FLKK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FLKK - KENNETH KAUNDA INTL

FLKK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	S 15°19'50.80" E 028°27'09.40" Nil
2	*Direction and distance from (city)*	11 NM NE from Lusaka post office
3	*Elevation/Reference temperature*	Elev: 3780.43 FT (1152 M) / T: 32° 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. Kenneth Kaunda International Airport, Box 30175 Lusaka Zambia Tel: 260-211-271044, 260-211-271248 Fax: 260-211-224777, 260-211-271781 AFS: FLKKZPZX eMail: zacl@zacl.aero Website: www.zacl.co.zm
7	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8	*Remarks*	Helicopter operations to be guided by ATC.

FLKK AD 2.3 OPERATIONAL HOURS

1	*AD Administration*	H24 Daily
2	*Customs and immigration*	H24 Daily
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*	Nil
12	*Remarks*	Nil

FLKK AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	Trucks 1.5-3.5 tonnes. Up to 10 tonnes handling possible, Mechanical forlifts, conveyors, cold rooms, cargo x-rays, customs clearence.
2	*Fuel/oil types*	Fuel : A1 , AVGAS_LL , AVTUR Oil : All types normally available.
3	*Fuelling facilities/capacity*	2 mobile dispensers 11365 & 682 litres per minute
4	*De-icing facilities*	Nil
5	*Hangar space for visiting aircraft*	Nil
6	*Repair facilities for visiting aircraft*	Avble for A/craft up to 5 700 KG. Major repairs by arrangement with the AD
7	*Remarks*	Nil

FLKK AD 2.5 PASSENGER FACILITIES

1	*Hotels*	In the city
2	*Restaurants*	At AD and in the city
3	*Transportation*	Taxis and car hire from the AD
4	*Medical facilities*	First aid at AD, hospital in the city.
5	*Bank and Post Office*	At AD and in the City

6	*Tourist Office*	At AD and in the city : Zambia National Tourist Board Te: (260-211) 229087 – 90 Fax : (260 -211) 225174
7	*Remarks*	Nil

FLKK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	Within AD HR: CAT 9
2	*Rescue equipment*	YES; Three (3) fire tenders, 2 Ambulances, 17 trained personnel per shift
3	*Capability for removal of disabled aircraft*	Nil
4	*Remarks*	Nil

FLKK AD 2.7 SEASONAL AVAILABILITY

1	*Types of clearing equipment*	Nil
2	*Clearance priorities*	Nil
3	*Remarks*	Nil

FLKK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1 *Designation, Surface and Strength of Aprons*

Designator	*Surface*	*Strength*
Apron 1A (International)	Concrete	PCN 120/R/A/W/T
Apron 1B (International and Domestic)	Concrete	PCN 59/R/A/W/T
Apron 1C (International and Domestic)	Concrete	PCN 59/R/A/W/T
Apron 2 (VIP)	Concrete	PCN 120/R/A/W/T
Apron 3 (International and Domestic (Cargo))	Concrete	PCN 120/R/A/W/T

2 *Designation, Width, Surface and Strength of Taxiways*

Designator of TWY	*Width*	*Surface*	*Strength*
A	23 M	Asphalt	PCN 59/F/A/W/T
B	23 M	Asphalt	PCN 59/F/A/W/T
C	23 M	Asphalt	PCN 59/F/A/W/T
D	23 M	Asphalt	PCN 59/F/A/W/T
E	23 M	Asphalt	PCN 59/F/A/W/T
F	23 M	Asphalt	PCN 59/F/A/W/T
G	23 M	Asphalt	PCN 59/F/A/W/T
G4			PCN 120/F/A/W/T
H	23 M	Asphalt	PCN 59/F/A/W/T
I	23 M	Asphalt	PCN 59/F/A/W/T
J	23 M	Asphalt	PCN 59/F/A/W/T
L	23 M	Asphalt	PCN 59/F/A/W/T
N	23 M	Asphalt	PCN 59/F/A/W/T
P	23 M	Asphalt	PCN 59/F/A/W/T

3	*Altimeter checkpoint location and elevation*	Location: At apron Elevation: 3771 FT
4	*VOR/INS checkpoints*	VOR: Holding bays to RWY and THR RWY 10 INS: Aprons

5	*Remarks*	**Note:** Access to Apron 1 via Taxiway Golf 4 (G4) with lighting and markings

FLKK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands*	Aircraft ID marking provided on ground, taxiing guidance provided on R/T. Standard marking at Apron, Mandatory Information and Location signs provided. Guidelines at Apron. Nose-in Guidance at aircraft stands. Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guidelines at apron. Nose-in guidance at aircrafts stands. Letter coded entry gates - Alpha, Bravo, Charlie and G4 into and out of apron
2	*RWY and TWY markings and LGT*	RWY: Designation, TDZ, Aiming Point, Centre line, RWY side strip, marked and lighted. TWY: Centre line, holding positions and at all TWY/RWY intersections, marked and lighted.
3	*Stop bars*	At all holding positions, TWY/RWY intersections, marked and lighted.
4	*Remarks*	Heavy Aircraft (Cat D and E) to use low power when taxiing to Apron 1 PAX Boarding Bridge (PBB) available for parking Stands A1 to A6

FLKK AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			
RWY/Area affected	*Obstacle type Elevation Markings/LGT*	*Coordinates*	*Remarks*
a	b	c	d
10/APCH	FLKK_3833 Elev: 1162.807 m Unlighted	S 15°19'50.09" E 028°25'50.69"	Nil
10/APCH	FLKK_3834 Elev: 1163.017 m Unlighted	S 15°19'50.30" E 028°25'50.72"	Nil
10/APCH	FLKK_3835 Elev: 3824 FT (1165.438 M) Unlighted	S 15°19'50.11" E 028°25'51.54"	Nil
10/APCH	FLKK_3836 Elev: 1161.41 m Unlighted	S 15°19'50.08" E 028°25'51.40"	Nil
10/APCH	FLKK_476 Elev: 1159.881 m Unlighted	S 15°19'37.71" E 028°25'51.00"	Nil
10/APCH	FLKK_477 Elev: 1160.596 m Unlighted	S 15°19'37.77" E 028°25'49.79"	Nil
10/APCH	FLKK_478 Elev: 1162.165 m Unlighted	S 15°19'37.19" E 028°25'50.05"	Nil
10/APCH	FLKK_480 Elev: 1165.737 m Unlighted	S 15°19'48.66" E 028°25'45.82"	TotalAreaofObjectis44236.085m2,asthemaximumsizeoftheObstacle,withthispointtheHighestPointofObject

In approach/TKOF areas			
RWY/Area affected	*Obstacle type Elevation Markings/LGT*	*Coordinates*	*Remarks*
a	b	c	d
10/APCH	FLKK_485 Elev: 1163.872 m Unlighted	S 15°19'50.53" E 028°25'42.17"	Nil
10/APCH	FLKK_525 Elev: 3923 FT (1195.62 M) Unlighted	S 15°19'46.74" E 028°25'32.79"	Nil
10/APCH	FLKK_526 Elev: 1174.573 m Unlighted	S 15°19'51.61" E 028°25'25.01"	Nil
28/APCH	FLKK_417 Elev: 3815 FT (1162.871 M) Unlighted	S 15°20'04.03" E 028°28'31.36"	Nil
28/APCH	FLKK_418 Elev: 1150.962 m Unlighted	S 15°20'03.68" E 028°28'29.17"	Nil
28/APCH	FLKK_423 Elev: 1150.731 m Unlighted	S 15°19'51.44" E 028°28'31.07"	Nil
28/APCH	FLKK_427 Elev: 3818 FT (1163.876 M) Unlighted	S 15°20'03.61" E 028°28'25.28"	Nil
28/APCH	FLKK_428 Elev: 1147.262 m Unlighted	S 15°20'03.24" E 028°28'23.91"	Nil

In circling area and at AD		
Obstacle type Elevation Markings/LGT	*Coordinates*	*Remarks*
a	b	c
NOTE: Nil		

FLKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	Kenneth Kaunda International Airport
2	*Hours of service* *MET Office outside hours*	H24
3	*Office responsible for TAF preparation* *Period of validity*	Kenneth Kaunda International Airport 9, 18 HR
4	*Trend forecast* *Interval of issuance*	Trend Metar, SPECI 2HR
5	*Briefing/consultation provided*	Personal briefing and consultation
6	*Flight documentation* *Language(s) used*	Charts, abbreviated plain language text English
7	*Charts and other information available for briefing or consultation*	Cross section form of forecasts, charts and tabular forms of documentation for both International and domestic flights.
8	*Supplementary equipment available for providing information*	Nil

9	*ATS units provided with information*	FLKK MET Briefing Office
10	*Additional information (limitation of service, etc.)*	Nil

FLKK 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	095°(True) 101°(Mag)	3962 x 46	PCN 59/F SWY: Nil	S 15°19'45.07" E 028°26'03.60" GUND: Nil	THR 3779 FT (1152 M)
28	275°(True) 280°(Mag)	3962 x 46	PCN 59/F SWY: Nil	S 15°19'56.57" E 028°28'15.12" GUND: Nil	THR 3746 FT (1142 M)

Slope OF RWY and SWY	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*RESA dimensions (M)*	*RAG*	*OFZ*
7	8	9	10	11	12	13
For Rwy 10: +1.2%	305 x 46	915 x 306	4539 x 280	92 x 90	Nil	Nil
For Rwy 28: +1.2%	152 x 46	1737 x 306	4539 x 280	92 x 90	Nil	Nil

Designations RWY	*Remarks*
1	14
10	
28	

FLKK AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
10	3962	4877	4267	3962	
28	3962	5699	4114	3962	

FLKK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ, LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INTST*	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
10	CAT1 high intensity lights 900 M CALVERT	Green high intensity lights	PAPI 3°	Nil	30 M White high intensity lights 3962 m Directional	60 M White high intensity lights Omni-directional	Red	Nil	Nil

RWY Designator	*APCH LGT type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ, LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INTST*	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
28	Simple approach system high intensity lights 420 M	Green high intensity lights	PAPI 3°	Nil	30 M White high intensity lights 3962 m Directional	60 M White high intensity lights Omni-directional	Red	Nil	Nil

FLKK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	IBN : At Tower Building, steady Red/IBN H24: H24
2	*LDI location and LGT Anemometer location and LGT*	LDI: Nil Anemometer: Nil
3	*TWY edge and centre line lighting*	Taxiway centre line: A - TWY Illuminated sign boards A,B,C at Entrance to RWY and Apron
4	*Secondary power supply/switch-over time*	Secondary power supply to all lighting at AD. Switch-overtime of within 15 seconds
5	*Remarks*	Nil

FLKK AD 2.16 HELICOPTER LANDING AREA

As guided by ATC

FLKK AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	LUSAKA CTR Area bounded by lines joining points S 14°54'32" E 028°03'59" then along the clockwise arc of a circle of 18NM radius centred on S 14°59'00" E 028°22'00" to S 14°50'42" E 028°38'36"; S 15°09'15" E 028°48'45" then along the clockwise arc of a circle of 25NM radius centred on S 15°19'36" E 028°25'12" to S 15°14'43" E 027°59'50" to point of origin.
2	*Vertical limits*	GND to 7500 FT AMSL
3	*Airspace classification*	C
4	*ATS unit call sign Language(s)*	LUSAKA APP, English Kenneth Kaunda TWR, English
5	*Transition altitude*	6000 FT (1829 M)
6	*Hours of applicability*	H24
7	*Remarks*	Nil

FLKK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*SATVOICE*	*Logon address*	*Remarks*
1	**2**	**3**	**4**	**5**	**6**	**7**
ACC	Lusaka Area	120.5 MHZ	H24	Nil	Nil	

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*SATVOICE*	*Logon address*	*Remarks*
1	**2**	**3**	**4**	**5**	**6**	**7**
Approach Control	Lusaka Approach	121.3 MHZ	H24	Nil	Nil	VDF available
Approach Radar	Lusaka Radar Approach	120.1 MHZ	H24	Nil	Nil	
HF	-	6586.0 KHZ 6915.0 KHZ 6952.0 KHZ 8888.0 KHZ 8903.0 KHZ	H24	Nil	Nil	
Fuelling	Air Puma	131.7 MHZ	H24	Nil	Nil	
Tower Control	Kenneth Kaunda Tower	118.1 MHZ	H24	Nil	Nil	VDF avbl. in emergency
SATPHONE			H24	Nil	Nil	+870 776 124 495

FLKK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS	*ID*	*Frequency*	*Hours of operation*	*Site of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	***2***	***3***	***4***	***5***	***6***	***7***
NDB (05° W)	LE	325.00 KHZ	H24	S 15°20'16.14" E 028°31'59.63"	—	Power output 1kw Coverage 200NM
NDB (05° W)	LN	338.00 KHZ	H24	S 14°58'52.62" E 028°22'26.34"	—	Power output 100w Coverage 50NM
LOC 10 ILS CAT II	LO	110.30 MHZ	H24	S 15°19'57.99" E 028°28'31.38"	—	100° MAG/0.26 NM TO THR RWY 28 Frequency 110.300Mhz H 24 (6° W/1994)
GP 10 ILS CAT II	LO	335.00 MHZ	H24	S 15°19'41.58" E 028°26'14.65"	—	100° MAG/0.26 NM TO THR RWY 28 Frequency 110.300Mhz H 24 (6° W/1994)
DME 10 ILS CAT II (05° W)	LO	(CH40X)	H24	S 15°19'41.58" E 028°26'14.65"	3812 FT	100° MAG/0.26 NM TO THR RWY 28 Frequency 110.300Mhz H 24 (6° W/1994)

Type of aid MAG VAR CAT of ILS/MLS	*ID*	*Frequency*	*Hours of operation*	*Site of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	***2***	***3***	***4***	***5***	***6***	***7***
NDB (05° W)	LW	386.00 KHZ	H24	S 15°19'25.08" E 028°22'15.78"	—	Power output 125w Coverage 60NM
NDB	LY	235.00 KHZ	H24	S 15°29'36.00" E 028°14'37.98"	—	Power output 125w Coverage 60NM
VOR/DME (05° W)	VLS	113.50 MHZ (CH82X)	H24	S 15°19'40.82" E 028°25'15.40"	3804 FT	co-axially co-located with DME

FLKK AD 2.20 LOCAL AERODROME REGULATIONS

FLKK AD 2.20.1 Airport regulations

At Kenneth Kaunda International Airport several local regulations apply. These are: -

a. Information about aircraft stand including visual docking guidance system

b. Information about taxiing from aircraft stands including taxi clearance;

c. Marshaller assistance

d. Engine start-up and use of APU

e. Fuel spillage; and

f. 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 local regulation is of importance for the safe operation of the aircraft on the apron, the information may be given by Airport Manager "Local Regulations" may be requested in writing from

Airport Manager
Kenneth Kaunda International Airport
P.O Box 30175, LUSAKA 10101

FLKK AD 2.20.2 Taxiing

Arriving aircraft will be allocated a stand number by the TWR. General aviation aircraft will have to use apron Charlie parking area.

Departing IFR flights shall contact the Kenneth Kaunda TWR to obtain pushback clearance. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up and Frequency 118.10 MHz shall be used.
Departing aircraft shall obtain taxi instruction from Kenneth Kaunda TWR.

a. Push-back procedure

S.No.	Aircraft Stand	Pushback/Taxi Procedure
1	A1	Turn right and follow lead line joining taxiway Golf 4

2	A2, A3, A4, A5, A6	Turn right or left and follow lead out line to join taxiway Golf 4, Alpha, Bravo and Charlie.
3	B1, B2, B3, B4, B5, B6, B7	Turn right or left and follow lead out line to join taxiway Alpha, Bravo and Charlie.
4	C1, C2	Turn right or left and follow lead out line to join taxiway Alpha, Bravo and Charlie.
5	C3	Turn left and follow lead line joining taxiway Charlie.
Remarks	Remarks To reduce RWY occupancy time, while backtracking on RWY all ACFT shall maintain speed of 25 KT or more DRG dry RWY condition.	

FLKK AD 2.20.3 Parking area for small aircraft (general Aviation)

General aviation aircraft shall be guided by marshallers to the parking area Apron 1.

FLKK AD 2.20.4 Parking area for helicopters

Helicopters will be guided by a marshaller or TWR on the stand.

FLKK AD 2.20.5 Apron — taxiing during winter conditions

Taxi lanes in the apron area are not equipped with center line lights. Taxi lane center line markings are visible all the time.

FLKK AD 2.20.6 Taxiing — limitations

Tight turning angle onto exit Gate Alpha from stands A1, A2, A3, A4, A5, A6 and B1 to taxiway Delta for heavy aircraft. Taxiing information will be given to each aircraft from the TWR.

FLKK AD 2.20.7 School and training flights - Technical test flights — use of runways

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

FLKK AD 2.20.8 Helicopter traffic — limitation

Non-scheduled public air traffic with helicopters is permitted only after approval from the Lusaka ATSU. Any contact concerning the above shall be made via the handling company or directly to the Airport Manager during the hours of service and, if possible, not later than the day before the flights 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 altitude

e. ATS route used

f. ATS serviceable communication

FLKK AD 2.20.9 Removal of disabled aircraft from runways

When an 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 as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority or at the owner's or user's expense.

FLKK AD 2.21 NOISE ABATEMENT PROCEDURES

TO BE DEVELOPED.

FLKK AD 2.22 FLIGHT PROCEDURES

FLKK 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.

Unless permission has been obtained from an ATC unit, all flights within the Lusaka FIR shall be conducted within and in accordance with established ATS routes.

FLKK AD 2.22.2 Procedures for flights within Lusaka UTA

The inbound, transit and outbound routes shown on charts may be varied at the discretion of ACC. En-route clearance shall be given under the conditions described below.

a. A flight plan shall be submitted for the flight concerned

b. En-route clearance shall be obtained from Lusaka ACC

c. Deviation from the en-route clearance may be made when prior permission has been obtained

d. Two-way radio contact shall be established with ACC before the flight takes place in the UTA

e. Two-way radio communication shall be maintained with ACC or nearest ATS Unit on the frequency prescribed

f. Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2

g. The pilot —in- command shall be the holder of an International VHF licence.

FLKK AD 2.22.3 Procedures for IFR flights

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

FLKK AD 2.22.4 Radar procedures within Lusaka TMA and CTR

Normally, aircraft will be vectored and sequenced from a circle 50NM radius centered at VLS VOR/DME to the appropriate final approach track (ILS. Locator, VOR/DME), so as to ensure an expeditious flow of traffic. Radar vectors and flight levels/altitudes will be issued as required, for spacing and separating aircraft so that the correct landing intervals are maintained, taking into account aircraft characteristics.

Radar vectoring charts are not published since the instrument approach procedures and altitude ensure that adequate terrain clearance exists at all times until the point where the pilot will resume navigation on final approach or circuit it.

FLKK AD 2.22.5 Surveillance Radar Approaches

NIL

FLKK AD 2.22.6 Communication failure

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

Flights departing from unmanned aerodromes within the TMA and CTR shall obtain en-route ATC clearance from Lusaka Approach control or Lusaka ACC immediately before leaving the aerodrome traffic zone.

FLKK AD 2.22.7 Procedures for VFR flights within Lusaka TMA and CTR

Provided that the VFR conditions shall so permit, ATC clearance for VFR flights will be given under the conditions described below.

1. flight plan . Containing items 7 to 18 and shall be submitted.
2. ATC clearance shall be obtained 5 minutes before the aircraft enters the Control Zone or Control Area.
3. Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2.
4. Deviation from the ATC clearance may only be made when prior permission has been obtained or under emergency situation

5. 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.

6. Two-way radio communication shall be maintained on the frequency prescribed. Information about the appropriate frequency can be obtained from Lusaka Approach.

7. The pilot-in-command shall be the the holder of an International VHF Licence.

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

FLKK AD 2.23 ADDITIONAL INFORMATION

FLKK AD 2.23.1 Bird concentrations in the vicinity of the airport

Migratory birds are usually present at the aerodrome from late October to April during the country's wet season. Cattle egrets cross the approach path of runway 10 at less than 5000 feet between 15:00 UTC and 18:00 UTC almost all year round. During the above periods pilots of aircraft are advised where the design limitations of aircraft installation permit, to operate landing lights in flight, within the terminal area and during take-off, approach-to-land and climb and descent procedures.

As far as practicable, Aerodrome Control will inform pilots of this bird activity and the estimated heights AGL. As a control measure, runway sweeps are conducted daily before landing and takeoff on aircrafts.

The aircraft engine noise is not always effective in the clearing of these birds from the landing area, pilots should exercise extreme caution. Prominent birds around the airport are as tabulated below.

SPECIES	**STATUS**
Lapwing	Resident
Lark	Resident
Night Jar	Migrant
Swallows	Migrant
Guinea Fowl	Resident
Black Bellied Bustard	Resident
Kites	Migrant
Pied Crow	Resident
Heron	Possible migrant
Ban Swallow	Migrant/Resident
Abdim's Storks	Migrant
Owls	Resident
Cattle Egret	Migrant/Resident

FLKK AD 2.23.2 Local Flying Restrictions

Only aircraft equipped with serviceable VHF radio will be accepted at this airport.

Aircraft flying in Lusaka circuit are restricted to maximum altitude of 5000FT on Lusaka QNH. Circuit traffic on the right hand traffic pattern to remain north of the Great East Road and clear of Airforce Base.

Blasting operations on the right hand at 152200S 0282500E. Monday to Friday between 1200 and 1430 UTC.

FLKK AD 2.24 CHARTS RELATED TO AN AERODROME

Charts	*Pages*
AERODROME CHART - ICAO	AD 2 FLKK 2 - 1
APRON PARKING DIAGRAM - APRON 1.pdf	AD 2 FLKK 2 - 3
APRON PARKING DIAGRAM - APRON 2 and 3.pdf	AD 2 FLKK 2 - 5
AERODROME GROUND MOVEMENT CHART - ICAO	AD 2 FLKK 3 - 1
AERODROME OBSTACLE CHART - ICAO TYPE A RWY 10-28	AD 2 FLKK 5 - 1
AERODROME OBSTACLE CHART - ICAO TYPE B	AD 2 FLKK 6 - 1
TERMINAL AREA CHART - ICAO DEPARTURE AND TRANSIT ROUTES - TMA	AD 2 FLKK 9 - 1