



Operational Notice Number: 001/2021

Operations in Republic of South Sudan Airspace

Applicable to:	Operations in AFI Region
Effective Date:	08 February 2021
Expiry Date:	07 August 2021
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Operations in South Sudan Airspace

Over the years, IATA member airlines and stakeholders with the support of ICAO, have encouraged the South Sudan Civil Aviation Authorities to ensure that the desired level of safety and efficiency is implemented in the lower airspace over South Sudan. Many of these interventions have not resulted in a clear improvement in safety performance. As the current situation remains deficient, ICAO have issued a State Letter

The attention of Operators is drawn to the ICAO State Letter AN 13/35-21/5 issued to all states by the ICAO Secretary General on 20 Jan 2021; regarding "the possible existence of serious risks to the safety of international civil flights operating within the Khartoum Flight Information Region (FIR) over the territory of South Sudan, below flight level (FL) 245, and arriving at or departing from Juba International Airport (HSSJ)."

IATA specifically wishes to bring to the attention of airlines with operations in/over South Sudan, and to raise awareness of operational challenges reported,

Operational Challenges

Juba is considered a challenging operational environment due to the following reported deficiencies:

Air Traffic Services

- Industrial action by civilian air traffic service personnel
- Deployment of military air traffic controllers to replace civilian personnel
- RNAV/GNSS approach procedures are deficient. Previous procedures were cancelled and are no longer valid
- Frequency congestion as a result of combined Ground, Tower and Approach control services on a single frequency

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- Deficient en-route ATC services below FL245. Airspace is Class G, with limited CNS capabilities.
- Challenging ATS ground/ground coordination between adjacent ATS units
- Lack of access to reliable published aeronautical and meteorological information

Communication

- Limited range of VHF services for approach into Juba

Navigation

- Suspension of ILS and VOR/DME approach procedures due to unserviceability of navigation infrastructure

Aerodrome

- Approach/Landing aids are unserviceable / uncalibrated
- Unserviceable runway centreline and edge lighting
- Lack of bird and wildlife control on the runway
- Concern over airport security protocols (both airside and landside)

Recommendations:

It is recommended that airlines operating within the South Sudan Airspace at a minimum:

1. Treat the operation as specialized, and continue to exercise robust risk management practices pertaining to the operation
2. Ensure crews are well briefed of the above challenges
3. Operators should continue reporting issues/concerns in the above airspace using safety reporting mechanisms and, where applicable, the IATA GADM IDX program.

Conclusion

The purpose of this safety notice is to draw your attention to the latest development in South Sudan, and to call on operators to utilize their Safety Management System when determining whether to continue operations into Juba. Further, for Operators with operations into and out of Juba airport, to exercise extreme caution when operating and to ensure robust risk, and safety management principals, are applied to their operations within the said airspace.

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