.

**77. UOC -Operator’s Documentation**

- (1) An operator shall keep a list of all equipment and other relevant documents accepted by the Authority including technical manuals, technical instructions, legislation, and any other document necessary to support the UAS operations.
- (2) Subject to sub-regulation (1), the documentation shall include human factors material relevant to management of UAS operations.
- (3) The operator shall establish and maintain a procedure to control and amend all applicable documents required by sub-regulation (1).
- (4) The operator shall ensure that all amendments to the documents are submitted to and approved by the Authority and copies of the amendments are promptly distributed to all users.

**78. UAS Instruments and Equipment Requirements**

The Operator shall ensure the provision of adequate instrument and equipment required for the approved UAS operations depending on:

- (a) The categorization of the UAS operations;
- (b) Type of operations; and
- (c) Special authorizations sought.

**79. Training Requirements for UAS Operations**

The operator shall establish and maintain a training plan and training program appropriate to the UAS operations for approval by the Authority.

**80. Records Keeping**

A UAS operator shall establish, maintain and implement procedures to identify, collect, index, store, maintain, and dispose of the records necessary for the UAS operations in accordance with the Operator’s Operations Manual approved by the Authority.

**81. Safety Management**

An applicant for issuance of a UOC shall establish and maintain a Safety Management System to ensure compliance with these regulations and in accordance with the South Sudan Civil Aviation Safety Management Regulations.

**82. Authorization for International Commercial UAS Operations**

- (1) A UOC holder shall not undertake international commercial operations without authorisations issued by both the Authority and the concerned foreign authorities.

- (2) A UOC holder shall not conduct a UA flight commencing at a place within the Republic of [State] and terminating at a place outside South Sudan without authorisation from the State of destination and any other State over whose airspace the UA shall fly.
- (3) A UOC holder shall not conduct a UA flight commencing at a place outside [State] and terminating at a place within [State] or overflying the [State]n airspace without authorisation from the appropriate authorities.
- (4) The UAS operation shall meet the performance, equipment and document carriage requirements for the specific airspace in which the flight is to operate.
- (5) Subject to sub-regulation (1), unless otherwise specified by the Authority, the request for authorization shall include the following:
  - (a) name and contact information of the operator;
  - (b) UA characteristics including type of aircraft, maximum certificated take-off mass, number of engines and wingspan;
  - (c) copy of certificate of registration;
  - (d) aircraft identification to be used in radiotelephony, if applicable;
  - (e) copy of the certificate of airworthiness if applicable;
  - (f) copy of the UAS Operator certificate if applicable;
  - (g) copy of the remote pilot licence(s);
  - (h) copy of the aircraft radio station licence, if applicable;
  - (i) description of the intended operation (to include type of operation or purpose), flight rules, visual line-of-sight (VLoS) operations or Beyond visual line-of-sight (BVLoS) operations as applicable, date of intended flight(s), point of departure, destination, cruising speed(s), cruising level(s), route to be followed, duration and frequency of flight;
  - (j) take-off and landing requirements;
  - (k) UA performance characteristics, including:
    - (i) operating speeds;
    - (ii) typical and maximum climb rates;
    - (iii) typical and maximum descent rates;
    - (iv) typical and maximum turn rates;
    - (v) other relevant data such as performance limitations, regarding wind, icing, precipitation; and
    - (vi) maximum aircraft endurance;
  - (l) communication, navigation and surveillance capabilities:
  - (m) aeronautical safety communication frequencies and equipment;
    - (i) ATC communications, including any alternate means of communication;
    - (ii) command and control links (C2) including performance parameters and designated operational coverage area;
    - (iii) communications between remote pilot and UA observer, if applicable;

- (iv) navigation equipment; and
  - (v) surveillance equipment such as SSR transponder, ADS-B;
  - (n) detect and avoid capabilities;
  - (o) emergency procedures, including:
    - (i) communications failure with ATC;
    - (ii) Command and control link failure; and
    - (iii) remote pilot or UAS observer communications failure, if applicable;
  - (p) number and location of remote pilot stations as well as handover procedures between remote pilot stations, if applicable;
  - (q) document attesting noise certification, if applicable;
  - (r) Adherence to relevant security requirements;
  - (s) confirmation of compliance with the South Sudan Civil Aviation Security Regulations;
  - (t) payload information or description; and
  - (u) proof of insurance coverage.
- (6) Where documents identified in sub-regulation (5) are issued in a language other than English, the UAS operator shall ensure that an English translation is included.

**83. Responsibility of the Remote Pilot**

- (1) The remote pilot shall be:
  - (a) directly responsible for, and
  - (b) the final authority as to the operation of the UAS
- (2) The remote pilot shall ensure that the UAS poses no undue hazard to other aircraft, people, or property in the event of a loss of control of the UAS for any reason.

**CHAPTER VII  
AUTONOMOUS UAS**

**84. Use of Autonomous UAS**

- (1) A person shall not operate an autonomous UAS unless authorized by the Authority.
- (2) A person who intends to conduct autonomous UAS operations shall before commencing the operations submit a concept of the UAS operation, including a risk assessment to the Authority
- (3) The Authority in consultation with the State Security Agencies (SSC) shall, on a case-by-case basis, issue an authorization for a specific period of time that permits a UAS operator to operate an autonomous UAS, in a particular area.

- (4) A person shall not fly an autonomous UAS unless in compliance with the requirements specified SSC prescribing conditions and limitations for autonomous UAS operations.
- (5) Subject to sub-regulation (3) the government entity conducting autonomous UAS operations shall comply with the conditions and limitations prescribed by the Authority in the applicable technical guidance material and any other operational requirements,
- (6) Autonomous UAS operations shall comply with all the applicable South Sudan Civil Aviation Regulations, including the need for safety risk assessment in regard to the specific operation of the autonomous UAS.
- (7) Prior to conducting Autonomous UAS Operations, the owner or Operator shall submit to the Authority for acceptance an extensive performance review, risk assessment and testing report.
- (8) The entity conducting the autonomous unmanned aircraft operations shall be responsible for supervision of the operations including unmanned aircraft airworthiness and any operational requirements in accordance with these regulations and all related Civil Aviation Regulations.

## **CHAPTER VIII**

### **SECURITY REQUIREMENTS FOR UAS OPERATIONS**

#### **85. Security Programme**

- (1) An operator shall not carry out Category 'B' and 'C' UAS operations without an operator Security Programme, approved by the Authority in accordance with the provisions of the South Sudan Civil Aviation Security Regulations.
- (2) Depending on the scope and complexity of the UAS operations, the security program stated in sub-regulation (2) may be presented either:
  - (a) As a part of the UAS operations manual; or
  - (b) As an independent operator's security manual
- (3) Subject to sub-regulation (1) the operator shall establish maintain and implement a security program acceptable to the Authority, as prescribed in Part A (4) of the First Schedule
- (4) The operator's security programme shall in addition provide:
  - (a) that the premises used for preparing, storing, parking including UAS ground station are secure at all times against unauthorized access;
  - (b) for protection of critical information technology and communication systems used for operations purposes from interference that may jeopardize the safety and security of civil aviation;
  - (c) for protection of flight documents;

- (d) that operators requesting to operate with a camera shall be required to include details of the camera usage;
  - (e) requirements for checks and searches of specific areas and accessible compartments of the interior and exterior of UA; and
  - (f) that persons engaged in UAS operations are subject to recurrent background checks and selection procedures, and are adequately trained.
- (5) A UAS operator shall carry out and maintain security measures including identification and resolution of suspicious activity that may pose a threat to:
- (a) the unmanned aircraft
  - (b) a remote pilot station;
  - (c) the public;
  - (d) the staff;
  - (e) a UAS; and
  - (f) any facility under the control of the UAS operations.
- (6) A UAS operator shall be subjected to security inspection, routine tests, audits and investigations to look at the trend of compliance at any time during operations with or without prior notification to the operator.
- (7) Subject to sub-regulation (6), the UAS operator shall grant the security inspectors unlimited and unrestricted access to the operator's facilities, equipment and systems.

**86. Security Obligations for UAS Operators**

- (1) An operator of a UAS shall primarily be responsible for the security of UAS operations including associated facilities, personnel, equipment and software.
- (2) The UAS operator shall ensure that the UAS or any component thereof that is no longer in use is completely disabled or destroyed to prevent unauthorized use.
- (3) The UAS Operator shall comply with all relevant security directives or circulars issued by the Authority from time to time.

**87. Acts of Unlawful Interference Against Civil Aviation**

- (1) A UAS Operator shall establish, maintain and implement contingency procedures for operations personnel for threats and incidents involving UAS operations.
- (2) UAS Operator or owner shall ensure that reports on acts or attempted acts of unlawful interference are promptly submitted to the Authority in accordance with the requirements of the South Sudan Civil Aviation Security Regulations.

**88. Security Vetting for Remote Pilots or the Owner**

- (1) Prior to issuance of a remote pilot licence, certificate of registration, or UOC of a UAS in categories B and C, the Authority shall verify compliance and the accuracy of the information in the application and provide the applicant's

information to relevant competent security agencies for security vetting prior to certificate issuance.

- (2) The Authority shall issue remote pilot licenses or certificates to individual who have successfully completed a security threat assessment conducted by the competent security agencies.
- (3) The security threat assessment shall consist of background checks including terrorist watch lists, and other sources relevant to determining whether an individual poses or may pose a threat to national security, and confirmation of the individual's identity.
- (4) Where relevant competent security agencies determine that the applicant poses a security risk, the Authority shall reject the application.
- (5) A holder of a remote pilot licence, certificate of registration or Unmanned Aircraft Operator Certificate (UOC) who will be found to pose a security risk shall have his certificate varied, suspended, revoked or cancelled as guided by the technical guidance material.
- (6) The relevant security agencies shall conduct as applicable, background and criminal record checks on personnel employed in the deployment, handling, and storage of UA
- (7) The provision of sub regulation (6) shall be undertaken by the relevant Agency within 45 days after receipt of the application after every one year.

#### **89. UAS Operator or Owner's Security Measures**

A holder of a UOC issued under these regulations shall:

- (a) ensure that UAS not in use are stored in a secure manner to prevent and detect unauthorized interference or use;
- (b) ensure that the UAS is protected from being used to subjected to acts of unlawful interference;
- (c) ensure that the UAS is stored and prepared for flight in a manner that will prevent and detect tampering and ensure the integrity of vital systems;
- (d) designate a security coordinator responsible for the implementation, application and supervision of the security controls; and
- (e) ensure that all personnel employed in the deployment, handling, and storage of UAS have received security awareness training.

#### **90. Privacy of Others**

- (1) Any person conducting operations using a UAS fitted with information or data collection gadgets shall operate in a responsible way to respect the privacy of others.
- (2) No person shall use a UAS to do any of the following unless it is within the interest of National Security:
  - (a) conduct surveillance of:

- (i) A person without the person's consent; and
    - (ii) Private property without the consent of the owner.
  - (b) photograph or film an individual, without the individual's consent.
  - (c) the requirement under (b) above shall not apply to newsgathering, or events or places to which the general public is invited.
- (3) No person shall use infrared or other similar thermal imaging technology equipment fitted on UAS for any other purpose except the following:
- (a) scientific investigation;
  - (b) scientific research;
  - (c) mapping and evaluating the earth's surface, including terrain and surface water bodies and other features;
  - (d) investigation or evaluation of crops, livestock, or farming operations;
  - (e) investigation of forests and forest management;
  - (f) Search and rescue operations; and
  - (g) other similar investigations including vegetation, wildlife, geological surveys and aquatics.
  - (h) National Security operations.

**91. Falsification, Reproduction or Alteration of Documents**

- (1) No person shall make or cause to be made:
- (a) Any fraudulent or intentionally false record or report that is required to be made, kept, or used to show compliance with any requirement under these regulations; or
  - (b) Any reproduction or alteration, for fraudulent purpose, any license, certificate, approval, authorization, record, report and any such document under these regulations.
- (2) The commission by any person of an act prohibited under sub-regulation (1) of this section is a basis for any of the following:
- (a) Denial of an application for any remote pilot certificate or authorization;
  - (b) Suspension, revocation or cancellation of any certificate, license, approval, or authorization issued by the Authority; or
  - (c) A civil penalty.

**92. Obligation to Revoke Documentation**

The following shall be revoked by the Authority from a remote pilot or person manipulating the flight controls of a UA:

- (a) The remote pilot licence; and
- (b) Any other document, record, or report required to be kept under these regulations.

**CHAPTER IX**  
**REQUIREMENTS FOR MANUFACTURER**

**93. Applicability**

- (1) This Part applies to any manufacturer who intends to declare the demonstrated capabilities of their UA to the A CATEGORIZATION OF UNMANNED AIRCRAFT SYSTEM OPERATIONS Authority for a specific operation; and
- (2) The manufacturer's means of compliance by way of tests, analysis, and inspection or industry standards has been determined as acceptable by the Authority.

**94. Means of Compliance**

- (1) To meet the requirements of regulation 95 (1) for operations for a specific UAS, the means of compliance shall consist of data about the type of means of compliance and the results or justification used to demonstrate the UAS meets its safety case (tests, analysis, industry consensus standards) for the specified operation and that the Authority has determined is acceptable.
- (2) An applicant requesting consideration of acceptance of their means of compliance by the Authority shall submit an application to the Authority with the following information:
  - (a) Detailed description of the means of compliance; and
  - (b) Justification, including any substantiating material, showing that the means of compliance establishes achievement of or equivalency to the safety level identified.

**95. Manufacturer Declaration**

- (1) For each model of UAS that is intended to conduct any operation, the manufacturer shall provide the Authority with a declaration as follows:
  - (a) specify the manufacturer of the UAS, the model of the system, the maximum take-off weight of the UA, the operations that the UA is intended to undertake and the category of UA, such as fixed-wing aircraft, rotary-wing aircraft, hybrid aircraft or lighter-than-air aircraft; and
  - (b) specify that the system meets the means of compliance applicable to the operations for which the declaration was made.
- (2) The manufacturer's declaration is invalid if:
  - (a) the Authority has determined that the model of the UA does not meet the terms set out in the means of compliance, or
  - (b) the manufacturer has notified the Authority of an issue related to the design of the model under regulation 96.

**96. Notice of Validity to the Authority**

A manufacturer that has made a declaration to the Authority under regulation 95 shall notify the Authority of any issue related to the design of the model of the UAS that results in the system no longer meeting the technical requirements set out in the means of compliance referred in regulation 94 (2) (b), as soon as possible after the issue is identified.

**97. Documentation**

A manufacturer that has made a declaration to the Authority in respect of a model of a UAS under regulation 95 shall make available to each owner of that model of system:

- (a) a maintenance program that includes:
  - (i) instructions related to the servicing and maintenance of the system; and an inspection program to maintain system readiness;
- (b) any mandatory actions the manufacturer issues in respect of the system;
- (c) a UAS operating manual that includes:
  - (i) a description of the system;
  - (ii) Provide the compatible training and navigation software to the operator of the specific model of the UA;
  - (iii) the ranges of weights and centers of gravity within which the system may be safely operated under normal and emergency conditions and, if a weight and center of gravity combination is considered safe only within certain loading limits, those load limits and the corresponding weight and center of gravity combinations;
  - (iv) with respect to each flight phase and mode of operation, the minimum and maximum altitudes and velocities within which the aircraft can be operated safely under normal and emergency conditions;
  - (v) a description of the effects of foreseeable weather conditions or other environmental conditions on the performance of both the system and the UA;
  - (vi) the characteristics of the system that could result in severe injury to crew members during normal operations;
  - (vii) the design features of the system and their associated operations that are intended to protect against injury to persons not involved in the operations;
  - (viii) the warning information provided to the remote pilot in the event of a degradation in system performance that results in an unsafe system operating condition;
  - (ix) procedures for operating the system in normal and emergency conditions; and
  - (x) assembly and adjustment instructions for the system.

**98. Record Retention for Manufacturer**

- (1) A manufacturer that has made a declaration to the Authority in respect of a model of a UAS under regulation 95 shall keep, and make available to the Authority on request:
  - (a) a current record of all mandatory actions in respect of the system; and
  - (b) a current record of the results of and the reports related to the verifications that the manufacturer has undertaken to ensure that the model of the system meets the technical requirements applicable to the operations for which the declaration was made.
- (2) The manufacturer shall keep the records referred to in sub-regulation (a)(1) for the greater of:
  - (a) two years following the date that manufacturing of that model of UAS permanently ceases, and
  - (b) the lifetime of the UA that is an element of the model of system referred to in sub-regulation (1).

**CHAPTER X  
GENERAL PROVISIONS**

**99. Insurance**

- (1) A person shall not conduct a category 'B' or 'C' UAS operation, or cause to be operated or commit any other person to operate UAS unless there is in force a minimum insurance policy commensurate with the risk of the operation conducted, in respect of third-party risks and proof of insurance document submitted to the authority.
- (2) An Operator of UAS shall make available third-party liability insurance certificate(s), in the authentic form, at the location of the UAS Operator's operational management or other location specified by the Authority
- (3) Notwithstanding the provisions of sub-regulation (1), the authority may dispense with requirement depending on the category of the UAS operation.

**100. Reports of Violation**

- (1) Any person who knows of a violation under these regulations shall report the violation to the Authority.
- (2) The Authority will determine the nature and type of any additional investigation or enforcement action that requires to be taken.

**101. Suspension or Revocation by Contravention of Law**

Save as otherwise provided for in these regulations, the Authority may, in the interest of safety and security revoke, suspend or cancel a licence, certificate, approval,

authorization, exemption or such other document where a person contravenes any provision of these Regulations.

#### **102. Offences and Penalties**

- (1) A person in charge of the UAS or the owner thereof who operates, or causes to be operated or commits any other person to operate a UAS in such a manner as to endanger the safety of the air space, other aircraft, persons or property on the ground or air, commits an offence and shall be liable upon conviction, to a fine not exceeding one hundred currency points or imprisonment for a term not exceeding three years or both.
- (2) A person who operates a UAS, without authorisation commits an offence and shall be liable upon conviction, to a fine not exceeding one hundred currency points or imprisonment for a term not exceeding three years or both.
- (3) A person who fails to display a unique identifier or the registration number commits an offence and shall be liable upon conviction, to a fine exceeding one hundred currency points or imprisonment for a term not exceeding three years or both.
- (4) A person who operates or causes to be operated or commits any other person to operate an UAS which has not been registered by the Authority commits an offence and shall upon conviction be liable to a fine exceeding one hundred currency points or imprisonment for a term not exceeding three years or both.
- (5) Any person who fails to comply with any direction given to him or her by the Authority or by any authorised person under any provision of these Regulations shall be deemed for the purposes of these regulations to have contravened that provision.
- (6) A UAS Operator who fails to comply with any of the obligations provided for by this regulation shall be liable to upon conviction, to a fine exceeding one hundred currency points or imprisonment for a term not exceeding three years or both.

#### **103. Accident or Incident Reporting**

A Person engaged in UAS operations shall report to the Authority any accident or incident involving UAS operations as soon as possible in accordance with the requirements of the South Sudan Civil Aviation Aircraft Accident and Incident Investigation Regulations and the South Sudan Civil Aviation Safety Management Regulations.

#### **104. Application for Exemption**

- (1) A person or operator may apply to the Authority for an exemption from any provision of this regulation.
- (2) The 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 manner prescribed by the Authority in the applicable technical guidance material.

- (3) The request for an exemption shall contain the applicant's:
  - (a) name;
  - (b) physical address and mailing address;
  - (c) telephone number;
  - (d) WhatsApp number; and
  - (e) email address;
- (4) The application for exemption shall be accompanied with a clearly defined risk assessment in regard to the specific provision exception sought, including a statement describing alternative safety assurance measures.
- (5) The application shall be accompanied by a fee prescribed by the Authority in the aeronautical information circular on aeronautical fees for technical evaluation.

#### **105. Issuance of an Exemption**

- (1) The Authority may, upon consideration of the circumstances of the application for exemption as guided by the technical guidance material, issue an exemption providing relief from specified provisions of these Regulations, provided that:
  - (a) the Authority finds that the circumstances presented warrant the exemption; and
  - (b) a level of safety shall be maintained equal to that provided under the regulation from which the exemption is sought.
- (2) The exemption referred to in sub-regulation (1) may be terminated or amended at any time by the Authority in the interest of Public Safety and National Security.
- (3) A person or operator who receives an exemption shall describe his or her means of notifying its management and the concerned operations personnel performing functions subject to the exemption concerning the privileges and limitations prescribed by the Authority while exercising the privileges under exemption.

#### **106. Revocation and Saving**

- (1) The South Sudan Civil Aviation Remotely Piloted Aircraft Systems Regulations, 2025, are repealed
- (2) All valid licences, certificates or authorizations issued or granted by the Authority in accordance with the South Sudan Civil Aviation Remotely Piloted Aircraft Systems Regulations, 2025, and before the coming into force these Regulations shall remain operational until their expiry or until revoked, annulled or replaced.

## **FIRST SCHEDULE**

**[Made under Regulation 68]**

### **UAS OPERATIONS MANUAL**

An operation's manual shall include each item set forth below which is applicable to the specific operation, unless otherwise approved by the Authority.

#### **PART A GENERAL**

##### **1. INTRODUCTION**

- 1.1 Purpose and scope of manuals
- 1.2 Cooperate statement of commitment that the manual complies with all applicable Civil Authority Regulations and requirements and with the terms and conditions of the applicable UAS operator certificate.
- 1.3 A statement that the manual contains operational instructions that are to be complied with by the relevant personnel in the performance of their duties.
- 1.4 List of manuals comprising the operations manual (if applicable).
- 1.5 A list and brief description of the various operation's manual parts, their contents, applicability and use.
- 1.6 Responsibility for manual content.
- 1.7 Responsibility for manual amendment.
- 1.8 List of effective pages.
- 1.9 Distribution of manuals and amendments

##### **2. SAFETY MANAGEMENT SYSTEM**

- 2.1 Safety Policy
- 2.2 Description of safety management system, the safety management system shall include:
  - (1) Identification of aviation safety hazards encountered by the activities of the operator, assessment and mitigation of the associated risks, including taking actions and verifying their effectiveness;
  - (2) A process to identify actual and potential safety hazards and assess the associated risks;
  - (3) A process to develop and implement remedial action necessary to maintain an acceptable level of safety;
  - (4) Provision for continuous and regular assessment of the appropriateness and effectiveness of safety management activities.
  - (5) The holder of UOC establishes a system of record-keeping that allows adequate storage and reliable traceability of all activities conducted;

- (6) Records are stored for at least 5 years in a manner that ensures protection from damage, alteration and theft.
- (7) The Records keeping procedures shall ensure:
  - (a) there is a record of each internal safety management action performed by the applicant's organization in accordance with the procedures required under regulation 79;
  - (b) there is a record for each person who conducts activities on behalf of the applicant's organization:
  - (c) The record includes details of their experience, qualifications, training, and competency assessments;
  - (d) there is a record of each personnel certificate and rating issued by the organization;
  - (e) all records are legible; and
  - (f) all maintenance records;
  - (g) security management records;
  - (h) all records are retained for a period of at least [3 years] from the date of the last entry made on that record;
  - (i) Records identified in this sub regulation shall be current and in sufficient detail to determine whether the experience and qualification requirements are met for the purpose of commercial operations.

### **3. QUALITY SYSTEM**

Description of UAS operator's quality system including but not limited to:

- i. Quality policy & strategy
- ii. Scope
- iii. Organizational risk profile
- iv. Risk management plan
- v. Corrective and preventive action reports
- vi. Feedback system
- vii. Documentation Documents required in UAS operations  
Document storage and retention period
- viii. Quality assurance
- ix. Quality assurance program
- x. Quality inspections
- xi. Quality audits
- xii. Monitoring and corrective action
- xiii. Management review and analysis
- xiv. Quality systems training
- xv. recording
- xvi. Quality system at satellite stations if applicable
- xvii. Feed-back Quality Management System.

#### **4. SECURITY MANUAL/PROGRAMME**

A description of the operator's security program or security manual. The content of the security system shall include but not limited to the following:

- 4.1 General
  - i. CAA Approval
  - ii. Preface
  - iii. Objectives
  - iv. Applicability
  - v. Definitions
- 4.2 Sources of regulations
  - i. Sources
  - ii. Other applicable laws and regulations
- 4.3 Organizational Structure
  - i. Organizational Structure
  - ii. Allocation of duties and responsibilities
- 4.4 Operational Security Procedures
  - i. Objectives of the operational security procedures
  - ii. Prohibited Articles
  - iii. Pre-Flight Security Checks & Searches
  - iv. Control of Access to UAS and its components (RPA, Remote Pilot Stations, e.t.c)
  - v. Premises, staff and access control and control of permits
  - vi. Visitors
  - vii. Unauthorized Access
  - viii. Cyber security management (hazard/threat identification and mitigation measures)
  - ix. C2 links & Software Protection
  - x. Response Procedures
- 4.5 Special Procedures
  - i. Diplomatic operations
  - ii. Crop Spraying Operations
  - iii. Carrying of Weapons -explosives and CBRN
  - iv. Carrying Dangerous Goods
  - v. High Consequence Dangerous Goods
  - vi. High-Value Cargo
- 4.6 Crew Briefings
- 4.7 Additional Security Measures During Heightened Threat Levels,
- 4.8 Staff Recruitment & Training
  - i. Background Checks
  - ii. Recruited Staff
  - iii. Confidentiality Agreement
  - iv. Staff Training and Certification
  - v. Incident Reporting

Vi. Threats and Risk Management

**5. MANAGEMENT ORGANISATION**

- 5.1 A description of the organizational structure including the general company organization and operations department organization. The relationship between the operations department and the other departments of the company. In particular, the subordination and reporting lines of all divisions, departments etc., which pertain to the safety of the UAS operations, shall be shown
- 5.2 Accountable Manager –duties and responsibilities
- 5.3 Nominated personnel – Functions duties and responsibilities
- 5.4 UAS Pilot- duties and responsibilities
- 5.5 Support personnel in the operation of UAS- duties and responsibilities
- 5.6 A description of the objectives, procedures and responsibilities necessary to exercise operational control with respect to flight safety.

**PART B**

**UAS OPERATING INFORMATION**

**1. CREW INFORMATION**

- 1.1 Flight Team/ Crew Composition
- 1.2 Qualification Requirements of UAS Pilot and Support Crew
- 1.3 Medical Competencies
- 1.4 Operations of Different Types Of UAS

**2. OPERATIONS OF UAS**

- 2.1 Operating Limitations and Conditions
- 2.2 Communications
- 2.3 Weather
- 2.4 On Site Procedures

**3. UAS FLIGHT MANAGEMENT**

- 3.1 Assembly and Functional Checks
- 3.2 Pre –Flight Checks
- 3.3 Normal Flight Procedures Associated with Relevant Systems
- 3.4 Inflight Checks Associated with Relevant Systems
- 3.5 Abnormal Procedures Associated with Relevant Systems
- 3.6 Emergency Procedures Associated with Relevant Systems

**4. UAS USER MANUAL**

**PART C**

**AREAS ROUTES AND AERODROMES**

- 1. Areas of Operations

2. Operating Site Planning and Assessment
3. Authorizations Including Site Permissions

**PART D  
CREW TRAINING**

1. Training syllabi and checking programs for UAS crew
2. Training syllabi and checking programs for UAS support crew
3. Training syllabi and programs for personnel other than crew
4. Recurrent training programs
5. Additional training requirements that individual clients specify for the proposed operations.

**SECOND SCHEDULE  
(Made under Regulation 5)**

**CATEGORIZATION OF UNMANNED AIRCRAFT SYSTEM OPERATIONS**

**PART I**

**Category 'A' Operations (Low Risk)**

**UAS operations in this category shall be operated:**

1. Within visual line of site;
2. At a maximum height of 400 feet above ground level and 50 meters lateral distance from any persons, building or object not associated with the operations;
3. with a minimum visibility of 5 kilometers from the control station;
4. At a distance not exceeding 200 meters from the control station;
5. within day time from 6 am to 6 pm;
6. At speed not exceeding 20 kilometers per hour.
7. After reporting to the local authorities prior to commencement;
8. Operated in compliance with the state security requirements;
9. Operated within the territorial borders of [State]; and
10. operated while observing public privacy rights.
11. UAS operated in this category shall not be more than 5kg maximum take-off mass including associated payloads; and
12. Such operations shall be conducted within segregated airspaces and away from any notified prohibited, restricted or danger areas unless expressly authorized by the Authority.

## **PART II – Category ‘B’ Operations (Medium Risk)**

### **UAS operations in this category shall:**

1. Provide a Concept of Operations for their operations
2. Provide a Risk Assessment
3. Either be automatic or autonomous
4. Be operated within visual line of sight or Beyond Visual Line of sight at all times and heights above ground and distances from any persons, buildings or objects not associated with the operations as may be determined by the Authority.
5. Not exceed a maximum height of 400 ft above ground obstacle
6. Be Approved or authorized by the Authority.
7. Be subject to ATC instructions and guidance at heights and lateral distances from any persons, buildings or objects and complying with the conditions imposed by Authority in their Concept of Operation
8. Be operated with a lost link recovery mechanism.
9. Be Operated by qualified personnel
10. Be operated in non-segregated airspaces away from controlled airspaces provided they are equipped with capabilities necessary to ensure the safe and secure operations.
11. Be conducted away from any notified prohibited, restricted or danger areas unless expressly authorized by the Authority;
12. If operating in a public area shall seek permission from local authorities prior to commencement;
13. If operating in a private property shall seek consent from property owner.
14. Be operated in compliance with the state security requirements;
15. Be operated within the territorial borders of the Republic of [State]; and
16. Be operated while observing public privacy rights.
17. Comply with any other requirements as stipulated by the Authority.

## **PART III**

### **Category ‘C’ Operations (High Risk)**

#### **UAS operations in this category shall:**

1. Provide a Concept of Operations for their operations
2. Provide a Risk Assessment
3. Either be automatic or autonomous
4. Be conducted in airspaces not classified as prohibited, restricted or danger area;

5. Be subject to ATC instructions and guidance at heights and lateral distances from any persons, buildings or objects and complying with the conditions imposed by Authority in their Concept of Operation
6. Be approved or authorized by the Authority.
7. Be conducted within VLoS or BVLoS provided that the UA has the required capabilities and is fitted with appropriate equipment and the pilot is suitably qualified for such an operation.
8. Be issued with a Certificate of Airworthiness by the Authority if applicable;
9. Be operating with a maintenance program that shall be acceptable to the Authority.
10. Be Operated with a training programme acceptable by the Authority
11. Be Operated under an Unmanned Aircraft System operator certificate and associated operations specifications.
12. If operating in a public area shall seek permission from local authorities prior to commencement;
13. If operating in a private property shall seek consent from property owner.
14. Be operated in compliance with the state security requirements;
15. Be operated within the territorial borders of South Sudan; and
16. Be operated while observing public privacy rights.

Issued under my hand in Juba on this <sup>1h</sup> 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