



International Civil Aviation Organization

WORKING PAPER

SOUTH SUDAN-SUDAN TASK FORCE FIFTH MEETING (SSS TF/5)

(Virtual, 17 September 2025)

Agenda Item 03: - Status of the Proposal for Amendment of the AFI and MID ANPs

PROPOSED PROPOSAL FOR AMENDMENT OF THE AFI AND MID REGIONAL AIR NAVIGATION PLANS

(Presented by the Secretariat)

SUMMARY

This working paper presents the proposed draft of the Proposal for Amendment of the AFI and MID Regional Air Navigational Plans as agreed at the 4th Meeting of the South Sudan – Sudan Task Force (SSS-TF/4) for discussion and adoption.

Action by the meeting is in paragraph 3

1. INTRODUCTION

1.1 The meeting may recall that the 4th Meeting of the South Sudan – Sudan Task Force (SSS-TF/4) presented a draft proposal for the amendment of the two ICAO Regional Air Navigation Plans, the AFI ANP Doc.7474 and the MID ANP Doc.9708 on the delineation of the Khartoum Flight Information Region (FIR) and the establishment of the Juba FIR.

1.2 The proposal is as a result of the work of the SSS-TF/1 – TF/4 which was to be validated by South Sudan and Sudan for the adoption of the TF.

2. DISCUSSION

2.1 The Khartoum FIR is adjacent to 10 other FIRs (see Figure 1). They are the Tripoli, Cairo, Jeddah, Asmara, Addis Ababa, Nairobi, Entebbe, Kinshasa, Brazzaville, and N'Djamena FIRs.

2.2 In 2018, the TANSD proposed a draft PfA to be presented for the amendment of the two ANPs - Serial No. AFI/MID ANP 18/02 – ATM/SAR. However, due to unforeseen procedural challenges the PfA was deferred to a later date to allow for the completion of the coordination of the definition of the proposal between South Sudan, Sudan and the adjacent States.

2.3 At the SSS-TF/4 meeting was presented with the work done by the two proposing States and confirmed that the coordination with the adjacent FIRs had been completed, however the meeting noted the need to have documented evidence of this to enable the expeditious PfA process.

2.4 The SSS-TF/4 also noted the need to verify the coordinates of the line that demarcate the proposed amended Khartoum FIR and the Juba FIR. South Sudan and Sudan were to report back to the SSS-TF on the confirmation of points T1 – T4.

2.5 Since the SSS -TF/4, the ICAO Regional offices and HQs have refined the draft proposal which is here presented to the meeting for consideration.

2.6 The drafted PfA as amended is as Attachment to this WP.

3. ACTION BY THE MEETING

3.1. The meeting is invited to

- a. Take note of the information in this working paper.
- b. Review the proposal and confirm the information for a refined PfA.

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**PROPOSAL FOR AMENDMENT OF THE ICAO AFI and MID
AIR NAVIGATION PLANS (*DOC 7474* and *DOC 9708*), VOLUME I**

(Serial No. AFI/MID ANP 25/XX – ATM/SAR)

- a) Plan:** Air Navigation Plans (ANP) – Africa-Indian Ocean (*Doc 7474*), and Middle East (*Doc 9708*) Regions, Volume I
- b) Proposed amendment:** Editorial note: Amendments are arranged to show “deleted text” using strikeout (~~text to be deleted~~), and “added text” with grey shading (text to be inserted).

DOC 7474, Volume I, Part I – Table GEN I-1 – FLIGHT INFORMATION REGIONS (FIR)/UPPER INFORMATION REGIONS (UIR) IN THE AFI REGION

Amend, the list in the AFI ANP Table GEN I-1 to replace Khartoum FIR by Juba FIR.

State	FIR/UIR
1	2
South Africa	Cape Town
	Johannesburg
	Johannesburg Oceanic
South Sudan	Khartoum Juba
Swaziland Eswatini	Johannesburg

DOC 7474, Volume I, Part IV – Table ATM I-1 – FLIGHT INFORMATION REGIONS (FIR)/UPPER INFORMATION REGIONS (UIR) IN THE AFI REGION

Delete, Khartoum FIR

Add, Juba FIR boundary dimensions as follows:

10°08'42"N, 023°30'00"E

09°30'40"N, 030°48'42"E

thence clockwise along a 50NM arc centered at 09°33'48"N, 031°39'12"E (MLK)

10°19'38"N, 032°00'00"E

10°32'54"N, 034°31'45"E

08°00'00"N, 033°00'00"E

04°00'00"N, 036°00'00"E

04°00'00"N, 034°05'00"E

04°00'00"N, 030°45'00"E

04°00'00"N, 030°12'16"E

thence along the national boundary of South Sudan and Democratic Republic of the Congo

thence along the national boundary of South Sudan and Central African Republic

thence along the national boundary of Sudan and Central African Republic

10°08'42"N, 023°30'00"E.

Vertical limits: [SFC to UNL]

DOC 7474, Volume I, Part VI – Table SAR I-1 – SEARCH AND RESCUE REGIONS (SRR) IN THE AFI REGION

Delete, Khartoum SRR.

Add, Juba SRR boundary dimensions as follows:

10°08'42"N, 023°30'00"E

09°30'40"N, 030°48'42"E

thence clockwise along a 50NM arc centered at 09°33'48"N, 031°39'12"E (MLK)

10°19'38"N, 032°00'00"E

10°32'54"N, 034°31'45"E

08°00'00"N, 033°00'00"E

04°00'00"N, 036°00'00"E

04°00'00"N, 034°05'00"E

04°00'00"N, 030°45'00"E

04°00'00"N, 030°12'16"E

thence along the national boundary of South Sudan and Democratic Republic of the Congo

thence along the national boundary of South Sudan and Central African Republic

thence along the national boundary of Sudan and Central African Republic

10°08'42"N, 023°30'00"E.

Vertical limits: [SFC to UNL]

DOC 9708, Volume I, Part IV – Table ATM I-1 – FLIGHT INFORMATION REGIONS (FIR)/UPPER INFORMATION REGIONS (UIR) IN THE MID REGION

Add, Khartoum FIR boundary dimensions as follows:

22°00'00"N, 025°00'00"E

22°00'00"N, 038°00'00"E

20°00'00"N, 038°30'00"E

13°00'00"N, 036°00'00"E

10°32'54"N, 034°31'45"E

10°19'38"N, 032°00'00"E

thence counter-clockwise along a 50NM arc centered at 09°33'48"N, 031°39'12"E (MLK)

09°30'40"N, 030°48'42"E

10°08'42"N, 023°30'00"E

thence along the national boundary of Sudan and Central African Republic

thence along the national boundary of Sudan and Chad

15°42'12"N, 023°59'21"E

15°42'27"N, 024°00'00"E

19°30'00"N, 024°00'00"E

20°00'00"N, 024°00'00"E

20°00'00"N, 025°00'00"E

22°00'00"N, 025°00'00"E.

DOC 9708, Volume I, Part VI – Table SAR I-1 – SEARCH AND RESCUE REGIONS (SRR) IN THE MID REGION

Add, Khartoum SRR boundary dimensions as follows:

22°00'00"N, 025°00'00"E
22°00'00"N, 038°00'00"E
20°00'00"N, 038°30'00"E
13°00'00"N, 036°00'00"E
10°32'54"N, 034°31'45"E
10°19'38"N, 032°00'00"E
 thence counter-clockwise along a 50NM arc centered at 09°33'48"N, 031°39'12"E
 (MLK)
09°30'40"N, 030°48'42"E
10°08'42"N, 023°30'00"E
 thence along the national boundary of Sudan and Central African Republic
 thence along the national boundary of Sudan and Chad
15°42'12"N, 023°59'21"E
15°42'27"N, 024°00'00"E
19°30'00"N, 024°00'00"E
20°00'00"N, 024°00'00"E
20°00'00"N, 025°00'00"E
22°00'00"N, 025°00'00"E.

c) **Originated by:** South Sudan and Sudan

d) **Originator's reasons for amendment:** 1) Grey shading (text to be inserted):

The establishment of the electronic Air Navigation Plan (eANP) has necessitated incorporation of Flight Information Regions/Upper Information Regions (FIR/UIR) and Search and Rescue Regions (SRR) boundary dimensions. The coordinates herein have been part of a coordinated ICAO Eastern and Southern African and Middle Eastern Regional validation activity.

2) Grey shading underlined (text to be inserted):

This proposed amendment to the ICAO Africa-Indian Ocean (AFI) and Middle East (MID) electronic Air Navigation Plans (eANPs), Volume I, originates from the South Sudan-Sudan Task Force. This Task Force was established jointly by South Sudan and Sudan to strengthen safe and efficient air traffic management of flights arriving at and departing from Juba, and to facilitate the safe and efficient growth of civil aviation in South Sudan, Sudan, and the region. The delineation of the proposed Juba FIR/SRR has been determined on the basis of technical and operational considerations with the aim of ensuring safety and optimizing efficiency and economy for both providers and users of the services. In particular, South Sudan and Sudan have developed procedures for the provision of an air traffic control service with surveillance.

Establishment of Juba FIR/SRR will define the area of responsibility of South Sudan in discharging its obligations related to the implementation of the ICAO SARPs in addition to regional requirements.

The proposed changes would bring the following benefits to all airspace users:

- i. Major enhancements to existing communications, navigation and surveillance ground infrastructure and capabilities.
- ii. Harmonization of air traffic management concepts, while optimizing airspace allocation and usage.
- iii. Optimizing the flexibility of airspace management in implementing increasing numbers of user preferred routings.
- iv. Enhance the implementation of flexible use of airspace (FUA) through intra-state coordination of all airspace users (civil, military, airports, flight clubs, etc.).
- v. Improve the continuity of services to users within an enlarged airspace volume, promoting seamless provision of ATS.
- vi. Facilitate opportunities for ATC to accommodate extended direct routings for aircraft, thereby reducing overall flight costs whilst ensuring safety levels.
- vii. Supporting users' needs for implementation of sustained ATM improvements by deriving cost-efficiencies wherever feasible.
- viii. Reduction of civil aviation's impact on the environment, resulting from improvements to flight efficiencies derived from an improved ATS operational environment, providing increases in the frequency of direct routings and accommodation by ATS of users' requests for operations at their preferred cruising levels; and
- ix. Improving flight data consistency and interoperability with adjacent FIRs.

e) Intended date of implementation:

On a specific date to be determined, as mutually agreed by South Sudan and Sudan, after approval by the ICAO Council and completion of the appropriate letters of agreement.

f) Proposal circulated to following States and organizations:

g) Secretariat's comments:

1) Grey shading (text to be inserted):

The FIR and SRR boundary data is consistent with action taken by the Council of ICAO and information documented in Doc 7474, *Air Navigation Plan — Africa-Indian Ocean Region*, Volume I — *Basic ANP* and Doc 9708, *Air Navigation Plan — Middle East Region* prior to the migration to the eANP.

2) Grey shading underlined (text to be inserted):

The establishment of the Juba FIR is seen as fulfilling the intent of Resolving Clause 2 of Appendix G of Assembly Resolution A41-10 *Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation, Delineation of air traffic services (ATS) airspaces*; that established ATS airspaces should not be segmented for reasons other than technical, operational, safety and efficiency considerations, in particular with regard to the current level of air traffic services available in the airspace in question. Furthermore, the alignment of FIR and SRR boundaries in this proposal is consistent with the Recommended Practice in Annex 12 — *Search and Rescue*, 2.2.1.1 that SRRs should, in so far as practicable, be coincident with corresponding FIRs.

— END —