

**FLHN AD 2.1 AERODROME LOCATION INDICATOR AND NAME**  
**FLHN - HARRY MWAANGA NKUMBULA INTL****FLHN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	S 17°49'08.00" E 025°49'07.00" Nil
2	Direction and distance from (city)	N.W. 2.5 NM
3	Elevation/Reference temperature	Elev: 3255 FT (992 M) / T: 34.5° C
4	Geoid undulation at AD ELEV PSN	-
5	MAG VAR/Annual change	8° W ( 2007)
6	AD Administration, address, telephone, telefax, telex, AFS	Zambia Airports Corporation Limited Harry Mwaanga Nkumbula International Airport, PO Box 60199 Livingstone Zambia Tel: +260 977 790822 Tel: 260-213-321682 Tel: 260-213-321153 Tel: 260-213-323222 Tel: +260 965 860494 Fax: 260-213-324235 AFS: FLHNZPX eMail: zacliv@zacl.aero Website: www.zacl.co.zm
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

**FLHN AD 2.3 OPERATIONAL HOURS**

1	AD Administration	0500-1600 and O/R
2	Customs and immigration	0500-1600 and O/R
3	Health and sanitation	Available within AD hours
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	As AD Administration
6	MET Briefing Office	As AD Administration
7	ATS	As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	As AD Administration
11	De-icing	As AD Administration
12	Remarks	Nil

**FLHN AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	Nil
2	Fuel/oil types	Fuel : A1 , AVGAS Oil : Nil
3	Fuelling facilities/capacity	Jet A1 - 92,000Lts- 30,000Lts (fueller) Delivery rate: 800Lts per minute AVGAS - 28,000Lts Delivery rate: 140Lts per minute
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Limited: Light aircraft only.
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Nil

**FLHN AD 2.5 PASSENGER FACILITIES**

1	Hotels	In Town
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2	<i>Restaurants</i>	At AD and in the city
3	<i>Transportation</i>	Taxis at AD and in town
4	<i>Medical facilities</i>	First aid at AD. Hospitals in town
5	<i>Bank and Post Office</i>	At AD and in the city
6	<i>Tourist Office</i>	Offices in Town Tel: 260-213-321405,320123,321487 E-mail: livingstone@zambiatourism.org.zm Website: www.zambiatourism.com
7	<i>Remarks</i>	Nil

### FLHN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	Within AD HR: CAT 7
2	<i>Rescue equipment</i>	YES; Two (2) fire tenders, 1 Ambulances, 15 trained personnel per shift per shift
3	<i>Capability for removal of disabled aircraft</i>	NIL
4	<i>Remarks</i>	Nil

### FLHN AD 2.7 SEASONAL AVAILABILITY

1	<i>Types of clearing equipment</i>	Nil
2	<i>Clearance priorities</i>	Nil
3	<i>Remarks</i>	Nil

### FLHN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Designation, Surface and Strength of Aprons	Designator		Surface		Strength		
		FLHN Apron		Concrete		PCN 52/R		
2	Designation, Width, Surface and Strength of Taxiways	Designator of TWY	Width		Surface		Strength	
		Twy A	23 M		Bitumen		PCN 52/F	
		Twy B	23 M		Bitumen		PCN 52/F	
3	Altimeter checkpoint location and elevation	Location : At Apron Elevation : 3232 FT						
4	VOR/INS checkpoints	VOR: Holding Bay INS: Apron THR RWY 10/28						
5	Remarks	Nil						

### FLHN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</i>	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Day: Yellow centre line markings. Night : Blue OMNI directional edge lights guide lines at apron. Nose-in guidance at aircraft stands.
2	<i>RWY and TWY markings and LGT</i>	RWY: 10/28, THR Green TDZ, centre line, aiming point, RWY Side Strip, edge runway end low intensity OMNI directional white and day markings TWY : Blue edge lights TWY/RWY intersections, marked
3	<i>Stop bars</i>	Stop bars. white markings at all holding positions
4	<i>Remarks</i>	Nil

### FLHN AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Remarks
a	b	c	d
28/TKOF	Mast Elev: 3452 FT (1052 M)	S 17°48'10.80" E 025°51'24.00"	All obstructions outside approach And take-off areas are provided with day markings and obstruction lights.
28/TKOF	Mast Elev: 3485 FT (1062 M)	S 17°49'04.30" E 025°51'27.70"	All obstructions outside approach And take-off areas are provided with day markings and obstruction lights.
33/TKOF	Mast Elev: 3452 FT (1052 M)	S 17°48'10.80" E 025°51'24.00"	All obstructions outside approach And take-off areas are provided with day markings and obstruction lights.
33/TKOF	Mast Elev: 3485 FT (1062 M)	S 17°49'04.30" E 025°51'27.70"	All obstructions outside approach And take-off areas are provided with day markings and obstruction lights.
In circling area and at AD			
Obstacle type Elevation Markings/LGT	Coordinates		Remarks
a	b		c
NOTE: Nil			

**FLHN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	<i>Associated MET Office</i>	Harry Mwaanga Nkumbula
2	<i>Hours of service MET Office outside hours</i>	0500-1600 or on request
3	<i>Office responsible for TAF preparation Period of validity</i>	Harry Mwaanga Nkumbula 9, 18 HR
4	<i>Trend forecast Interval of issuance</i>	METAR TREND 2HR, SPECI as required
5	<i>Briefing/consultation provided</i>	Personal briefing and consultation
6	<i>Flight documentation Language(s) used</i>	Charts, abbreviated plain language text English
7	<i>Charts and other information available for briefing or consultation</i>	Cross section form of forecasts, charts and tables forms of documentation for both international and domestic flights

8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	FLHN MET Briefing Office
10	Additional information (limitation of service, etc.)	Nil

**FLHN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY	TRUE & MAG BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY		THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4		5	6
10	094°(True) 102°(Mag)	2987 x 46	PCN 52/F Bitumen SWY: Nil		S 17°49'13.48" E 025°48'10.89" GUND: Nil	THR 3253.7073 FT (992 M)
28	274°(True) 282°(Mag)	2987 x 46	PCN 52/F Bitumen SWY: Nil		S 17°49'20.26" E 025°49'52.08" GUND: Nil	THR 3236.6634 FT (987 M)
15	139°(True) 147°(Mag)	1373 x 30	AUW 20500 KG Grass Note: Max tyre Pres. 7.73Kg/cm sq SWY: Nil		S 17°48'46.16" E 025°48'52.49" GUND: Nil	THR 3287.21 FT (1002 M)
33	319°(True) 327°(Mag)	1373 x 30	AUW 20500 KG Grass Note: Max tyre Pres. 7.73Kg/cm sq SWY: Nil		S 17°49'16.18" E 025°49'19.72" GUND: Nil	THR 3275.12 FT (998 M)
Slope OF RWY and SWY	SWY dimen- sions (M)	CWY dimen- sions (M)	Strip dimen- sions (M)	RESA dimen- sions (M)	RAG	OFZ
7	8	9	10	11	12	13
For Rwy 10: +1.2%	Nil	360 x 150	3107 x 280	Nil	Nil	Nil
For Rwy 28: +1.2%	60 x 45	240 x 150	3107 x 280	Nil	Nil	Nil
For Rwy 15: Nil	91 x 30	Nil	1732 x 152	Nil	Nil	Nil
For Rwy 33: Nil	0 x 30	Nil	1732 x 152	Nil	Nil	Nil
Designations RWY	Remarks					
1	14					
10	NIL					
28	NIL					
15	NIL THR DISP by 75M					
33	NIL					

**FLHN AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	2987	3347	2987	2987	
15	1373	1464	1464	1373	
28	2987	3227	3047	2987	
33	1373	1373	1373	1373	

**FLHN AD 2.14 APPROACH AND RUNWAY LIGHTING**

<i>RWY Designator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ, LGT LEN</i>	<i>RWY Centre Line LGT Length, spacing, colour, INTST</i>	<i>RWY edge LGT LEN, spacing colour INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN (M) colour</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8	9	10
10	UEL high intensity lights 371 M	Green high intensity lights	PAPI 3°	Nil	Nil	50 M White high intensity lights	Red high intensity lights	Nil	Nil
28	UEL high intensity lights 390 M	Green high intensity lights	PAPI 3°	Nil	Nil	60 M White high intensity lights	Red high intensity lights	Nil	Nil
15	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
33	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

**FLHN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	<i>ABN/IBN location, characteristics and hours of operation</i>	ABN :
2	<i>LDI location and LGT Anemometer location and LGT</i>	LDI: Nil Anemometer: Nil
3	<i>TWY edge and centre line lighting</i>	Taxiway Edge: Twy B - Blue Taxiway Edge: Twy A - Blue
4	<i>Secondary power supply/switch-over time</i>	15 seconds
5	<i>Remarks</i>	Nil

**FLHN AD 2.16 HELICOPTER LANDING AREA**

As guided by ATC

**FLHN AD 2.17 ATS AIRSPACE**

1	<i>Designation and lateral limits</i>	LIVINGSTONE CTR Area bounded by lines joining points S 17°51'36" E 025°30'36" then along the clockwise arc of a circle of 18NM radius centred on S 17°48'44" E 025°49'12" to S 17°56'30" E 026°06'15"; S 17°58'05" E 026°05'23" then along Zimbabwe/Zambia border up to S 17°51'46" E 025°30'39" to point of origin.
2	<i>Vertical limits</i>	GND to FL65
3	<i>Airspace classification</i>	C
4	<i>ATS unit call sign Language(s)</i>	Livingstone Approach, English Livingstone Tower, English
5	<i>Transition altitude</i>	5000 FT (1524 M)
6	<i>Hours of applicability</i>	0600-1500

7	Remarks	Nil
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### FLHN AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>SATVOICE</i>	<i>Logon address</i>	<i>Remarks</i>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
Approach Control	Livingstone Approach	124.3 MHZ	0500-1600	Nil	Nil	
Fuelling	Air Puma	131.7 MHZ	0500- 1600	Nil	Nil	
Emergency	Emergency	121.5 MHZ	0500-1600	Nil	Nil	Emergency
Approach Radar Control	Livingstone Radar Approach	124.4 MHZ	0500-1600	Nil	Nil	
Tower Control	Livingstone Tower	118.1 MHZ	0500-1600	Nil	Nil	VDF available in approach

### FLHN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid MAG VAR CAT of ILS/MLS</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Remarks</i>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
NDB (07° W)	LZ	308.00 KHZ	H24	S 17°49'11.43" E 025°47'40.09"	—	Power output 125w Coverage 60NM
VOR/DME (07° W)	VLI	112.50 MHZ (CH72X)	H24	S 17°48'45.37" E 025°49'12.07"	3297 FT	co-axially co-located with DME

## **FLHN AD 2.20 LOCAL AERODROME REGULATIONS**

### **FLHN AD 2.20.1 Airport Regulations**

At Harry Mwaanga Nkumbula International Airport a number of local traffic regulations apply. The regulations are listed below:

- a. Information about aircraft stands including visual docking guidance systems;
- b. Information about taxiing from aircraft stands including taxi clearance;
- c. Marshaller assistance and towing assistance;
- d. Use of engine power exceeding idle power;
- e. Engine start-up and use of APU;
- f. Fuel spillage; and
- g. Precautions during extreme weather conditions.

Marshaller assistance can be requested and further information about the regulations can be obtained from the Airport Manager or Surface Movement Control (SMC).

When a local regulation is of importance for the safe operation of aircraft on the apron, the information may be given by SMC or Tower.

"Local regulations" may be requested, in writing form :

The Airport Manager  
Harry Mwaanga Nkumbula International Airport  
P'O Box 60199  
Livingstone  
Zambia  
Email: [zaccliv@zacl.aero](mailto:zaccliv@zacl.aero)

### **FLHN AD 2.20.2 Taxiing to and from stands**

Departing IFR flights shall contact Tower to obtain ATC clearance before commencing taxiing. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up. Frequency 118.100MHz shall be used during aerodrome hours of operations. Departing aircraft shall obtain departure clearance and taxi instruction from Nkumbula Tower.

### **FLHN AD 2.20.3 Parking Area for small aircraft (General Aviation)**

General Aviation aircraft will have to use the General parking area.

### **FLHN AD 2.20.4 Parking area for helicopters**

Helicopters parking on the apron will be guided by marshaller or Tower.

### **FLHN AD 2.20.5 Apron-taxiing during winter conditions**

Not applicable.

### **FLHN AD 2.20.6 Taxiing limitations**

Nil

### **FLHN AD 2.20.7 School and training flights –technical test flights – use of runway**

School and training flights must only be made after permission has been obtained from ATSU. Permission will only be granted for such flights subject to departing and arriving traffic.

### **FLHN AD 2.20.8 Helicopter traffic – limitation**

Non-scheduled public air traffic with helicopters is permitted only after prior approval from Livingstone ATSU. Any contact concerning the above shall be made via the handling or directly to the Aerodrome Reporting Office during the hours of service and if possible not later than the day before it is to be carried out

Any request for approval of traffic shall contain the following information:

- a. Owner/operator
- b. Type of helicopter, registration/call sign

- c. Date, arrival time/departure time, destination (s)
- d. Requested flight altitude
- e. ATS route to be flown
- f. ATS serviceable communications equipment

#### **FLHN AD 2.20.9 Removal of disabled aircraft from runways**

When aircraft is disabled on the runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible after prior approval from Director General of Civil Aviation Authority. If a disabled aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

### **FLHN AD 2.21 NOISE ABATEMENT PROCEDURES**

To be developed.

### **FLHN AD 2.22 FLIGHT PROCEDURES**

#### **FLHN AD 2.22.1 General**

All flights within Lusaka FIR at or below FL150 within and outside controlled airspace shall be operated in accordance with instrument/visual flight rules. Flights above FL150 within and outside controlled airspace shall be operated in accordance with instrument flight rules only.

#### **FLHN AD 2.22.2 Procedures for IFR flight within Livingstone TMA and CTR**

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways, reporting points.

#### **FLHN AD 2.22.3 Missed approach**

Missed approach procedures to be followed in the absence of other ATS instructions are as detailed on the Instrument Approach Chart.

#### **FLHN AD 2.22.4 Communication failure**

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

#### **FLHN AD 2.22.5 Procedures for VFR flights within Livingstone CTA and CTR**

Provided traffic and weather conditions so permit, ATC clearance for VFR flights will be given under the conditions described below

- a. A flight plan. Containing items 7 to 18 and shall be submitted.
- b. ATC clearance shall be obtained 5 minutes before the aircraft enters the Control Zone or Control Area.
- c. Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2.
- d. Deviation from the ATC clearance may only be made when prior permission has been obtained or under emergency situation
- e. The flight shall be conducted with vertical visual reference to the ground unless the flight can be conducted in accordance with the Instrument Flight Rules.
- f. Two-way radio communication shall be maintained on the frequency prescribed. Information about the appropriate frequency can be obtained from Livingstone Approach.
- g. The pilot-in-command shall be the holder of an International VHF Licence.

**NOTE:** ATC clearance is intended only to provide separation between IFR and VFR flights

#### **FLHN AD 2.22.6 Radar procedures within TMA**

Radar vectoring in TMA shall be carried out by ATC unit providing direct control over aircraft movement.

Note: radar vectoring charts are not published.

#### **FLHN AD 2.22.7 Surveillance radar approaches**

SRA procedures are not applied.



**FLHN AD 2.22.8 Precision radar approach**

PAR approach procedures are not applied.

**FLHN AD 2.23 ADDITIONAL INFORMATION****FLHN AD 2.23.1 Bird concentration in the vicinity of the airport**

Harry Mwaanga Nkumbula International Airport is located in Mosi-oa-tunya National Park which is a wildlife habitat for birds and animals, bird migration usually occurs during the wet season between late October – April when migrants are at the aerodrome and many birds are in breeding plumage. Intense activity of flocks of Abdim's stork may take place from approximately November to March especially in the morning and late afternoon. As far as practicable aerodrome control will inform pilots of this bird activity and the heights AGL. During the above periods, pilots of aircraft are advised, where the design limitations of aircraft installations permit, to operate landing lights in flight within the terminal area and during take-off, approach to land and climb and descend procedures. The aircraft engine noise is not always effective in the clearing of the Birds from the landing area. Pilots should exercise extreme caution. Prominent birds around the airport are as tabulated below. Prominent birds around the airport are as tabulated below.

<b>SPECIES</b>	<b>STATUS</b>
Lark	Resident
Barn swallow	Migrant
Pied crow	Resident
African green pigeon	Resident
Black bellied bustard	Resident
White heron	Resident
Black headed heron	Migrant
Marabou stork	Migrant
Cattle egret	Migrant
Stork	Migrant
Hammerkop	Resident
Brown snake eagle	Possible migrant
African fish eagle	Resident
African Red winged starling	Resident
Coqui Francolin	Resident

**FLHN AD 2.23.2 Local flying restrictions**

The following procedures for the avoidance for the falls viewing area shall apply to aircraft:

- Traffic from the south into Livingstone via overhead the falls viewing area shall maintain FL070 until overhead the VLI for the left downwind RWY10 or right downwind for RYW 28.
- Traffic from the south wishing to join right downwind RWY 10 or left downwind RWY 28 shall maintain FL070 until established on final
- VFR traffic to Victoria Falls International airport shall route east of Livingstone town when RWY 10 is in use or route west of Victoria Falls town when RWY 28 is in use
- VFR traffic to Kasane via overhead the falls viewing area shall be cleared to 6000ft and after viewing the falls shall descend to 4500ft after 10NM from the bridge.
- Only aircraft equipped with serviceable VHF radio are accepted at Harry Mwaanga Nkumbula aerodrome, unless under special circumstances. Right-hand circuit for Runway 28 and left-hand circuit for Runway 10.

**FLHN AD 2.24 CHARTS RELATED TO AN AERODROME**

<i>Charts</i>	<i>Pages</i>
AERODROME CHART - ICAO	AD 2 FLHN 2 - 1
AERODROME OBSTACLE CHART - ICAO TYPE A RWY 10-28	AD 2 FLHN 5 - 1
AERODROME OBSTACLE CHART - ICAO TYPE B	AD 2 FLHN 6 - 1
Standard Departure Chart — Instru- ment — ICAO RNP SID RWY 10	AD 2 FLHN 10 - 1

<i>Charts</i>	<i>Pages</i>
Standard Departure Chart — Instrument — ICAO RNP SID RWY 28	AD 2 FLHN 10 - 5
Standard Arrival Chart — Instrument — ICAO RNP STAR RWY 10	AD 2 FLHN 12 - 1
Standard Arrival Chart — Instrument — ICAO RNP STAR RWY 28	AD 2 FLHN 12 - 5
Instrument Approach Chart — ICAO RNP RWY 10	AD 2 FLHN 14 - 1
Instrument Approach Chart — ICAO RNP RWY 28	AD 2 FLHN 14 - 3
Instrument Approach Chart — ICAO VOR RWY 10	AD 2 FLHN 14 - 5
Instrument Approach Chart — ICAO VOR RWY 28	AD 2 FLHN 14 - 7
Instrument Approach Chart — ICAO NDB Z RWY 10	AD 2 FLHN 14 - 9
Instrument Approach Chart — ICAO NDB Y RWY 10	AD 2 FLHN 14 - 11
Instrument Approach Chart — ICAO NDB Z RWY 28	AD 2 FLHN 14 - 13
Instrument Approach Chart — ICAO NDB Y RWY 28	AD 2 FLHN 14 - 15