PART 1 - GENERAL (GEN)

GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICE

1.1. Aeronautical Information Management

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

1.2. AIS Headquarters

Aeronautical Information Service
Civil Aviation Authority
Hai-Jalaba, Plot No. 90, Block No. A.-HQ
Juba, The Republic of South Sudan
TEL: (+211) 91 430 88 95
Fax:
eMail: caa@sscaa.aero

1.3. Aerodrome AIS Unit

Civil Aviation Authority
Hai-Jalaba, Plot No. 90, Block No. A.-HQ
Juba, The Republic of South Sudan
TEL: (+211) 91 430 88 95
Fax:
eMail: caa@sscaa.aero

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

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

1.5. Procedure Design Unit

Civil Aviation Authority
Hai-Jalaba, Plot No. 90, Block No. A.-HQ
Juba, The Republic of South Sudan
TEL: (+211) 91 430 88 95
Fax:
eMail: caa@sscaa.aero

1.6. Publication Unit

Civil Aviation Authority
Hai-Jalaba, Plot No. 90, Block No. A.-HQ
Juba, The Republic of South Sudan
TEL: (+211) 91 430 88 95
Fax:
eMail: caa@sscaa.aero

2. AREA OF RESPONSIBILITY

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

3. AERONAUTICAL PUBLICATIONS

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

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

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

3.2. Aeronautical Information Publication (AIP)

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

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

The AIP is made available online via the internet.

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

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

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

3.3.3. The ICAO AIRAC system is used to provide advance notice of the introduction of permanent operationally significant changes on an internationally recognized AIRAC effective date. AIRAC Amendment pages are identified by the footnote AIRAC AMDT and do not replace the existing AIP pages until the AIRAC effective date on which the changes take place.

3.3.4. Non-AIRAC amendments (AMDT) to the AIP comprise permanent operationally significant changes that have received previous notification by NOTAM and other permanent information that is not required to be announced by NOTAM. Non-AIRAC changes to the AIP are published together with AIRAC changes but may be considered to be effective on or before receipt, unless otherwise indicated. AIP pages (AIRAC and Non-AIRAC) should not be replaced before the stated date of the page.

3.3.5. The AIP Amendment cover sheet will indicate any NOTAM or permanent AIP Supplements that have been incorporated. On each replacement page, changes are either annotated or identified in the outer margin of the page by a vertical line or arrow adjacent to the change/addition/deletion.

3.3.6. Each AIP page is dated to reflect the Amendments AIRAC effective date or AIP insertion date and a complete checklist of AIP pages, relating page reference to date, is reissued with each amendment as AIP section GEN 0.4.

3.3.7. Each combined AIP amendment is allocated an AIRAC Cycle serial number that is consecutive and based on the calendar year. The Cycle, indicated by two digits, is a part of the serial number of the amendment, eg. AIRAC Cycle 03/2021. When necessary to provide additional advance notice of AIRAC changes, the Amendment may be issued in several parts, each relating to a common effective date. These Amendments will be identified by a part number suffix, eg. AIRAC Cycle 01/2020 Part 1

3.4. Supplements to the AIP (AIP SUP)

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

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

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

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

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

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

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

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

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

Series D. All Information concerning domestic airports.

3.6. Aeronautical Information Circulars (AIC)

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

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

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

3.7. Checklist NOTAM

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

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

3.8. Sale of Publications

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

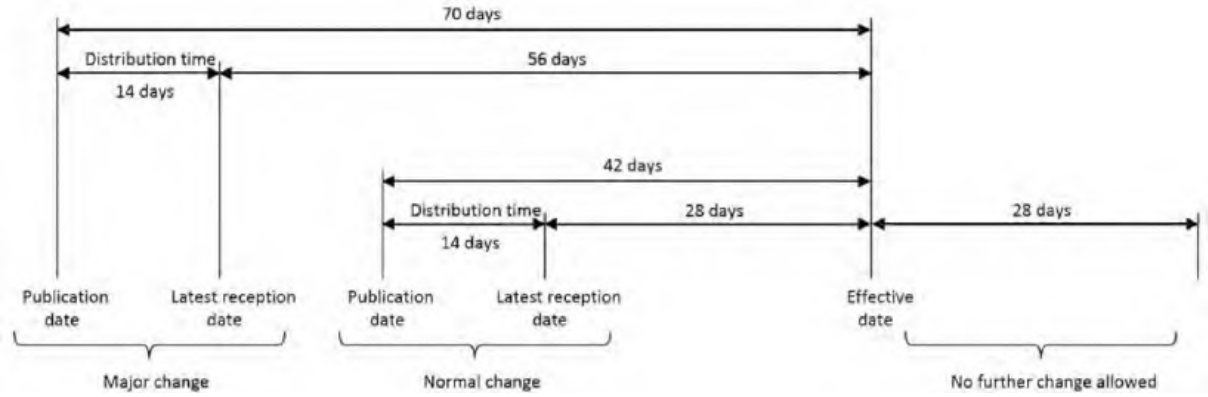
4. AIRAC SYSTEM.

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

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

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

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



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

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

5. PRE-FLIGHT INFORMATION SERVICE AT AERODROMES

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

GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICES

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

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

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

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

2. MAINTENANCE OF CHARTS

2.1. The aeronautical charts included in the AIP are kept up to date by means of necessary replacement sheets.

2.2. Significant amendments or revisions in aeronautical information to other aeronautical charts are also included in the replacement sheets. Revision of the aeronautical information on all charts is constantly in progress and amended reprints are published as regularly as production resources permit.

2.3. Items of information found to be incorrect after publication will be corrected by NOTAM if they are of operational significance.

3. PURCHASE ARRANGEMENTS

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

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1. The following series of aeronautical charts are produced:

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

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

4.2. General Description of Each Series

4.2.1. Aeronautical Navigation Chart

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

4.2.2. Enroute Chart

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

4.2.3. World Aeronautical Chart

This chart provides information to satisfy visual air navigation

4.2.4. Aeronautical Chart

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

4.2.5. Aerodrome Obstacle Chart - ICAO Type A

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

4.2.6. Aerodrome Obstacle Chart - ICAO Type B

Provides information for:

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

4.2.7. Precision Approach Terrain Chart

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

4.2.8. Area Chart

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

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

4.2.9. Standard Departure Chart - Instrument (SID)

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

4.2.10. Standard Arrival Chart - Instrument (STAR)

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

4.2.11. Instrument Approach Chart

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

4.2.12. Visual Approach Chart - ICAO

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

4.2.13. Aerodrome Chart

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

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

4.2.14. Aerodrome Ground Movement Chart - ICAO

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

4.2.15. Aircraft Parking/Docking Chart

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

4.2.16. ATC Surveillance Minimum Altitude Chart

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

5. LIST OF AERONAUTICAL CHARTS AVAILABLE

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

6. TOPOGRAPHICAL CHARTS

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

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

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

Tactical Pilotage Charts 1 :500.000 (TPC)

Covering the whole of Sudan and South Sudan.

GEN 3.3 AIR TRAFFIC SERVICES

1. RESPONSIBLE SERVICE

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

Postal Address:

Civil Aviation Authority
Hai-Jalaba, Plot No. 90, Block No. A.-HQ
Juba, The Republic of South Sudan
TEL: (+211) 91 430 88 95
Fax:
eMail: caa@sscaa.aero

1.2. Applicable ICAO Documents

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

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

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

2. AREA OF RESPONSIBILITY

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

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

3. TYPES OF SERVICES

3.1. The following types of services are provided:

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

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

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

3.4. Control Zones have been established at major civil airports and Aerodrome Traffic Zones at other civil aerodromes where civil military traffic warrants.

3.5. Advisory airspaces are established on the approaches to airfields, normally below an airway if the airfield is so located. They are listed in ENR 2.1.

3.6. Several restricted areas and danger areas are established within South Sudan. None of these areas interferes with normal air traffic. Activation of areas subject to intermittent activity is notified well in advance by NOTAM giving reference to the designated area.

4. CO-ORDINATION BETWEEN THE OPERATOR AND ATS

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

5. MINIMUM FLIGHT ALTITUDE

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

6. ATS UNITS ADDRESS LIST

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

GEN 3.4 COMMUNICATION SERVICES

1. RESPONSIBLE SERVICE

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

Civil Aviation Authority
Hai-Jalaba, Plot No. 90, Block No. A.-HQ
Juba, The Republic of South Sudan
TEL: (+211) 91 430 88 95
Fax:
eMail: caa@sscaa.aero

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

1.2. Applicable ICAO Documents

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

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

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

2. TYPES OF SERVICE

2.1. Radio Navigation Service

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

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

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

2.2. Mobile Service.

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

2.3. Fixed Service

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

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

2.4. Broadcasting Service – Not available.

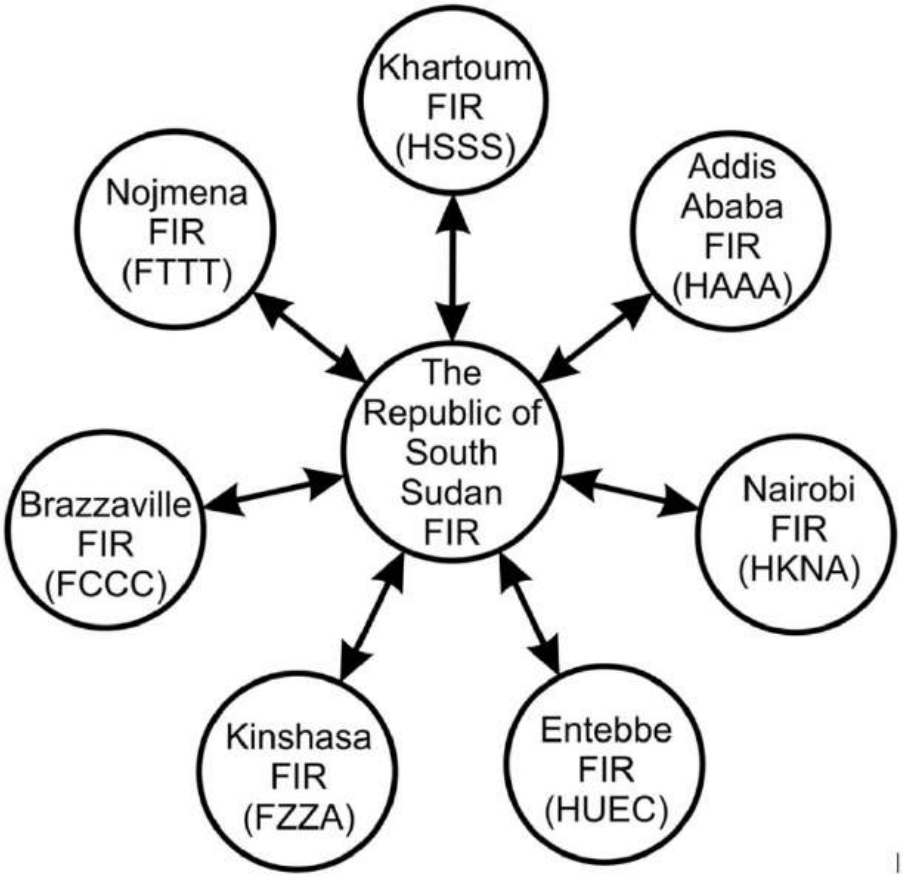
2.5. Language used: English.

2.6. Detailed Information.

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

3. REQUIREMENTS AND CONDITIONS

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



GEN 3.5 METEOROLOGICAL SERVICES

1. RESPONSIBLE SERVICE

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

Civil Aviation Authority, Meteorology Division
Hai-Jalaba, Plot No. 90, Block No. A.-HQ
Juba, The Republic of South Sudan
TEL: (+211) 91 430 88 95
Fax:
eMail: wx@sscaa.aero

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

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

2. AREA OF RESPONSIBILITY

Meteorological service is provided within the South Sudan FIR.

3. METEOROLOGICAL OBSERVATION AND REPORTS

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

4. TYPES OF SERVICES

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

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

5. NOTIFICATION REQUIRED FROM OPERATORS

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

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

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

6. AIRCRAFT REPORTS

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

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

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

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

7. VOLMET SERVICE

– Not Available

8. SIGMET AND AIR MET SERVICE

– Not Available

9. OTHER AUTOMATED METEOROLOGICAL SERVICES

– Not Available

GEN 3.6 SEARCH AND RESCUE

1. RESPONSIBLE SERVICE(S)

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

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

Rescue Coordination Center Juba.

Civil Aviation Authority, RCC
Hai-Jalaba, Plot No. 90, Block No. A.-HQ
Juba, The Republic of South Sudan
TEL: (+211) 91 430 88 95
Fax:
eMail: caa@sscaa.aero

2. AREA OF RESPONSIBILITY

Search and Rescue Area: South Sudan Political boundaries.

3. TYPES OF SERVICE

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

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

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

4. SAR AGREEMENTS

- National agreements.

  In progress, not yet completed

- International agreements.

  Nil

5. CONDITIONS OF AVAILABILITY

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

6. PROCEDURES AND SIGNALS USED

6.1. The rescue organization

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

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

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

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

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

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

6.4. Communications

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

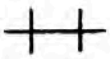
6.5. Search and Rescue signals

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

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

No.	*Message*	*Code symbol*
1	Require assistance	
2	Require medical assistance	
3	No or Negative	
4	Yes or Affirmative	
5	Proceeding in this direction	

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

No.	*Message*	*Code symbol*
1	Operation completed	
2	We have found all personnel	
3	We have found only some personnel	
4	We are not able to continue. Returning to base	
5	Have divided into two groups. Each proceeding in direction indicated	
6	Information received that aircraft is in this direction	
7	Nothing found. Will continue to search