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Ref 2021-13/ASD/41 الإشارة :

SAFETY INFORMATION BULLETIN – 01/2021

Attn: The State of Kuwait AOC & POC Holders

SUBJ.: AIRSPACE OF SOUTH SUDAN

This Safety Information Bulletin is to provide **recommendations** to the Kuwaiti Air Operator Certificate holders and Private Operator Certificate holders, in order to draw your attention to operate within the airspace under the authority of the Republic of South Sudan the need to fully assess the potential for risks to flight safety.

Kindly find the attached ICAO State letter Ref. AN 13/35-21/5 dated 21st January 2021 regarding "Safety of Civil Aircraft Operating in Airspace under the Authority of the Republic of South Sudan" and EASA's Conflict Zone Information Bulletin CZIB No.: CZIB-2018-03R5.

The Kuwait DGCA highly appreciates all our Operators continuous cooperation and we will keep you updated with the latest recommendations if and when necessary.

Sincerely,


Salman Sabah Al-Jaber Al-Moud Al-Sabah
President of Civil Aviation
President of Civil Aviation

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Ref.: AN 13/35-21/5

20 January 2021

Subject: Safety of civil aircraft operating in airspace under the authority of the Republic of South Sudan

Action required: Communicate to national civil aircraft owners and operators intending to operate within the airspace under the authority of the Republic of South Sudan the need to fully assess the potential for risks to flight safety

Sir/Madam,

1. I have the honour to address you as the appropriate State Authority of aircraft operator(s), which may use the airspace under the authority of the Republic of South Sudan.
2. I draw your attention to 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).
3. Information received by the International Civil Aviation Organization (ICAO) from a variety of sources indicates that there has been a disruption to air traffic services and related supporting services within the above-mentioned airspace without the benefit of adequate contingency arrangements being in place. Your attention is specifically drawn to the lack of suitably qualified air traffic control personnel, the non-promulgation of aeronautical information concerning out of service or withdrawn navigation equipment and the necessary mitigation arrangements, coordination irregularities with adjacent area control centres, and inadequate air-ground communications.
4. ICAO, therefore, holds grave concerns for the overall safety of international air traffic and, consequently, you are strongly urged to use this and any other pertinent information to assess flight safety risk in the airspace under the authority of South Sudan.
5. Please be assured that the primary objective of ICAO remains the safety and security of international civil aviation. ICAO continues to actively coordinate with the authorities concerned on matters, which could impact flight safety, and will notify you of any significant developments.

Accept, Sir/Madam, the assurances of my highest consideration.


Fang Liu
Secretary General



European Union Aviation Safety Agency

CZIB No.: CZIB-2018-03R5

Conflict Zone Information Bulletin

Subject: Airspace of South Sudan

Status:

Active

Issued date:

30/10/2020

Valid until:

30/04/2021

Revision:

This CZIB is revised to extend the validity period and to amend reference publications.

Referenced publication(s):

- United Kingdom AIP ENR 1.1 issued 2/8 January 2021 (see Appendix 1).
- AIC France Circular A 23/20 issued 26 November 2020 (see Appendix 2).
- German AIC 18/20 issued 3 December 2020 (see Appendix 3).

Affected Airspace:

South Sudan airspace, below Flight Level (FL) 250.

Applicability:

Applies to operators

This is information only. Recommendations are not mandatory.



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Description:

Ongoing armed conflict in South Sudan between the government and rebel forces is taking place, with consequent risk to flight operations safety deriving from possible use of small arms fire, rocket-propelled grenades, anti-aircraft fire, and shoulder-fired MANPADS (man-portable air-defence systems).

Due to the ongoing conflict in the region, the airspace is assessed to pose a HIGH risk to operations at altitudes below FL 250.

The Agency draws the attention of the aviation community to the above referenced information, copies of which are attached to this CZIB.

Recommendation(s):

Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authority as appropriate. Latest operational information on 'Closures and warnings' issued by means of ICAO State Letters, NOTAMs, AICs/AIPs, EASA CZIB may be found in the [Network Manager NOP Portal](#) (password protected version).

Affected Countries:

South Sudan

Appendix 1

Source: United Kingdom [AIP ENR 1.1](#)

[United Kingdom Aeronautical Information Service](#)

Hazardous Situation within or over the territory and airspace of South Sudan

Potential risk to aviation overflying this area at less than 25,000 FT above ground level (AGL) from dedicated anti-aviation weaponry.

Operators are strongly advised to take this potential risk into account in their risk assessments and routing decisions.

Contact UK Department for Transport +44 (0)207-944 6322 or +44 (0)207-944 5999 out of hours.

Appendix 2

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Source: [AIC France Circular A 23/20](#)

From 09/04/2020 and until further notice, pilots in command of aircraft performing air services mentioned in paragraph 1.1 are requested to maintain at all times a flight level above or equal to FL260 in the part of the KHARTOUM FIR (HSSS) above South Sudan.

Appendix 3

Source: [German AIC 18/20](#)

Hazardous situation in South-Sudan

Civil German air operators are advised to take potential risk into account in their risk assessment and routing decisions within the territory and airspace of South Sudan (as part of FIR KHARTOUM (HSSS)) below FL260 including landing, taxiing, parking and take off. Potential risk to aviation from dedicated anti-aviation and ground to ground weaponry.

This is information only. Recommendations are not mandatory.



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