


1 	ZAMBIA AIRPORTS CORPORATION LTD AIP SUPPLEMENT	ZACL P.O BOX 30175 LUSAKA ZACL/ANS/AIS/AIPSUPP004/16
		AIP SUPP 004/2016 16 June 2016

AIRCRAFT EQUIPMENT

TRANSPONDER EQUIPAGE

The Lusaka Flight Information Region (FIR) has been equipped with two Secondary Surveillance Radar (SSR) systems at Kenneth Kaunda (Lusaka) and Harry Mwaanga Nkumbula (Livingstone) International airports.

All aircraft operating in controlled airspace will be required to be equipped with **Mode A, C or S** transponders. Controlled airspace includes that in **Class A, Class C and Class E**.

Secondary Surveillance Radar (SSR) systems use interrogators and airborne transponders to determine the identity and altitude of suitably equipped aircraft within the coverage volume of the surveillance system.

Except when encountering a state of emergency, pilots shall operate transponders and select modes and codes in accordance with **ATC** instruction. In particular, when entering the Lusaka FIR, pilots who have already received specific instruction from ATC concerning the setting of the transponder shall maintain the setting until otherwise instructed.

If the pilot of an aircraft encountering a state of emergency has previously been directed by **ATC** to operate the transponder on a specific code setting, this setting shall be maintained until otherwise advised. In all other circumstances the transponder shall be set to **Mode A** Code 77 (or 7700).

Note: a continuous monitoring of responses is maintained on -
Code 77 (7700) Aircraft emergency
Code 76 (7600) Radio failure
Code 75 (7500) Hijack or other act of violence

Within Zambian airspace pilots must select the Transponder to "standby" before effecting an SSR code change and returning the transponder to ON/ALT. This action is required to prevent possible loss of displayed aircraft position/label information and possible misidentification of aircraft in automated Zambian Air Traffic Control (ATC) systems due to temporary selection (while making the changes) of a code already in use.

ATS surveillance services and procedures

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Primary radar

A radar unit normally operates as an integral part of the parent ATS unit and provides radar service to aircraft to the maximum extent practicable, to meet the operational requirement. Many factors, such as radar coverage, controller workload and equipment capabilities, may affect these services and the radar controller shall determine whether he/she is able to provide, or continue to provide, radar services in any specific case.

Radar facilities are established at the following ATC Centres in Zambia:

Kenneth Kaunda (Lusaka) International Airport
Harry Mwaanga Nkumbula (Livingstone) International Airport.

Controlled Airspace

Radar control service is provided in controlled airspace to aircraft operating within radar range. This service may include:

- Radar separation of arriving, departing and en-route traffic;
- Radar monitoring of arriving, departing and en-route traffic to provide information on any significant deviation from normal flight path;
- Radar vectoring when required;
- Assistance to aircraft in emergency;
- Assistance to aircraft crossing controlled airspace;
- Warnings and position information on other aircraft considered to constitute a hazard;
- Information on observed weather conditions;
- When vectored by the radar controller, pilots will be assigned levels which will provide terrain clearance.

Uncontrolled airspace

When an aircraft which has been provided with radar control service leaves controlled airspace, the control service will automatically be terminated without the pilot being notified.
Secondary Surveillance Radar (SSR)

For the present only Lusaka and Livingstone International airports are equipped to provide secondary surveillance radar (SSR) service.

System of SSR Code assignment

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Unless otherwise directed by air traffic control, the last assigned identity (Mode A) code in flight shall be retained. After landing pilots to ensure that Mode A 2000 is selected. If no identity code is assigned, Mode A 2000 shall be selected and retained.

While operating within Zambian airspace all aircraft shall be equipped and operate a serviceable Mode A, C or S transponder to prevent occurrences of AIRPROX when:

Operating within or transiting any controlled airspace as listed below;

Operating within 2000ft above or below such controlled airspace;

Operating below or within 5 NM (vicinity) of defined lateral limits of controlled airspace boundaries; and,

Any other airspace where the operation of transponders have been prescribed by the Director General of Civil Aviation.

All aircraft operating within the under mentioned airspaces are to be equipped with Mode A, C or S transponder equipment:

Lusaka FIR

Lusaka Upper Control Area (UTA)

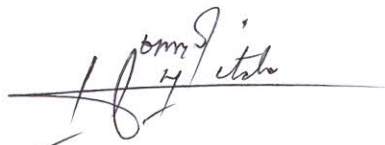
Lusaka Terminal Control Area (TMA)

Lusaka Control Zone (CTR).

Livingstone Control Area (CTA)

Livingstone Control Zone (CTR).

The AIP Supplement supersedes AIP SUPP 003/2015 dated 7th April 2015 and becomes effective from 31st July 2016.



Robinson Misitala
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