



SCAA

**DOC N°: S 9**

**SUDAN CIVIL AVIATION REGULATIONS (SUCARS)**

**PART 9 - Facilitation**

**Second Edition, August 2021**

Issued and Published under the Authority of the Director General

SUDAN CIVIL AVIATION AUTHORITY  
THE REPUBLIC OF SUDAN

(August 2021)





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PART 9 - Facilitation  
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## INTRODUCTION – AUTHORITY TO PUBLISH

SUCAR Part 9– *Facilitation* Second Edition, August 2021 has been promulgated pursuant to Article 22 of the Sudan Civil Aviation Act, 2018 and issued by the Board of Directors of Civil Aviation. The SUCAR has been published under my Authority on the advice of the Board of Directors of Civil Aviation as is required by the Sudan Civil Aviation Act.

The Standards contained in this document including the associated Advisory Circulars, Directives, Operational Policies, Orders, or Sudan Civil Aviation Safety Publications, fully comply with the Standards and Recommended Practices (SARPs) contained in Annex 9 – *Facilitation* to the Convention on International Civil Aviation, signed in Chicago on 7 December 1944 (Chicago Convention) and related documents and guidance material issued by ICAO.

SUCAR Part 9 – *Facilitation*, second Edition, contains comprehensive requirements required for the facilitations and economic regulations in Sudan.

The Director General of the SCAA has been delegated to issue, revise and amend Advisory Circulars, Directives, Operational Policies, Orders, relevant Procedures Manuals, Guidance Material, etc., related to and referred in this SUCAR. The Director General of the SCAA shall inform the Board of Directors of Civil Aviation, in writing, on the Advisory Circulars, Directives, Operational Policies, Orders, Procedures Manuals, Guidance Material, etc., that he may have issued, revised or amended under this authority and are enforceable under the Act.

SUCAR Part 9- *Facilitation*, is part of the overall regulatory framework of civil aviation in Sudan and supported by other related SUCARs

This Second Edition of SUCAR Part 9 repeals and supersedes the First Edition of the Document published in December, 2017.

Any amendments of this SUCAR is an integral part of it.

  
Lieutenant General  
Yassin Ibrahim Yassin Abdel-Hadi  
Minister of Defence





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## ABBREVIATIONS

ADREP	Accident/Incident Data Reporting
AIM	Aeronautical Information Management
ALoSP	Acceptable Level of Safety Performance
ASD	Aviation Safety Department
ATS	Air Traffic Services
SCAA	Sudan Civil Aviation Authority
CNS	Communications, Navigation and Surveillance
MTT	Ministry of Transportation and Telecommunication
PANS	Procedures for Air Navigation Services
SAR	Search and Rescue
SARPs	Standards and Recommended Practices
SSDCPS	Sudan Safety Data Collection and Processing Systems
SSMM	Sudan Safety Management Manual
SMP	Safety Management Panel
SMS	Safety Management System
SPI	Safety Performance Indicator
SSP	State Safety Programme



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## FOREWORD

### 1. **Legal background**

- 1.1 Pursuant to Article 22 of the Civil Aviation Act, 2018 regarding the empowerment of the Board of Directors of Civil Aviation to issue and amend Sudan Civil Aviation Regulations (SUCAR) for acceptance and consent by the Competent Minister, SUCARs are issued to ensure full compliance with the Annexes to the Convention on International Civil Aviation, signed in Chicago on 7 December 1944 (Chicago Convention) to which the Republic of Sudan is a Party. The Chicago Convention, through its Annexes, establishes the minimum Standards and Recommended Practices (SARPs) to ensure the safety and security of global air navigation activities and environmental protection. Sudan Civil Aviation Regulations provide an appropriate and comprehensive framework for the definition and implementation of common technical requirements and administrative procedures in the field of civil aviation. Where not covered by the specific SUCAR, ICAO Annex SARPs, technical instruction in related technical publications and guidance material form a complimentary regulatory material for implementation in Sudan, as may be applicable, and thus are considered enforceable regulatory requirements in the areas that they address although they may not be contained in the relevant SUCAR, Operational Directive or Safety Notice. Technical instructions considered essential for implementation shall be included in the relevant SUCAR as soon as practicable and in any case during the next amendment of the SUCAR.
- 1.2 An aircraft, other than an aircraft registered in the Republic of Sudan, shall not fly over or land in the territories of the Republic of Sudan except under an authorization granted by the Sudan Civil Aviation Authority (SCAA) on behalf of the Government of the Republic of Sudan.
- 1.3 An aircraft other than an aircraft registered in the Republic of Sudan shall not take on-board or discharge any passengers or cargo at any location within the territories of the Republic of Sudan, being passengers or cargo carried or to be carried for hire or reward, without the permission of the SCAA granted for the aircraft in accordance with any conditions and limitations to which such permission may be subjected.
- 1.4 An aircraft shall not fly over or land in the territory of the Republic of Sudan unless it is registered in:
- a) The Republic of Sudan; or
  - b) An ICAO Contracting State; or
  - c) Any other State where there is an agreement/arrangement between the Republic of Sudan and that State making provisions for over-flight or landing in the territory of the Republic of Sudan.



- 1.5 In accordance with the provisions of SUCAR Part 7 – Aircraft Nationality and Registration, an aircraft registered in the Republic of Sudan shall comply with all applicable regulations contained in the Sudan Civil Aviation Regulations.
- 1.6 An aircraft registered outside the Republic of Sudan shall comply with all applicable regulations contained in the Sudan Civil Aviation Regulations while operating to/from or within the territories of the Republic of Sudan.
- 1.7 An aircraft registered in the Republic of Sudan shall comply with the regulations of other ICAO contracting States where it may be operating or overflying.
- 1.8 The Sudan Civil Aviation Authority (SCAA) recognizes the codes of the Type Certification Authority of the State of Manufacturer and/or Design, for the purpose of issuing or Revalidation of Airworthiness Certificates, Airworthiness Directives (ADs), Minimum Equipment List (MEL), and all other related issues in that respect. The SCAA may impose additional requirements.
- 1.9 Any difference that may exist between SUCAR requirements and corresponding ICAO Annex SARPs shall be reported to ICAO in line with the requirements of Article 38 of the Convention. Significant differences shall be published in the National Aeronautical Information Publications (AIP). The procedure for amending the SUCARs and filing of differences with ICAO are contained in the Rule making Manual, Fourth Edition, 2018 and is summarized in paragraph 4 below.
- 1.10 An effort has been made for SUCAR requirements to be fully compliant with corresponding ICAO Annex provisions; however, where an aviation activity for which a SUCAR regulation has not been promulgated is undertaken in the Sudan, the relevant ICAO Annex provisions shall be applicable (see also paragraph 1.1 above).
- 1.11 Provisions promulgated in the SUCARs shall be applicable within six months after the date that they have been signed by the Competent Minister and published following promulgation by the Board of Directors.

## 2. **Layout of the SUCAR document**

### 2.1 **Sudan Civil Aviation Regulations (SUCARs)**

- 2.1.1. The Republic of Sudan has promulgated or is in the process of promulgating operating regulations that are fully compliant with corresponding Standards contained in the Annexes to the *Convention on International Civil Aviation*. List of SUCARs promulgated in Sudan is contained in the Table below. The list shall be amended periodically to reflect the status of SUCAR implementation.
- 2.1.2. SUCARs, as may be applicable, are supported by various Guidance Materials, Procedures Manuals and Inspectors Handbooks designed to enable the SCAA to effectively and efficiently meet its safety oversight obligations as well as to provide the Inspectorate staff with a complete set of regulatory and supporting material.
- 2.1.3. Together, the SUCARs and relevant guidance materials, procedures and

handbooks form the means by which the SCAA regulates and supervises civil aviation activity in Sudan and of Sudanese registered aircraft wherever they may be operating.

2.1.4. List of Sudan Civil Aviation Regulations is presented in the Table below which shall be amended as required from time-to-time to ensure its currency. Each SUCAR, except when it is found to be necessary shall be composed of:

- a) Consent by the Minister;
- b) Foreword;
- c) Definitions;
- d) Regulatory Standards;
- e) Notes;
- f) Tables and figures;
- g) Appendices; and
- h) Attachments.

No.	SUCAR Part No.	Title/Name	Edition/Year
1.	SUCAR Part 1	Personnel Licensing	2 <sup>nd</sup> Edition/2017
2.	SUCAR Part 2	Rules of the Air	2 <sup>nd</sup> Edition/2020
3.	SUCAR Part 3	Meteorological Services	1 <sup>st</sup> Edition /2011
4.	SUCAR Part 4	Aeronautical Charts	1 <sup>st</sup> Edition/2011
5.	SUCAR Part 5	Units of Measurement	1 <sup>st</sup> Edition/2011
6.	SUCAR Part 6 – Subpart I	Operations of Aircraft – Commercial Air Transport, aero planes	3 <sup>rd</sup> Edition/2017
7.	SUCAR Part 6 – Subpart II	Operations of Aircraft – General Aviation	Under Development
8.	SUCAR Part 6 – Subpart III	Operations of Aircraft – Commercial Helicopter Operations	Under Development
9.	SUCAR Part 6 – Subpart IV	Aerial Work	Under Development
10.	SUCAR Part 7	Aircraft Nationality and Registration Marks	2 <sup>nd</sup> Edition/2016
11.	SUCAR Part 8	Airworthiness of Aircraft	2 <sup>nd</sup> Edition/2017
12.	SUCAR Part 9	Facilitation	2 <sup>nd</sup> Edition/2021
13.	SUCAR Part 10	Aeronautical Telecommunications	1 <sup>st</sup> Edition/2017
14.	SUCAR Part 11	Air Traffic Services	2 <sup>nd</sup> Edition/2021
15.	SUCAR Part 12	Search and Rescue	2 <sup>nd</sup> Edition/2021
16.	SUCAR Part 13	Aircraft Accident and Incident Investigations	1 <sup>st</sup> Edition/2011
17.	SUCAR Part 14 – Subpart I	Aerodromes – Aerodrome Design and Operations	3 <sup>rd</sup> Edition/2021
18.	SUCAR Part 14 – Subpart II	Heliports	3 <sup>rd</sup> Edition/2021

No.	SUCAR Part No.	Title/Name	Edition/Year
19.	SUCAR Part 15	Aeronautical Information Services	1 <sup>st</sup> Edition/2011
20.	SUCAR Part 16 – Subpart I	Environmental Protection – Aircraft Noise	Under Development
21.	SUCAR Part 16 – Subpart II	Environmental Protection – Aircraft Engine Emissions	Under Development
22.	SUCAR Part 17	Aviation Security	2 <sup>nd</sup> Edition/2021
23.	SUCAR Part 18	The Safe Transport of Dangerous Goods	1 <sup>st</sup> Edition/2011
24.	SUCAR Part 19	Aviation Safety Management	2 <sup>nd</sup> Edition/2018

### 3. Rules of Construction

3.1. In the Parts of these Regulations, unless the context requires otherwise:

- a) Words importing the singular include the plural
- b) Words importing the plural include the singular, and
- c) Words importing the masculine gender include the feminine.
- d) “Shall” is used in an imperative sense.
- e) “May/should” is used in a permissive sense to state authority or permission to do the act prescribed, and the words “no person may....” Or “a person may not .....” means that no person is required, authorized or permitted to do the act prescribed.
- f) The word “Includes” means includes but is not limited to.
- g) The word “Show” and its derivatives in these regulations have the exact intent as shown in the dictionary.

### 4. Amendment Rationale and Procedures

The Sudan Civil Aviation Regulations will from time-to-time be amended to reflect the latest updates of ICAO Standards and Recommended Practices (SARPs); it will also be amended to reflect the latest up-to-date aviation safety related matters detected by the Civil Aviation Authority, the aviation industry service providers or operators, and individuals and authorization holders. Amendment may also be generated to ensure safety standardization and to accommodate new initiatives or technologies. Information on the rule making process is contained in the “Rule Making Manual”, Fourth Edition, 2018.

### 5. Article 83bis

Sudan has ratified Article 83bis of the Convention on International Civil Aviation respecting the delegation of responsibilities in instances where aeroplane are leased, chartered, or interchanged in particular without crew, between ICAO contracting States that have ratified the Article.

### 6. Requirements

This SUCAR is based on ICAO standards and recommended practices and



its guidance materials. This requirement are set out aircraft operation except where a particular provision refers specifically to only one type of operation.

#### 7. **Status of SUCAR components**

A SUCAR is normally made up of the following component parts, not all of which however may not be found in every SUCAR:

##### **Standard**

Any specification or physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which the holder of an Air Operator Certificate issued by the Sudan Civil Aviation Authority shall conform to.

##### **Appendices and Attachments**

Text comprising material grouped separately for convenience but forming part of the Standards.

##### **Definition**

Definition of terms used in the SUCAR which are not self-explanatory in that they do have accepted dictionary meanings. A definition does not have independent status but is an essential part of each Standard in which the term is used, since a change in the meaning of the term would affect the specification.

##### **Table and Figures**

Elements which add to or illustrate a regulatory requirement referred to in the SUCAR and form part of the associated regulatory requirement and have the same status.

##### **References**

Text based on ICAO Standards and Recommended Practices and its guidance materials included in the SUCAR to enhance implementation.

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## APPLICABILITY

- 1.1 This Regulation shall be applicable to all categories of civil aircraft operation except where a particular provision refers specifically to only one type of operation.
- 2.1 Authorities shall take necessary measures to ensure that:
  - a) The time required for the accomplishment of border controls in respect of persons and aircraft and for the release/clearance of goods is kept to the minimum;
  - b) Minimum inconvenience is caused by the application of administrative and control requirements;
  - c) exchange of relevant information between Contracting States, operators and airports is fostered and promoted to the greatest extent possible; and
  - d) optimal levels of security, and compliance with the law, are attained.
- 3.1 Authorities shall use risk management in the application of border control procedures for the release/clearance of goods.
- 4.1 Authorities shall develop effective information technology to increase the efficiency and effectiveness of their procedures at airports.
- 5.1 The provisions of this Regulation shall not preclude the application of national legislation with regard to aviation security measures or other necessary controls.



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## CHAPTER 1 – DEFINITIONS AND GENERAL PRINCIPLE

### 1.1 DEFINITIONS

When the following terms are used in this SUCAR on Facilitation Economics Regulation, they have the following meanings:

**Admission.** The permission granted to a person to enter Sudan by the public authorities of Sudan in accordance with its national laws.

**Advance Passenger Information (API) System.** An electronic communications system whereby required data elements are collected and transmitted to border control agencies prior to flight departure or arrival and made available on the primary line at the airport of entry.

**Aircraft equipment.** Articles including first-aid and survival equipment and commissary supplies, but not spare parts or stores, for use on board an aircraft during flight.

**Aircraft operator.** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

**Aircraft operators' documents.** Air waybills/consignment notes, passenger tickets and boarding passes, bank and agent settlement plan documents, excess baggage tickets, miscellaneous charges orders (M.C.O.), damage and irregularity reports, baggage and cargo labels, timetables, and weight and balance documents, for use by aircraft operators.

**Airline.** As provided in Article 96 of the Convention on International Civil Aviation, any air transport enterprise offering or operating a scheduled international air service.

**Authorized agent.** A person who represents an aircraft operator and who is authorized by or on behalf of such operator to act on formalities connected with the entry and clearance of the operator's aircraft, crew, passengers, cargo, mail, baggage or stores and includes, where national law permits, a third party authorized to handle cargo on the aircraft.

**Authorized Economic Operator (AEO).** A party involved in the international movement of goods in whatever function that has been approved by or on behalf of a national Customs administration as complying with WCO or equivalent supply chain security standards. AEOs may include manufacturers, importers, exporters, brokers, carriers, consolidators, intermediaries, ports, airports, terminal operators, integrated operators, warehouses, distributors and freight forwarders.

**Automated Border Control (ABC).** An automated system which authenticates the electronic machine-readable travel document or token, establishes that the passenger is the rightful holder of the document or token, queries border control records, then determines eligibility for border crossing according to pre-defined rules.

**Baggage.** Personal property of passengers or crew carried on an aircraft by agreement with the operator.

**Border integrity.** The enforcement of laws and/or regulations concerning the movement of goods and/or persons across the Sudanese borders.

**Cargo.** Any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage.

**Civil aviation inspector.** A civil aviation inspector is an individual, designated by DGCAA who is charged with the inspection of the safety, security,



facilitation or related aspects of air transport operations as directed by SCAA

**Clearance of goods.** The accomplishment of the customs formalities necessary to allow goods to enter home use, to be exported or to be placed under another customs procedure.

**Commencement of journey.** The point at which the person began his journey, without taking into account any airport at which he stopped in direct transit, either on a through-flight or a connecting flight, if he did not leave the direct transit area of the airport in question.

**Commissary supplies.** Items, either disposable or intended for multiple uses, that are used by the aircraft operator for provision of services during flights, in particular for catering, and for the comfort of passengers.

**Crew member.** A person assigned by an operator to duty on an aircraft during a flight duty period.

**Declarant.** Any person who makes goods declaration or in whose name such a declaration is made.

**Deportation order.** A written order issued by the competent authorities of a Sudan and served upon a deportee, directing him to leave that State.

**Deportee.** A person who had legally been admitted to a State by its authorities or who had entered a State illegally, and who at some later time is formally ordered by the competent authorities to leave that State.

**Direct transit area.** A special area established in an international airport, approved by the SCAA and other public authorities concerned and under their direct supervision or control, where passengers can stay during transit or transfer without applying for entry to the Sudan

**Direct transit arrangements.** Special arrangements approved by the SCAA and public authorities concerned by which traffic that is pausing briefly in its passage through the contracting State may remain under their direct control.

**Disembarkation.** The leaving of an aircraft after a landing, except by crew or passengers continuing on the next stage of the same through-flight.

**Disinsection.** The procedure whereby health measures are taken to control or kill infectious agents on a human or animal body, in or on affected parts of aircraft, baggage, cargo, goods or containers, as required, by direct exposure to chemical or physical agents.

**Disinfection.** The procedure whereby health measures are taken to control or kill insects present in aircraft, baggage, cargo, containers, goods and mail.

**Embarkation.** The boarding of an aircraft for the purpose of commencing a flight, except by such crew or passengers as have embarked on a previous stage of the same through-flight .

**eMRTD .** An MRTD (passport, visa or card) that has a contactless integrated circuit embedded in it and the capability of being used for biometric identification of the MRTD holder in accordance with the standards specified in the relevant Part of Doc 9303 — *Machine Readable Travel Documents*.

**Escort.** An individual authorized by a Contracting State or an aircraft operator to accompany inadmissible persons or deportees being removed from that Contracting State.

**Flight crew member.** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

**Free zone.** A part of the territory of the Sudan where any goods introduced are

generally regarded, insofar as import duties and taxes are concerned, as being outside the customs territory.

**General aviation operation.** An aircraft operation other than a commercial air transport operation or an aerial work operation.

**Ground equipment.** Articles of a specialized nature for use in the maintenance, repair and servicing of an aircraft on the ground, including testing equipment and cargo- and passenger-handling equipment.

**ICAO Public Key Directory (ICAO PKD).** The central database serving as the repository of Document Signer Certificates (CDS) (containing Document Signer Public Keys), CSCA Master List (MLCSCA), Country Signing CA Link Certificates (ICCSCA) and Certificate Revocation Lists issued by Participants, together with a system for their distribution worldwide, maintained by ICAO on behalf of Participants in order to facilitate the validation of data in eMRTDs.

**Immigration control.** Measures adopted by States to control the entry into, transit through and departure from their territories of persons travelling by air.

**Import duties and taxes.** Customs duties and all other duties, taxes or charges, which are collected on or in connection with the importation of goods. Not included are any charges which are limited in amount to the approximate cost of services rendered or collected by the customs on behalf of another national authority.

**Imposter.** A person who impersonates the rightful holder of a genuine travel document.

**Improperly documented person.** A person who travels, or attempts to travel:

- a) with an expired travel document or an invalid visa;
- b) with a counterfeit, forged or altered travel document or visa;
- c) with someone else's travel document or visa;
- d) without a travel document; or (e) without a visa, if required.

**Inadmissible person.** A person who is or will be refused admission to Sudan by the Sudanese authorities.

**Interactive API (iAPI) system.** An electronic system that transmits, during check-in, API data elements collected by the aircraft operator to public authorities who, within existing business processing times for passenger check-in, return to the operator a response message for each passenger and/or crew member.

**International airport.** Any airport designated by the Sudan in whose territory it is situated as an airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out.

**Lading.** The placing of cargo, mail, baggage or stores on board an aircraft to be carried on a flight.

**Mail.** Dispatches of correspondence and other items tendered by and intended for delivery to postal services in accordance with the rules of the Universal Postal Union (UPU).

**Mishandled baggage.** Baggage involuntarily, or inadvertently, separated from passengers or crew.

**Narcotics control.** Measures to control the illicit movement of narcotics and psychotropic substances by air.

**Necessary precautions.** Verifications carried out by adequately trained staff members of the aircraft operator or the company operating on behalf of the

aircraft operator, at the point of embarkation, in order to ensure that every person holds a valid travel document and, where applicable, the visa or residence permit required to enter Sudan or a transit and/or receiving State. These verifications are designed to ensure that irregularities (e.g. obvious document alteration) are detected.

**Passenger amenities.** Facilities provided for passengers which are not essential for passenger processing.

**Person with disabilities.** Any person whose mobility is reduced due to a physical incapacity (sensory or locomotors), an intellectual deficiency, age, illness or any other cause of disability when using transport and whose situation needs special attention and the adaptation to the person's needs of the services made available to all passengers.

**Pilot-in-command.** The pilot responsible for the operation and safety of the aircraft during flight time.

**Public authorities.** The agencies or officials of Sudan responsible for the application and enforcement of the particular laws and regulations of Sudan which relate to any aspect of these regulations

**Public health emergency of international concern.** An extraordinary event which is determined, as provided in the *International Health Regulations (2005)* of the World Health Organization:

- a) to constitute a public health risk to other
- b) States through the international spread of disease and
- c) to potentially require a coordinated international response.

**Public health risk.** A likelihood of an event that may affect adversely the health of human populations, with an emphasis on one which may spread internationally or may present a serious and direct danger.

**Release of goods.** The action by the customs authorities to permit goods undergoing clearance to be placed at the disposal of the persons concerned.

**Relief flights.** Flights operated for humanitarian purposes which carry relief personnel and relief supplies such as food, clothing, shelter, medical and other items during or after an emergency and/or disaster and/or are used to evacuate persons from a place where their life or health is threatened by such emergency and/or disaster to a safe haven in the same State or another State willing to receive such persons.

**Removal of a person.** Action by the public authorities of Sudan, in accordance with its laws, to direct a person to leave Sudan

**Removal order.** A written order served by Sudan on the operator on whose flight an inadmissible person travelled into, directing the operator to remove that person from Sudan territory.

**Risk assessment.** An assessment by Sudan of a deportee's suitability for escorted or unescorted removal via commercial air services. The assessment should take into account all pertinent factors, including medical, mental and physical fitness for carriage on a commercial flight, willingness or unwillingness to travel, behavioral patterns and any history of violence.

**Risk management.** The systematic application of management procedures and practices which provide border inspection agencies with the necessary information to address movements or consignments which represent a risk.

**Security equipment.** Devices of a specialized nature for use, individually or as part of a system, in the prevention or detection of acts of unlawful interference

with civil aviation and its facilities

**Single Window.** A facility that allows parties involved in trade and transport to lodge standardized information and documents with a single-entry point to fulfill all import, export, and transit-related regulatory requirements. If information is electronic then individual data elements should only be submitted once.

**Spare parts.** Articles, including engines and propellers, of a repair or replacement nature for incorporation in an aircraft.

**State of Registry.** The State on whose register the aircraft is entered.

**Stores (Supplies).** Stores (supplies) for consumption and/or Stores (supplies) to be taken away.

**Stores (Supplies) for consumption.** Goods, whether or not sold, intended for consumption by the passengers and the crew on board aircraft, and goods necessary for the operation and maintenance of aircraft, including fuel and lubricants.

**Stores (Supplies) to be taken away.** Goods for sale to the passengers and the crew of aircraft with a view to being landed.

**Temporary admission.** The customs procedure under which certain goods can be brought into a customs territory conditionally relieved totally or partially from payment of import duties and taxes; such goods must be imported for a specific purpose and must be intended for re-exportation within a specified period and without having undergone any change except normal depreciation due to the use made of them.

**Through-flight.** A particular operation of aircraft, identified by the operator by the use throughout of the same symbol, from point of origin via any intermediate points to point of destination.

**Travel document.** A passport or other official document of identity issued by a State or organization, which may be used by the rightful holder for international travel.

**Unaccompanied baggage.** Baggage that is transported as cargo and may or may not be carried on the same aircraft with the person to whom it belongs.

**Unclaimed baggage.** Baggage that arrives at an airport and is not picked up or claimed by a passenger.

**Unidentified baggage.** Baggage at an airport, with or without baggage tag, which is not picked up by or identified with a passenger.

**Unlading.** The removal of cargo, mail, baggage or stores from an aircraft after a landing.

**Visitor.** Any person who disembarks and enters the Sudan other than that in which that person normally resides; remains there lawfully as prescribed by Sudan for legitimate non-immigrant purposes, such as touring, recreation, sports, health, family reasons, religious pilgrimages, or business; and does not take up any gainful occupation during his stay in the territory visited.

## 2.1 General principles

2.1.1 This regulation shall apply to all categories of aircraft operation except where a particular provision refers specifically to only one type of operation.

2.1.2 Sudan shall take necessary measures to ensure that:

- a) The time required for the accomplishment of border controls in respect of persons and aircraft and for the release/clearance of goods is kept to the minimum;



- b) Minimum inconvenience is caused by the application of administrative and control requirements
  - c) Exchange of relevant information between Sudanese, operators and airports is fostered and promoted to the greatest extent possible; and
  - d) Optimal levels of security, and compliance with the law, are attained.
- 2.1.3 Sudan shall use risk management in the application of border control procedures for the release/clearance of goods.
- 2.1.4 Sudan shall develop effective information technology to increase the efficiency and effectiveness of their procedures at airports.
- 2.1.5 The provisions of this Annex shall not preclude the application of national legislation with regard to aviation security measures or other necessary controls.
- 2.1.6 Sudan and Sudanese aircraft operators on reciprocal basis may exchange information as to the appropriate point(s) of contact(s) to which border control and customs queries should be directed.

## CHAPTER 2 – ENTRY AND DEPARTURE OF AIRCRAFT

### 2.10 GENERAL

- 2.10.1 Sudan shall adopt appropriate measures for the clearance of aircraft arriving from or departing to another Contracting State and shall implement them in such a manner as to prevent unnecessary delays.
- 2.10.2 In developing procedures aimed at the efficient clearance of entering or departing aircraft, Sudan shall take into account the application of aviation security and narcotics control measures, where appropriate.
- 2.10.3 The appropriate public authorities of Sudan may enter in to Memoranda of Understanding with the airlines providing international services to its territory and with the operators of its international airports, setting out guidelines for their mutual cooperation in countering the threat posed by international trafficking in narcotics and psychotropic substances. Such Memoranda of Understanding may be patterned after the applicable models developed by the World Customs Organization for this purpose. In addition, Sudan may enter in Memoranda of Understanding with other states for same reasons.
- 2.10.4 Sudan shall not prevent an aircraft from calling at any international airport for public health reasons unless such action is taken in accordance with the applicable International Health Regulations of the World Health Organization.
- 2.10.4.1 In cases where, in exceptional circumstances, air transport service suspensions on public health grounds are under consideration, Sudan may first consult with the World Health Organization and the health authority of the State of occurrence of the disease before taking any decision as to the suspension of air transport services.
- 2.10.5 If, in response to a specific public health risk or a public health emergency of international concern, Sudan shall considering introduction of health measures in addition to those recommended by WHO, it shall do so in accordance with the applicable International Health Regulations, including but not limited to Article, which determining whether to implement the additional health measures such as scientific principles, available scientific evidence of a risk to human health, or where such evidence is insufficient, the available information including from WHO , other relevant intergovernmental organizations and international bodies; and any available specific guidance or advice from WHO.
- 2.1.5.1 Article (2.1.5) applies only to those situations where there is an official applicable IHR Temporary Recommendation (i.e. in the context of a declared public health emergency of international concern), or a Standing Recommendation in effect. These requirements in applicable IHR can also apply to other contexts involving additional measures applied to international traffic (including aircraft),
- 2.1.5.1 Any State impacted by a measure taken under article 2.1.4, or a suspension as described 2.1.4.1, may request from Sudan a measure to consult with it. The purpose of such consultations would be to clarify the scientific information and public health rationale underlying the measure and to find a mutually acceptable solution.

## **2.11 DOCUMENTS — REQUIREMENTS AND USE**

- 2.11.1 Sudan shall not require any documents, other than those provided for in this Chapter, for the entry and departure of aircraft.
- 2.11.2 Sudan shall not require a visa nor shall any visa or other fee be collected in connection with the use of any documentation required for the entry or departure of aircraft.
- 2.11.3 Documents for entry and departure of aircraft should be accepted if furnished in Arabic or English. In the case of documents prepared in French, Russian or Spanish, written authenticated translation into Arabic or English is required.
- 2.11.4 Subject to the technological capabilities of Sudan, documents for the entry and departure of aircraft shall be accepted when presented:
- a) In electronic form, transmitted to an information system of the public authorities;
  - b) In paper form, produced or transmitted electronically; or
  - c) In paper form, completed manually following the formats depicted in this regulation.
- 2.11.5 When a particular document is transmitted by or on behalf of the aircraft operator and received by the public authorities in electronic form, paper form may require to be presented.
- 2.11.6 Sudan shall limit its requirements of information related to General Declaration to the elements indicated in Appendix 1 of this SUCAR. The information shall be accepted in either electronic or paper form.
- 2.11.7 Sudan shall require the General Declaration only for the purposes of attestation; it shall adopt measures by which that attestation requirement may be satisfied by a statement added, either manually or by use of a stamp containing the required text, to one page of the Cargo Manifest. Such attestation shall be signed by the authorized agent or the pilot-in-command.
- 2.11.8 When Passenger Manifest is required, the information requirements shall be limited to the elements indicated in Appendix to of this SUCAR. The information shall be accepted in either electronic or paper form.
- 2.11.9 When a Cargo Manifest required the presentation of it in paper form, it shall accept either:
- a) The form shown in Appendix 3 to this SUCAR, completed according to the instructions; or
  - b) The form shown in Appendix 3 to this SUCAR, partially completed, with a copy of each air waybill representing the cargo on board the aircraft.
- 2.11.10 Sudan shall not require the presentation of a written declaration of stores remaining on board the aircraft.
- 2.11.11 In respect of stores laden on or unladen from the aircraft, the information required in the Stores List shall not exceed:
- a) The information indicated in the heading of the format of the Cargo Manifest;
  - b) The number of units of each commodity; and
  - c) The nature of each commodity.
- 2.11.12 Sudan shall not require the presentation of a list of accompanied baggage or is handled baggage laden on or unladen from the aircraft.
- 2.11.13 Sudan shall not require the presentation of a written declaration of the mail other than the form(s) prescribed in the Acts in force of the Universal Postal Union.

- 2.11.14 Sudan shall not require the aircraft operator to deliver to the public authorities more than three copies of any of the above-mentioned documents at the time of entry or departure of the aircraft.
- 2.11.15 If the aircraft is not embarking/disembarking passengers or lading/unlading cargo, stores or mail, the relevant document(s) may be required.

## **2.12 CORRECTION OF DOCUMENTS**

- 2.12.1 In the event that errors are found in any of the above-mentioned documents, the public authorities concerned shall accord the aircraft operator or authorized agent an opportunity to correct such errors or shall alternatively perform such corrections themselves.
- 2.12.2 The aircraft operator or his authorized agent shall not be subjected to penalties if he satisfies the public authorities concerned that any error which was found in such documents was inadvertent and made without fraudulent intent or gross negligence. When considered necessary to discourage a repetition of such errors, a penalty shall be no greater than is necessary for this purpose.

## **2.13 DISINSECTION OF AIRCRAFT**

- 2.13.1 Sudan shall limit any routine requirement for the disinfection of aircraft cabins and flight decks with an aerosol while passengers and crews are on board, to same-aircraft operations originating in, or operating via, territories that they consider to pose a threat to their public health, agriculture or environment.
- 2.13.2 Sudan shall review disinfection of aircraft requirements periodically and modify them, as appropriate, in the light of all available evidence relating to the transmission of insects to their respective territories via aircraft.
- 2.13.3 When disinfection is required Sudan shall authorize or accept only those methods, whether chemical or non-chemical, and/or insecticides, which are recommended by the World Health Organization and are considered efficacious by the Contracting State. This shall not preclude the trial and testing of other methods for ultimate approval by the World Health Organization.
- 2.13.4 Sudan shall ensure that their procedures for disinfection are not injurious to the health of passengers and crew and cause the minimum of discomfort to them.
- 2.13.5 Sudan shall, upon request, provide to aircraft operators appropriate information, in plain language, for air crew and passengers, explaining the pertinent national regulation, the reasons for the requirement, and the safety of properly performed aircraft disinfection.
- 2.13.6 When disinfection has been performed in accordance with procedures recommended by the World Health Organization, the Contracting Sudan may accept a pertinent certification on the General Declaration as provided for in Appendix 1 to this SUCAR or, in the case of residual disinfection, the Certificate of Residual Disinfection set forth in Appendix 4 to this SUCAR.
- 2.13.7 When disinfection has been properly performed pursuant to 2.4.3 and a certificate as indicated in 2.4.6 is presented or made available to the public authorities in the country of arrival, the authorities shall normally accept that certificate and permit passengers and crew to disembark immediately from the aircraft.





2.13.8 Sudan shall ensure that any insecticide or any other substance used for disinfection does not have a deleterious effect on the structure of the aircraft or its operating equipment. Flammable chemical compounds or solutions likely to damage aircraft structure, such as by corrosion, shall not be employed.

## **2.14 DISINFECTION OF AIRCRAFT**

2.14.1 Sudan shall determine the conditions under which aircraft are disinfected. When aircraft disinfection is required, the following provisions shall apply:

- a) the application shall be limited solely to the container or to the compartment of the aircraft in which the traffic was carried;
- b) the disinfection shall be undertaken by procedures that are in accordance with the aircraft manufacturer and any advice from WHO;
- c) the contaminated areas shall be disinfected with compounds possessing suitable germicidal properties appropriate to the suspected infectious agent;
- d) the disinfection shall be carried out expeditiously by cleaners wearing suitable personal protective equipment; and
- e) flammable chemical compounds, solutions or their residues likely to damage aircraft structure, or its systems, such as by corrosion, or chemicals likely to damage the health of passengers or crew, shall not be employed. When aircraft disinfection is required for animal health reasons, only those methods and disinfectants recommended by Sudan health authority or the International Office of Epizootics should be used.

2.14.2 Sudan shall ensure that where there is contamination of surfaces or equipment of the aircraft by any bodily fluids including excreta, the contaminated areas and used equipment or tools shall be disinfected.

## **2.15 ARRANGEMENTS CONCERNING INTERNATIONAL GENERAL AVIATION AND OTHER NON-SCHEDULED FLIGHTS.**

### **2.15.1 General**

2.15.1.1 Sudan shall publish in the Aeronautical Information Publications (AIPs) the requirements concerning advance notices and applications for prior authorization of general aviation and other non-scheduled flights.

2.15.1.2 Advance notice of the intended landing of aircraft in the territory, or applications for prior authorization, shall be submitted to Sudan Civil Aviation Authority

2.15.1.3 Mail address and, where available, the AFTN address, the telex number or cable address, fax number, electronic mail address, web page and telephone number of the Sudan Civil Aviation Authority as in 2.6.1.2, shall be indicated in the AIPs.

2.15.1.4 Notification to the interested border inspection agencies, e.g. customs, immigration or quarantine, of intended arrivals, departures or transit operations shall be the responsibility of the Sudan Civil Aviation Authority.

## **2.16 PRIOR AUTHORIZATION**

2.16.1 Sudan shall not require that prior authorization or notification be applied for through diplomatic channels unless the flight is diplomatic in nature.

2.16.2 Sudan when require aircraft operators to apply for prior authorization shall:

- a) Establish procedures whereby such application will be dealt with promptly;
  - b) Make such permission effective for a specific length of time or number of flights wherever possible; and
  - c) Impose no fees, dues or charges for the issue of such permission.
- 2.16.3 In the case of aircraft engaged in the carriage of passengers, cargo or mail for remuneration or hire, Sudan if needed may require more than the following details in applications for prior authorization:
- a) Name of operator;
  - b) Type of aircraft and registration marks;
  - c) Date and time of arrival at, and departure from, the airport concerned;
  - d) Place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight;
  - e) Purpose of flight and number of passengers and/or nature and amount of freight;
  - f) Name, address and business of charterer, if any.
- 2.16.4 In the case of aircraft either in transit non-stop or stopping for non-traffic purposes, when Sudan, for reasons of safety of flight, requires prior authorization it may also require any other additional information than that contained in a flight plan when application for prior authorization is made.
- 2.16.5 Sudan when require prior authorization for flights referred to in 2.7.4 shall not require applications to be filed more than three working days in advance.

## 2.17 ADVANCE NOTIFICATION OF ARRIVAL

- 2.17.1 In the case of aircraft either in transit non-stop or stopping for non-traffic purposes, the Sudan may require more advance notice of such operations than is required by the air traffic control services and by interested border inspection agencies. This provision is not intended to prevent the application of appropriate narcotics control measures.
- 2.17.2 Sudan shall accept the information contained in a flight plan as adequate advance notification of arrival, provided that such information is received at least two hours in advance of arrival and that the landing occurs at a previously designated international airport.

## 2.18 CLEARANCE AND SOJOURN OF AIRCRAFT

- 2.18.1 At international airports where there are international general aviation operations, Sudan may arrange for an adequate level of border inspection and clearance services for those operations. Sudan, in cooperation with aircraft operators and airport operators have established, as a goal, a total time period of 60 minutes in aggregate for the completion of all required departure/arrival formalities inclusive of aviation security measures for an aircraft requiring not more than normal processing, calculated from the time of the crew member's presenting the aircraft at the first processing point at the airport. "Required departure/arrival formalities" to be completed during the 60 minutes may include aviation security measures and, where applicable, the collection of airport charges and other levies, and border control measures.
- 2.18.2 At international airports where international general aviation operations are infrequent, may authorize one governmental agency to undertake, on behalf of all border inspection agencies, clearance of aircraft and their loads.



2.18.3 An aircraft that is not engaged in scheduled international air services and which is making a flight to or through any designated international airport of Sudan and is admitted temporarily free of duty in accordance with Article 24 of the Convention on International Civil Aviation, shall be allowed to remain within Sudan, for a period to be established by Sudan on a case-by-case basis, without security for customs duty on the aircraft being required.

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## CHAPTER 3 – ENTRY AND DEPARTURE OF PERSONS AND THEIR BAGGAGE

### 3.1 GENERAL

- 3.1.1 In order to facilitate and expedite the clearance of persons entering or departing by air, Sudan shall adopt border control regulations appropriate to the air transport environment and shall apply them in such a manner as to prevent unnecessary delays.
- 3.1.2 In developing procedures aimed at the efficient application of border controls on passengers and crew, Sudan shall take into account the application of aviation security, border integrity, narcotics control and immigration control measures, where appropriate.
- 3.1.3 Sudan when using integrated circuit (IC) chips or other optional machine-readable technologies for the representation of personal data, including biometric data, in travel documents, it shall reveal the encoded data to the holder of the document upon request.
- 3.1.4 Sudan shall not extend the validity of their machine-readable travel documents.
- 3.1.5 Sudan, when utilizing Automated Border Control (ABC) systems shall ensure that gates are adequately staffed while operational to ensure a smooth passenger flow and respond rapidly to safety and integrity concerns in the event of a system malfunction.

### 3.2 DOCUMENTS REQUIRED FOR TRAVEL

- 3.2.1 Sudan shall ensure that no documents other than those provided in this chapter shall be required by visitors for the entry into and departure from their territories.
- 3.2.2 Sudan shall not require visitors travelling by air, rightfully holding valid passports recognized by the receiving State and holding valid visas, where appropriate, to present any other document of identity. Sudan may accept other official documents of identity for travel purposes, such as national identity cards, seafarers' identity documents, alien resident cards and provisional alternative travel identity documents.

### 3.3 SECURITY OF TRAVEL DOCUMENTS

- 3.3.1 Sudan shall regularly update security features in new versions of their travel documents, to guard against their misuse and to facilitate detection of cases where such documents have been unlawfully altered, replicated or issued.
- 3.3.2 Sudan shall establish controls to safeguard against the theft of their blank travel documents and the misappropriation of newly issued travel documents.
  - 3.3.2.1 Sudan shall establish appropriate controls over the entire travel document application, adjudication and issuance processes to ensure a high level of integrity and security.
- 3.3.3 Sudan may incorporate biometric data in machine readable passports, visas and other official travel documents, using one or more optional data storage technologies to supplement the machine-readable zone, as specified in ICAO Doc 9303 – *Machine Readable Travel Documents*. The required data stored on the integrated circuit chip shall be the same as that printed on the data page, that is, the data contained in the machine-readable zone plus the



digitized photographic image. Fingerprint image(s) and/or iris image(s) shall be optional biometrics for Sudan when wishing to supplement the facial image with another biometric in the passport. When incorporating biometric data in Machine-Readable Passports, Sudan will store the data in a contactless integrated circuit chip complying with ISO/IEC 14443 and programmed according to the Logical Data Structure as specified by ICAO.

- 3.3.3.1 Sudan on issuing eMRTDs will join the ICAO Public Key Directory (PKD) and upload all relevant information to the PKD.
- 3.3.3.2 Sudan implementing checks on eMRTDs at border controls will join the ICAO Public Key Directory (PKD) and use the information available from the PKD to validate eMRTDs at border controls.
- 3.3.4 Sudan shall promptly report accurate information about stolen, lost, and revoked travel documents it issued to INTERPOL for inclusion in the Stolen and Lost Travel Documents (SLTD) database.
- 3.3.4.1 Sudan shall, as far as practicable, query at entry and departure border control points, the travel documents of individuals travelling internationally against the INTERPOL Stolen and Lost Travel Documents (SLTD) database.

### **3.4 TRAVEL DOCUMENTS**

- 3.4.1 All passports issued by Sudan shall be machine-readable in accordance with the specifications of ICAO Doc 9303, Part 4. This does not preclude the issuance of non-machine-readable passports or temporary travel documents of limited validity in cases of emergency.
- 3.4.2 Sudan shall ensure that travel documents for refugees and stateless persons (“Convention Travel Documents”) are machine-readable, in accordance with the specifications of ICAO Doc 9303.
- 3.4.3 When issuing identity documents or visas accepted for travel purposes, Sudan shall make the effort to issue these in machine-readable form, as specified in ICAO Doc 9303.
- 3.4.4 When issuing passports that are not machine readable, Sudan shall ensure that the personal identification and document issuance data and the format of the data page conform to the specifications for the “visual zone” set forth in ICAO Doc 9303, Part 4. The “machine readable zone” area shall be filled with the wordings “*this passport is not machine readable*” to preclude fraudulent insertion of machine readable characters.
- 3.4.5 Sudan may establish publicly accessible facilities for the receipt of passport applications and/or for the issuance of passports.
- 3.4.6 Sudan shall establish transparent application procedures for the issuance, renewal or replacement of passports and shall make information describing their requirements available to prospective applicants upon request.
- 3.4.7 Sudan shall issue a separate passport to each person, regardless of age.
- 3.4.8 When issuing passports for tourism or business travel, Sudan may normally provide that such passports be valid for a period of at least five years, for an unlimited number of journeys and for travel to all States and territories.

### **3.5 EXIT VISAS**

- 3.5.1 Sudan shall not require exit visas from its own nationals wishing to tour abroad nor from visitors at the end of their stay.
- 3.5.2 Sudan shall not require exit visas from resident aliens wishing to tour abroad.



### **3.6 ENTRY/RE-ENTRY VISAS**

- 3.6.1 Sudan may waive or abolish, for a maximum number of States, the requirement for an entry visa for nationals seeking entry as visitors.
- 3.6.2 Sudan shall not require visas for re-entry from its own nationals.
- 3.6.3 Sudan shall not require visas for re-entry from resident aliens who hold lawful permanent residence permits.
- 3.6.4 Sudan shall establish simple and transparent application procedures for the issuance of entry visas for prospective visitors and shall ensure that applications for such visas are acted upon as quickly as possible after receipt.
- 3.6.5 Visa issuance procedures may not normally require the applicant to make a personal appearance at the issuing office.
- 3.6.6 When issuing entry visas to prospective visitors, Sudan shall normally provide that such visas be valid for use within a period of at least six months from the date of issue regardless of the number of entries and with the understanding that the duration of each stay may be limited.
- 3.6.7 When issuing visas that are not machine readable, Sudan shall ensure that the personal and issuance data in such documents conform to the specifications for the visual zone of the machine-readable visa, as set forth in ICAO Doc 9303, Part 7.

### **3.7 EMBARKATION/DISEMBARKATION CARDS**

- 3.7.1 3.7.1 Sudan shall not require either from visitors travelling by air, or from aircraft operators on their behalf, identification information in writing supplementary to that presented in their identity documents. Where the collection of identity information is required, Sudan shall develop systems for the electronic capture of this information from machine readable travel documents or other sources.
- 3.7.2 Sudan, when requiring written record of personal data from visitors arriving or departing by air, shall limit its information requirements to those set forth in Appendix 5 — Embarkation/Disembarkation Card to this SUCAR.
- 3.7.3 Sudan, when requiring Embarkation/Disembarkation Cards, shall accept their completion by visitors and shall not require them to be completed or checked by the aircraft operator.
- 3.7.4 Sudan, when requiring the presentation of Embarkation/Disembarkation Cards, shall provide them to airline operators or their travel agents, without charge, for distribution to departing passengers prior to embarkation or to arriving passengers during the flight.

### **3.8 INTERNATIONAL CERTIFICATES OF VACCINATION OR PROPHYLAXIS**

- 3.8.1 Where and when proof of vaccination or prophylaxis is required under the *International Health Regulations (2005)*, Sudan shall accept the International Certificate of Vaccination or Prophylaxes prescribed by the World Health Organization in the IHR (2005).

### **3.9 INSPECTION OF TRAVEL DOCUMENTS**

- 3.9.1 Sudan shall assist aircraft operators in the evaluation of travel documents presented by passengers, in order to deter fraud and abuse.
- 3.9.2 Sudan shall endeavor to make arrangements with other contracting States to permit the positioning of liaison officers at airports in order to assist aircraft

operators to establish the validity and authenticity of the travel documents of embarking persons.

- 3.9.3 Aircraft operators shall take necessary precautions at the point of embarkation to ensure that persons are in possession of the documents prescribed by Sudan as a States of transit or as the destination for control purposes as described in this chapter.
- 3.9.4 The appropriate authority in Sudan shall seize fraudulent, falsified or counterfeit travel documents. The Authorities shall also seize the travel documents of a person impersonating the rightful holder of the travel document. Such documents shall be removed from circulation immediately and returned to the appropriate authorities of the State named as issuing State or to the resident Diplomatic Mission of that State.
- 3.9.5 Sudan shall not require aircraft operators to seize documents referred to in Paragraph 3.9.4.
- 3.9.6 Sudan shall not require an aircraft operator to carry a passenger from a point of departure or transit, to the intended destination, when the travel document presented by that passenger is determined to be fraudulent, falsified or counterfeit, or is held by a person other than to whom the document was legitimately issued. *(Nothing in this provision is to be construed to prevent the return of inadmissible passengers whose travel document(s) are fraudulent, falsified or counterfeit or held by an imposter, and have been seized by Sudan, in accordance with Paragraph 3.9.4 and who are travelling under a covering letter issued in accordance with Paragraph 5.2.7.)*

### 3.10 DEPARTURE PROCEDURES

- 3.10.1 Sudan shall not require income-tax clearance certificates from visitors.
- 3.10.2 Sudan shall not hold the aircraft operator liable in the event of the non-payment of income taxes by any passenger.
- 3.10.3 Sudan, in cooperation with aircraft operators and airport management, has established, as a goal, a total time period of 60 minutes in aggregate for the completion of required departure formalities for all passengers requiring not more than normal processing, calculated from the time of the passenger's presenting himself at the first processing point at the airport (i.e. airline check-in, security control point or other required control point depending on arrangements at the individual airport). "Required departure formalities" to be completed during the recommended 60 minutes would include airline check-in, aviation security measures and, where applicable, the collection of airport charges and other levies, and outbound border control measures, e.g. passport, quarantine or customs controls.
- 3.10.4 Sudan, when requiring inspection by the appropriate authorities of the travel documents of departing passengers, shall, in cooperation with airport management, use applicable technology and adopt a multi-channel inspection system, or other means of streaming passengers, in order to expedite such inspections.
- 3.10.5 Sudan shall not normally require the presentation, for border control inspection, of baggage of passengers departing from their territory.

### 3.11 ENTRY PROCEDURES AND RESPONSIBILITIES

- 3.11.1 Sudan, with the cooperation of aircraft operators and airport operators, has, as a goal, established clearance within 45 minutes of disembarkation from

- the aircraft of all passengers requiring not more than the normal inspection, regardless of aircraft size and scheduled arrival time.
- 3.11.2 In order to expedite inspections, Sudan, with the cooperation of airport operators, shall use applicable technology and adopt a multi-channel immigration inspection system, or other means of streaming passengers, at international airports where the volume of passenger traffic justifies such measures.
  - 3.11.3 Except in special circumstances, Sudan shall not require that travel documents or other identity documents be collected from passengers or crew before they arrive at the passport control points.
  - 3.11.4 The appropriate authorities concerned shall expeditiously accept passengers and crew for examination as to their admissibility into the Sudan. (*A passenger or crew member is “accepted for examination” when he makes his first appearance at the arrivals control point after disembarkation, to seek entry into the country concerned, at which time the control officer makes a determination whether he should be admitted or not. This does not include the sighting of travel documents, which may be carried out immediately upon disembarkation).*)
  - 3.11.5 The aircraft operator shall be responsible for the custody and care of disembarking passengers and crew members from the time they leave the aircraft until they are accepted for examination as provided in 3.11.4.
  - 3.11.6 After such acceptance, the appropriate authorities shall be responsible for the custody and care of passengers and crew members until they are admitted or found inadmissible.
  - 3.11.7 The responsibility of an aircraft operator for custody and care of passengers and crew members shall terminate from the moment such persons have been admitted into Sudan.
  - 3.11.8 Sudan on introducing an Advance Passenger Information (API) system under its legislation shall adhere to international recognized standards for the transmission of Advance Passenger Information.

**Note:** *API involves the capture of a passenger’s or crew member’s biographic data and flight details by the aircraft operator prior to departure. This information is electronically transmitted to the border control agencies in the destination or departure country. Thus, passenger and/or crew details are received in advance of the departure or arrival of the flight.) The UN/EDIFACT PAXLST message is a standard electronic message developed specifically, as a subset of UN/EDIFACT, to handle passenger manifest (electronic) transmissions. UN/EDIFACT stands for “United Nations rules for Electronic Data Interchange For Administration, Commerce and Transport.” The rules comprise a set of internationally agreed standards, directories and guidelines for the electronic interchange of structured data, and in particular that related to trade in goods and services between independent, computerized information systems. The WCO, IATA and ICAO have jointly agreed on the maximum set of API data that should be incorporated in the PAXLST message to be used for the transmission of such data by aircraft operators to the border control agencies in the destination or departure country. It is to be expected that the UN/EDIFACT standard may be supplemented by modern message techniques, such as international xml standards or web-based applications and under its current format structure the UN/EDIFACT*





- PAXLST message will not accommodate general aviation usage.*
- 3.11.9 When specifying the identifying information on passengers to be transmitted, Sudan shall require only data elements that are available in machine readable form in travel documents conforming to the specifications contained in ICAO Doc 9303. All information required shall conform to specifications for UN/EDIFACT PAXLST messages found in the WCO/IATA/ICAO API Guidelines.
- 3.11.10 On seeking to implement a national Advance Passenger Information (API) programme, that may not fully comply with the provisions contained in 3.11.9 with respect to data element requirements, Sudan shall ensure that only those data elements that have been defined for incorporation into the UN/EDIFACT PAXLST message are included in the national programmer's requirement or follow the WCO's Data Maintenance Request (DMR) process for any deviation from the standard.
- 3.11.11 On implementing a new Advance Passenger Information (API) programme that are unable to accept passenger data transmitted in accordance with the UN/EDIFACT PAXLST specifications using the industry standard transmission method as described in 3.11.9, Sudan may consult users on the operational and cost impact incurred in modifying the UN/EDIFACT PAXLST message and its contents to the required alternate format.
- 3.11.12 Sudan may seek to minimize the number of times API data is transmitted for a specific flight.
- 3.11.13 Sudan may ordinate with other Contracting State if it requires API data interchange and shall seek, to the greatest extent possible, to limit the operational and administrative burdens on aircraft operators, while enhancing passenger facilitation.
- 3.11.14 Sudan may refrain from imposing fines and penalties on aircraft operators for any errors caused by a systems failure which may have resulted in the transmission of no, or corrupted, data to the public authorities in accordance with API systems.
- 3.11.15 Sudan when requiring that passenger data be transmitted electronically through an Advance Passenger Information system shall not require a passenger manifest in paper form.
- 3.11.16 Sudan on implementing an Interactive Advance Passenger Information (iAPI) system shall:
- seek to minimize the impact on existing aircraft operator systems and technical infrastructure by consulting aircraft operators before development and implementation of an iAPI system;
  - work together with aircraft operators to develop iAPI systems that integrate into the aircraft operator's departure control interfaces; and
  - conform to the Guidelines on Advance Passenger Information (API) adopted by WCO/ICAO/IATA when requiring iAPI.
- 3.11.17 Sudan's and aircraft operators' API systems, including iAPI, when necessary, shall be capable of 24/7 operation, with procedures in place to minimize disruption in the event of a system outage or failure.
- 3.11.18 Sudan and aircraft operators shall, where appropriate and as applicable, on a 24/7 (continuous) basis, provide operational and technical support to analysis and respond to any system outage or failure in order to return to standard operations as soon as practicable.



- 3.11.19 Sudan and aircraft operators shall establish and implement appropriate notification and recovery procedures for both scheduled maintenance of information systems and non-scheduled system outages or failures.
- 3.11.20 Sudan requiring Passenger Name Record (PNR) access shall align its data requirements and the handling of such data with the guidelines contained in ICAO Doc 9944 – *Guidelines on Passenger Name Record Data*, and in PNRGOV message implementation guidance materials published by the WCO and endorsed by ICAO and IATA.
- a) Sudan and aircraft operators shall provide the appropriate level (where practicable, a 24/7 arrangement) of contact support.
  - b) When specifying requirements for the transfer of PNR data, Sudan shall adopt and implement the PNRGOV message as a method of transferal of PNR data.
- 3.11.21 Except in special circumstances, Sudan shall make arrangements whereby the identity documents of visitors need to be inspected only once at times of entry and departure.
- 3.11.22 Sudan shall not require a written declaration of baggage from passengers and crew, when no dutiable or restricted goods are being carried.
- 3.11.23 Sudan shall adopt the dual-channel system or other selective process for customs and quarantine inspection based on risk management, as appropriate to the conditions and traffic volumes at the airport concerned.
- 3.11.24 In cases in which the passport of a visitor has expired prior to the end of the validity period of a visa, Sudan shall continue to accept the visa until its expiration date when it is presented with the visitor's new passport.
- 3.11.25 Sudan when issuing visas for a limited number of entries shall indicate in an appropriate, clear and no derogatory way, every instance the visa is used, in order that its holder, any aircraft operator or the public authorities of a State may determine its validity quickly and without the use of any special means.
- 3.11.26 After individual presentation by passengers and crew of their passports or other official travel documents, the appropriate officials concerned shall, except in special individual cases, hand back such documents immediately after examination.
- 3.11.27 A passenger and his baggage, arriving on an international flight making two or more stops at international airports within Sudan, shall not be cleared through border control formalities at more than one airport.

### **3.12 TRANSIT PROCEDURES AND REQUIREMENTS**

- 3.12.1 Where airport facilities permit, Sudan shall make provision by means of direct transit areas or other arrangements, whereby crew, passengers and their baggage, arriving from another State and continuing their journey to a third State on the same flight or another flight from the same airport on the same day may remain temporarily within the airport of arrival without undergoing border control formalities to enter the State of transit.
- 3.12.2 Sudan shall keep to a minimum the number of States whose nationals are required to have direct transit visas when arriving on an international flight and continuing their journey to a third State on the same flight or another flight from the same airport on the same day.



### **3.13 DISPOSITION OF BAGGAGE SEPARATED FROM ITS OWNER**

- 3.13.1 Sudan shall permit aircraft operators to forward mishandled baggage to the location of its owner and shall not hold aircraft operators liable for penalties, fines, import duties and taxes, on the basis that the baggage was mishandled.
- 3.13.2 Sudan shall permit the direct transfer of mishandled baggage between international flights at the same airport, without examination, except for reasons of aviation security or other necessary controls. In cases when direct transfer cannot be effected, Sudan shall ensure that arrangements are made for the temporary custody of such baggage under secure supervision at an appropriate location.
- 3.13.3 Sudan shall permit aircraft operators to present unidentified, unclaimed or mishandled baggage for clearance at an appropriate destination on behalf of its owners, and to deliver such baggage to its owners.
- 3.13.4 Sudan shall expedite the clearance of unidentified, unclaimed or mishandled baggage, and its return to the aircraft operator for appropriate disposition. Under the conditions laid down by the public authorities, aircraft operators may be permitted to open such baggage if necessary to ascertain its owner.
- 3.13.5 The aircraft operator shall be freed from the obligation to safeguard baggage not yet cleared by the public authorities, and from liability for import duties and taxes chargeable on such baggage, when it is taken into charge by customs and is under their sole control.

### **3.14 IDENTIFICATION AND ENTRY OF CREW AND OTHER AIRCRAFT OPERATORS' PERSONNEL**

- 3.14.1 Sudan shall establish measures, with the cooperation of aircraft operators and airport operators, to expedite the inspection of crew members and their baggage, as required at departure and upon arrival.
- 3.14.2 Sudan shall facilitate and expedite the process under which aircraft operators based in their territories can apply for Crew Member Certificates (CMCs) for their crew members. (The CMC was developed as a card for use for identification purposes by crew members, leaving the crew licenses to serve their primary purpose of attesting to the professional qualifications of the flight crew members.)
- 3.14.3 If Sudan issue Crew Member Certificates, then these shall be issued only in the form of machine readable cards in accordance with the specifications of Doc 9303, Part 5.
- 3.14.3.1 Sudan may put in place procedures which will enable any crew member issued with a Crew Member Certificate to examine and review the validity of the data held, and to provide for correction if necessary, at no cost to the crew member.
- 3.14.4 To the extent that aircraft operators issue crew identity cards, Sudan may require the production of such identity documents in the format shown in Appendix 7, i.e. in the same layout as the visual zone of the machine-readable crew member certificate and having the capability to support machine assisted identity confirmation and document security verification.
- 3.14.4.1 Sudan when require may ensure that a record of each crew member's certificates and other official identity document issued, suspended or withdrawn, is stored in an electronic database, secure from interference and unauthorized access. All information stored in the electronic database and



crew member certificate should be restricted to details which are essential for the purpose of verifying a crew member's identity.

- 3.14.5 CMCs shall be issued only after a background check has been carried out by or on behalf of the relevant public authority. In addition, adequate controls such as a certification of employment status of an applicant prior to issuance, controls on blank card stock, and accountability requirements for issuing personnel, shall be placed on the issuance of CMCs.
- 3.14.6 Sudan shall accept CMCs, issued according to the requirements of Standard 3.14.5, for visa-free entrance of crew members when arriving in a duty status on an international flight and seeking temporary entry for the period allowed by the receiving State.
- 3.14.6.1 Sudan may waive the visa requirement for crew members when arriving in a duty status on an international flight and seeking temporary entry for the period allowed by the receiving State.
- 3.14.6.2 Sudan should waive the visa requirement for arriving crew members presenting CMCs, when arriving on another aircraft operator or another mode of transport and seeking temporary entry for the period allowed by the receiving State in order to join their assigned flight in a duty status.
- 3.14.7 Sudan shall establish measures to provide for the temporary entry without delay into their territories, of technical personnel of foreign aircraft operators operating to or through such territories who are urgently required for the purpose of converting to an airworthy condition any aircraft which is, for technical reasons, unable to continue its journey.
- 3.14.8 Should a State require a guarantee of such persons' subsistence in, and/or return from, such State, this shall be negotiated without delaying their admission.

### **3.15 CIVIL AVIATION INSPECTORS**

- 3.15.1 Sudan may provide that civil aviation inspectors of another contracting State, when engaged on inspection duties, be treated in the same manner as crew members when proceeding through departure or arrival formalities.
- 3.15.2 Sudan may provide their civil aviation inspectors with an identity document, taking Appendix 8 into consideration.
- 3.15.3 Civil aviation inspectors may carry the identity document specified in 3.15.2, a copy of the inspector's itinerary issued by the State that employs the inspector, and a valid passport.
- 3.15.4 Sudan may extend the privileges of temporary admission, as described in 3.14.7 for crew members, to civil aviation inspectors of another contracting State, provided that they carry the documents listed in 3.15.3 (e.g. identity document, itinerary and valid passport), and depart after a normal period of rest.

### **3.16 EMERGENCY ASSISTANCE/ENTRY VISAS IN CASES OF FORCE MAJEURE**

- 3.16.1 Sudan may establish measures for authorizing temporary entry for a passenger or crew member who does not possess the required entry visa prior to arrival, due to diversion or delay of a flight for reasons of force majeure.



- 3.16.2 Sudan shall establish measures whereby in-transit passengers who are unexpectedly delayed due to a flight cancellation or delay may be allowed to leave the airport for the purpose of taking accommodations.
- 3.16.3 In emergency situations resulting from force majeure, Sudan, aircraft operators and airport operators may give priority assistance to those passengers with medical needs, unaccompanied minors and persons with disabilities who have already commenced their journeys.
- 3.16.4 Sudan may establish measures to permit the departure from, or the transit through, their territories of passengers holding valid air travel reservations even if their visas have expired due to flight delays resulting from force majeure.
- 3.16.5 Sudan may establish measures to facilitate the entry of personnel required to be deployed at short notice to assist passengers whose flights have been disrupted as a result of force majeure.
- 3.16.6 In cases of flight delays or diversions resulting from force majeure, Sudan may establish measures to permit the transit through their territories of passengers holding valid air travel reservations but who do not possess the required entry visas.
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## CHAPTER 4 – ENTRY AND DEPARTURE OF CARGO AND OTHER ARTICLES

### 4.1 GENERAL

- 4.1.1 In order to facilitate and expedite the release and clearance of goods carried by air, Sudan has adopted regulations and procedures appropriate to air cargo operations and shall apply them in such a manner as to prevent unnecessary delays.
- 4.1.2 With respect to cargo moving by both air and surface transport under an air waybill, Sudan may apply the same regulations and procedures and in the same manner as they are applied to cargo moving solely by air.
- 4.1.3 When introducing or amending regulations and procedures for the release and clearance of goods carried by air, Sudan shall consult with aircraft operators and other parties concerned, with the aim of accomplishing the actions set forth in 4.1.1.
- 4.1.4 Sudan shall develop procedures for the pre-arrival and pre-departure lodgment of an import and export goods declaration to enable expeditious release/clearance of the goods.
- 4.1.5 Where the nature of a consignment could attract the attention of different public authorities, e.g. the customs, veterinary or sanitary controllers, Sudan shall endeavor to delegate authority for release/clearance to customs or one of the other agencies or, where that is not feasible, take all necessary steps to ensure that release/clearance is coordinated and, if possible, carried out simultaneously and with a minimum of delay.
- 4.1.6 Sudan shall not normally require the physical examination of cargo to be imported or exported and shall use risk management to determine which goods shall be examined and the extent of that examination.
- 4.1.7 Where practicable, in order to improve efficiency, modern screening or examination techniques shall be used to facilitate the physical examination of goods to be imported or exported.
- 4.1.8 In connection with international airports, Sudan may establish and either develop and operate themselves, or permit other parties to develop and operate, free zones and/or customs warehouses and may publish detailed regulations as to the types of operations which may or may not be performed therein.
- 4.1.9 In all cases where free-zone facilities and/or customs warehouses are not provided in connection with an international airport but have been provided elsewhere in the same general vicinity, Sudan shall make arrangements so that air transport can utilize these facilities on the same basis as other means of transport.
- 4.1.9.1 Sudan may consider the introduction of programmes for Authorized Economic Operators that enhance security, thus creating an environment for facilitative customs control measures. (Facilitative customs control measures may include a reduced level of physical inspections and examinations, the submission of a limited set of data elements, a notification of an intended inspection before the arrival of the goods and other facilitative measures. The control measures should be based on the required information provided in advance to customs and by using risk assessment procedures.



4.1.9.2 Sudan encourages the establishment of agreements or arrangements for the mutual recognition of their respective Authorized Economic Operator or equivalent programmes with other countries.

## **4.2 INFORMATION REQUIRED BY THE PUBLIC AUTHORITIES**

- 4.2.1 Sudan shall provide for the electronic submission of cargo information prior to the arrival or departure of cargo.
- 4.2.2 Sudan shall limit its data requirements to only those particulars which are deemed necessary by the public authorities to release or clear imported goods or goods intended for exportation.
- 4.2.3 Sudan, where feasible, considers, the use of the available advance cargo information in subsequent import, export and/or transit customs procedures for the release/clearance of the goods, for facilitation purposes.
- 4.2.4 Sudan shall provide for the collection of statistical data at such times and under such arrangements so that the release of imported goods or those intended for exportation is not delayed thereby.
- 4.2.5 Subject to available technological capabilities, documents for the importation or exportation of goods, including the Cargo Manifest and/or air waybills, shall be accepted when presented in electronic form transmitted to an information system of the public authorities.
- 4.2.6 The production and presentation of the Cargo Manifest and the air waybill(s) shall be the responsibility of the aircraft operator or his authorized agent. The production and presentation of the other documents required for the clearance of the goods shall be the responsibility of the declarant.
- 4.2.7 Where there are requirements for additional documents for import, export or transit formalities, such as commercial invoices, declaration forms, import licenses and the like, Sudan will not make it the obligation of the aircraft operator to ensure that these documentary requirements are met nor shall the operator be held responsible, fined or penalized for inaccuracies or omissions of facts shown on such documents unless he is the declarant himself, is acting on his behalf or has specific legal responsibilities.
- 4.2.8 When documents for the importation or exportation of goods are presented in paper form, the format shall be based on the UN layout key, as regards the goods declaration, and on the format of Appendix 3, as regards the Cargo Manifest.
- 4.2.9 To promote trade facilitation and the application of security measures, Sudan shall, for the purpose of standardization and harmonization of electronic data interchange, encourage all parties concerned, whether public or private, to implement compatible systems and to use the appropriate internationally accepted standards and protocols.
- 4.2.10 Sudan may consider the introduction of arrangements to enable all parties involved in air cargo operations to submit all the information required by public authorities, in connection with arrival, stay and departure of an aircraft and air cargo, to a single-entry point (Single Window).
- 4.2.11 Sudan shall encourage all participants in the transport, handling and clearance of air cargo to simplify relevant procedures and documents and to cooperate or participate directly in the development of electronic air cargo community systems using internationally agreed standards with a view to enhancing the exchange of information relating to such traffic and assuring interoperability between the systems of all participants.



- 4.2.12 Electronic information systems for the release and clearance of goods may cover their transfer between air and other modes of transport.
- 4.2.13 In the case that supporting documents, such as licenses and certificates, for the importation or exportation of certain goods are required, Sudan shall publish the requirements and establish convenient procedures for requesting the issue or renewal of such documents.
- 4.2.14 Sudan may, to the greatest extent possible, remove any requirement to manually produce supporting documents and should establish procedures whereby they can be produced by electronic means.
- 4.2.15 Sudan shall not require consular formalities or consular charges or fees in connection with documents required for the release or clearance of goods.

### **4.3 RELEASE AND CLEARANCE OF EXPORT AND IMPORT CARGO**

- 4.3.1 When requiring documents for export clearance it shall normally be limited to those requirements that would simplify export declaration.
- 4.3.2 Release of export cargo can be made up to the time of departure of an aircraft.
- 4.3.3 Sudan allows goods to be exported, to be presented for clearance at any customs office designated for that purpose. Transfer from that office to the airport from which the goods are to be exported shall be carried out under the procedures laid down in the laws and regulations of the concerned authority of Sudan.
- 4.3.4 Evidence of the arrival of exported goods for import, export or transit formalities shall not be required as a matter of course.
- 4.3.5 When the relevant authorities in Sudan require goods to be examined, but those goods have already been loaded on a departing aircraft, the aircraft operator or, where appropriate, the operator's authorized agent, may normally be permitted to provide security to the customs for the return of the goods rather than delay the departure of the aircraft should it be accepted by the appropriate authority.
- 4.3.6 When scheduling examinations, priority shall be given to the examination of live animals and perishable goods and to other goods which the appropriate public authorities have determined that they are urgently required.
- 4.3.7 Consignments declared as personal effects and transported as unaccompanied baggage shall be cleared under simplified arrangements.
- 4.3.8 Sudan shall provide for the release or clearance of goods under simplified customs procedures provided that:
- a) the goods are valued at less than a maximum value below which no import duties and taxes will be collected; or
  - b) the goods attract import duties and taxes that fall below the amount that the State has established as the minimum for collection; or
  - c) the goods are valued at less than specified value limits below which goods may be released or cleared immediately on the basis of a simple declaration and payment of, or the giving of security to the customs for, any applicable import duties and taxes; or
  - d) the goods are imported by an authorized person and are goods of a specified type.
- 4.3.9 Sudan may establish special procedures, which provide for the expedited release of goods on arrival or departure for authorized persons. These authorized persons shall meet specified criteria, which may include an



- appropriate record of compliance with official requirements and a satisfactory system for managing their commercial records.
- 4.3.9.1 Special procedures for authorized persons may include, but not be limited to:
- release of the goods for import or export on the provision of the minimum information necessary to identify the goods and permit the subsequent completion of the final goods declaration;
  - clearance of the import or export goods at the authorized person's premises or at another place authorized by customs;
  - lodgment of a goods declaration for import or export, based on the entry into the records of the authorized person;
  - lodgment of a single goods declaration for all imports or exports in a given period where goods are imported or exported frequently by the same person. (With regard to the term "authorized persons" in paragraphs 4.3.9 and 4.3.9.1 above, refer), attention is drawn to Transitional Standard 3.32 of WCO's International Convention on the Simplification and Harmonization of Customs procedures as revised in 1999, which entered into force in 2006 ("the revised Kyoto Convention").
- 4.3.9.2 Goods not afforded the simplified or special procedures referred to in provisions 4.3.5 to 4.3.9.1 may be released or cleared promptly on arrival, subject to compliance with customs and other requirements. Sudan may establish as a goal the release of all goods that do not need any examination, within three hours of their arrival and the submission of the correct documentation. Public authorities, and aircraft operators and importers or their authorized agents, should coordinate their respective functions to ensure that this goal is met.
- 4.3.10 Sudan may process requests for the release of part consignments when all information has been submitted and other requirements for such part consignments have been met.
- 4.3.11 Sudan shall allow goods that have been unladen from an aircraft at an international airport to be transferred to any designated customs office in the State concerned for clearance. The customs procedures covering such transfer shall be as simple as possible.
- 4.3.12 When, because of error, emergency or inaccessibility upon arrival, goods are not unladen at their intended destination, Sudan shall not impose penalties, fines or other similar charges provided:
- the aircraft operator or his authorized agent notifies the customs of this fact, within any time limit laid down;
  - a valid reason, acceptable to the customs authorities, is given for the failure to unload the goods; and
  - the Cargo Manifest is duly amended.
- 4.3.13 When, because of error or handling problems, goods are unladen at an international airport without being listed on the Cargo Manifest, Sudan shall not impose penalties, fines or other similar charges provided:
- the aircraft operator or his authorized agent notifies the customs of this fact, within any time limit laid down;
  - a valid reason, acceptable to the customs, is given for the non-reporting of the goods;
  - the manifest is duly amended; and
  - the goods are placed under the appropriate customs arrangements. Where applicable, the Sudan shall, subject to compliance with its requirements,

facilitate the forwarding of the goods to their correct destination.

- 4.3.14 If goods are consigned to a destination in Sudan, but have not been released for home use in Sudan and subsequently are required to be returned to the point of origin or to be redirected to another destination, Sudan shall allow the goods to be re-forwarded without requiring import, export or transit licences if no contravention of the laws and regulations in force is involved.
- 4.3.15 Sudan shall absolve the aircraft operator or, where appropriate, his authorized agent, from liability for import duties and taxes when the goods are placed in the custody of the public authorities or, with the latter's agreement, transferred into the possession of a third party who has furnished adequate security to the customs.

#### **4.4 SPARE PARTS, EQUIPMENT, STORES AND OTHER MATERIAL IMPORTED OR EXPORTED BY AIRCRAFT OPERATORS IN CONNECTION WITH INTERNATIONAL SERVICES**

- 4.4.1 Stores and commissary supplies imported into the territory of Sudan for use on board aircraft in international service shall be relieved from import duties and taxes, subject to compliance with the customs regulations of Sudan.
- 4.4.2 Sudan may not require supporting documentation (such as certificates of origin or consular or specialized invoices) in connection with the importation of stores and commissary supplies.
- 4.4.3 Sudan may permit, on board aircraft, the sale or use of commissary supplies and stores for consumption without payment of import duties and other taxes in the case where aircraft, engaged in international flights:
- a) stop at two or more international airports within the territory of Sudan without intermediate landing in the territory of another State; and
  - b) do not embark any domestic passengers.
- 4.4.4 Subject to compliance with applicable regulations and requirements, Sudan may allow relief from import duties and taxes in respect of ground and security equipment and their component parts, instructional material and training aids imported into Sudan, by or on behalf of an aircraft operator of another State for use by the operator or his authorized agent, within the boundaries of an international airport or at an approved off-airport facility.
- 4.4.5 Sudan shall grant prompt release or clearance, upon completion of documentary procedures by the aircraft operator or his authorized agent, of aircraft equipment and spare parts that are granted relief from import duties, taxes and other charges under Article 24 of the Chicago Convention.
- 4.4.6 Sudan shall grant prompt release or clearance, upon completion of documentary procedures by the aircraft operator or his authorized agent, of ground and security equipment and their replacement parts, instructional material and training aids imported or exported by an aircraft operator of another State.
- 4.4.7 Sudan shall allow the loan, between aircraft operators of other States or their authorized agents, of aircraft equipment, spare parts and ground and security equipment and their replacement parts, which have been imported with conditional relief from import duties and taxes.
- 4.4.8 Sudan may provide for the importation, free of import duties and taxes, of aircraft operators' documents as defined in Chapter 1 of this SUCAR, to be used in connection with international air services.



#### **4.5 CONTAINERS AND PALLETS**

- 4.5.1 Subject to compliance with their regulations and requirements, Sudan shall grant the aircraft operators of other Sudan temporary admission of containers and pallets — whether or not owned by the aircraft operator of the aircraft on which they arrive — provided they are to be used on an outbound international service or otherwise re-exported.
- 4.5.2 Sudan may require a temporary admission document for containers and pallets when considered essential for the purposes of customs control.
- 4.5.3 Where proof of the re-exportation of containers and pallets is required, Sudan shall accept the appropriate usage records of the aircraft operator or his authorized agent as evidence thereof.
- 4.5.4 Sudan shall make arrangements to allow aircraft operators, under supervision of the public authorities concerned, to unload transit cargo arriving in containers and pallets, so that they may sort and reassemble shipments for onward carriage without having to undergo clearance for home use.
- 4.5.5 Containers and pallets imported into Sudan under the provisions of 4.5.1 shall be allowed to leave the boundaries of the international airport for the release or clearance of imported loads, or for export lading, under simplified documentation and control arrangements.
- 4.5.6 Where circumstances so require, Sudan shall allow the storage of temporarily admitted containers and pallets at off-airport locations.
- 4.5.7 Sudan shall allow the loan between aircraft operators of containers and pallets admitted under the provisions of 4.5.1 without payment of import duties and taxes, provided they are to be used only on an outbound international service or otherwise re-exported.
- 4.5.8 Sudan shall allow temporarily admitted containers and pallets to be re-exported through any designated customs office.
- 4.5.9 Sudan shall allow the temporary admission of replacement parts when they are needed for the repair of containers and pallets imported under the provisions of 4.5.1.

#### **4.6 MAIL DOCUMENTS AND PROCEDURES**

Sudan shall carry out the handling, forwarding and clearance of mail and shall comply with the documentary procedures as prescribed by the Acts in force of the Universal Postal Union.

#### **4.7 RADIOACTIVE MATERIAL**

- 4.7.1 Sudan shall facilitate the prompt release of radioactive material being imported by air, particularly material used in medical applications, provided that applicable laws and regulations governing the importation of such material are complied with.
- 4.7.1.1 Sudan may avoid imposing customs or other entry/exit regulations or restrictions supplementary to the provisions of Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods by Air.
- 4.7.2 Where Sudan adopts customs or other entry/exit regulations or restrictions that differ from those specified in Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods by Air, it shall notify ICAO promptly of such State variations for publication in the Technical Instructions, in accordance with SUCAR Part 18 .

## CHAPTER 5 - INADMISSIBLE PERSONS AND DEPORTEES

### 5.1 GENERAL

- 5.1.1 In order to minimize disruptions to the orderly operations of international civil aviation, Sudan shall cooperate with other States to promptly resolve any differences arising in the course of implementing the provisions of this Chapter.
- 5.1.2 Sudan shall facilitate the transit of persons being removed from another State pursuant to the provisions of this Chapter, and extend necessary cooperation to the aircraft operator(s) and escort(s) carrying out such removal.
- 5.1.2.1 During the period when an inadmissible passenger or a person to be deported is under their custody, Sudan shall preserve the dignity of such persons and take no action likely to infringe such dignity.
- 5.1.2.2 Sudan shall treat these persons in accordance with the relevant international provisions, including the UN International Covenant on Civil and Political Rights.

### 5.2 INADMISSIBLE PERSONS

- 5.2.1 Sudan shall without delay notify the aircraft operator, confirming this as soon as possible in writing, when a person is found inadmissible, pursuant to Paragraph 3.11.6. Written notification can be either in paper form or in electronic form, such as email.
- 5.2.2 Sudan, through the appropriate public authorities, may consult the aircraft operator on the time frame for removal of the person found inadmissible, in order to allow the aircraft operator a reasonable amount of time during which to effect the person's removal via its own services or to make alternative removal arrangements.

**Note:** *Nothing in this provision is to be construed so as to allow the return of a person seeking asylum in Sudan, to a country where his life or freedom would be threatened on account of his race, religion, nationality, membership in a particular social group or political opinion.*

- 5.2.3 Sudan shall ensure that a removal order is issued to the aircraft operator in respect of a person found inadmissible. The removal order shall include information regarding the inbound (arriving) flight carrying such person and, if known, the name, age, gender and citizenship of the person in question.
- 5.2.4 Sudan ordering the removal of an inadmissible person who has lost or destroyed his travel documents shall deliver a covering letter in the format set forth in Appendix 9 (1) in order to give information to the authorities of the State(s) of transit and/or the commencement of journey. The covering letter, the removal order and any relevant information shall be handed over to the aircraft operator or, in the case of escorted persons, the escort, who shall be responsible for delivering them to the public authorities at the State of destination.
- 5.2.5 Sudan ordering the removal of an inadmissible person whose travel documents have been seized pursuant to Paragraph 3.9.4 shall deliver a covering letter in the format set forth in Appendix 9 (2) in order to give information to the authorities of the State(s) of transit and/or the

- commencement of journey. The covering letter together with a photocopy of the seized travel documents and the removal order shall be handed over to the aircraft operator or, in the case of escorted persons, the escort, who shall be responsible for delivering them to the public authorities at the State of destination.
- 5.2.6 Sudan that have reason to believe that an inadmissible person might offer resistance to his removal shall inform the aircraft operator concerned as far in advance as possible of scheduled departure so that the aircraft operator can take precautions to ensure the security of the flight.
- 5.2.7 The aircraft operator shall be responsible for the cost of custody and care of an improperly documented person from the moment that person is found inadmissible and returned to the aircraft operator for removal from the State.
- 5.2.8 Sudan shall be responsible for the cost of custody and care of all other categories of inadmissible persons, including persons not admitted due to document problems beyond the expertise of the aircraft operator or for reasons other than improper documents, from the moment these persons are found inadmissible until they are returned to the aircraft operator for removal from the Sudan.
- 5.2.9 When a person is found inadmissible and is returned to the aircraft operator for transport away from the territory of the State, the aircraft operator shall not be precluded from recovering from such person any transportation costs involved in his removal.
- 5.2.10 The aircraft operator shall remove the inadmissible person to:
- a) the point where he commenced his journey; or
  - b) to any place where he is admissible.
- 5.2.10.1 Where appropriate, Sudan should consult with the aircraft operator regarding the most practicable place to which the inadmissible person is to be removed.
- 5.2.11 Sudan shall accept for examination a person removed from a State where he was found inadmissible, if this person commenced his journey from its territory. Sudan shall not return such a person to the country where he was earlier found inadmissible.
- 5.2.12 Sudan shall accept the covering letter and other papers delivered pursuant to 5.2.4 or 5.2.5 as sufficient documentation to carry out the examination of the person referred to in the letter.
- 5.2.13 Sudan shall not fine aircraft operators in the event that arriving and in-transit persons are found to be improperly documented where aircraft operators can demonstrate that they have taken necessary precautions to ensure that these persons had complied with the documentary requirements for entry into the receiving State.
- 5.2.14 When aircraft operators have cooperated with the public authorities to the satisfaction of those authorities, for example pursuant to memoranda of understanding reached between the parties concerned, in measures designed to prevent the transportation of inadmissible persons, Sudan may mitigate the fines and penalties that might otherwise be applicable should such persons be carried to their territory.
- 5.2.15 Sudan shall not prevent the departure of an operator's aircraft pending determination of admissibility of any of its arriving passengers. An exception to this provision could be made in the case of infrequent flights or if the

Contracting State had reason to believe that there might be an irregularly high number of inadmissible persons on a specific flight.

### **5.3 DEPORTEES**

- 5.3.1 Sudan deporting a person from its territory shall serve him a deportation order. Sudan shall indicate to the deportee the name of the destination State.
- 5.3.2 Sudan removing deportees from its territories shall assume all obligations, responsibilities and costs associated with the removal.
- 5.3.3 Sudan and aircraft operators may, where practicable, exchange information as to the appropriate 24-hour point(s) of contact(s) to whom deportee inquiries should be directed.
- 5.3.4 Sudan, when making arrangements with an aircraft operator for the removal of a deportee, shall make available the following information as soon as possible, but in any case, not later than 24 hours before the scheduled time of departure of the flight:
  - a) a copy of the deportation order, if legislation of the Contracting State allows for it;
  - b) a risk assessment by the Sudan and/or any other pertinent information that would help the aircraft operator assess the risk to the security of the flight; and
  - c) the names and nationalities of any escorts. In order to ensure coordination of facilitation and security standards, attention is drawn to the applicable provisions of SUCSAR Part 17
- 5.3.5 The aircraft operator and/or the pilot-in-command shall have the option to refuse to transport a deportee on a specific flight when reasonable concerns relating to the safety and security of the flight in question exist.
- 5.3.6 Sudan, when making arrangements for the removal of a deportee, shall take into consideration the aircraft operator's policy concerning the number of such persons that may be transported on a given flight. Sudan may consult with the aircraft operator regarding the most practicable flight or alternate method of transportation.
- 5.3.7 Sudan, in making arrangements for the removal of a deportee to a destination State, shall use direct non-stop flights whenever practicable.
- 5.3.8 Sudan, when presenting a deportee for removal, shall ensure that all official travel documentation required by any transit and/or destination State is provided to the aircraft operator.
- 5.3.9 Sudan shall admit into its territory its nationals who have been deported from another State.
- 5.3.10 Sudan shall give special consideration to the admission of a person, deported from another State, who holds evidence of valid and authorized residence within its territory.
- 5.3.11 Sudan, when determining that a deportee must be escorted and the itinerary involves a transit stop in an intermediate State, shall ensure that the escort(s) remain(s) with the deportee to his final destination, unless suitable alternative arrangements are agreed, in advance of arrival, by the authorities and the aircraft operator involved at the transit location.



## **5.4 PROCUREMENT OF A REPLACEMENT TRAVEL DOCUMENT**

- 5.4.1 When a replacement travel document must be obtained in order to facilitate removal and acceptance of an inadmissible person at his destination, Sudan as the State ordering the removal shall provide as much assistance as practicable in obtaining that document.
  - 5.4.2 Sudan shall, when requested to provide travel documents to facilitate the return of one of its nationals, respond within a reasonable period of time and not more than 30 days after such a request was made either by issuing a travel document or by satisfying the requesting State that the person concerned is not one of its nationals.
  - 5.4.3 Sudan shall not make the signing by the person concerned of an application for a travel document a prerequisite for the issuance of that document.
  - 5.4.4 When Sudan has determined that a person for whom a travel document has been requested is one of its nationals but cannot issue a passport within 30 days of the request, it shall issue an emergency travel document that attests to the nationality of the person concerned and that is valid for readmission to Sudan.
  - 5.4.5 Sudan shall not refuse to issue a travel document to or otherwise thwart the return of one of its nationals by rendering that person Stateless.
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## CHAPTER 6 - INTERNATIONAL AIRPORTS —FACILITIES AND SERVICES FOR TRAFFIC

### 6.1 GENERAL

- 6.1.1 The provisions of this SUCAR and that of ICAO Annex 9 to the Convention on International Civil Aviation shall continue to be implemented in the event that any airport in Sudan is privatized.
- 6.1.1.1 Sudan, in consultation with airport operators, will ensure that the design, development and maintenance of facilities at international airports provide efficient and effective flow arrangements.
- 6.1.1.2 Airport and aircraft operators in Sudan shall provide for the expeditious processing of passengers, crew, baggage, cargo and mail.
- 6.1.1.3 Efficient customs, immigration, quarantine and health border clearance services, as required, shall be provided at international airports.
- 6.1.1.4 Sudan, in consultation with airport operators, shall ensure that facilities and services provided at international airports are, where possible, flexible and capable of expansion to meet traffic growth, an increase in security requirements arising from increased threat, or other changes to support border integrity measures. With respect to aviation security requirements, attention is drawn to the relevant specification in SUCAR Part 17,
- 6.1.2 In the planning of new facilities or major modifications to existing facilities, including cargo facilities at international airports, the entity or entities responsible for such planning shall consult with appropriate public authorities, aircraft operators and appropriate bodies representing airport users, at the earliest stages of planning, as required.
- 6.1.3 Aircraft operators shall inform airport operators and relevant government agencies, in commercial confidence, of their service, schedule and fleet plans at the airport, to enable rational planning of facilities and services in relation to the traffic anticipated.
- 6.1.4 Where a passenger service charge, airport tax or other similar fee is levied at an international airport, direct collection from passengers shall be avoided wherever possible.
- 6.1.5 Subject to relevant regulations and within the limitations established by the airport operator due to constraints caused by limited space or capacity, the SCAA shall permit aircraft operators to choose how, and by whom, their ground handling operations should be carried out.

### 6.2 AIRPORT TRAFFIC FLOW ARRANGEMENTS

- 6.2.1 *Common provisions*
- 6.2.1.1 Airport operators shall provide adequate facilities to permit embarkation and disembarkation of passengers without delay.
- 6.2.1.2 Airport operators, aircraft operators and public authorities shall exchange, in a timely manner, all relevant operational information, in order to provide for a smooth and expeditious passenger flow and efficient resource allocation.
- 6.2.1.3 Airports and aircraft operators, where appropriate and after consultation with appropriate entities and the SCAA, shall implement automated facilities for passenger and baggage processing.



- 6.2.1.4 Signage used at airports shall be based on ICAO Doc 9636 - *International Signs to Provide Guidance to Persons at Airports and Marine Terminals*, published jointly by ICAO and the International Maritime Organization.
- 6.2.1.5 Sudan, in consultation with airport and aircraft operators, shall notify travelers, via signage, leaflets, video, audio, Internet websites or other media, of the penalties for breaching regulations with regard to entry and departure and attempting to import or export any banned or restricted item.
- 6.2.1.6 Airport operators or terminal building operators shall install mechanical people-moving devices, when walking distances and the traffic volume within and across terminal buildings so warrants.
- 6.2.1.7 An airport or aircraft operator, as appropriate, shall install flight information systems capable of providing accurate, adequate and up-to-the-minute information on departures, arrivals, cancellations, delays, and terminal/gate allocations.
- 6.2.1.8 An airport operator or aircraft operator, as appropriate, shall maintain a flight information system that follows the standard layout recommended in ICAO Doc 9249 – Dynamic Flight-Related Public Information Displays.
- 6.2.1.9 Airport operators or service providers, as appropriate, shall provide car parking facilities for long- and short-term usage by passengers, visitors, crew and staff at international airports.
- 6.2.2 Aircraft parking and servicing arrangements
- 6.2.3 Sudan will ensure that convenient parking and servicing facilities for aircraft are available, in order to expedite clearance and operations on the apron and to reduce aircraft ground stop time.
- 6.2.4 Outbound passengers, crew and baggage
- 6.2.4.1 The appropriate service provider shall provide adequate transportation between airport terminal buildings during the hours of airport operation.
- 6.2.4.2 Airport and aircraft operators may provide off airport check-in facilities, so long as all necessary security measures and other control requirements are met and is acceptable to the SCAA.
- 6.2.4.3 Security and/or border control personnel shall use efficient screening and examination techniques in examinations of passengers and their baggage, in order to facilitate aircraft departure. Privacy for the passenger should be assured during any physical searches required. Private rooms are preferable; however portable screens may be used. Physical searches should be conducted by an officer of the same sex as the passenger.
- 6.2.4.4 Crew-member check-in and operations facilities shall be readily accessible and within close proximity of each other.
- 6.2.4.5 Airport operators and public authorities shall provide efficient services for general aviation operators or their agent(s) concerning their operational and administrative requirements.
- 6.2.4.6 Airport operates in coordination with the SCAA and appropriate public authorities shall make arrangements for sufficient number of control channels so that clearance, if required, of outbound passengers and crew may be obtained with the least possible delay. Additional channels shall be available, if possible, to which complicated cases may be directed without delaying the main flow of passengers.

- 6.2.5 *Inbound passengers, crew and baggage*
- 6.2.5.1 Airport operates in coordination with the SCAA and appropriate public authorities shall make arrangements for sufficient number of control channels so that clearance of inbound passengers and crew may be obtained with the least possible delay. Additional channel(s) shall be available if possible to which complicated cases may be directed without delaying the main flow of passengers.
- 6.2.5.2 Airport operators shall provide adequate space in the baggage claim area permitting easy identification and speedy reclaim by each passenger of his checked baggage.
- 6.2.5.3 Where appropriate, mechanized baggage delivery systems shall be installed at international airports to facilitate the movement of passenger baggage.
- 6.2.5.4 Operators responsible for international airports shall ensure that passengers can obtain assistance in the carriage of baggage to enable them to transfer baggage from baggage claim areas to points as close as possible to areas where surface transportation from the airport or between airport terminals is provided.
- 6.2.6 *Transit and transfer of passengers and crew*
- 6.2.6.1 Whenever possible, the SCAA shall permit passengers to remain on board the aircraft and authorize embarkation and disembarkation during refueling, subject to the necessary safety and security measures.
- 6.2.6.2 Airport operators shall provide sufficient space for handling counters in direct transit areas, in accordance with traffic volumes. The space requirement and operating hours should be agreed between the airport and aircraft operators.
- 6.2.7 *Miscellaneous facilities and services in passenger terminal buildings*
- 6.2.7.1 Storage facilities shall be provided for baggage left by their owners at international airports for later pick-up subject to security requirements.
- 6.2.7.2 Airport or aircraft operators, as appropriate, shall provide facilities where unclaimed, unidentified and mishandled baggage is kept securely until cleared, forwarded, claimed or disposed of in accordance with applicable laws and regulations. Authorized personnel of the aircraft operator or service provider shall have access to the baggage during the hours of airport operation.
- 6.2.7.3 Airport operators in cooperation with the SCAA shall ensure that terminal facilities are designed, managed and organized so that the non-travelling public does not interfere with the flow of inbound and outbound passengers.
- 6.2.7.4 As may be required, airports, in coordination with security authorities may make provisions to locate facilities for group/tour operators in public or uncontrolled areas in the arrival and/or departure areas in order to minimize congestion in the terminal buildings.
- 6.2.7.5 Airport operators in coordination and consultation with the SCAA shall ensure that retail facilities, while being conveniently located, do not impede passenger flow.
- 6.2.8 *Cargo and mail handling and clearance facilities*

- 6.2.8.1 Airport operators shall make appropriate provision for clearance of all-cargo aircraft.
- 6.2.8.2 Airport operators in cooperation with the SCAA, shall ensure that cargo terminals and their landside access roads are appropriately designed and operated to provide efficient access.
- 6.2.8.3 Airport and aircraft operators in cooperation with the SCAA, shall ensure that cargo terminals are designed to facilitate the safe, sanitary, efficient and secure processing and storage of cargo in accordance with applicable laws and regulations.
- 6.2.8.4 Airport and aircraft operators in cooperation with the SCAA, shall provide for appropriate facilities for the safe, efficient and secure processing and storage of mail consignments, at those international airports where the volume of mail so warrants and in accordance with applicable laws and regulations.

### **6.3 FACILITIES REQUIRED FOR IMPLEMENTATION OF PUBLIC HEALTH, EMERGENCY MEDICAL RELIEF, AND ANIMAL AND PLANT QUARANTINE MEASURES**

- 6.3.1 *Airport operators in cooperation with the appropriate authorities and the SCAA, shall ensure the maintenance of public health, including human, animal and plant quarantine at international airports.*
- 6.3.2 *The SCAA in cooperation with the appropriate authorities shall ensure that there are, at or near all their major international airports, facilities and services for vaccination or revaccination, and for the delivery of the corresponding certificates.*
- 6.3.3 *International airports shall provide access to appropriate facilities for administration of public health and animal and plant quarantine measures applicable to aircraft, crew, passengers, baggage, cargo, mail and stores.*
- 6.3.4 *The SCAA in cooperation with the appropriate authorities shall ensure that passengers and crew in transit can remain in premises free from any danger of infection and insect vectors of diseases and, when necessary, facilities should be provided for the transfer of passengers and crew to another terminal or airport nearby without exposure to any health hazard. Similar arrangements and facilities should also be made available in respect of animals.*
- 6.3.5 *The SCAA shall ensure that handling and distribution procedures for consumable products (i.e. food, drink and water supplies) on board aircraft or in the airport are in compliance with the International Health Regulations (2005) and relevant guidelines of the World Health Organization, the Food and Agriculture Organization and national airport regulations.*
- 6.3.6 *The SCAA, in cooperation with airport and aircraft operators, shall ensure that a safe, sanitary and efficient system is instituted, at international airports, for the removal and disposal of all waste, waste water and other matters dangerous to the health of persons, animals or plants, in compliance with the International Health Regulations (2005) and relevant guidelines of the World Health Organization, the Food and Agriculture Organization and national airport regulations.*

- 6.3.7 *The SCAA, in cooperation with airport operators, shall ensure that international airports maintain facilities and services for first-aid attendance on site, and that appropriate arrangements are available for expeditious referral of the occasional more serious case to prearranged competent medical attention. Consultation with the World Health Organization on all issues concerning passenger health is may be made when needed.*
- 6.4 FACILITIES REQUIRED FOR CLEARANCE CONTROLS AND OPERATION OF CONTROL SERVICES**
- 6.4.1 *Sudan shall ensure the provision of sufficient services by the appropriate public authorities without charge, during working hours established by the relevant authorities. The SCAA shall publish the types and hours of clearance services (customs, immigration, health) provided at international airports in SUCAR Part 15 —Aeronautical Information Services. In addition to services referred to above, Sudan, airport operators or aircraft operators may wish also offer enhanced services to users (passengers, aircraft operators and other parties that would benefit from the proposed premium service), either on a free or a fee-paid, voluntary basis. Where is assessed, it shall be limited to that necessary to recover the cost for the service provided.*
- 6.4.2 *If deemed necessary, Sudan shall make arrangements with other States to station representatives of the public authorities concerned in its territory in order to pre-examine aircraft, passengers, baggage, crew, and cargo, for customs, immigration, public health and animal and plant quarantine purposes, prior to departure when such action will facilitate clearance upon arrival in those States.*
- 6.5 UNRULY PASSENGERS**
- 6.5.1 *Sudan shall establish policies, processes and procedures to deter and prevent unruly behavior, promote passenger awareness of the unacceptability and provide for possible legal consequences of unruly or disruptive behavior in aviation facilities and on board aircraft.*
- 6.5.2 *Sudan shall take measures to ensure that relevant personnel are provided training to identify and manage unruly passenger situations in accordance with guidance material on the legal aspects of unruly/disruptive passengers can be found in ICAO Circular 288 (Guidance Material on the Legal Aspects of Unruly/Disruptive Passengers) .*
- 6.6 PASSENGER AMENITIES**
- 6.6.1 *Where traffic justifies, airport operators are encouraged to provide suitable childcare facilities in passenger terminals that are clearly indicated by signage and are easily accessible.*
- 6.6.2 *Sudan, in restricting the import or export of funds of other States, shall issue travelers certificates showing the amounts of such funds in their possession upon entering Sudan and shall permit such travelers, upon surrender of such certificates prior to leaving Sudan, to take such funds with them. Inscription on the passport or other official document for travel may serve the same purpose.*



- 6.6.3 *Sudan on restricting the import of its own currency shall ensure that facilities are available for passengers to deposit any excess amount at the international airport of entry and, upon departure, to reclaim the deposited amount, at the same point or at any other designated point.*
- 6.6.4 *Airport operators or service provider(s), as appropriate, shall provide passengers with information on ground transportation available at the airport.*
- 6.6.5 *Airport operators in cooperation with appropriate authorities, at such times as to meet the needs of the travelling public, shall provide adequate facilities at international airports for the legal exchange of funds. These facilities shall be available to arriving and departing passengers. In giving effect to this provision, the use of vending machines at international airports, enabling a departing passenger to obtain foreign currency, at any time of the day or night, may be considered.*
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## CHAPTER 7 - LANDING ELSEWHERE THAN AT INTERNATIONAL AIRPORTS

### 7.1 GENERAL

7.1.1 *Sudan* shall take steps to ensure that all possible assistance, by the appropriate public authorities, is rendered to an aircraft which, for reasons beyond the control of the pilot-in-command, has landed elsewhere than at one of its international airports and, to this end, shall keep control formalities and procedures, in such cases, to a minimum.

7.1.2 *The* pilot-in-command or the next senior crew member available shall report the landing as soon as practicable to the public authorities concerned.

### 7.2 SHORT STOPOVER

7.2.1 If it is apparent that the aircraft can resume its flight within a relatively short time of arrival, the following procedure shall apply:

- a) Control measures shall be limited to those that ensure that the aircraft departs with the same load that was on board at the time of arrival. In case the load or part thereof cannot, for operational or other reasons, continue on that flight, the public authorities shall expedite clearance formalities and cooperate in speedy onward transportation for that load to its destination.
- b) The relevant public authorities shall designate, if necessary, an adequate area under their general supervision where passengers and crew can move about during their stopover.
- c) The pilot-in-command shall not be required to apply to more than one government agency for take-off permission (other than for any necessary air traffic control clearance).

### 7.3 NO RESUMPTION OF FLIGHT

7.3.1 If it is apparent that the aircraft will be substantially delayed or is unable to continue its flight, the following provisions shall apply:

- a) The pilot-in-command, while awaiting the instructions of the public authorities concerned or if he or his crew is unable to get in touch with them, shall be entitled to take such emergency measures as he deems necessary for the health and safety of passengers and crew and for avoiding or minimizing loss or destruction to the aircraft itself and its load.
- b) Passengers and crew shall be permitted to secure suitable accommodation pending completion of the necessary formalities if formalities cannot be promptly carried out.
- c) Cargo, stores and unaccompanied baggage, if required to be removed from the aircraft for safety reasons, shall be deposited in a nearby area and remain there pending completion of the necessary formalities.
- d) Mail shall be disposed of as is required pursuant to the Acts in force of the Universal Postal Union.

## CHAPTER 8 - OTHER FACILITATION PROVISIONS

### 8.1 BONDS AND EXEMPTION FROM REQUISITION OR SEIZURE

- 8.1.1 Sudan shall accept single comprehensive bond as may be applicable in the case that an aircraft operator is required to bonds to cover his liabilities under the customs, immigration, public health, animal and plant quarantine, or similar laws of the State.
- 8.1.2 The aircraft, ground equipment, security equipment, spare parts and technical supplies of an aircraft operator located in Sudan (other than the State in which such airline is established) for use in the operation of an international air service serving such Sudan, shall be exempt from the laws of Sudan authorizing the requisition or seizure of aircraft, equipment, parts or supplies for public use, without prejudice to the right of seizure for breaches of the laws of Sudan. This exemption shall be applicable all Sudanese airlines.

### 8.2 FACILITATION OF SEARCH, RESCUE, ACCIDENT INVESTIGATION AND SALVAGE

- 8.2.1 Subject to any conditions imposed by SUCAR Part 12 – Search and Rescue and SUCAR Part 13 – Aircraft Accident and Incident Investigation, Sudan shall ensure entry without delay into its territories on a temporary basis of qualified personnel required for search, rescue, accident investigation, repair or salvage in connection with a lost or damaged aircraft.
- 8.2.2 In arranging for the entry without delay of the personnel referred to in 8.2.1, when such a document is necessary, no other travel document than a passport shall be required.
- 8.2.3 In cases where entrance visas for the personnel referred to in 8.2.1 is required, Sudan, on exceptional basis, shall issue such visas on arrival or facilitate their admission when such personnel carry an order of mission from the competent authority in their State.
- 8.2.4 Sudan shall ensure that all relevant authorities are adequately informed of the provisions of SUCARs Part 9 and Part 13 relating to the facilitation of aircraft accident and incident investigations. In this regard, Sudan recognizes the need for the investigators concerned to be able to arrange transport to the site of the accident or incident without delay and, if necessary, help them to this end.
- 8.2.5 Sudan shall facilitate the temporary entry into its territory of all aircraft, tools, spare parts and equipment required in the search, rescue, accident investigation, repair or salvage of the damaged aircraft of another State. These items shall be temporarily admitted free from customs duties and other taxes or charges and the application of regulations of any nature restricting the importation of goods. This provision does not preclude the application of public health and animal and plant quarantine measures, if required.
- 8.2.6 Sudan shall facilitate the removal, from its territory, of both the damaged and any assisting aircraft, together with tools, spare parts and equipment that may have been brought in for search, rescue, accident investigation, repair or salvage purposes.

- 8.2.7 Damaged aircraft or parts thereof, and any stores or cargo contained therein, together with any aircraft, tools, spare parts or equipment brought in for temporary use in search, rescue, accident investigation, repair or salvage, which are not removed from the territory of Sudan within reasonable time to be determined by Sudan on a case-by-case basis, shall be subject to the requirements of the applicable laws of Sudan.
- 8.2.8 If, in connection with an aircraft accident investigation, it becomes necessary to send a part, or parts, of a damaged aircraft to another State for technical examination or testing, Sudan shall ensure that the movement of such part, or parts, is effected without delay. The State concerned shall likewise facilitate the return of such part, or parts, to Sudan instituting the accident investigation should Sudan require them in order to complete the investigation.
- 8.3 RELIEF FLIGHTS FOLLOWING NATURAL AND MAN-MADE DISASTERS WHICH SERIOUSLY ENDANGER HUMAN HEALTH OR THE ENVIRONMENT, AND SIMILAR EMERGENCY SITUATIONS WHERE UNITED NATIONS (UN) ASSISTANCE IS REQUIRED**
- 8.3.1 Sudan shall facilitate the entry into, departure from and transit through its territories of aircraft engaged in relief flights performed by or on behalf of international organizations recognized by the UN or on behalf of States themselves and shall take all possible measures to ensure their safe operation. Such relief flights are those undertaken in response to natural and man-made disasters which seriously endanger human health or the environment, as well as similar emergency situations where UN assistance is required. Such flights shall be commenced as quickly as possible after obtaining agreement with the recipient State.
- Note:** *According to its internationally agreed Glossary of Basic Terms Related to Disaster Management, the United Nations Department of Humanitarian Affairs considers an emergency to be “a sudden and usually unforeseen event that calls for immediate measures to minimize its adverse consequences”, and a disaster to be “a serious disruption of the functioning of society, causing widespread human, material or environmental losses which exceed the ability of the affected society to cope using only its own resources”.*
- 8.3.2 Sudan shall ensure that personnel and articles arriving on relief flights referred to in 8.3.1 are cleared without delay.
- 8.4 MARINE POLLUTION AND SAFETY EMERGENCY OPERATIONS**
- 8.4.1 In cases of emergency, Sudan shall facilitate the entry, transit and departure of aircraft engaged in the combating or prevention of marine pollution, or other operations necessary to ensure maritime safety, safety of the population or protection of the marine environment.
- 8.4.2 In cases of emergency, Sudan shall, to the greatest extent possible, facilitate the entry, transit and departure of persons, cargo, material and equipment required to deal with the marine pollution and safety operations described in 8.4.1.



## 8.5 IMPLEMENTATION OF INTERNATIONAL HEALTH REGULATIONS AND RELATED PROVISIONS

8.5.1 Sudan shall comply with the pertinent provisions of the International Health Regulations (2005) of the World Health Organization.

8.5.2 Sudan shall take all possible measures to have vaccinators use the Model International Certificate of Vaccination or Prophylaxis, in accordance with Article 36 and Annex 6 of the International Health Regulations (2005), in order to assure uniform acceptance.

8.5.3 Sudan shall make arrangements to enable all aircraft operators and agencies concerned to make available to passengers, sufficiently in advance of departure, information concerning the vaccination requirements of the countries of destination, as well as the *Model International Certificate of Vaccination or Prophylaxis* conforming to Article 36 and Annex 6 of the International Health Regulations (2005). The pilot-in-command of an aircraft shall ensure that a suspected communicable disease is reported promptly to air traffic control, in order to facilitate provision for the presence of any special medical personnel and equipment necessary for the management of public health risks on arrival.

8.5.3.1 A communicable disease could be suspected and require further evaluation if a person has a fever (temperature 38°C/100°F or greater) that is associated with certain signs or symptoms: e.g. appearing obviously unwell; persistent coughing; impaired breathing; persistent diarrhea; persistent vomiting; skin rash; bruising or bleeding without previous injury; or, confusion of recent onset.

8.5.3.2 8.5.3.2 In the event of a case of suspected communicable disease on board an aircraft, the pilot-in-command may need to follow his operator's protocols and procedures, in addition to health-related legal requirements of the countries of departure and/or destination, which may be found in the Aeronautical Information Publications (AIPs) of the States concerned.

8.5.3.3 Attachment A to SUCAR Part 6 – *Operation of Aircraft*, Subpart 1 – Commercial Air Transport describes the “on board” medical supplies that are required to be carried on aircraft. The Procedures for Air Navigation Services — Air Traffic Management detail the procedures to be followed by the pilot-in-command in communication with air traffic control.

8.5.3.4 When a public health threat has been identified, and when the public health authorities of Sudan require information concerning passengers' and/or crews' travel itineraries or contact information for the purposes of tracing persons who may have been exposed to a communicable disease, Sudan shall accept the “Public Health Passenger Locator Form” reproduced in Appendix 13 to this SUCAR as the sole document for this purpose. Adequate stocks of the Passenger Locator Form shall be available at international airports for distribution to aircraft operators, for completion by passengers and crew.

## 8.6 COMMUNICABLE DISEASE OUTBREAK NATIONAL AVIATION PLAN

Sudan shall establish a national aviation plan in preparation for an outbreak of a communicable disease posing a public health risk or public health

emergency of international concern in accordance with SUCAR Part 11 — *Air Traffic Services* and SUCAR Part 14 — *Aerodromes, Volume I — Aerodrome Design and Operations* that require air traffic services and aerodromes to establish contingency planning or aerodrome emergency plans, respectively, for public health emergencies of international concern.

## **8.7 ESTABLISHMENT OF NATIONAL FACILITATION PROGRAMMES**

- 8.7.1 Sudan shall establish a national air transport facilitation programmer based on the facilitation requirements of the Convention on International Civil Aviation, ICAO Annex 9 and this SUCAR.
- 8.7.2 The objective of the national air transport facilitation programmers to adopt all practicable measures to facilitate the movement of aircraft, crews, passengers, cargo, mail and stores, by removing unnecessary obstacles and delays.
- 8.7.3 Guidance material outlined in Appendices 11 and 12 to this SUCAR shall be applied in establishing the national air transport facilitation programmer, the National Air Transportation and Airport Facilitation Committees.

***Note 1: Sudan has established a National Air Transport Facilitation Committee, and Airport Facilitation Committees for the purpose of coordinating facilitation activities between departments, agencies, and other organizations of the State concerned with, or responsible for, various aspects of international civil aviation as well as with airport and aircraft operators.***

***Note 2: Sudan endeavors to establish close coordination, adapted to circumstances, between civil aviation security and facilitation programmers. To this end, certain members of Facilitation Committees are also members of Security Committees.***

## **8.8 FACILITATION OF THE TRANSPORT OF PERSONS WITH DISABILITIES**

### **8.8.1 General**

- 8.8.1.1 When travelling, persons with disabilities should be provided with special assistance in order to ensure that they receive services customarily available to the general public, assistance shall be provided in a manner that respects the dignity of the individual.
- 8.8.1.2 The SCAA shall cooperate with all concerned entities in a view to taking the necessary measures to make accessible to persons with disabilities all the elements of the chain of the person's journey, from arrival at the airport of departure to leaving the airport of destination.
- 8.8.1.3 The SCAA shall take the necessary steps with aircraft, airport and ground handling operators to establish and publish minimum uniform standards of accessibility with respect to transportation services for persons with disabilities, from arrival at the airport of departure to leaving the airport of destination.
- 8.8.1.4 The SCAA shall take the necessary steps with aircraft, airport and ground handling operators and travel agencies to ensure that persons with disabilities are given the information they need, in formats that are

accessible to those with cognitive or sensory disabilities, and should take the necessary steps to ensure that airlines, airports and ground handling operators are in a position to give those passengers the assistance necessary for them, depending on their needs, to help them in their travel.

8.8.1.5 The SCAA shall take all necessary steps to secure the cooperation of aircraft, airport and ground handling operators in order to establish and coordinate training programmers to ensure that trained personnel are available to assist persons with disabilities.

### 8.8.2 **Access to airports**

8.8.2.1 The SCAA shall take the necessary steps to ensure that airport facilities and services are adapted to the needs of persons with disabilities.

8.8.2.2 The SCAA shall ensure that lifting systems or any other appropriate devices are made available in order to facilitate the movement of persons with disabilities between the aircraft and the terminal on both arrival and departure as required where telescopic passageways are not used.

8.8.2.3 Measures shall be taken to ensure that the hearing- and vision-impaired are able to obtain flight service-related information in accessible formats.

8.8.2.4 Airport operators shall ensure that designated points for the pick-up and drop-off of persons with disabilities at terminal building are located as close as possible to main entrances and/or exits. To facilitate movement within the airport, access routes shall be free of obstacles and be accessible.

8.8.2.5 Where access to public services is limited, every effort shall be made to provide accessible and reasonably priced ground transportation services by adapting current and planned public transit systems or by providing special transport services for people with mobility needs.

8.8.2.6 Airport operators shall ensure that adequate parking facilities are provided for people with mobility needs and appropriate measures taken to facilitate their movement between parking areas and the terminal buildings.

8.8.2.7 When assistance is provided to transfer persons with disabilities from one aircraft to another, it shall be provided as efficiently as possible, with due regard for connecting flights.

### 8.8.3 **Access to air services**

8.8.3.1 Sudan shall take the necessary steps to ensure that persons with disabilities have equivalent access to air services.

8.8.3.2 Sudan may introduce provisions by which aircraft coming newly into service or after major refurbishment shall conform, where aircraft type, size, and configuration permit, to minimum uniform standards of accessibility with respect to equipment on board aircraft which would include movable armrests, onboard wheelchairs, accessible washrooms and suitable lighting and signs.

8.8.3.3 Disability aids required by persons with disabilities shall be carried free of charge in the cabin where space, weight and safety requirements permit or shall be carried free of charge and designated apriority baggage.



- 8.8.3.4 8.8.3.4 Service animals accompanying persons with disabilities may be carried free of charge in the cabin, on the floor at the person's seat, subject to the application of any relevant national or aircraft operator regulations.
- 8.8.3.5 Sudan when restricting the transport of battery-powered devices, including mobility aids containing spill able batteries, shall notify ICAO promptly of such restrictions so that they can be included in ICAO Doc 9284 – Technical Instructions for the Safe Transport of Dangerous Goods by Air and ensure that aircraft operators make such information publicly available and in accordance with SUCAR Part 18.
- 8.8.3.6 In principle, persons with disabilities shall be permitted to travel without the requirement for a medical clearance. Aircraft operators shall only be permitted to require persons with disabilities to obtain a medical clearance in cases of a medical condition where it is not clear that they are fit to travel and could compromise their safety or well-being or that of other passengers.
- 8.8.3.7 In principle, persons with disabilities may be permitted to determine whether or not they need an assistant. If the presence of an assistant is required, aircraft operators are encouraged to offer discounts for the carriage of that assistant. Aircraft operators shall require an assistant only when it is clear that the person with a disability is not self-reliant and this could pose a risk to safety or the well-being of such person or that of other passengers.
- 8.8.3.8 Advance notice shall be available where assistance or lifting is required.
- 8.8.4 **ASSISTANCE TO AIRCRAFT ACCIDENT VICTIMS AND THEIR FAMILIES**
- 8.8.4.1 Sudan, a State of Occurrence or an adjacent States to a State of Occurrence of an aircraft accident shall facilitate the entry into its territory on a temporary basis of family members of victims of an aircraft accident.
- 8.8.4.2 Sudan, as a State of Occurrence or an adjacent States to a State of Occurrence shall also facilitate the entry into its territory, on a temporary basis, of authorized representatives of the operator whose aircraft has met with the accident, or of the Operator's alliance partner, in order to enable them to provide assistance to survivors and their family members, the family members of the deceased victims of the accident and the relevant authorities in their States.
- 8.8.4.3 In arranging for the entry of the persons referred to in 8.8.4.1, when Sudan is the State of Occurrence or an adjacent States to a State of Occurrence, Sudan shall not require any other travel document than a passport or an emergency travel document issued specifically to such persons, to enable them to travel to Sudan. In cases where Sudan, as the State of Occurrence of the accident or an adjacent States to a State of Occurrence, requires entrance visas for persons referred to in 8.8.4.1 and 8.8.4.2 above, it shall expedite the issuance of such visas.
- 8.8.4.4 Sudan shall issue emergency travel documents, if required, to its nationals who may have survived an aircraft accident in other contracting States.



- 8.8.4.5 Sudan shall extend all necessary assistance, such as arranging transport and clearing customs, in the repatriation of human remains to their countries of origin, on request by family members of the deceased or the operator whose aircraft met with the accident.
- 8.8.4.6 Sudan has established legislation, regulations and/or policies in support of assistance to aircraft accident victims and their families in SUCAR Part 13 – *Accident and Incident Investigation*, in accordance to ICAO Doc 9998 – ICAO Policy on Assistance to Aircraft Accident Victims and their Families and ICAO Doc 9973 – *Manual on Assistance to Aircraft Accident Victims and their Families*.
-

## CHAPTER 9 - PASSENGER DATA EXCHANGE SYSTEMS

### A. General

- 9.1 Sudan will require the exchange of Advance Passenger Information (API), interactive API (iAPI) and/or Passenger Name Record (PNR) data from aircraft operators should create a Passenger Data Single Window facility for each data category that allows parties involved to lodge standardized information with a common data transmission entry point for each category to fulfill all related passenger and crew data requirements for that jurisdiction.
- 9.2 Sudan and aircraft operators will provide the appropriate level, on a 24/7 (continuous) basis, of operational and technical support to analyses and respond to any system outage or failure in order to return to standard operations as soon as practicable.
- 9.3 Sudan and aircraft operators will establish and implement appropriate notification and recovery procedures for both scheduled maintenance of information systems and nonscheduled system outages or failures.
- 9.4 Sudan and aircraft operators will provide the appropriate level (where practicable, a 24/7 arrangement) of contact support.

### B. Advance Passenger Information (API)

- 9.5 Sudan shall establish an Advance Passenger Information (API) system. And will require that airlines operating in its territory to provide advance passenger information to the appropriate national authority in order to detect the departure from its territory, or attempted entry into or transit through its territory, by means of civil aircraft, of individuals designated by the Committee established pursuant to resolutions 1267 (1999) and 1989 (2011) of Security Council. The Committee and further calls upon Sudan to report any such departure from its territory, or such attempted entry into or transit through its territory of such individuals to the Committee, as well as sharing this information with the State of residence or nationality, as appropriate and in accordance with domestic law and international obligations”.
- 9.6 The API system of Sudan shall be supported by appropriate legislation, regulations and decrees and will be consistent with internationally recognized standards for API.

**Note 1.— API involves the capture of a passenger’s or crew member’s biographic data and flight details by the aircraft operator prior to departure. This information is electronically transmitted to the border control agencies in the destination or departure country. Thus, passenger and/or crew details are received in advance of the departure or arrival of the flight.**

**Note 2.— The UN/EDIFACT PAXLST message is a standard electronic message developed specifically, as a subset of UN/EDIFACT, to handle passenger manifest (electronic) transmissions. UN/EDIFACT stands for “United Nations rules for Electronic Data Interchange for Administration, Commerce and Transport.” The rules comprise a set of internationally**

***agreed standards, directories and guidelines for the electronic interchange of structured data, and in particular that related to trade in goods and services between independent, computerized information systems. The WCO, IATA and ICAO have jointly agreed on the maximum set of API data that should be incorporated in the PAXLST message to be used for the transmission of such data by aircraft operators to the border control agencies in the destination or departure country. It is to be expected that the UN/EDIFACT standard may be supplemented by modern message techniques, such as international XML standards or web-based applications.***

***Note 3. — Under its current format structure the UN/EDIFACT PAXLST message will not accommodate general aviation usage.***

***Note 4. — The UN/EDIFACT PAXLST message is currently defined by the internationally recognized WCO/IATA/ICAO guidelines.***

- 9.7 Sudan developed legislation for the purpose of implementing an API system and all will ensure regulations aligned to meet the needs of all involved agencies, define a common set of API data elements required for that jurisdiction in accordance with message construction standards and appoint one government agency to receive API data on behalf of all other agencies.
- 9.8 When specifying the identifying information on passengers to be transmitted, Sudan shall require only data elements that are available in machine readable form in travel documents conforming to the specifications contained in Doc 9303. All information required shall conform to specifications for UN/EDIFACT PAXLST messages found in the WCO/IATA/ICAO API Guidelines.
- 9.9 When seeking to implement a national API programme, Sudan that are unable to comply fully with the provisions contained in 9.8 with respect to data element requirements shall ensure that only those data elements that have been defined for incorporation into the UN/EDIFACT PAXLST message are included in the national program's requirement or follow the WCO's Data Maintenance Request (DMR) process for any deviation from the standard.
- 9.10 Sudan may seek to minimize the number of times API data is transmitted for a specific flight.
- 9.11 If a Sudan requires API data interchange, then it shall seek, to the greatest extent possible, to limit the operational and administrative burdens on aircraft operators, while enhancing passenger facilitation.
- 9.12 Sudan may refrain from imposing fines and penalties on aircraft operators for any errors caused by a systems failure which may have resulted in the transmission of no, or corrupted, data to the public authorities in accordance with API systems.
- 9.13 Sudan requiring that passenger data be transmitted electronically through an API system shall not also require a passenger manifest in paper form.
- 9.14 Sudan may consider the introduction of an interactive Advance Passenger Information (iAPI) system.
- 9.15 Sudan when seeking to implement an iAPI system may:
  - a) Seek to minimize the impact on existing aircraft operator systems and technical infrastructure by consulting aircraft operators before

- development and implementation of an iAPI system;
  - b) Work together with aircraft operators to develop iAPI systems that integrate into the aircraft operator's departure control interfaces; and
  - c) Conform to the Guidelines on Advance Passenger Information (API) adopted by WCO/ICAO/IATA when requiring
- 9.16 Sudan and aircraft operators 'will ensure that API systems, including iAPI, will be capable of 24/7 operation, with procedures in place to minimize disruption in the event of a system outage or failure.

### C. Electronic Travel Systems (ETS)

- 9.17 Sudan seeking to establish an Electronic Travel System (ETS) may integrate the pre-travel verification system with an interactive Advance Passenger Information system.

**Note.— This will allow States to integrate with the airline departure control systems using data messaging standards in accordance with international guidelines in order to provide a real-time response to the airline to verify the authenticity of passenger's authorization during**

- 9.18 Sudan seeking to implement an ETS may:
- a) Ensure a robust electronic lodgment platform where an online application for authority to travel can be made. Sudan may make clear that its platform is the preferred means for applying online in order to reduce the scope of unofficial third-party vendors that may charge an additional fee for the purpose of lodging an individual's application;
  - b) Include tools built into the application to assist individuals to avoid errors when completing the application form, including clear instructions as to the applicability of which nationalities require an ETS, and not allow application processing for non-eligible passengers (e.g. nationality and/or document type);
  - c) Institute automated and continuous vetting of relevant alert lists;
  - d) Provide electronic notification to the passenger to replace paper evidence of an individual's approval for travel; and
  - e) Ensure that the information required from the passenger is easily understood in accordance with the national laws and regulations of that State.
- 9.19 Sudan may allow for an implementation schedule that builds awareness regarding upcoming changes and develops communication strategies in multiple languages in cooperation with other governments, the travel industry, aircraft operators and organizations in order to communicate the planned implementation of an ETS.
- 9.20 Sudan may include a period of informed compliance after the initial implementation deadline, where passengers are allowed entrance into the country but informed of the new requirements, e.g. handing out a tear sheet with new requirements.
- 9.21 9.21 Sudan when requires an ETS may adopt policies that ensure that Passengers are informed of the ETS requirements at the time of booking and should encourage aircraft operators to extend the ETS verification check





to the point where travel originates rather than to the point of uplift for the last segment before entry into the country for which the ETS mandate applies.

**Note.** — *This will depend on other aircraft operators' interline through check-in capabilities and the relationship between aircraft operators.*

#### **D. Passenger Name Record (PNR) Data**

9.22 Sudan when requiring Passenger Name Record (PNR) data shall align its data requirements and its handling of such data with the guidelines contained in ICAO Doc 9944, Guidelines on Passenger Name Record (PNR) Data, and in PNRGOV message implementation guidance materials published and updated by the WCO and endorsed by Iceland IATA.

9.22.1 Sudan when requiring the transfer of PNR data will adopt and implement the EDIFACT-based PNRGOV message as the primary method for airline-to-government PNR data transferal to ensure global interoperability.

Note 1. — The PNRGOV message is a standard electronic message endorsed jointly by WCO/ICAO/IATA. Depending on the specific aircraft operator's Reservation and Departure Control Systems, specific data elements which have been collected and stored by the aircraft operator can be efficiently transmitted via this standardized message structure.

**Note 2.** — *This provision is not intended to replace or supersede any messages exchanged between aircraft operators and customs administrations to support local airport operations.*

**Note 3.** — *In addition to the mandatory EDIFACT-based PNRGOV message, Sudan may also, optionally, consider implementation of the XML PNRGOV message format as a supplemental method of PNR data transfer, thereby allowing those aircraft operators with XML capability a choice of format for the transmission of PNR data.*

9.23 Sudan when requiring PNR data will consider the data privacy impact of PNR data collection and electronic transfer, within their own national systems and also in other States. Where necessary, Sudan requiring PNR data and those States restricting such data exchange should engage in early cooperation to align legal requirements.



**APPENDIX 1  
APPENDIX 1. General Declaration**

<b>GENERAL DECLARATION (Outward/Inward)</b>		
Operator .....		
Marks of Nationality and Registration.....		Flight No. .... Date .....
Departure from .....		Arrival at.....
(Place)		(Place)
<b>FLIGHT ROUTING</b> (“Place” Column always to list origin, every en-route stop and destination)		
PLACE	NAMES OF CREW*	NUMBER OF PASSENGERS ON THIS STAGE
<p><i>Declaration of Health</i></p> <p>Name and seat number or function of persons on board with illnesses other than airsickness or the effects of accidents, who may be suffering from a communicable disease (a fever — temperature 38°C/100°F or greater — associated with one or more of the following signs or symptoms, e.g. appearing obviously unwell; persistent coughing; impaired breathing; persistent diarrhea; persistent vomiting; skin rash; bruising or bleeding without previous injury; or confusion of recent onset, increases the likelihood that the person is suffering a communicable disease) as well as such cases of illness disembarked during a previous stop.....</p> <p>.....</p> <p>Details of each disinfecting or sanitary treatment (place, date, time, method) during the flight. If no disinfecting has been carried out during the flight, give details of most recent disinfecting</p> <p>.....</p> <p>Signed, if required, with time and date</p> <p align="right">_____</p> <p align="right">Crew member concerned</p>		For official use only
<p>I declare that all statements and particulars contained in this General Declaration, and in any supplementary forms required to be presented with this General Declaration, are complete, exact and true to the best of my knowledge and that all through passengers will continue/have continued on the flight.</p> <p align="center">SIGNATURE _____</p> <p align="right">Authorized Agent or Pilot-in-command</p>		



**APPENDIX 2. PASSENGER MANIFEST**

<b>PASSENGER MANIFEST</b>		
Operator.....		
Marks of Nationality and Registration* ..... Flight No. ....		
Date .....		
Point of embarkation .....		Point of disembarkation .....
(Place)		(Place)
Surname and initials	For use by operator only	For official use only



### APPENDIX 3. CARGO MANIFEST

#### CARGO MANIFEST

Operator.....  
 Marks of Nationality and Registration..... Flight No. .... Date.....  
 Point of lading..... Point of unloading.....  
 (Place) (Place)

Air Waybill	Number of Packages	Nature of goods*	For use by operator only	For official use only



**APPENDIX 4. CERTIFICATE OF RESIDUAL DISINFECTION**

**GOVERNMENT OF SUDAN** .....

**CERTIFICATE OF RESIDUAL DISINFECTION**

Interior surfaces, including cargo space, of this aircraft ( REG) ..... were treated with an approved residual disinfection product on ..... in accordance with the World Health Organization recommendations (WHO Weekly Epidemiological Record No. 7, 1985, p. 47; No. 12, 1985, p. 90; No. 45, 1985, pp. 345-346; and No. 44, 1987, pp. 335-336) and any amendments thereto.

The treatment must be renewed if cleaning or other operations remove a significant amount of the residual disinfection product, and in any case within 8 weeks of the above date.

Expiry date: .....

Signed:

.....

Designation:

..... Date:

.....



**APPENDIX 5. EMBARKATION/DISEMBARKATION CARD**

**INTERNATIONAL  
EMBARKATION/DISEMBARKATION CARD**

(Please print in block letters\*)

1. Name: .....

*Primary name Secondary name(s)*

2. Date of birth: .....

*Year Month Day*

3. Nationality: .....

4. Travel document: .....

*Issuing State Document type Number*

5. Arriving passengers:

port of embarkation

or .....

Departing passengers:

port of disembarkation

6. (Other data, requested at the option of the State)

a) .....

b) .....

c) .....

## APPENDIX 6.

### Simplified Customs Control, Based on the Dual-Channel System, of Passengers Arriving by Air

Having Regard to Recommendation No. B-3 of the Seventh Session of the Facilitation Division of the International Civil Aviation Organization, as adopted by the Council of that Organization in December 1968, relating to the establishment at international airports of dual-channel systems for speedy clearance of inbound baggage; .

Having Regard to Recommendation No. 11 adopted by the Second Intermediate Session of the European Civil Aviation Conference in July 1969 on the dual-channel or red/green system; .Desiring to contribute to the efforts to improve the flow of passenger traffic at Sudan international airports; .

Considering that this aim can be achieved by introducing a simplified procedure, based on the dual-channel system, for the Customs control of passengers and their baggage;

Considering that such a system can be adopted without reducing the effectiveness of the control and that it enables Customs authorities to deal efficiently with an increasing number of passengers without a corresponding increase in the number of Customs staff;

Considering that harmonization of the features of this system, as between the various countries, is essential to its smooth operation;

Sudan may introduce, at its major international airports, in close co-operation with the airport

operators and other agencies concerned, the dual-channel system outlined below for the clearance inwards of passengers and their baggage:

- 1) The system shall allow the passengers to choose between two types of channels:
  - a) one (green channel) for passengers having with them no goods or only goods which can be admitted free of import duties and taxes and which are not subject to import prohibitions or restrictions; and
  - b) the other (red channel) for other passengers.
- 2) Each channel shall be clearly and distinctively marked so that the choice between them can easily be understood by passengers. The basic distinctive marking shall be:
  - a) for the channel referred to under (1) (a), green, in the shape of a regular octagon, and the words “NOTHING TO DECLARE” (“REIN À DECLARERS”);
  - b) for the channel referred to under (1) (b), red, in the shape of a square, and the words “GOODS TO DECLARE” (“MERCHANDISES À DECLARERS”). In addition, the channels should be identified by an inscription including the words “CUSTOMS” (“DOUANE”).
- 3) The texts referred to in paragraph 2) shall be in Arabic or English and in any other language or languages deemed useful for the airport concerned.
- 4) Passengers must be sufficiently well informed to choose between the channels. For this purpose it is important:
  - a) that passengers be informed about the functioning of the system and about the descriptions and quantities of goods they may have with them when using the green channel. This may be done by means of posters or



panels at the airport or by means of leaflets available to the public at the airport or distributed through tourist agencies, airlines and other interested bodies;

- b) that the route to the channels be clearly signposted.
- 5) The channels shall be located beyond the baggage delivery area so that passengers have all their baggage with them when choosing their channel. Moreover, the channels shall be so arranged that the passenger flow from that area to the exits from the airport is as direct as possible.
- 6) The distance between the baggage delivery area and the entrances to the channels shall be sufficient to allow passengers to decide which channel to choose and to move into that channel without causing congestion.
- 7) In the green channel passengers shall not be subject to any Customs formalities but the Customs may make spot checks; in the red channel passengers shall accomplish the formalities required by the Customs; Points out that the dual-channel system is not necessarily incompatible with the application of other controls, for example, exchange control, unless the relevant regulations require full control of the passengers and their baggage;

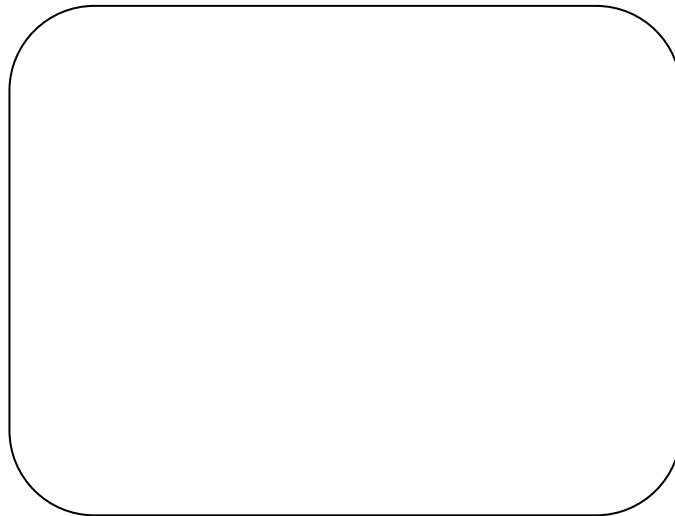
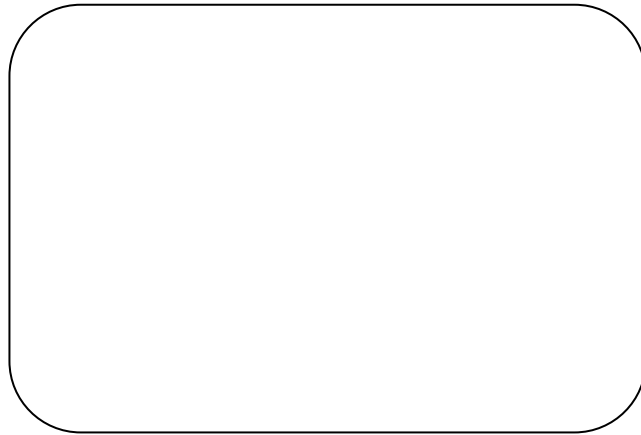
Sudan when accept **Simplified Customs Control, Based on the Dual-Channel System, of Passengers Arriving by Air** may notify to the Secretary General with a copy to Director General of the International Air Transport Association (IATA) and mention to :

- a) Acceptance and the date from which they will apply the it
- b) The names of the airports where the dual-channel system is applied.



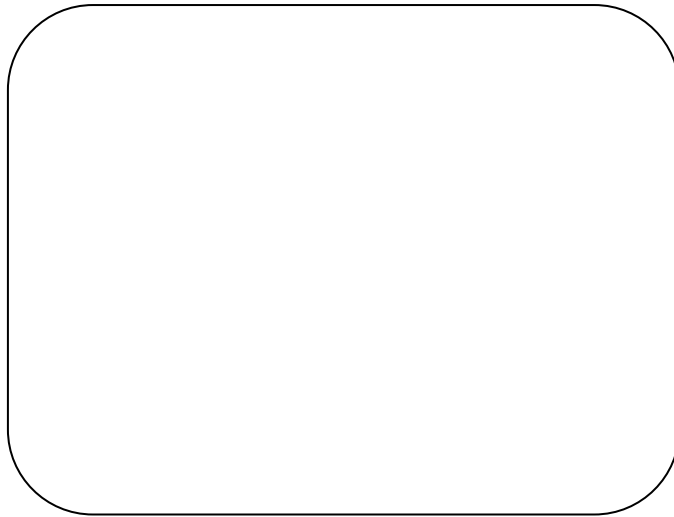
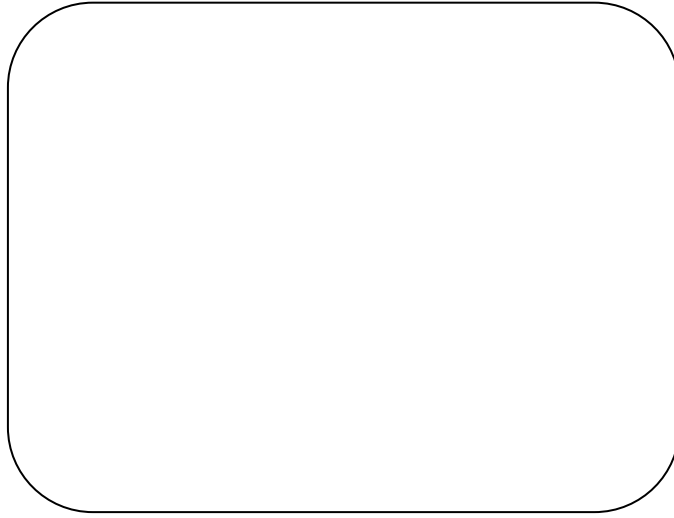


## APPENDIX 7. CREW MEMBER CERTIFICATE (CMC)





## APPENDIX 8. CIVIL AVIATION INSPECTOR CERTIFICATE





**APPENDIX 9. FORMATS FOR DOCUMENTS  
RELATING TO THE RETURN OF INADMISSIBLE PERSONS  
1. ATTESTING DOCUMENT RELATING TO LOST OR DESTROYED  
TRAVEL DOCUMENTS (SEE 5.6)**

From: Immigration authority:( ) To: Immigration authority: ( )  
 Airport: ( ) Airport: ( )  
 SUDAN : ( )State: ( )  
 Telephone:  
 Telex:  
 Facsimile:  
 The person for whom this document is issued arrived on ( ) at ( ) airport on flight) from ( ).  
 This person, who was found to be inadmissible, has lost or destroyed his travel documents and  
 claims to be/is understood to be  
 (strike out whichever is not applicable and add any appropriate supporting information).

Surname:  
 Given name(s):  
 Date of birth:  
 Place of birth:  
 Nationality:  
 Residence:

Photograph if  
 available

The incoming carrier was instructed to remove the passenger from the territory of this State on  
 flight ( ) departing  
 on ( ) at ( ) from ( ) airport.  
 Pursuant to Sucar 9 of Sudan Civil Aviation regulation , the last State in which a passenger  
 previously stayed and most recently travelled from is invited to accept him for re-examination when  
 he has been refused admission to another State.

Date:  
 Name of Official:  
 Title:  
 Signature:

Name of immigration or other appropriate authority:  
 (Warning: This is NOT an Identification Document)



**APPENDIX 10. UNITED NATIONS LAYOUT KEY  
FOR TRADE DOCUMENTS**

Shipper (Exporter)	Date: Reference No. etc.
Consignee	Other address (e.g. buyer, if other than consignee)
Notify or delivery address	Statements as to countries
Statements as to transportation	Terms of delivery and payment
Marks and numbers; number and kind of package; description of goods Statistical No. Net quantity Value  <p style="text-align: center;">.....</p> <p style="text-align: center;">Gross weight                      Measurement</p>	
<div style="border: 1px solid black; width: 100%; height: 100%; position: relative;"> <div style="position: absolute; top: 10px; right: 10px; border: 1px solid black; padding: 5px;">                     Place and date of issue : signature                 </div> </div>	



## APPENDIX 11. MODEL AIRPORT FACILITATION (FAL) PROGRAMME

### 1. PURPOSE OF AN AIRPORT FAL PROGRAMME

The purpose of an airport FAL programme is to pursue the objectives of Sucar 9 at the operational level, to facilitate the completion of border clearance formalities at the airport with respect to aircraft, crews, passengers and cargo.

### 2. SCOPE OF AN AIRPORT FAL PROGRAMME

The airport FAL programme encompasses all of the provisions of Sucar 9 concerning border clearance processes at the airport, as well as the planning for and management of those processes. A representative list of tasks to be performed and the

### 3. ORGANIZATION AND MANAGEMENT

- 3.1 The recommended vehicle to conduct the facilitation programme at the operational level is the Airport Facilitation Committee. Although such committees should be encouraged by the National FAL Committee and keep it informed of their problems and progress, they are not necessarily supervised by the national body. Their principal concern is day-to-day problem-solving and implementation of Sucar 9.
- 3.2 airport manager should take charge of the committee and convene regular meetings. Membership should consist of the senior officers in charge of their respective inspection agencies at the airport, e.g. customs, immigration, health, quarantine, etc., as well as the station managers of the aircraft operators with international operations at the airport concerned. The participation of all parties is necessary to make the airport FAL programme a success.

Airport FAL programme task	Sucar 9 1 <sup>st</sup> edition 2017
Establish, review and amend, as necessary, procedures for entry and clearance of flights at the airport concerned.	article 6.1.1; 6.1.2 to 6.1.4 and 8.17
Review regularly all parties' performance with respect to meeting the 45-minute goal for processing inbound passengers and the 60-minute goal for processing outbound passengers. Use time studies and queue analysis to determine where adjustments should be made.	article 3.38 and 3.41
Establish modern systems for immigration and customs inspection, using applicable technology. Collaborate in setting up automated passenger clearance systems.	article 3.42, 3.52, 4.7, 6.20 and 6.21
Make necessary changes in traffic flows and checkpoints in the airport to cope with rising traffic volumes.	article 6.1.1
Improve the quality and quantity of signage in the inspection facilities in order to reduce customer confusion.	article 6.9 and 6.12



Review staffing of inspection stations – work shifts, overtime, etc. – and seek adjustments to meet traffic demands.	article 6.3
Provide input on behalf of resident aircraft operators and inspection agencies to the design of new airports or new inspection facilities.	article 6.1.4 and 6.2
Monitor and improve delivery of baggage to the customs inspection area.	article 6.8 and 6.22
Coordinate facilitation, narcotics control, aviation security and dangerous goods handling procedures so that the objectives of all four programmes are met.	article 8.19
Do not forget cargo! Coordinate the activities and requirements of the various inspection agencies in order to assure prompt clearance and delivery of air cargo shipments. Provide adequate facilities for loading/unloading and for secure storage of cargo while awaiting customs clearance.	article 4.27;4.30, 4.30.1 and 4.31 and 6.31 to 6.34 incl.
Set up and maintain electronic systems for cargo manifesting, customs clearance, and delivery.	article 4.5 and 4.17
Customer service: Review regularly all parties' performance with respect to meeting the 3-hour goal for completion of inspection formalities and make adjustments where necessary and feasible.	article 4.30, 4.30.1 and 4.31
Review inspection agency staffing of cargo clearance area – work shifts, overtime, etc. – and seek adjustments to meet customer needs.	article6.1.3 and 6.42



### APPENDIX 13. PUBLIC HEALTH PASSENGER LOCATOR FORM

**Public Health Passenger Locator Form:** To protect your health, public health officers need you to complete this form whenever they suspect a communicable disease on-board a flight. Your information will help public health officers to contact you if you were exposed to a communicable disease. It is important to fill out this form completely and accurately. Your information is intended to be held in accordance with applicable laws and used only for public health purposes. *Thank you for helping us to protect your health.*

*This form should be completed by an adult member of each family. Print in capital (UPPERCASE) letters. Leave blank boxes for spaces.*

**FLIGHT INFORMATION:**

1. Airline name	2. Flight number	3. Seat number	4. Date of arrival (yyyy/mm/dd)
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="20"/>

**PERSONAL INFORMATION:**

5. Last (Family) Name	6. First (Given) Name	7. Middle Initial	8. Your sex
<input type="text"/>	<input type="text"/>	<input type="text"/>	Male <input type="checkbox"/> Female <input type="checkbox"/>

**PHONE NUMBER(S) where you can be reached if needed. Include country code and city code.**

9. Mobile	10. Business
<input type="text"/>	<input type="text"/>
11. Home	12. Other
<input type="text"/>	<input type="text"/>
13. Email address <input type="text"/>	

**PERMANENT ADDRESS:**

14. Number and street (Separate number and street with blank box)	15. Apartment number
<input type="text"/>	<input type="text"/>

16. City <input type="text"/>	17. State/Province <input type="text"/>
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18. Country <input type="text"/>	19. ZIP/Postal Code <input type="text"/>
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**TEMPORARY ADDRESS: If you are a visitor, write only the first place where you will be staying.**

20. Hotel name (if any)	21. Number and street (Separate number and street with blank box)	22. Apartment number
<input type="text"/>	<input type="text"/>	<input type="text"/>

23. City <input type="text"/>	24. State/Province <input type="text"/>
-------------------------------	---

25. Country <input type="text"/>	26. ZIP/Postal Code <input type="text"/>
----------------------------------	--

**EMERGENCY CONTACT INFORMATION of someone who can reach you during the next 30 days.**

27. Last (Family) Name	28. First (Given) Name	29. City
<input type="text"/>	<input type="text"/>	<input type="text"/>

30. Country <input type="text"/>	31. Email <input type="text"/>
----------------------------------	--------------------------------

32. Mobile phone <input type="text"/>	33. Other phone <input type="text"/>
---------------------------------------	--------------------------------------

**34. TRAVEL COMPANIONS — FAMILY: Only include age if younger than 18 years.**

Last (Family) Name	First (Given) Name	Seat number	Age <18
(1) <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
(2) <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
(3) <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
(4) <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

**35. TRAVEL COMPANIONS — NON-FAMILY: Also include name of group (if any).**

Last (Family) Name	First (Given) Name	Group (tour, team, business, other)
(1) <input type="text"/>	<input type="text"/>	<input type="text"/>
(2) <input type="text"/>	<input type="text"/>	<input type="text"/>

**Note.— The Public Health Passenger Locator Form can be downloaded at:**  
<http://www.icao.int/safety/aviation-medicine/Pages/guidelines.aspx> or <http://www.capsca.org/CAPSCARef.html#EvalForms>





