FLMG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FLMG - MONGU

FLMG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	S 15°15'16.10" E 023°09'21.70" Nil
2	*Direction and distance from (city)*	EAST of MONGU 2NM
3	*Elevation/Reference temperature*	Elev: 3465 FT (1056 M) / T: 33.9° C
4	*Geoid undulation at AD ELEV PSN*	-
5	*MAG VAR/Annual change*	7° W (1994)
6	*AD Administration, address, telephone, telefax, telex, AFS*	Zambia Airports Corporation Limited Mongu Airport P.O Box 910038 Mongu Zambia Tel: 260-217-221260 AFS: FLMGZPZX
7	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8	*Remarks*	Nil

FLMG AD 2.3 OPERATIONAL HOURS

1	*AD Administration*	0600-1500
2	*Customs and immigration*	On Request
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

FLMG AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	Nil
2	*Fuel/oil types*	Fuel : Nil Oil : Nil
3	*Fuelling facilities/capacity*	Nil
4	*De-icing facilities*	Nil
5	*Hangar space for visiting aircraft*	Nil
6	*Repair facilities for visiting aircraft*	Nil
7	*Remarks*	Nil

FLMG AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Hotels In Town
2	*Restaurants*	In Town
3	*Transportation*	Nil
4	*Medical facilities*	First aid at AD Hospital in Town
5	*Bank and Post Office*	In town
6	*Tourist Office*	Office in Lyambai Hotel Tel: 260-21-7-221138 Telefax: Nil
7	*Remarks*	Nil

FLMG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

FLMG AD 2.7 SEASONAL AVAILABILITY

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

FLMG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	*Designation, Surface and Strength of Aprons*	*Designator*		*Surface*	*Strength*
		FLMG Apron		Bitumen	PCN 20
2	*Designation, Width, Surface and Strength of Taxiways*	*Designator of TWY*	*Width*	*Surface*	*Strength*
		FLMG Twy		Bitumen	PCN 20
3	*Altimeter checkpoint location and elevation*	Location: Elevation: At Apron Nil Info			
4	*VOR/INS checkpoints*	VOR: Nil INS: Apron			
5	*Remarks*	Nil			

FLMG 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*	NIL
2	*RWY and TWY markings and LGT*	NIL
3	*Stop bars*	NIL
4	*Remarks*	Nil

FLMG 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	Antenna Elev: 3505 FT (1068 M)	S 15°15'10.96" E 023°08'32.83"	Nil
10/APCH	TERRAIN Elev: 3476 FT (1059 M)	S 15°15'18.46" E 023°09'15.48"	Nil
10/APCH	Trees Elev: 3487 FT (1063 M)	S 15°15'13.00" E 023°09'04.48"	Nil
28/APCH	Trees2 Elev: 3540 FT (1079 M)	S 15°15'16.52" E 023°10'32.90"	Nil
28/APCH	Trees3 Elev: 3532 FT (1077 M)	S 15°15'16.52" E 023°10'32.90"	Nil
28/APCH	Trees4 Elev: 3555 FT (1084 M)	S 15°15'18.15" E 023°10'34.09"	Nil

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

FLMG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	Mongu
2	*Hours of service* *MET Office outside hours*	0400 –1600
3	*Office responsible for TAF preparation* *Period of validity*	Kenneth Kaunda International Airport As required by flights.
4	*Trend forecast* *Interval of issuance*	METAR- SPECI 2 HR
5	*Briefing/consultation provided*	Prior notice required
6	*Flight documentation* *Language(s) used*	NIL
7	*Charts and other information available for briefing or consultation*	Provided in tabular form for domestic flights only.
8	*Supplementary equipment available for providing information*	Nil
9	*ATS units provided with information*	FLMG MET Briefing Office
10	*Additional information (limitation of service, etc.)*	Nil

FLMG 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	087°(True) 094°(Mag)	1447 x 21	PCN 20 Bitumen Note: SEALED BRICK SWY: Nil	S 15°15'18.86" E 023°09'22.78" GUND: Nil	THR 3503 FT (1068 M)
28	267°(True) 274°(Mag)	1447 x 21	PCN 20 Bitumen Note: SEALED BRICK SWY: Nil	S 15°15'15.32" E 023°10'11.15" GUND: Nil	THR 3462 FT (1055 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%	Nil	183 x 150	1628 x 150	Nil	Nil	Nil
For Rwy 28: +1.2%	61 x 21	122 x 150	1628 x 150	Nil	Nil	Nil

Designations RWY	*Remarks*
1	14
10	
28	

FLMG AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
10	1447	1630	1508	1447	
28	1447	1569	1508	1447	

FLMG 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	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
28	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

FLMG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

FLMG AD 2.16 HELICOPTER LANDING AREA

FLMG AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	MONGU ATZ Circular area centered on S 15°13'30" E 023°09'10" ( ) within a 10NM radius.
2	*Vertical limits*	GND to 5000 FT AMSL
3	*Airspace classification*	G
4	*ATS unit call sign Language(s)*	MONGU Radio, English
5	*Transition altitude*	5000 FT (1524 M)
6	*Hours of applicability*	0400 - 1500
7	*Remarks*	Nil

FLMG 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**
AFIS	MONGU Radio	118.3 MHZ 6952.0 KHZ	HJ	Nil	Nil	Primary Freq. Secondary Freq.

FLMG 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 (07° W)	MG	391.00 KHZ	H24	S 15°12'51.60" E 023°09'22.80"	—	Power output 100w Coverage 50NM
VOR/DME (07° W)	VMG	115.30 MHZ (CH100X)	H24	S 15°15'09.84" E 023°11'25.62"	3465 FT	co-axially co-located with DME

FLMG AD 2.20 LOCAL AERODROME REGULATIONS

FLMG AD 2.20.1 Aerodrome Regulations

At Mongu Airport a number of local 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. Limitations in the operation of large aircraft including limitations in the use of the aircraft own power for taxiing;

d. Towing assistance;

e. Use of engine power exceeding idle power;

f. Engine start-up and use of APU;

g. Fuel spillage;

When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given by the TWR. "Local Regulations" may be requested , in writing from:
Officer in Charge
Mongu Airport

FLMG.AD 2.20.2 Taxiing to and from stands

Arriving aircraft will be allocated a stand number by Mongu Radio. The General aviation aircraft will have to use the general aviation parking area.
Departing flights shall contact Mongu Radio to obtain clearance before commencing taxiing. Requesting for ATC clearance may take place at the earliest 10 minutes prior to engine start-up.
Frequency 118.1Mhz is to be used throughout the Aerodrome H.O.O departing aircraft shall obtain clearance and taxi instruction from Mongu Radio on 118.1Mhz.

FLMG AD 2.20.3 Parking area for small aircraft (General Aviation)

General aviation aircraft shall be guided by AFIS to the parking area for small aircraft.

FLMG AD 2.20.4 Parking area for helicopters

There is no specific parking area for Helicopters. Helicopters will always be guided by Mongu Radio.

FLMG AD 2.20.5 Apron - taxiing during winter conditions

Taxiways in the apron area are not ground marked with centerline and TWY edge markings. Taxiing assistance can be requested via the Mongu Radio

FLMG AD 2.20.6 Taxiing -limitations

Information will be given to each aircraft from the AFIS

FLMG AD 2.20.7 School and training flights-technical test flights-use of runways

School and training flights may be made during the Aerodrome H.O.O permission will only be granted for such flights. Subject to traffic density.

FLMG AD 2.20.8 Helicopter traffic - limitation

Non-scheduled public air traffic with helicopters is permitted only after prior notice to Mongu AFIS. Any contact concerning the above shall be made to the officer in charge during the hours of service and, if possible, not later than the day before the flight 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. ATC flight plan. Further more, other details relevant to the evaluation of the request shall be given as required.

FLMG AD 2.20.9 Removal of disabled aircraft from runways

When an aircraft is wrecked on a 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 Civil Aviation Authority. If a wrecked aircraft is not removed from runway as quickly as possible by the owner or user, theaircraft will be removed by the aerodrome authority at the owners or user's expense.

FLMG AD 2.21 NOISE ABATEMENT PROCEDURES

TO BE DEVELOPED.

FLMG AD 2.22 FLIGHT PROCEDURES

FLMG 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.

FLMG AD 2.22.2 Procedures for flights within Lusaka Upper Control Area.

The inbound, transit and outbound routes shown on 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.

FLMG AD 2.22.3 Communication failure

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

FLMG AD 2.22.4 En route Clearance

En-route clearance will be given under the conditions described below:

a. Flight Plan shall be submitted for the flight concerned.

b. En-route Clearance shall be obtained from Lusaka Control

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

d. Two-way radio communication shall be established and maintained with Lusaka Control or ATS unit nearest to the ATS route before flight takes place in the UTA.

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

f. The pilot-in-command shall be the holder of an international VHF licence.

FLMG AD 2.22.5 Procedures for flights outside the Lusaka Upper Control Area.

Unless permission has been obtained from Lusaka control:-

a. A Flight Plan shall be submitted for the flight concerned.

b. ATC Clearance shall be obtained from Lusaka Control and/or nearest Air Traffic Service Unit when departing from uncontrolled aerodrome.

c. Two-way radio communication shall be maintained on the appropriate frequency prescribed by Area Control or ATS Units.

d. En-route clearance shall be obtained from Lusaka Control or nearest ATS Unit.

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

f. VFR flights shall be conducted with vertical visual reference to the ground.

g. Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2. Where flying time is one hour or more between designated reporting points, pilots shall submit a half hourly “Operations Normal” report to Lusaka Control or nearest ATS unit.

h. ATC clearance shall be obtained immediately before the aircraft enters a controlled airspace concerned.

i. Two-way radio contact shall be established with appropriate approach control unit on the frequency prescribed before the flight takes place in the Control Zone, Control Area, Terminal or per Control Areas.

j. The pilot-in-command shall be the holder of an international VHF Licence.

FLMG AD 2.22.6 Procedures for flights within Mongu ATZ

Except with permission from Mongu information, All flights shall maintain two-way radio contact with Mongu information on 118.100Mhz.
If necessary in case of congestion, inbound IFR aircraft may also be instructed to hold at one of designated reporting points.
Missed Approach Procedures to be followed are as detailed on Instrument Approach Chart.

NOTE: ATC clearance is intended only to provide seperation between flights in as far as practicable below FL245.

FLMG AD 2.23 ADDITIONAL INFORMATION

FLMG AD 2.23.1 Bird concentrations in the vicinity of the airport

Bird activity of Abdim's Stock may take place from approximately September to May, especially in the morning and late afternoon. As far as practicable, Mongu information will inform pilots of this bird activity and the estimated 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 descent procedures.

FLMG AD 2.23.2 Pedestrains Cyclists and Animals

Pedestrians, cyclists and herds of domestic and/or wild animals may wonder in the vicinity at the aerodromes.
Due to the hazard of them crossing the runway, pilots must excercise caution on landing and take-off.

FLMG AD 2.24 CHARTS RELATED TO AN AERODROME

Charts	*Pages*
Landing Chart - ICAO	AD 2 FLMG 2 - 1
AERODROME OBSTACLE CHART - ICAO TYPE A RWY 10-28	AD 2 FLMG 5 - 1
AERODROME OBSTACLE CHART - ICAO TYPE B	AD 2 FLMG 6 - 1
Instrument Approach Chart — ICAO NDB RWY 10	AD 2 FLMG 14 - 1

THIS PAGE
INTENTIONALLY
LEFT BLANK