

## **AD 1 AERODROMES/HELIPORTS INTRODUCTION**

### **AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE**

#### **AD 1.1.1 General conditions**

Commercial flights are not permitted to take off from or land at any aerodrome/heliport not listed in this AIP except in cases of real emergency or when special permission has been obtained from the Director General Civil Aviation Authority.

In addition to the aerodromes/heliports available for public use listed in this AIP, a number of other aerodromes/airfields are located throughout the country. These aerodromes/airfields are available only for private flights and are subject to permission for use by the owner. Details about these aerodromes/airfields can be obtained through the Director General Zambia Civil Aviation Authority.

##### **AD 1.1.1.1 Landings made other than at an international aerodrome/heliport or a designated alternate aerodrome/heliport.**

If a landing is made other than at an International aerodrome/heliport or a designated alternate aerodrome/heliport, the pilot-in-command shall report the landing as soon as practicable to the Health, Customs and Immigration authorities at the International aerodrome/heliport at which the landing was scheduled to take place. This notification may be made through any available communication link.

The pilot-in-command shall be responsible for ensuring that:

- a. If pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided.
- b. Cargo, baggage and mail are not removed from the aircraft except as provided below.
- c. Any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

##### **AD 1.1.1.2 Traffic of persons and vehicles on aerodromes.**

###### **AD 1.1.1.2.1 Demarcation of zones**

The grounds of each aerodrome are divided in two zones:

- a. a public zone comprising the part of the aerodrome open to the public; and
- b. a restricted zone comprising the rest of the aerodrome/heliport.

###### **AD 1.1.1.2.2 Movement of persons**

Access to the restricted zone is authorised only under the conditions prescribed by the special rules governing the aerodrome/heliport. The customs, police and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorised persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome/heliport is subject to the conditions prescribed by the air navigation regulations and by the special rules laid down by the aerodrome administration.

###### **AD 1.1.1.2.3 Movement of vehicles**

The movement of vehicles in the restricted zone is strictly limited to the vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome/heliport must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with the instructions given by the competent authorities.

###### **AD 1.1.1.3 Policing**

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome/heliport are not the responsibility of the state or any concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

###### **Use of heliports**

Unless other permission has been granted by the ATS Unit the helicopters may be used only for flights in accordance with the Visual Flight Rules (VFR).

Pilots shall, before using an aerodrome/heliport, ensure that a clear approach and departure can be carried out and, in case of an emergency, that suitable landing sites are available along the planned track, taking into consideration the performance of the helicopter.

The conditions under which aircraft may land and be parked, housed or otherwise dealt with at any of the aerodromes/heliports under the control of the District Local Authorities (Councils)/Zambia Airports Corporation Limited/Zambia Airports Corporation Limited are as follows:

- a. The fees and charges for the landing, parking or housing of aircraft shall be those published from time to time by the Civil Aviation Authority in the AIP or AIC. The fees or charges for any supplies or services which may be furnished to the aircraft by or on behalf of the District Local Authorities (Councils)/ZACL at any aerodrome/heliport under the control of the District Local Authorities (Councils)/ZACL shall, unless otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the District Local Authorities (Councils)/ZACL for that aerodrome/heliport. The fees and charges referred to shall accrue from day to day and shall be payable to the District Local Authorities (Councils)/ZACL on demand.
- b. The District Local Authorities (Councils)/ZACL shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.
- c. If payment of such fees and charges is not made to the District Local Authorities (Councils)/ZACL within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the District Local Authorities (Councils)/ZACL shall be entitled to sell, destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.
- d. Neither the District Local Authorities (Councils)/ZACL nor any servant or agent of the Government shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft, however such loss and damage may arise, occurring while the aircraft is on any aerodrome/heliport under the control of the District Local Authorities (Councils)/ZACL or is in the course of landing at or taking off from any such aerodrome/heliport.

#### AD 1.1.2.1 General

Use of military air bases in Zambia by any aircraft other than Zambia Air Force may be made solely when prior permission has been obtained. The use of military air bases as alternate aerodromes is prohibited.

### AD 1.1.2.2 Submission of application

Application in writing for permission to use a military base shall be submitted directly to the Air Commander well in advance of the date of flight. The address is as follows:

The Air Commander  
Ministry of Defence  
Air Headquarters  
P.O. BOX 39291  
LUSAKA 10101  
ZAMBIA

### AD 1.1.2.3 Rules and conditions

Operations on the airbase if and when approved must be carried out in accordance with the rules and conditions stated below with due regard to such other conditions as may have been stipulated for each individual permission.

- a. A flight plan shall be submitted for each flight. During the flight in controlled airspace and during operations on the manoeuvring area, the pilot-in-command shall closely observe the directions given.
- b. The commander of the air base establishes the rules which are to be observed by flight crew members and passengers concerning security measures, traffic and stay at the air base. As regards the air bases Mumbwa and Lusaka, photographing from the air as well as on the ground is prohibited. At the remaining air bases, the local ban on photography will apply as posted. Flight crew members and ground personnel shall immediately report any violations.
- c. The Defence Forces shall not be liable for the theft, fire, water or any other damage to aircraft, their equipment, flight crew, passengers, cargo etc caused during stay at the air base.  
The Defence Forces reserve the right to claim compensation for damage caused by civil aircraft, flight crew members or passengers to Air Force material, buildings and personnel within the area of an air base.
- d. Landing and other charges will be collected in accordance with the provisions of the current "Tariff Regulations applying to public state operated Airports", approved by the Ministry of Communications and Transport.

### **AD 1.1.3 Low visibility procedures**

Promulgation of an aerodrome as available for category II/III operations means that it is suitably equipped and that procedures appropriate to such operations have been determined and applied when relevant. Promulgation implies that at least the following facilities are available:

ILS – certified to relevant performance Category.

Lighting – suitable for category promulgated.

RVR system – may be automatic or manned system for category II; will be automatic system for category III.

Special procedures and safeguards will be applied during category II and III operations. In general, these are intended to provide protection for aircraft operating in low visibilities and to avoid disturbance of the ILS signals.

Protection of ILS signals during Category II and III operations may dictate that pre-take-off holding positions be more distant from the runway than the holding positions used in good weather. Such holding positions will be appropriately marked and will display signs conforming to specification on ICAO Annex 14, Volume 1, on one or both sides of the taxiway; there may also be a stop bar of red lights. For aircraft taxiing off the runway during Category III operations, exit taxiway centre line lights are colour-coded to facilitate notification of runway vacation: the colour coding ends at the boundary of ILS critical/sensitive area. Pilots are required to make a "Runway Vacated" call on RTF when the aircraft has reached the colour code of part of the exit taxiway centre line lights, due allowance being made for aircraft size to ensure that the entire aircraft is clear of the ILS critical/sensitive area.

In actual Category II or III weather conditions, pilots will be informed by ATC of any unserviceabilities in the promulgated facilities so that they can amend their minima, if necessary, according to their operations manual. Pilots who wish to carry out a practice Category II (or Category III) approach on initial contact with Approach Control. For practice approaches there is no guarantee that the full safeguarding procedures will be applied and pilots should anticipate the possibility of a resultant ILS signal disturbance.

### **AD 1.1.4 Aerodrome operating minima**

For the friction measuring devices used. Where only water is present on a runway and periodic measurements indicate that the runway will not become slippery when wet, no measuring will take place and the runway will be reported as being "WET"

### **AD 1.1.5 Other information**

The International Standards, Recommended Practices and Procedures contained in the following ICAO documents are applicable:

Annex 14 Volume 1 - Aerodrome Design and Operations

Annex 14 Volume 2 - Heliports, are applied without differences.

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