



REPUBLIC OF ZAMBIA
ZAMBIA AIRPORTS CORPORATION
LIMITED
Kenneth Kaunda International Airport
P. O. BOX 30175,
Lusaka. 10101
Zambia

AIRAC

Tel: +260 211271048
FAX: +260211271469
E-mail: ais.lusaka@zacl.aero
Website: www.zacl.co.zm

AIP AIRAC AMDT 01/2023

15 JUN 2023

15 JUN 2023

1. Insert or replace respectively the attached pages with effective date:

page to be destroyed		page to be inserted	
GEN 0.4 - 1	29 DEC 2022	GEN 0.4 - 1	15 JUN 2023
GEN 0.4 - 2	29 DEC 2022	GEN 0.4 - 2	15 JUN 2023
GEN 0.4 - 3	29 DEC 2022	GEN 0.4 - 3	15 JUN 2023
GEN 0.4 - 4	29 DEC 2022	GEN 0.4 - 4	15 JUN 2023
ENR 2.1 - 1	29 DEC 2022	ENR 2.1 - 1	15 JUN 2023
ENR 2.1 - 2	29 DEC 2022	ENR 2.1 - 2	15 JUN 2023
ENR 2.1 - 3	29 DEC 2022	ENR 2.1 - 3	15 JUN 2023
ENR 2.1 - 4	29 DEC 2022	ENR 2.1 - 4	15 JUN 2023
ENR 2.1 - 5	29 DEC 2022	ENR 2.1 - 5	15 JUN 2023
ENR 2.1 - 6	29 DEC 2022	ENR 2.1 - 6	15 JUN 2023
ENR 2.1 - 7	24 FEB 2022	ENR 2.1 - 7	15 JUN 2023
ENR 2.1 - 8	24 FEB 2022	ENR 2.1 - 8	15 JUN 2023
ENR 3.1 A405 - 1	29 DEC 2022	ENR 3.1 A405 - 1	15 JUN 2023
ENR 3.1 A405 - 2	29 DEC 2022	ENR 3.1 A405 - 2	15 JUN 2023
ENR 3.1 B530 - 1	24 FEB 2022	ENR 3.1 B530 - 1	15 JUN 2023
ENR 3.1 B530 - 2	24 FEB 2022	ENR 3.1 B530 - 2	15 JUN 2023
ENR 3.1 R779 - 1	24 FEB 2022	ENR 3.1 R779 - 1	15 JUN 2023
ENR 3.1 R779 - 2	24 FEB 2022	ENR 3.1 R779 - 2	15 JUN 2023
ENR 3.2 UA400 - 1	29 DEC 2022	ENR 3.2 UA400 - 1	15 JUN 2023
ENR 3.2 UA400 - 2	29 DEC 2022	ENR 3.2 UA400 - 2	15 JUN 2023
ENR 3.2 UA409 - 1	29 DEC 2022	ENR 3.2 UA409 - 1	15 JUN 2023
ENR 3.2 UA409 - 2	29 DEC 2022	ENR 3.2 UA409 - 2	15 JUN 2023
ENR 3.2 UA607 - 1	29 DEC 2022	ENR 3.2 UA607 - 1	15 JUN 2023
ENR 3.2 UA607 - 2	29 DEC 2022	ENR 3.2 UA607 - 2	15 JUN 2023
ENR 3.2 UB530 - 1	24 FEB 2022	ENR 3.2 UB530 - 1	15 JUN 2023
ENR 3.2 UB530 - 2	24 FEB 2022	ENR 3.2 UB530 - 2	15 JUN 2023
ENR 3.2 UG424 - 1	29 DEC 2022	ENR 3.2 UG424 - 1	15 JUN 2023
ENR 3.2 UG424 - 2	29 DEC 2022	ENR 3.2 UG424 - 2	15 JUN 2023
ENR 3.2 UG656 - 1	24 FEB 2022	ENR 3.2 UG656 - 1	15 JUN 2023
ENR 3.2 UG656 - 2	24 FEB 2022	ENR 3.2 UG656 - 2	15 JUN 2023
ENR 3.2 UP312 - 1	29 DEC 2022	ENR 3.2 UP312 - 1	15 JUN 2023
ENR 3.2 UP312 - 2	29 DEC 2022	ENR 3.2 UP312 - 2	15 JUN 2023
ENR 3.2 UR525 - 1	29 DEC 2022	ENR 3.2 UR525 - 1	15 JUN 2023
ENR 3.2 UR525 - 2	29 DEC 2022	ENR 3.2 UR525 - 2	15 JUN 2023

page to be destroyed		page to be inserted	
ENR 3.2 UR779 - 1	29 DEC 2022	ENR 3.2 UR779 - 1	15 JUN 2023
ENR 3.2 UR779 - 2	29 DEC 2022	ENR 3.2 UR779 - 2	15 JUN 2023
ENR 3.3 UM214 - 1	29 DEC 2022	ENR 3.3 UM214 - 1	15 JUN 2023
ENR 3.3 UM214 - 2	29 DEC 2022	ENR 3.3 UM214 - 2	15 JUN 2023
ENR 3.3 UM215 - 1	29 DEC 2022	ENR 3.3 UM215 - 1	15 JUN 2023
ENR 3.3 UM215 - 2	29 DEC 2022	ENR 3.3 UM215 - 2	15 JUN 2023
ENR 3.3 UM437 - 1	24 FEB 2022	ENR 3.3 UM437 - 1	15 JUN 2023
ENR 3.3 UM437 - 2	24 FEB 2022	ENR 3.3 UM437 - 2	15 JUN 2023
ENR 3.3 UM731 - 1	29 DEC 2022	ENR 3.3 UM731 - 1	15 JUN 2023
ENR 3.3 UM731 - 2	29 DEC 2022	ENR 3.3 UM731 - 2	15 JUN 2023
ENR 3.3 UQ83 - 1	24 FEB 2022	ENR 3.3 UQ83 - 1	15 JUN 2023
ENR 3.3 UQ83 - 2	24 FEB 2022	ENR 3.3 UQ83 - 2	15 JUN 2023
ENR 3.3 UR784 - 1	24 FEB 2022	ENR 3.3 UR784 - 1	15 JUN 2023
ENR 3.3 UR784 - 2	24 FEB 2022	ENR 3.3 UR784 - 2	15 JUN 2023
ENR 3.3 UT281 - 1	24 FEB 2022	ENR 3.3 UT281 - 1	15 JUN 2023
ENR 3.3 UT281 - 2	24 FEB 2022	ENR 3.3 UT281 - 2	15 JUN 2023
ENR 3.3 UT967 - 1	24 FEB 2022	ENR 3.3 UT967 - 1	15 JUN 2023
ENR 3.3 UT967 - 2	24 FEB 2022	ENR 3.3 UT967 - 2	15 JUN 2023
ENR 4.1 - 1	29 DEC 2022	ENR 4.1 - 1	15 JUN 2023
ENR 4.1 - 2	29 DEC 2022	ENR 4.1 - 2	15 JUN 2023
AD 2 FLHN 1 - 5	29 DEC 2022	AD 2 FLHN 1 - 5	15 JUN 2023
AD 2 FLHN 1 - 6	29 DEC 2022	AD 2 FLHN 1 - 6	15 JUN 2023
AD 2 FLHN 12 - 1	29 DEC 2022	AD 2 FLHN 12 - 1	15 JUN 2023
AD 2 FLHN 12 - 2	29 DEC 2022	AD 2 FLHN 12 - 2	15 JUN 2023
AD 2 FLHN 12 - 3	29 DEC 2022	AD 2 FLHN 12 - 3	15 JUN 2023
AD 2 FLHN 12 - 4	29 DEC 2022	AD 2 FLHN 12 - 4	15 JUN 2023
AD 2 FLHN 12 - 5	29 DEC 2022	AD 2 FLHN 12 - 5	15 JUN 2023
AD 2 FLHN 12 - 6	29 DEC 2022	AD 2 FLHN 12 - 6	15 JUN 2023
AD 2 FLHN 12 - 7	29 DEC 2022	AD 2 FLHN 12 - 7	15 JUN 2023
AD 2 FLHN 12 - 8	29 DEC 2022	AD 2 FLHN 12 - 8	15 JUN 2023
AD 2 FLHN 14 - 5	29 DEC 2022	AD 2 FLHN 14 - 5	15 JUN 2023
AD 2 FLHN 14 - 6	29 DEC 2022	AD 2 FLHN 14 - 6	15 JUN 2023
AD 2 FLHN 14 - 7	29 DEC 2022	AD 2 FLHN 14 - 7	15 JUN 2023
AD 2 FLHN 14 - 8	29 DEC 2022	AD 2 FLHN 14 - 8	15 JUN 2023
AD 2 FLKK 1 - 5	29 DEC 2022	AD 2 FLKK 1 - 5	15 JUN 2023
AD 2 FLKK 1 - 6	29 DEC 2022	AD 2 FLKK 1 - 6	15 JUN 2023
AD 2 FLKK 5 - 1	24 FEB 2022	AD 2 FLKK 5 - 1	15 JUN 2023
AD 2 FLKK 5 - 2	24 FEB 2022	AD 2 FLKK 5 - 2	15 JUN 2023
AD 2 FLKK 12 - 1	29 DEC 2022	AD 2 FLKK 12 - 1	15 JUN 2023
AD 2 FLKK 12 - 2	29 DEC 2022	AD 2 FLKK 12 - 2	15 JUN 2023
AD 2 FLKK 12 - 3	29 DEC 2022	AD 2 FLKK 12 - 3	15 JUN 2023
AD 2 FLKK 12 - 4	29 DEC 2022	AD 2 FLKK 12 - 4	15 JUN 2023
AD 2 FLKK 14 - 5	29 DEC 2022	AD 2 FLKK 14 - 5	15 JUN 2023
AD 2 FLKK 14 - 6	29 DEC 2022	AD 2 FLKK 14 - 6	15 JUN 2023
AD 2 FLKK 14 - 7	29 DEC 2022	AD 2 FLKK 14 - 7	15 JUN 2023
AD 2 FLKK 14 - 8	29 DEC 2022	AD 2 FLKK 14 - 8	15 JUN 2023
AD 2 FLMF 12 - 5	29 DEC 2022	AD 2 FLMF 12 - 5	15 JUN 2023
AD 2 FLMF 12 - 6	29 DEC 2022	AD 2 FLMF 12 - 6	15 JUN 2023
AD 2 FLMF 12 - 7	29 DEC 2022	AD 2 FLMF 12 - 7	15 JUN 2023
AD 2 FLMF 12 - 8	29 DEC 2022	AD 2 FLMF 12 - 8	15 JUN 2023

page to be destroyed		page to be inserted	
AD 2 FLMG 1 - 3	29 DEC 2022	AD 2 FLMG 1 - 3	15 JUN 2023
AD 2 FLMG 1 - 4	29 DEC 2022	AD 2 FLMG 1 - 4	15 JUN 2023
AD 2 FLSW 14 - 1	29 DEC 2022	AD 2 FLSW 14 - 1	15 JUN 2023
AD 2 FLSW 14 - 2	29 DEC 2022	AD 2 FLSW 14 - 2	15 JUN 2023

THIS PAGE
INTENTIONALLY
LEFT BLANK

GEN 0.4 CHECKLIST OF AIP PAGES

GEN 0				ENR 0	
0.1 - 1	24 FEB 2022	2.3 - 2	24 FEB 2022	0.6 - 1	24 FEB 2022
0.1 - 2	24 FEB 2022	2.3 - 3	24 FEB 2022	0.6 - 2	24 FEB 2022
0.1 - 3	24 FEB 2022	2.3 - 4	24 FEB 2022	0.6 - 3	24 FEB 2022
0.1 - 4	24 FEB 2022	2.4 - 1	29 DEC 2022	0.6 - 4	24 FEB 2022
0.2 - 1	24 FEB 2022	2.4 - 2	29 DEC 2022		
0.2 - 2	24 FEB 2022	2.4 - 3	29 DEC 2022		
0.2 - 3	24 FEB 2022	2.4 - 4	29 DEC 2022	ENR 1	
0.3 - 1	24 FEB 2022	2.5 - 1	29 DEC 2022	1.1 - 1	24 FEB 2022
0.3 - 2	24 FEB 2022	2.5 - 2	29 DEC 2022	1.1 - 2	24 FEB 2022
0.4 - 1	15 JUN 2023	2.6 - 1	24 FEB 2022	1.2 - 1	24 FEB 2022
0.4 - 2	15 JUN 2023	2.6 - 2	24 FEB 2022	1.2 - 2	24 FEB 2022
0.4 - 3	15 JUN 2023	2.7 - 1	24 FEB 2022	1.3 - 1	24 FEB 2022
0.4 - 4	15 JUN 2023	2.7 - 2	24 FEB 2022	1.3 - 2	24 FEB 2022
0.5 - 1	24 FEB 2022	2.7 - 3	24 FEB 2022	1.4 - 1	24 FEB 2022
0.5 - 2	24 FEB 2022	2.7 - 4	24 FEB 2022	1.4 - 2	24 FEB 2022
0.6 - 1	29 DEC 2022	2.7 - 5	24 FEB 2022	1.5 - 1	24 FEB 2022
0.6 - 2	29 DEC 2022	2.7 - 6	24 FEB 2022	1.5 - 2	24 FEB 2022
		2.7 - 7	24 FEB 2022	1.6 - 1	24 FEB 2022
GEN 1		2.7 - 8	24 FEB 2022	1.6 - 2	24 FEB 2022
1.1 - 1	24 FEB 2022	2.7 - 9	24 FEB 2022	1.7 - 1	24 FEB 2022
1.1 - 2	24 FEB 2022	2.7 - 10	24 FEB 2022	1.7 - 2	24 FEB 2022
1.1 - 3	24 FEB 2022			1.7 - 3	24 FEB 2022
1.1 - 4	24 FEB 2022	GEN 3		1.7 - 4	24 FEB 2022
1.2 - 1	29 DEC 2022	3.1 - 1	24 FEB 2022	1.8 - 1	24 FEB 2022
1.2 - 2	29 DEC 2022	3.1 - 2	24 FEB 2022	1.8 - 2	24 FEB 2022
1.2 - 3	29 DEC 2022	3.1 - 3	24 FEB 2022	1.9 - 1	24 FEB 2022
1.2 - 4	29 DEC 2022	3.1 - 4	24 FEB 2022	1.9 - 2	24 FEB 2022
1.3 - 1	24 FEB 2022	3.2 - 1	24 FEB 2022	1.10 - 1	24 FEB 2022
1.3 - 2	24 FEB 2022	3.2 - 2	24 FEB 2022	1.10 - 2	24 FEB 2022
1.4 - 1	24 FEB 2022	3.2 - 3	24 FEB 2022	1.10 - 3	24 FEB 2022
1.4 - 2	24 FEB 2022	3.2 - 4	24 FEB 2022	1.10 - 4	24 FEB 2022
1.5 - 1	29 DEC 2022	3.3 - 1	29 DEC 2022	1.10 - 5	24 FEB 2022
1.5 - 2	29 DEC 2022	3.3 - 2	29 DEC 2022	1.10 - 6	24 FEB 2022
1.5 - 3	29 DEC 2022	3.3 - 3	29 DEC 2022	1.10 - 7	24 FEB 2022
1.5 - 4	29 DEC 2022	3.3 - 4	29 DEC 2022	1.10 - 8	24 FEB 2022
1.6 - 1	24 FEB 2022	3.4 - 1	24 FEB 2022	1.10 - 9	24 FEB 2022
1.6 - 2	24 FEB 2022	3.4 - 2	24 FEB 2022	1.10 - 10	24 FEB 2022
1.7 - 1	29 DEC 2022	3.5 - 1	24 FEB 2022	1.11 - 1	24 FEB 2022
1.7 - 2	29 DEC 2022	3.5 - 2	24 FEB 2022	1.11 - 2	24 FEB 2022
1.7 - 3	24 FEB 2022	3.5 - 3	24 FEB 2022	1.12 - 1	24 FEB 2022
1.7 - 4	24 FEB 2022	3.5 - 4	24 FEB 2022	1.12 - 2	24 FEB 2022
		3.5 - 5	24 FEB 2022	1.12 - 3	24 FEB 2022
GEN 2		3.5 - 6	24 FEB 2022	1.12 - 4	24 FEB 2022
2.1 - 1	24 FEB 2022	3.6 - 1	24 FEB 2022	1.13 - 1	24 FEB 2022
2.1 - 2	24 FEB 2022	3.6 - 2	24 FEB 2022	1.13 - 2	24 FEB 2022
2.2 - 1	24 FEB 2022	3.6 - 3	24 FEB 2022	1.14 - 1	24 FEB 2022
2.2 - 2	24 FEB 2022	3.6 - 4	24 FEB 2022	1.14 - 2	24 FEB 2022
2.2 - 3	24 FEB 2022	3.6 - 5	24 FEB 2022	1.14 - 3	24 FEB 2022
2.2 - 4	24 FEB 2022	3.6 - 6	24 FEB 2022	1.14 - 4	24 FEB 2022
2.2 - 5	24 FEB 2022			1.14 - 5	24 FEB 2022
2.2 - 6	24 FEB 2022	GEN 4		1.14 - 6	24 FEB 2022
2.2 - 7	24 FEB 2022	4.1 - 1	29 DEC 2022		
2.2 - 8	24 FEB 2022	4.1 - 2	29 DEC 2022	ENR 2	
2.2 - 9	24 FEB 2022	4.2 - 1	29 DEC 2022	2.1 - 1	15 JUN 2023
2.2 - 10	24 FEB 2022	4.2 - 2	29 DEC 2022	2.1 - 2	15 JUN 2023
2.2 - 11	24 FEB 2022	4.2 - 3	29 DEC 2022	2.1 - 3	15 JUN 2023
2.2 - 12	24 FEB 2022	4.2 - 4	29 DEC 2022	2.1 - 4	15 JUN 2023
2.3 - 1	24 FEB 2022			2.1 - 5	15 JUN 2023

2.1 - 6	15 JUN 2023	3.2 UN308 - 2	24 FEB 2022	5.2 - 2	29 DEC 2022
2.1 - 7	15 JUN 2023	3.2 UP312 - 1	15 JUN 2023	5.3 - 1	24 FEB 2022
2.1 - 8	15 JUN 2023	3.2 UP312 - 2	15 JUN 2023	5.3 - 2	24 FEB 2022
2.2 - 1	29 DEC 2022	3.2 UR525 - 1	15 JUN 2023	5.4 - 1	24 FEB 2022
2.2 - 2	29 DEC 2022	3.2 UR525 - 2	15 JUN 2023	5.4 - 2	24 FEB 2022
		3.2 UR779 - 1	15 JUN 2023	5.5 - 1	24 FEB 2022
ENR 3		3.2 UR779 - 2	15 JUN 2023	5.5 - 2	24 FEB 2022
3.1 A400 - 1	29 DEC 2022	3.2 UR779 - 3	29 DEC 2022	5.6 - 1	24 FEB 2022
3.1 A400 - 2	29 DEC 2022	3.2 UR779 - 4	29 DEC 2022	5.6 - 2	24 FEB 2022
3.1 A400 - 3	29 DEC 2022	3.2 UR984 - 1	24 FEB 2022		
3.1 A400 - 4	29 DEC 2022	3.2 UR984 - 2	24 FEB 2022	ENR 6	
3.1 A405 - 1	15 JUN 2023	3.2 UT252 - 1	24 FEB 2022	6.1 - 1	29 DEC 2022
3.1 A405 - 2	15 JUN 2023	3.2 UT252 - 2	24 FEB 2022	6.1 - 2	29 DEC 2022
3.1 A406 - 1	24 FEB 2022	3.2 UT916 - 1	29 DEC 2022		
3.1 A406 - 2	24 FEB 2022	3.2 UT916 - 2	29 DEC 2022	AD 0	
3.1 A409 - 1	29 DEC 2022	3.3 UM214 - 1	15 JUN 2023	0.6 - 1	29 DEC 2022
3.1 A409 - 2	29 DEC 2022	3.3 UM214 - 2	15 JUN 2023	0.6 - 2	29 DEC 2022
3.1 B530 - 1	15 JUN 2023	3.3 UM215 - 1	15 JUN 2023		
3.1 B530 - 2	15 JUN 2023	3.3 UM215 - 2	15 JUN 2023	AD 1	
3.1 G652 - 1	29 DEC 2022	3.3 UM437 - 1	15 JUN 2023	1.1 - 1	24 FEB 2022
3.1 G652 - 2	29 DEC 2022	3.3 UM437 - 2	15 JUN 2023	1.1 - 2	24 FEB 2022
3.1 G655 - 1	29 DEC 2022	3.3 UM731 - 1	15 JUN 2023	1.1 - 3	24 FEB 2022
3.1 G655 - 2	29 DEC 2022	3.3 UM731 - 2	15 JUN 2023	1.1 - 4	24 FEB 2022
3.1 R779 - 1	15 JUN 2023	3.3 UQ83 - 1	15 JUN 2023	1.2 - 1	24 FEB 2022
3.1 R779 - 2	15 JUN 2023	3.3 UQ83 - 2	15 JUN 2023	1.2 - 2	24 FEB 2022
3.1 R779 - 3	29 DEC 2022	3.3 UQ83 - 3	24 FEB 2022	1.3 - 1	29 DEC 2022
3.1 R779 - 4	29 DEC 2022	3.3 UQ83 - 4	24 FEB 2022	1.3 - 2	29 DEC 2022
3.1 R782 - 1	29 DEC 2022	3.3 UR784 - 1	15 JUN 2023	1.3 - 3	29 DEC 2022
3.1 R782 - 2	29 DEC 2022	3.3 UR784 - 2	15 JUN 2023	1.3 - 4	29 DEC 2022
3.2 UA400 - 1	15 JUN 2023	3.3 UT281 - 1	15 JUN 2023	1.4 - 1	24 FEB 2022
3.2 UA400 - 2	15 JUN 2023	3.3 UT281 - 2	15 JUN 2023	1.4 - 2	24 FEB 2022
3.2 UA406 - 1	24 FEB 2022	3.3 UT967 - 1	15 JUN 2023	1.5 - 1	29 DEC 2022
3.2 UA406 - 2	24 FEB 2022	3.3 UT967 - 2	15 JUN 2023	1.5 - 2	29 DEC 2022
3.2 UA409 - 1	15 JUN 2023	3.4 - 1	24 FEB 2022		
3.2 UA409 - 2	15 JUN 2023	3.4 - 2	24 FEB 2022		
3.2 UA607 - 1	15 JUN 2023	3.5 - 1	24 FEB 2022	AD 2 FLCP 1 - 1	29 DEC 2022
3.2 UA607 - 2	15 JUN 2023	3.5 - 2	24 FEB 2022	AD 2 FLCP 1 - 2	29 DEC 2022
3.2 UB528 - 1	29 DEC 2022	3.6 - 1	24 FEB 2022	AD 2 FLCP 1 - 3	29 DEC 2022
3.2 UB528 - 2	29 DEC 2022	3.6 - 2	24 FEB 2022	AD 2 FLCP 1 - 4	29 DEC 2022
3.2 UB530 - 1	15 JUN 2023			AD 2 FLCP 1 - 5	29 DEC 2022
3.2 UB530 - 2	15 JUN 2023	ENR 4		AD 2 FLCP 1 - 6	29 DEC 2022
3.2 UG424 - 1	15 JUN 2023	4.1 - 1	15 JUN 2023	AD 2 FLCP 2 - 1	24 FEB 2022
3.2 UG424 - 2	15 JUN 2023	4.1 - 2	15 JUN 2023	AD 2 FLCP 2 - 2	24 FEB 2022
3.2 UG652 - 1	29 DEC 2022	4.2 - 1	24 FEB 2022	AD 2 FLCP 5 - 1	24 FEB 2022
3.2 UG652 - 2	29 DEC 2022	4.2 - 2	24 FEB 2022	AD 2 FLCP 5 - 2	24 FEB 2022
3.2 UG655 - 1	29 DEC 2022	4.3 - 1	24 FEB 2022	AD 2 FLCP 6 - 1	24 FEB 2022
3.2 UG655 - 2	29 DEC 2022	4.3 - 2	24 FEB 2022	AD 2 FLCP 6 - 2	24 FEB 2022
3.2 UG656 - 1	15 JUN 2023	4.4 - 1	24 FEB 2022	AD 2 FLCP 14 - 1	27 JAN 2022
3.2 UG656 - 2	15 JUN 2023	4.4 - 2	24 FEB 2022	AD 2 FLCP 14 - 2	24 FEB 2022
3.2 UL431 - 1	29 DEC 2022	4.4 - 3	24 FEB 2022	AD 2 FLHN 1 - 1	24 FEB 2022
3.2 UL431 - 2	29 DEC 2022	4.4 - 4	24 FEB 2022	AD 2 FLHN 1 - 2	24 FEB 2022
3.2 UL432 - 1	24 FEB 2022	4.5 - 1	24 FEB 2022	AD 2 FLHN 1 - 3	29 DEC 2022
3.2 UL432 - 2	24 FEB 2022	4.5 - 2	24 FEB 2022	AD 2 FLHN 1 - 4	29 DEC 2022
3.2 UL432 - 3	24 FEB 2022			AD 2 FLHN 1 - 5	15 JUN 2023
3.2 UL432 - 4	24 FEB 2022	ENR 5		AD 2 FLHN 1 - 6	15 JUN 2023
3.2 UM439 - 1	29 DEC 2022	5.1 - 1	24 FEB 2022	AD 2 FLHN 1 - 7	24 FEB 2022
3.2 UM439 - 2	29 DEC 2022	5.1 - 2	24 FEB 2022	AD 2 FLHN 1 - 8	24 FEB 2022
3.2 UN305 - 1	29 DEC 2022	5.1 - 3	24 FEB 2022	AD 2 FLHN 1 - 9	24 FEB 2022
3.2 UN305 - 2	29 DEC 2022	5.1 - 4	24 FEB 2022	AD 2 FLHN 1 - 10	24 FEB 2022
3.2 UN308 - 1	24 FEB 2022	5.2 - 1	29 DEC 2022	AD 2 FLHN 2 - 1	24 FEB 2022

AD 2 FLHN 2 - 2	24 FEB 2022	AD 2 FLKK 6 - 2	24 FEB 2022	AD 2 FLMF 1 - 2	29 DEC 2022
AD 2 FLHN 5 - 1	24 FEB 2022	AD 2 FLKK 9 - 1	29 DEC 2022	AD 2 FLMF 1 - 3	29 DEC 2022
AD 2 FLHN 5 - 2	24 FEB 2022	AD 2 FLKK 9 - 2	29 DEC 2022	AD 2 FLMF 1 - 4	29 DEC 2022
AD 2 FLHN 6 - 1	24 FEB 2022	AD 2 FLKK 10 - 1	29 DEC 2022	AD 2 FLMF 1 - 5	29 DEC 2022
AD 2 FLHN 6 - 2	24 FEB 2022	AD 2 FLKK 10 - 2	29 DEC 2022	AD 2 FLMF 1 - 6	29 DEC 2022
AD 2 FLHN 10 - 1	29 DEC 2022	AD 2 FLKK 10 - 3	29 DEC 2022	AD 2 FLMF 1 - 7	24 FEB 2022
AD 2 FLHN 10 - 2	29 DEC 2022	AD 2 FLKK 10 - 4	29 DEC 2022	AD 2 FLMF 1 - 8	24 FEB 2022
AD 2 FLHN 10 - 3	29 DEC 2022	AD 2 FLKK 10 - 5	29 DEC 2022	AD 2 FLMF 2 - 1	24 FEB 2022
AD 2 FLHN 10 - 4	29 DEC 2022	AD 2 FLKK 10 - 6	29 DEC 2022	AD 2 FLMF 2 - 2	24 FEB 2022
AD 2 FLHN 10 - 5	29 DEC 2022	AD 2 FLKK 10 - 7	29 DEC 2022	AD 2 FLMF 5 - 1	24 FEB 2022
AD 2 FLHN 10 - 6	29 DEC 2022	AD 2 FLKK 10 - 8	29 DEC 2022	AD 2 FLMF 5 - 2	24 FEB 2022
AD 2 FLHN 10 - 7	29 DEC 2022	AD 2 FLKK 12 - 1	15 JUN 2023	AD 2 FLMF 6 - 1	24 FEB 2022
AD 2 FLHN 10 - 8	29 DEC 2022	AD 2 FLKK 12 - 2	15 JUN 2023	AD 2 FLMF 6 - 2	24 FEB 2022
AD 2 FLHN 12 - 1	15 JUN 2023	AD 2 FLKK 12 - 3	15 JUN 2023	AD 2 FLMF 10 - 1	29 DEC 2022
AD 2 FLHN 12 - 2	15 JUN 2023	AD 2 FLKK 12 - 4	15 JUN 2023	AD 2 FLMF 10 - 2	29 DEC 2022
AD 2 FLHN 12 - 3	15 JUN 2023	AD 2 FLKK 12 - 5	29 DEC 2022	AD 2 FLMF 10 - 3	29 DEC 2022
AD 2 FLHN 12 - 4	15 JUN 2023	AD 2 FLKK 12 - 6	29 DEC 2022	AD 2 FLMF 10 - 4	29 DEC 2022
AD 2 FLHN 12 - 5	15 JUN 2023	AD 2 FLKK 12 - 7	29 DEC 2022	AD 2 FLMF 10 - 5	29 DEC 2022
AD 2 FLHN 12 - 6	15 JUN 2023	AD 2 FLKK 12 - 8	29 DEC 2022	AD 2 FLMF 10 - 6	29 DEC 2022
AD 2 FLHN 12 - 7	15 JUN 2023	AD 2 FLKK 14 - 1	29 DEC 2022	AD 2 FLMF 10 - 7	29 DEC 2022
AD 2 FLHN 12 - 8	15 JUN 2023	AD 2 FLKK 14 - 2	29 DEC 2022	AD 2 FLMF 10 - 8	29 DEC 2022
AD 2 FLHN 14 - 1	29 DEC 2022	AD 2 FLKK 14 - 3	29 DEC 2022	AD 2 FLMF 12 - 1	29 DEC 2022
AD 2 FLHN 14 - 2	29 DEC 2022	AD 2 FLKK 14 - 4	29 DEC 2022	AD 2 FLMF 12 - 2	29 DEC 2022
AD 2 FLHN 14 - 3	29 DEC 2022	AD 2 FLKK 14 - 5	15 JUN 2023	AD 2 FLMF 12 - 3	29 DEC 2022
AD 2 FLHN 14 - 4	29 DEC 2022	AD 2 FLKK 14 - 6	15 JUN 2023	AD 2 FLMF 12 - 4	29 DEC 2022
AD 2 FLHN 14 - 5	15 JUN 2023	AD 2 FLKK 14 - 7	15 JUN 2023	AD 2 FLMF 12 - 5	15 JUN 2023
AD 2 FLHN 14 - 6	15 JUN 2023	AD 2 FLKK 14 - 8	15 JUN 2023	AD 2 FLMF 12 - 6	15 JUN 2023
AD 2 FLHN 14 - 7	15 JUN 2023	AD 2 FLKK 14 - 9	29 DEC 2022	AD 2 FLMF 12 - 7	15 JUN 2023
AD 2 FLHN 14 - 8	15 JUN 2023	AD 2 FLKK 14 - 10	29 DEC 2022	AD 2 FLMF 12 - 8	15 JUN 2023
AD 2 FLHN 14 - 9	29 DEC 2022	AD 2 FLKK 14 - 11	29 DEC 2022	AD 2 FLMF 14 - 1	29 DEC 2022
AD 2 FLHN 14 - 10	29 DEC 2022	AD 2 FLKK 14 - 12	29 DEC 2022	AD 2 FLMF 14 - 2	29 DEC 2022
AD 2 FLHN 14 - 11	29 DEC 2022	AD 2 FLKK 14 - 13	24 FEB 2022	AD 2 FLMF 14 - 3	29 DEC 2022
AD 2 FLHN 14 - 12	29 DEC 2022	AD 2 FLKK 14 - 14	24 FEB 2022	AD 2 FLMF 14 - 4	29 DEC 2022
AD 2 FLHN 14 - 13	29 DEC 2022	AD 2 FLKK 14 - 15	24 FEB 2022	AD 2 FLMF 14 - 5	29 DEC 2022
AD 2 FLHN 14 - 14	29 DEC 2022	AD 2 FLKK 14 - 16	24 FEB 2022	AD 2 FLMF 14 - 6	29 DEC 2022
AD 2 FLHN 14 - 15	29 DEC 2022	AD 2 FLKK 14 - 17	24 FEB 2022	AD 2 FLMF 14 - 7	29 DEC 2022
AD 2 FLHN 14 - 16	29 DEC 2022	AD 2 FLKK 14 - 18	24 FEB 2022	AD 2 FLMF 14 - 8	29 DEC 2022
AD 2 FLKK 1 - 1	29 DEC 2022	AD 2 FLKK 14 - 19	24 FEB 2022	AD 2 FLMG 1 - 1	24 FEB 2022
AD 2 FLKK 1 - 2	29 DEC 2022	AD 2 FLKK 14 - 20	24 FEB 2022	AD 2 FLMG 1 - 2	24 FEB 2022
AD 2 FLKK 1 - 3	29 DEC 2022	AD 2 FLKK 14 - 21	24 FEB 2022	AD 2 FLMG 1 - 3	15 JUN 2023
AD 2 FLKK 1 - 4	29 DEC 2022	AD 2 FLKK 14 - 22	24 FEB 2022	AD 2 FLMG 1 - 4	15 JUN 2023
AD 2 FLKK 1 - 5	15 JUN 2023	AD 2 FLKK 14 - 23	29 DEC 2022	AD 2 FLMG 1 - 5	29 DEC 2022
AD 2 FLKK 1 - 6	15 JUN 2023	AD 2 FLKK 14 - 24	29 DEC 2022	AD 2 FLMG 1 - 6	29 DEC 2022
AD 2 FLKK 1 - 7	29 DEC 2022	AD 2 FLKK 14 - 25	24 FEB 2022	AD 2 FLMG 1 - 7	29 DEC 2022
AD 2 FLKK 1 - 8	29 DEC 2022	AD 2 FLKK 14 - 26	24 FEB 2022	AD 2 FLMG 1 - 8	29 DEC 2022
AD 2 FLKK 1 - 9	29 DEC 2022	AD 2 FLKK 14 - 27	24 FEB 2022	AD 2 FLMG 2 - 1	24 FEB 2022
AD 2 FLKK 1 - 10	29 DEC 2022	AD 2 FLKK 14 - 28	24 FEB 2022	AD 2 FLMG 2 - 2	24 FEB 2022
AD 2 FLKK 1 - 11	29 DEC 2022	AD 2 FLKS 1 - 1	29 DEC 2022	AD 2 FLMG 5 - 1	24 FEB 2022
AD 2 FLKK 1 - 12	29 DEC 2022	AD 2 FLKS 1 - 2	29 DEC 2022	AD 2 FLMG 5 - 2	24 FEB 2022
AD 2 FLKK 2 - 1	29 DEC 2022	AD 2 FLKS 1 - 3	29 DEC 2022	AD 2 FLMG 6 - 1	24 FEB 2022
AD 2 FLKK 2 - 2	29 DEC 2022	AD 2 FLKS 1 - 4	29 DEC 2022	AD 2 FLMG 6 - 2	24 FEB 2022
AD 2 FLKK 2 - 3	29 DEC 2022	AD 2 FLMA 1 - 1	29 DEC 2022	AD 2 FLMG 14 - 1	27 JAN 2022
AD 2 FLKK 2 - 4	29 DEC 2022	AD 2 FLMA 1 - 2	29 DEC 2022	AD 2 FLMG 14 - 2	24 FEB 2022
AD 2 FLKK 2 - 5	29 DEC 2022	AD 2 FLMA 1 - 3	29 DEC 2022	AD 2 FLSK 1 - 1	29 DEC 2022
AD 2 FLKK 2 - 6	29 DEC 2022	AD 2 FLMA 1 - 4	29 DEC 2022	AD 2 FLSK 1 - 2	29 DEC 2022
AD 2 FLKK 3 - 1	24 FEB 2022	AD 2 FLMA 5 - 1	24 FEB 2022	AD 2 FLSK 1 - 3	24 FEB 2022
AD 2 FLKK 3 - 2	24 FEB 2022	AD 2 FLMA 5 - 2	24 FEB 2022	AD 2 FLSK 1 - 4	24 FEB 2022
AD 2 FLKK 5 - 1	15 JUN 2023	AD 2 FLMA 6 - 1	24 FEB 2022	AD 2 FLSK 1 - 5	29 DEC 2022
AD 2 FLKK 5 - 2	15 JUN 2023	AD 2 FLMA 6 - 2	24 FEB 2022	AD 2 FLSK 1 - 6	29 DEC 2022
AD 2 FLKK 6 - 1	24 FEB 2022	AD 2 FLMF 1 - 1	29 DEC 2022	AD 2 FLSK 1 - 7	29 DEC 2022

AD 2 FLSK 1 - 8	29 DEC 2022
AD 2 FLSK 1 - 9	29 DEC 2022
AD 2 FLSK 1 - 10	29 DEC 2022
AD 2 FLSK 14 - 1	24 FEB 2022
AD 2 FLSK 14 - 2	24 FEB 2022
AD 2 FLSK 14 - 3	24 FEB 2022
AD 2 FLSK 14 - 4	24 FEB 2022
AD 2 FLSW 1 - 1	29 DEC 2022
AD 2 FLSW 1 - 2	29 DEC 2022
AD 2 FLSW 1 - 3	29 DEC 2022
AD 2 FLSW 1 - 4	29 DEC 2022
AD 2 FLSW 1 - 5	24 FEB 2022
AD 2 FLSW 1 - 6	24 FEB 2022
AD 2 FLSW 2 - 1	24 FEB 2022
AD 2 FLSW 2 - 2	24 FEB 2022
AD 2 FLSW 5 - 1	29 DEC 2022
AD 2 FLSW 5 - 2	29 DEC 2022
AD 2 FLSW 6 - 1	24 FEB 2022
AD 2 FLSW 6 - 2	24 FEB 2022
AD 2 FLSW 10 - 1	29 DEC 2022
AD 2 FLSW 10 - 2	29 DEC 2022
AD 2 FLSW 10 - 3	29 DEC 2022
AD 2 FLSW 10 - 4	29 DEC 2022
AD 2 FLSW 10 - 5	29 DEC 2022
AD 2 FLSW 10 - 6	29 DEC 2022
AD 2 FLSW 10 - 7	29 DEC 2022
AD 2 FLSW 10 - 8	29 DEC 2022
AD 2 FLSW 12 - 1	29 DEC 2022
AD 2 FLSW 12 - 2	29 DEC 2022
AD 2 FLSW 12 - 3	29 DEC 2022
AD 2 FLSW 12 - 4	29 DEC 2022
AD 2 FLSW 12 - 5	29 DEC 2022
AD 2 FLSW 12 - 6	29 DEC 2022
AD 2 FLSW 12 - 7	29 DEC 2022
AD 2 FLSW 12 - 8	29 DEC 2022
AD 2 FLSW 14 - 1	15 JUN 2023
AD 2 FLSW 14 - 2	15 JUN 2023
AD 2 FLSW 14 - 3	29 DEC 2022
AD 2 FLSW 14 - 4	29 DEC 2022
AD 2 FLSW 14 - 5	24 FEB 2022
AD 2 FLSW 14 - 6	24 FEB 2022
AD 2 FLSW 14 - 7	24 FEB 2022
AD 2 FLSW 14 - 8	24 FEB 2022
AD 2 FLSW 14 - 9	24 FEB 2022
AD 2 FLSW 14 - 10	24 FEB 2022
AD 2 FLSW 14 - 11	24 FEB 2022
AD 2 FLSW 14 - 12	24 FEB 2022

ENR 2.1 FIR, TMA

Name Lateral limits Vertical limits Class of Airspace	Unit providing service	Call sign languages area and conditions of use hours of service	Frequency and Purpose	Remarks
1	2	3	4	5
LUSAKA FIR Area bounded by lines joining points S 13°00'00" E 022°00'00"; S 13°00'00" E 023°00'00"; S 11°00'00" E 024°20'00"; S 12°00'00" E 025°30'00"; S 12°00'00" E 028°00'00"; S 08°07'00" E 029°53'00"; S 08°11'32" E 030°46'16" (Intersection of boundaries of the Democratic Republic of Congo, Tanzania and Zambia) and along the Tanzania/Zambia border up to S 09°22'00" E 033°00'00" then along Malawi/Zambia border up to S 14°00'00" E 033°15'00" then along Mozambique/Zambia border up to S 15°37'55" E 030°24'57" then along Zimbabwe/Zambia border up to S 17°48'08" E 025°15'52" then along Namibia/Zambia border up to S 17°39'00" E 023°26'00" then along Angola/Zambia border up to point of origin. UNL	G/A/G	LUSAKA INFOR English HJ OUT-SIDE THESE HOURS VIA LUSAKA CONTROL	6952.0 KHZ	1) VDF available 2) Selcal not avble 3) ATS STNS avble on notified freqs as relay units during their hrs of service 4) Except when authorised no aircraft to be operated in this airspace unless two-way radio contact is maintained with ATC.
FL145 Class: A	LUSAKA ACC	LUSAKA CONTROL English H24	120.500 MHZ AREA CTRL FLIGHT INF SERVICE ADVISORY SERVICE 8888.0 KHZ REGIONAL NETWORK 8873.0 KHZ REGIONAL NETWORK 6586.0 KHZ REGIONAL NETWORK 6915.0 KHZ SUBREGION NETWORK	
FL145 GND Class: C	Radar Surveillance	Radar Surveillance English	124.300 MHZ	
FL145 GND Class: G				
LUSAKA UPPER CONTROL AREA (UTA) Area bounded by lines joining points S 17°25'00" E 023°04'00" then along the clockwise arc of a circle of 150NM radius centred on S 17°48'45" E 025°49'12" (VOR VLI); to S 12°00'00" E 026°21'00" then along the clockwise arc of a circle of 150NM radius centred on S 12°59'53" E 028°40'00" (VOR VND); to S	LUSAKA ACC	LUSAKA CONTROL English H24	120.500 MHZ Area/Enroute Control Primary Freqs 8888.0 KHZ 8873.0 KHZ 6586.0 KHZ secondary frequencies	VHF EXTD RANGE 120.500Mhz



<i>Name Lateral limits Vertical limits Class of Airspace</i>	<i>Unit providing service</i>	<i>Call sign languages area and conditions of use hours of service</i>	<i>Frequency and Purpose</i>	<i>Remarks</i>
1	2	3	4	5
10°33'00" E 023°04'00" then along the clockwise arc of a circle of 150NM radius centred on S 13°15'15" E 031°54'49" (VOR VMF); to to point of origin. UNL FL245 Class: A				
LIVINGSTONE CTA1 Area bounded by lines joining points S 17°34'00" E 025°02'00" then along the clockwise arc of a circle of 50NM radius centred on S 17°48'42" E 025°49'11" (VOR VLI); to S 17°02'00" E 026°03'00"; S 17°34'00" E 026°37'00"; S 18°04'00" E 026°36'00" then along Zimbabwe/Zambia border up to S 17°34'00" E 025°01'00" to point of origin. FL245 FL145 Class: A FL145 FL065 Class: C FL065 GND Class: G	FLHN ATS	Livingstone Tower English 0500-1600	118.100 MHZ VDF available in approach	1) VDF AVBLE 2) Except where authorised, no aircraft is to be operated in this airspace unless two way radio contact is maintained with ATC
LIVINGSTONE CTA2 Area bounded by lines joining points S 17°02'00" E 026°03'00"; S 16°27'00" E 026°41'00"; S 17°01'00" E 027°15'00"; S 17°34'00" E 026°37'00" to point of origin. FL245 FL145 Class: A FL145 FL115 Class: C	LIVINGS-TONE APP	Livingstone Approach English 0500-1600	124.300 MHZ	1) VDF AVBLE 2) Except where authorised, no aircraft is to be operated in this airspace unless two way radio contact is maintained with ATC

<i>Name Lateral limits Vertical limits Class of Airspace</i>	<i>Unit providing service</i>	<i>Call sign languages area and conditions of use hours of service</i>	<i>Frequency and Purpose</i>	<i>Remarks</i>
1	2	3	4	5
FL115 <hr/> GND Class: G				
LUSAKA TMA 1 Area bounded by lines joining points S 14°00'00" E 029°24'00"; S 14°34'50" E 029°21'28"; S 14°03'09" E 030°17'25"; S 14°43'58" E 030°17'51"; S 15°10'14" E 029°16'03" then along the clockwise arc of a circle of 50NM radius centred on S 15°19'41" E 028°25'15" (VOR VLS); to S 15°54'35" E 029°03'02" then along Zimbabwe/Zambia border up to S 16°03'04" E 028°51'40" then along the clockwise arc of a circle of 50.07NM radius centred on S 15°19'41" E 028°25'15" (VOR VLS); to S 15°31'25" E 027°34'56"; S 14°38'32" E 027°44'16"; S 13°51'19" E 027°11'44"; S 13°39'14" E 027°33'14"; S 14°01'00" E 027°46'04"; S 14°00'00" E 029°24'00" to point of origin. FL245 <hr/> FL145 Class: A FL145 <hr/> FL075 Class: C FL075 <hr/> GND Class: G	FLKK TWR LUSAKA APP LUSAKA RADAR	TWR English LUSAKA APP English H24 LUSAKA APPROACH RADAR SURVEIL-LANCE. RADAR VECTORS. ASSISTANCE TO AIRCRAFT IN EMERGENCY.	118.100 MHZ 121.300 MHZ APPROACH DEPARTURE TMA CTRL. 120.100 MHZ RADAR SURVEIL-LANCE. RADAR VECTORS. ASSISTANCE TO AIRCRAFT IN EMERGENCY.	1) VDF AVBLE 2) Except when authorised no aircraft to be operated in this airspace unless two way radio contact is maintained with ATC. 3) All ACFT operating with in FL 245/GND in this airspace shall be allocated:- a) Northbound ACFT ODD IFR levels. b) Southbound ACFT EVEN IFR levels from 152000S to 155953S 4) No IFR flights below FL080
LUSAKA TMA 2 Area bounded by lines joining points S 16°08'27" E 028°12'36" then along the counter clockwise arc of a circle of 50.03NM radius centred on S 15°19'41" E 028°25'15" (VOR VLS); to S 16°09'06" E 028°34'23"; S 16°35'25" E 028°35'08" then				1) VDF AVBLE 2) Except when authorised no aircraft to be operated in this airspace unless two way radio contact is maintained with ATC.

<i>Name Lateral limits Vertical limits Class of Airspace</i>	<i>Unit providing service</i>	<i>Call sign languages area and conditions of use hours of service</i>	<i>Frequency and Purpose</i>	<i>Remarks</i>
1	2	3	4	5
<p>along Zimbabwe/Zambia border up to S 16°49'25" E 028°08'19" to point of origin.</p> <p>FL245</p> <p>FL145</p> <p>Class: A</p> <p>FL145</p> <p>FL075</p> <p>Class: C</p> <p>FL075</p> <p>GND</p> <p>Class: G</p>				
<p>LUSAKA TMA 3</p> <p>Area bounded by lines joining points S 16°08'07" E 028°11'16"; S 17°01'00" E 027°15'00"; S 16°27'00" E 026°41'00"; S 15°32'42" E 027°35'19" then along the counter clockwise arc of a circle of 50.01NM radius centred on S 15°19'41" E 028°25'15" (VOR VLS); to to point of origin.</p> <p>FL245</p> <p>FL145</p> <p>Class: A</p> <p>FL145</p> <p>FL075</p> <p>Class: C</p> <p>FL075</p> <p>GND</p> <p>Class: G</p>				<p>1) VDF AVBLE</p> <p>2) Except when authorised no aircraft to be operated in this airspace unless two way radio contact is maintained with ATC.</p>
<p>MFUWE TMA</p> <p>Area bounded by lines joining points S 12°58'00" E 030°18'40"; S 13°01'38" E 031°05'37" then along the clockwise arc of a circle of 50NM radius centred on S 13°15'43" E 031°54'49" (VOR VMF); to S 13°00'02" E 032°43'30"; S 13°00'00" E 032°56'20"; S 14°00'00" E 032°35'03"; S</p>	MFUWE APP.	MFUWE APP. English HJ	120.700 MHZ AP- PROACH/DE- PAR TERMI- NAL AREA CONTROL 6915.0 KHZ Sub-regional network 6952.0 KHZ Domestic flight	<p>1) VDF AVAILABLE</p> <p>2) Except when authorised, no aircraft to be operated in this airspace unless two-way radio contact is maintained with Air Traffic Control.</p>

Name Lateral limits Vertical limits Class of Airspace	Unit providing service	Call sign languages area and conditions of use hours of service	Frequency and Purpose	Remarks
1	2	3	4	5
14°00'00" E 032°18'40" then along the clockwise arc of a circle of 50NM radius centred on S 13°15'43" E 031°54'49" (VOR VMF); to S 14°05'22" E 031°47'07"; S 14°43'58" E 030°17'51"; S 14°03'09" E 030°17'25"; S 13°34'46" E 031°07'01" then along the clockwise arc of a circle of 50NM radius centred on S 13°15'43" E 031°54'49" (VOR VMF); to S 13°21'57" E 031°03'56"; S 13°18'19" E 030°16'59" to point of origin. FL245 — FL145 Class: A FL145 — FL075 Class: C FL075 — GND Class: G			information service network	
NDOLA TMA Area bounded by lines joining points S 14°01'00" E 027°46'04";	NDOLA APP	Ndola Approach English 0400-1800 and O/R	119.700 MHZ VDF avbl. 123.925 MHZ	1) VDF AVAILABLE 2) Except when authorised, no

Name Lateral limits Vertical limits Class of Airspace	Unit providing service	Call sign languages area and conditions of use hours of service	Frequency and Purpose	Remarks
1	2	3	4	5
<p>S 13°39'14" E 027°33'14"; S 13°12'58" E 027°18'27"; S 12°34'21" E 027°28'56"; (WPT IBGOX); S 12°00'07" E 027°25'23"; S 12°00'00" E 028°00'00"; S 11°56'00" E 028°02'00"; S 11°48'00" E 028°08'00"; S 12°11'08" E 028°28'55" then along the clockwise arc of a circle of 50NM radius centred on S 12°59'53" E 028°40'00" (VOR VND); to S 12°10'51" E 028°51'01"; S 11°28'00" E 029°29'00"; S 12°00'00" E 030°06'00"; S 12°42'05" E 029°27'51" then along the clockwise arc of a circle of 50NM radius centred on S 12°59'53" E 028°40'00" (VOR VND); to S 12°54'27" E 029°30'54"; S 12°57'59" E 030°18'33"; S 13°18'19" E 030°16'59"; S 13°14'30" E 029°29'43"; S 14°00'00" E 029°24'00" to point of origin.</p> <p><u>FL245</u> <u>FL145</u> Class: A</p> <p><u>FL145</u> <u>FL075</u> Class: C</p> <p><u>FL075</u> <u>GND</u> Class: G</p>	NDOLA TWR	Kapwep-we Tower English 0400-1800 and O/R	118.000 MHZ	<p>aircraft to be operated in this airspace unless two way radio contact is maintained with Air Traffic Control.</p> <p>3) Northbound ACFT odd IFR Flight Levels within the Ndola/Lusaka TMA from 155953S to 152000S</p> <p>a) Southbound ACFT even IFR Flight Levels within the Ndola/Lusaka TMA from 155953S to 152000S</p> <p>4) No IFR flights permitted below FL 080 in these airspaces</p>
<p>Solwezi TMA Area bounded by lines joining points S 12°00'07" E 027°25'23"; S 12°34'21" E 027°28'56"; (WPT IBGOX); S 13°12'58" E 027°18'27"; S 13°39'14" E 027°33'14"; S 13°51'19" E 027°11'44"; S 13°19'37" E 026°50'05" then along the clockwise arc of a circle of 70NM radius centred on S 12°10'14" E 026°21'49" (NDB SW); to S 11°45'23" E 025°12'52" then</p>	SOLWEZI TWR	Solwezi Approach English 0400-1600 and O/R	123.925 MHZ APP/DEP TERMINAL AREA CONTROL.	Contiguous with: Ndola TMA Linked to Lusaka TMA by a corridor.

Name Lateral limits Vertical limits Class of Airspace	Unit providing service	Call sign languages area and conditions of use hours of service	Frequency and Purpose	Remarks
1	2	3	4	5
along FIR boundary with Congo DR up to point of origin. FL245 — FL145 Class: A FL145 — FL085 Class: C FL085 — GND Class: G				



**THIS PAGE
INTENTIONALLY
LEFT BLANK**

ENR 3.1 LOWER ATS ROUTES

Route designator Name of sig- nificant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit MEA Airspace class	Lateral lim- its (NM) MOCA	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5	6	7	
A405							
▲MBEYA NDB 'MB' 08°55'22"S 033°27'29"E							
	196° 018° 202 NM	FL245 FL145 Class A FL145 FL075 Class G	0	↑	↓		Two-way radio contact to be maintained with ATC Units in these airspaces Lusaka Control frequency 120.500Mhz 8888.0Khz 6586.0Khz
▲ETOLI 12°11'30"S 032°35'18"E	196° 017° 73 NM	FL245 FL145 Class A FL145 FL075 Class G	0	↑	↓		Two-way radio contact to be maintained with ATC Units in these airspaces Lusaka Control frequency 120.500Mhz 8888.0Khz 6586.0Khz
▲ADMIS 13°22'52"S 032°19'15"E	200° 020° 12 NM	FL245 FL145 Class A FL145 FL075 Class C	0	↑	↓		Two-way radio contact to be maintained with ATC Units in these airspaces Lusaka Control frequency 120.500Mhz 8888.0Khz 6586.0Khz MFUWE APPROACH FREQ 120.700Mhz
▲UDPIX 13°34'42"S 032°16'00"E							

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit MEA Airspace class	Lateral limits (NM) MOCA	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5	6	7	
							Two-way radio contact to be maintained with ATC Units in these airspaces Lusaka Control frequency 120.500Mhz 8888.0Khz 6586.0Khz MFUWE APPROACH FREQ 120.700Mhz
▲TEVAS 14°22'18"S 032°03'30"E							

ENR 3.1 LOWER ATS ROUTES

Route designator Name of sig- nificant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit MEA Airspace class	Lateral lim- its (NM) MOCA	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5	6	7	
B530							
▲NDOLA VOR/DME 'VND' 12°59'53"S 028°40'00"E							
	046° 224° 221 NM	FL245 — FL145 Class A FL145 — FL075 Class C	0	↓	↑		Two-way radio contact to be maintained with NDOLA APPROACH 120.000Mhz
▲KASAMA NDB 'KS' 10°12'59"S 031°08'22"E							
	063° 242° 110 NM	FL245 — FL145 Class A FL145 — FL075 Class G	0	↓	↑		Two-way radio contact to be maintained with Lusaka Control in these airspaces. Lusaka Control Frequency: 8888.0Khz 120.500Mhz 6586.0Khz 6952.0Khz
▲UTEMA 09°17'49"S 032°45'08"E							
	063° 243° 48 NM	FL245 — FL145 Class A FL145 — FL075 Class G	0	↓	↑		Two-way radio contact to be maintained with Lusaka Control in these airspaces. Lusaka Control Frequency: 8888.0Khz 120.500Mhz 6586.0Khz 6952.0Khz
▲MBEYA NDB 'MB' 08°55'22"S							

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit MEA Airspace class	Lateral limits (NM) MOCA	Direction of cruising levels	RNP Type	Remarks
				<i>Odd</i>		
1	2	3	4	5	6	7
033°27'29"E						

Two-way radio contact to be maintained with ATS in these airspace Ndola Approach Kasama /Mansa information available as relay stations Lusaka Contol Frequency:
 120.500Mhz
 8888.0Khz
 6586.0Khz
 6952.0Khz

ENR 3.1 LOWER ATS ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit MEA Airspace class	Lateral limits (NM) MOCA	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5	6	7	
R779							
▲MBEYA NDB 'MB' 08°55'22"S 033°27'29"E							
	219° 039° 39 NM	FL245 — FL145 Class A FL145 — FL075 Class G	0				Two-way radio contact to be maintained with ATC in these airspaces. Mfuwe available as a relays stations. Lusaka Control Frequency. 120.500Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲GESAT 09°26'30"S 033°03'47"E	219° 040° 106 NM	FL245 — FL145 Class A FL145 — FL075 Class G	0	↑	↓		Two-way radio contact to be maintained with ATC in these airspaces. Mfuwe available as a relays stations. Lusaka Control Frequency. 120.500Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ITKAN 10°50'48"S 031°58'36"E	220° 040° 19 NM	FL245 — FL145 Class A FL145 — FL075 Class G	0	↑	↓		Two-way radio contact to be maintained with ATC in these airspaces. Mfuwe available as a relays stations. Lusaka Control Frequency. 120.500Mhz 8888.0Khz 8873.0Khz 6586.0Khz

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit MEA Airspace class	Lateral limits (NM) MOCA	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5	6	7	
▲APGEL 11°05'42"S 031°47'00"E							
	220° 042° 139 NM	FL245 FL145 Class A FL145 FL075 Class G	0	↑	↓		Two-way radio contact to be maintained with ATC in these airspaces. Mfuwe available as a relays stations. Lusaka Control Frequency. 120.500Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲GEPET 12°56'30"S 030°20'00"E							
	222° 042° 33 NM	FL245 FL145 Class A FL145 FL075 Class G	0	↑	↓		Two-way radio contact to be maintained with ATC in these airspaces. Mfuwe available as a relays stations. Lusaka Control Frequency. 120.500Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲AVEKA 13°22'36"S 029°59'18"E							
	222° 043° 55 NM	FL245 FL145 Class A FL145 FL075 Class C	0	↑	↓		Two-way radio contact to be maintained with Area Control. Lusaka Control Frequency: 120.500Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲OKSIX 14°06'12"S 029°24'30"E							
	223° 044° 93 NM	FL245 FL145 Class A	0				Two-way radio contact to be maintained with Area Control.

ENR 3.2 UPPER ATS ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Lateral limits (NM)	Direction of cruising levels		RNP Type	Remarks	
				Odd	Even			
1	2	3	4	5	6	7		
UA400								
▲EGSUD 13°06'36"S 022°00'000"E								
	125° 306° 154 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with Lusaka Area CTRL FREQ. 120.500Mhz 8888.0Khz 8873.0Khz 6952.0Khz	
▲GEXAG 14°28'07"S 024°14'04"E	125° 307° 38 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with Lusaka Area CTRL FREQ. 120.500Mhz 8888.0Khz 8873.0Khz 6952.0Khz	
△ KAOMA NDB 'KO' 14°47'08"S 024°47'24"E	125° 303° 76 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with Lusaka AREA CTRL FREQ. 120.500Mhz 8888.0Khz 8873.0Khz 6952.0Khz	
△ IXATA 15°22'24"S 025°56'49"E	122° 302° 45 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with Lusaka AREA CTRL FREQ. 120.500Mhz 8888.0Khz	

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Lateral limits (NM)	Direction of cruising levels	RNP Type	Remarks
				Odd		
1	2	3	4	5	6	7
						8873.0Khz 6952.0Khz
▲EVOLU 15°42'42"S 026°38'18"E						
	083° 263° 106 NM	UNL FL245 Class A		↓	↑	Two-way radio contact to be maintained with ATC in these airspaces. Lusaka Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 121.300Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲KENNETH KAUN-DA VOR/DME 'VLS' 15°19'41"S 028°25'15"E						
	099° 279° 114 NM	UNL FL245 Class A		↓	↑	Two-way radio contact to be maintained with ATC in these airspaces. Lusaka Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 121.300Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲KEPOK 15°27'00"S 030°23'00"E						
UA400 is also a contingency route						

ENR 3.2 UPPER ATS ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Later-al lim-its (NM)	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5	6	7	
UA409							
▲SOBTO 10°03'54"S 028°56'44"E							
	185° 007° 64 NM	UNL FL245 Class A		↑	↓		Two-way radio contact to be maintained with ATC in these air-spaces. Ndola Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 119.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲MANSA NDB 'MA' 11°07'27"S 028°51'46"E							
	190° 009° 113 NM	UNL FL245 Class A		↑	↓		Two-way radio contact to be maintained with ATC in these air-spaces. Ndola Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 119.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲NDOLA VOR/DME 'VND' 12°59'53"S 028°40'00"E							
	191° 012° 140 NM	UNL FL245 Class A		↑	↓		Two-way radio contact to be maintained with ATC in these air-spaces. Ndola Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 119.700Mhz

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Lateral limits (NM)	Direction of cruising levels	RNP Type	Remarks
				Odd		
1	2	3	4	5	6	7
						8888.0Khz 8873.0Khz 6586.0Khz
▲KENNETH KAUN-DA VOR/DME 'VLS' 15°19'41"S 028°25'15"E						
	<p>200° 021° 70 NM</p>	<p>UNL FL245 Class A</p>		 		Two-way radio contact to be maintained with ATC in these airspaces. Lusaka Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 121.300Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ETLUN 16°28'00"S 028°07'00"E						
	<p>203° 023° 24 NM</p>	<p>UNL FL245 Class A</p>		 		Two-way radio contact to be maintained with ATC in these airspaces. Lusaka Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 121.300Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ESTAK 16°51'00"S 028°00'00"E						
Two-way radio contact to be maintained with Lusaka Control in these airspaces. Lusaka Control Frequency: 8888.0Khz 120.5.500Mhz 6586.0Khz 6952.0Khz UA409 is also a contingency route						

ENR 3.2 UPPER ATS ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Later- al lim- its (NM)	Direc- tion of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5	6		7
UA607							
▲BESHO 11°59'29"S 027°48'57"E							
	143° 324° 78 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with ATC in these airspaces. Ndola Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 119.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲NDOLA VOR/DME 'VND' 12°59'53"S 028°40'00"E							
	159° 341° 176 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with ATC in these airspaces. Lusaka Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 121.300Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲AVIVA 15°40'05"S 029°57'00"E							
Two-way radio contact to be maintained with ATC in these airspaces. Lusaka Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 121.300Mhz 8888.0Khz 8873.0Khz 6586.0Khz							
UA607 is also a contingency route							

**THIS PAGE
INTENTIONALLY
LEFT BLANK**

ENR 3.2 UPPER ATS ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Lateral limits (NM)	Direction of cruising levels		RNP Type	Remarks	
				Odd	Even			
1	2	3	4	5	6	7		
UB530								
▲NDOLA VOR/DME 'VND' 12°59'53"S 028°40'00"E								
	046° 224° 221 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with ATC in these air-spaces. Ndola Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 120.000Mhz 8888.0Khz 8873.0Khz 6586.0Khz	
▲KASAMA NDB 'KS' 10°12'59"S 031°08'22"E	063° 242° 110 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with Lusaka AREA CTRL FREQ. 120.500Mhz 8888.0Khz 8873.0Khz 6952.0Khz	
▲UTEMA 09°17'49"S 032°45'08"E	063° 243° 48 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with Lusaka AREA CTRL FREQ. 120.500Mhz 8888.0Khz 8873.0Khz 6952.0Khz	
▲MBEYA NDB 'MB' 08°55'22"S 033°27'29"E								

<i>Route designator Name of significant points Coordinates</i>	<i>Track MAG Rev Track MAG Length (NM)</i>	<i>Upper limit Lower limit Airspace class</i>	<i>Later- al lim- its (NM)</i>	<i>Direc- tion of cruising levels</i>	<i>RNP Type</i>	<i>Remarks</i>
				<i>Odd</i>		
1	2	3	4	5	6	7
Two-way radio contact to be maintained with ATS in these airspace Ndola Approach Kasama /Mansa information available as relay stations Lusaka Contol Frequency: 120.500Mhz 8888.0Khz 6586.0Khz 6952.0Khz						

ENR 3.2 UPPER ATS ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Later-al lim-its (NM)	Direc-tion of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5	6		7
UG424							
▲SONPO 11°20'00"S 028°20'00"E							
	073° 254° 34 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with ATC in these air-spaces. Ndola Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 119.700Mhz 8888.000Khz 8873.000Khz 6586.000Khz
▲MANSA NDB 'MA' 11°07'27"S 028°51'46"E							
	071° 249° 72 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with ATC in these air-spaces. Ndola Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 119.700Mhz 8888.000Khz 8873.000Khz 6586.000Khz
▲EKBOV 10°40'00"S 030°00'000"E							
	071° 251° 73 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with ATC in these air-spaces. Ndola Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 119.700Mhz 8888.000Khz

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Lateral limits (NM)	Direction of cruising levels	RNP Type	Remarks
				Odd		
1	2	3	4	5	6	7
						8873.000Khz 6586.000Khz
▲KASAMA NDB 'KS' 10°12'59"S 031°08'22"E						
	071° 250° 123 NM	UNL FL245 Class A		↓ ↑		Two-way radio contact to be maintained with Lusaka AREA CTRL FREQ. 120.500Mhz 8888.000Khz 8873.000Khz 6952.000Khz
▲GESAT 09°26'30"S 033°03'47"E	070° 250° 19 NM	UNL FL245 Class A		↓ ↑		Two-way radio contact to be maintained with Lusaka AREA CTRL FREQ. 120.500Mhz 8888.000Khz 8873.000Khz 6952.000Khz
▲IBROP 09°19'24"S 033°21'16"E	070° 250° 8 NM	UNL FL245 Class A		↓ ↑		Two-way radio contact to be maintained with Lusaka AREA CTRL FREQ. 120.500Mhz 8888.000Khz 8873.000Khz 6952.000Khz
▲ITBEX 09°16'20"S 033°28'47"E						
Two-way radio contact to be maintained with Area Control. Lusaka Control Freq:- 120.500Mhz 8888.0Khz 6586.0Khz 6952.0Khz						
UG424 is also a contingency route						

ENR 3.2 UPPER ATS ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Later- al lim- its (NM)	Direction of cruising levels		RNP Type	Remarks	
				Odd	Even			
1	2	3	4	5	6	7		
UG656								
▲MBEYA NDB 'MB' 08°55'22"S 033°27'29"E								
	178° 358° 21 NM	UNL FL145 Class A		↓	↑		Two-way radio contact to be maintained with ATC in these air-spaces. Mfuwe Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 120.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz	
▲ITBEX 09°16'20"S 033°28'47"E	178° 359° 21 NM	UNL FL145 Class A		↓	↑		Two-way radio contact to be maintained with ATC in these air-spaces. Mfuwe Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 120.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz	
▲OVANA 09°37'00"S 033°30'000"E	178° 359° 65 NM	UNL FL145 Class A		↓	↑		Two-way radio contact to be maintained with ATC in these air-spaces. Mfuwe Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 120.700Mhz 8888.0Khz	

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Lateral limits (NM)	Direction of cruising levels	RNP Type	Remarks
				Odd		
1	2	3	4	5	6	7
						8873.0Khz 6586.0Khz
▲MEKRO 10°44'20"S 033°35'00"E						
	<p style="text-align: center;">182° 360° 43 NM</p>	<p style="text-align: center;">UNL FL145 Class A</p>		↑ ↓		<p>Two-way radio contact to be maintained with ATC in these airspaces. Mfuwe Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 120.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz</p>
▲UTALA 11°22'12"S 033°37'54"E						
	<p style="text-align: center;">183° 360° 6 NM</p>	<p style="text-align: center;">UNL FL145 Class A</p>		↑ ↓		<p>Two-way radio contact to be maintained with ATC in these airspaces. Mfuwe Approach available as a relay station. Lusaka Control Frequency 120.500Mhz 120.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz</p>
▲ANTOP 11°30'00"S 033°38'30"E						

ENR 3.2 UPPER ATS ROUTES

<i>Route designator Name of sig- nificant points Coordinates</i>	<i>Track MAG Rev Track MAG Length (NM)</i>	<i>Upper limit Lower limit Airspace class</i>	<i>Later- al lim- its (NM)</i>	<i>Direction of cruising levels</i>		<i>RNP Type</i>	<i>Remarks</i>	
				<i>Odd</i>	<i>Even</i>			
1	2	3	4	5	6	7		
UP312								
▲MBEYA NDB 'MB' 08°55'22"S 033°27'29"E								
	<p style="text-align: center;">196° 016° 25 NM</p>	<p style="text-align: center;">UNL FL245</p> <p style="text-align: center;">Class A</p>		↑	↓		<p>Two-way radio contact to be maintained with AREA CTRL FREQ and MFUWE APPROACH.</p> <p>120.500Mhz 8888.0Khz 8873.0Khz 6952.0Khz 120.700Mhz</p>	
▲IBROP 09°19'24"S 033°21'16"E								
	<p style="text-align: center;">196° 017° 10 NM</p>	<p style="text-align: center;">UNL FL245</p> <p style="text-align: center;">Class A</p>		↑	↓		<p>Two-way radio contact to be maintained with AREA CTRL FREQ and MFUWE APPROACH.</p> <p>120.500Mhz 8888.0Khz 8873.0Khz 6952.0Khz 120.700Mhz</p>	
▲APKOL 09°29'16"S 033°18'44"E								
	<p style="text-align: center;">197° 019° 167 NM</p>	<p style="text-align: center;">UNL FL245</p> <p style="text-align: center;">Class A</p>		↑	↓		<p>Two-way radio contact to be maintained with AREA CTRL FREQ and MFUWE APPROACH.</p> <p>120.500Mhz 8888.0Khz 8873.0Khz 6952.0Khz 120.700Mhz</p>	
▲ETOLI 12°11'30"S 032°35'18"E								

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Lateral limits (NM)	Direction of cruising levels	RNP Type	Remarks
				Odd		
1	2	3	4	5	6	7
	<p style="text-align: center;">196° — 017° 73 NM</p>	<p style="text-align: center;">UNL — FL245 Class A</p>		↑ ↓		Two-way radio contact to be maintained with AREA CTRL FREQ and MFUWE APPROACH. 120.500Mhz 8888.0Khz 8873.0Khz 6952.0Khz 120.700Mhz
▲ADMIS 13°22'52"S 032°19'15"E						
	<p style="text-align: center;">200° — 020° 12 NM</p>	<p style="text-align: center;">UNL — FL245 Class A</p>		↑ ↓		Two-way radio contact to be maintained with AREA CTRL FREQ and MFUWE APPROACH. 120.500Mhz 8888.0Khz 8873.0Khz 6952.0Khz 120.700Mhz
▲UDPIX 13°34'42"S 032°16'00"E						
	<p style="text-align: center;">199° — 020° 49 NM</p>	<p style="text-align: center;">UNL — FL245 Class A</p>		↑ ↓		Two-way radio contact to be maintained with AREA CTRL FREQ and MFUWE APPROACH. 120.500Mhz 8888.0Khz 8873.0Khz 6952.0Khz 120.700Mhz
▲TEVAS 14°22'18"S 032°03'30"E						
UP312 is also a contingency route						

ENR 3.2 UPPER ATS ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Lateral limits (NM)	Direction of cruising levels		RNP Type	Remarks	
				Odd	Even			
1	2	3	4	5	6	7		
UR525								
▲KAOMA NDB 'KO' 14°47'08"S 024°47'24"E								
	124° 302° 76 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with Area Control Mongu information available as a relay station. Lusaka Control Freq. 120.500Mhz 8888.0Khz 6586.0Khz 6952.0Khz	
▲IXATA 15°22'24"S 025°56'49"E	122° 302° 45 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with Area Control Lusaka Control Freq. 120.500Mhz 8888.0Khz 6586.0Khz 6952.0Khz	
▲EVOLU 15°42'42"S 026°38'18"E	124° 305° 46 NM	UNL FL245 Class A		↓	↑		Two-way radio contact to be maintained with AREA CTRL FREQ and Lusaka APPROACH. 121.300Mhz 8888.0Khz 8873.0Khz 6952.0Khz	
▲IBGOT 16°04'42"S 027°19'50"E	123° 303°	UNL FL245		↓	↑		Two-way radio contact to be maintained	

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Lateral limits (NM)	Direction of cruising levels	RNP Type	Remarks
				Odd		
1	2	3	4	5	6	7
		51 NM				with AREA CTRL FREQ and Lusaka APPROACH. 121.300Mhz 8888.0Khz 8873.0Khz 6952.0Khz
▲ETLUN 16°28'00"S 028°07'00"E						
	<u>122°</u> 302° 23 NM	UNL FL245 Class A		↓	↑	Two-way radio contact to be maintained with AREA CTRL FREQ and Lusaka APPROACH. 121.300Mhz 8888.0Khz 8873.0Khz 6952.0Khz
▲RETAR 16°37'47"S 028°28'18"E						
UR525 is also a contingency route						

ENR 3.2 UPPER ATS ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Lateral limits (NM)	Direction of cruising levels		RNP Type	Remarks
				Odd	Even		
1	2	3	4	5	6	7	
UR779							
▲MBEYA NDB 'MB' 08°55'22"S 033°27'29"E							
	219° 039° 39 NM	UNL FL245 Class A		↑	↓		Two-way radio contact to be maintained with ATC in these airspaces. Kasama/Mfuwe available as a relays stations. Lusaka Control Frequency. 120.500Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲GESAT 09°26'30"S 033°03'47"E	219° 040° 106 NM	UNL FL245 Class A		↑	↓		Two-way radio contact to be maintained with ATC in these airspaces. Lusaka Control Frequency. 120.500Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ITKAN 10°50'48"S 031°58'36"E	220° 040° 19 NM	UNL FL245 Class A		↑	↓		Two-way radio contact to be maintained with ATC in these airspaces. Mfuwe available HJ as a relays stations. Lusaka Control Frequency. 120.500Mhz 120.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲APGEL 11°05'42"S							

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Lateral limits (NM)	Direction of cruising levels	RNP Type	Remarks
				Odd		
1	2	3	4	5	6	7
031°47'00"E						
	220° 042° 139 NM	UNL FL245 Class A		↑ ↓		Two-way radio contact to be maintained with ATC in these airspaces. Mfuwe available HJ as a relays stations. Lusaka Control Frequency. 120.500Mhz 120.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲GEPET 12°56'30"S 030°20'00"E						
	222° 042° 33 NM	UNL FL245 Class A		↑ ↓		Two-way radio contact to be maintained with ATC in these airspaces. Mfuwe available HJ as a relays stations. Lusaka Control Frequency. 120.500Mhz 120.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲AVEKA 13°22'36"S 029°59'18"E						
	222° 044° 148 NM	UNL FL245 Class A		↑ ↓		Two-way radio contact to be maintained with AREA CTRL FREQ and Lusaka APPROACH. 121.300Mhz 8888.0Khz 8873.0Khz 6952.0Khz
▲KENNETH KAUNDA VOR/DME 'VLS' 15°19'41"S 028°25'15"E						
	231° 052°	UNL FL245		↑ ↓		Two-way radio contact to be maintained

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
			Odd	Even		
1	2	3	4	5	6	
UM214						
▲ ETOXO 11°31'36"S 024°56'17"E						
	168° 348° 39 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC Units in these air-spaces. Lusaka Control Frequency. 120.500Mhz 8888.0Khz 6586.0Khz
△ ITLOR 12°10'00"S 025°06'13"E	168° 349° 78 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC Units in these air-spaces. Lusaka Control Frequency. 120.500Mhz 8888.0Khz 6586.0Khz
▲ DUGBA 13°25'51"S 025°25'59"E	169° 353° 120 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC Units in these air-spaces. Lusaka Control Frequency. 120.500Mhz 8888.0Khz 6586.0Khz
▲ IXATA 15°22'24"S 025°56'49"E	171° 353° 87 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC Units in these air-spaces. Lusaka Control Frequency. 120.500Mhz 8888.0Khz 6586.0Khz
▲ DURTO 16°47'18"S 026°19'42"E						

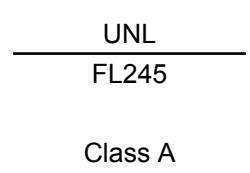
Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
			Odd	Even		
1	2	3	4		5	6
		UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC Units in these air-spaces. Lusaka Control Frequency. 120.500Mhz 8888.0Khz 6586.0Khz
▲AVOMU 17°13'58"S 026°26'53"E						
	172° 353° 27 NM					
▲XOSIV 18°02'50"S 026°39'24"E		UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC Units in these air-spaces. Lusaka Control Frequency. 120.500Mhz 8888.0Khz 6586.0Khz
	173° 353° 50 NM					
UM214 is also a contingency route						

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
			Odd	Even		
1	2	3	4	5	6	
UM215						
▲ MOTAM 12°00'00"S 027°35'48"E						
	169° 352° 205 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Ndola Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 119.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz
△ KENNETH KAUNDA VOR/DME 'VLS' 15°19'41"S 028°25'15"E						
	185° 005° 138 NM	UNL FL245 Class A	↑	↓	(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Lusaka Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 121.300Mhz 119.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz
△ RETAR 16°37'47"S 028°28'18"E						

**THIS PAGE
INTENTIONALLY
LEFT BLANK**

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
			Odd	Even		
1	2	3	4	5	6	
UM437						
▲ NIDOS 13°04'00"S 026°51'06"E						
	<p>212° 036° 300 NM</p>	<p>UNL FL245 Class A</p> 			(RNP 10)	<p>Two-way radio contact to be maintained with ATC in these airspaces. Solwezi Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 123.925Mhz 8888.0Khz 8873.0Khz 6586.0Khz</p>
▲ TIGEL 17°28'12"S 024°22'00"E						
Two-way radio contact to be maintained with Area Control. Lusaka Control Freq:- 120.500Mhz 8888.0Khz 6586.0Khz 6952.0Khz						

**THIS PAGE
INTENTIONALLY
LEFT BLANK**

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
			Odd	Even		
1	2	3	4	5	6	
UM731						
▲ EPNUL 13°35'38"S 022°00'10"E						
	163° 344° 53 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC Units in these air-spaces Lusaka Control frequency 120.500Mhz 8888.0Khz 6586.0Khz
△ APKUS 14°25'00"S 022°19'00"E						
	161° 341° 79 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC Units in these air-spaces Lusaka Control frequency 120.500Mhz 8888.0Khz 6586.0Khz
▲ AVONI 15°38'00"S 022°52'00"E						
	163° 345° 126 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC Units in these air-spaces Lusaka Control frequency 120.500Mhz 8888.0Khz 6586.0Khz
▲ EPMAG 17°34'59"S 023°41'13"E						
UM731 is also a contingency route						

**THIS PAGE
INTENTIONALLY
LEFT BLANK**

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
			Odd	Even		
1	2	3	4	5	6	
UQ83						
▲ INUXI 12°00'00"S 027°03'00"E						
	230° 051° 66 NM	UNL FL245 Class A	↑	↓	(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Solwezi Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 123.925Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ OKSED 12°44'34"S 026°13'07"E						
	231° 052° 62 NM	UNL FL245 Class A	↑	↓	(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Solwezi Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 123.925Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ DUGBA 13°25'51"S 025°25'59"E						
	232° 053° 94 NM	UNL FL245 Class A			(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Solwezi Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 123.925Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ GEXAG 14°28'07"S						

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
			Odd	Even		
1	2	3	4	5	6	
024°14'04"E						
	233° 054° 76 NM	UNL FL245 Class A			(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Solwezi Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 123.925Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ NIBEG 15°18'44"S 023°14'47"E						
	234° 054° 29 NM	UNL FL245 Class A			(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Solwezi Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 123.925Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ AVONI 15°38'00"S 022°52'00"E						
	232° 053° 62 NM	UNL FL245 Class A			(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Livingstone Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 124.300Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ UVDOM 16°20'05"S 022°04'32"E						

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

<i>Route designator Name of significant points Coordinates</i>	<i>Track MAG Rev Track MAG Length (NM)</i>	<i>Upper limit Lower limit Airspace class</i>	<i>Direction of cruising levels</i>		<i>RNP Type</i>	<i>Remarks</i>
			<i>Odd</i>	<i>Even</i>		
1	2	3	4	5	6	
UR784						
▲ NIDOS 13°04'00"S 026°51'06"E						
	027° 206° 70 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Solwezi Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 123.925Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ ENKOT 11°59'32"S 027°19'33"E						
Two-way radio contact to be maintained with Area Control.						

**THIS PAGE
INTENTIONALLY
LEFT BLANK**

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
			Odd	Even		
1	2	3	4	5	6	
UT281						
▲ BESHO 11°59'29"S 027°48'57"E						
	113° 293° 57 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Ndola Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 119.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ EPSOT 12°20'04"S 028°44'24"E						
	115° 296° 24 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Ndola Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 119.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ AXULO 12°29'25"S 029°07'27"E						
	114° 294° 76 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Ndola Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 119.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ GEPET 12°56'30"S						

Route designator Name of significant points Coordinates	Track MAG Rev Track MAG Length (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		RNP Type	Remarks
			Odd	Even		
1	2	3	4	5	6	
030°20'00"E						
	106° 286° 61 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Mfuwe Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 120.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ IMLUP 13°08'53"S 031°21'05"E						
	106° 287° 34 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Mfuwe Approach available HJ as a relay station. Lusaka Control Frequency. 120.500Mhz 120.700Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ MFUWE INTERNATIONAL AIRPORT VOR/DME 'VMF' 13°15'43"S 031°54'49"E						
Two-way radio contact to be maintained with Area Control. Lusaka Control Freq:- 120.500Mhz 8888.0Khz 6586.0Khz 6952.0Khz						

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

<i>Route designator Name of significant points Coordinates</i>	<i>Track MAG Rev Track MAG Length (NM)</i>	<i>Upper limit Lower limit Airspace class</i>	<i>Direction of cruising levels</i>		<i>RNP Type</i>	<i>Remarks</i>
			<i>Odd</i>	<i>Even</i>		
1	2	3	4	5	6	
UT967						
▲ ITLOR 12°10'00"S 025°06'13"E						
	017° 197° 25 NM	UNL FL245 Class A	↓	↑	(RNP 10)	Two-way radio contact to be maintained with ATC in these airspaces. Solwezi Approach available HJ as a relay station. Lusaka Control Frequency. 123.925Mhz 8888.0Khz 8873.0Khz 6586.0Khz
▲ KOKEN 11°45'54"S 025°12'33"E						

**THIS PAGE
INTENTIONALLY
LEFT BLANK**

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

NAME OF STATION (VAR)	IDENT	FREQUEN-CY (CH)	HOURS OF OPERATION	COORDI-NATES	ELEVATION DME ANTENNA	COVERAGE REMARKS
1	2	3	4	5	6	7
CHIPATA NDB (05° W)	CP	218.00 KHZ	H24	133350.28S 0323507.68E	-	Power output 100w Coverage 50NM
HARRY MWAANGA NKUMBULA VOR/DME (07° W)	VLI	112.50 MHZ (CH72X)	H24	174845.37S 0254912.07E	3297.2507 FT (1005 M)	co-axially co-located with DME
KAOMA NDB (07° W)	KO	349.00 KHZ	H24	144707.80S 0244724.00E	-	Power output 100w Coverage 50NM
KAPIRI-MPOSHI NDB (05° W)	KM	312.00 KHZ	H24	133448.00S 0282445.00E	-	Power output 125w Coverage 60NM
KASAMA NDB (03° W)	KS	367.00 KHZ	H24	101259.10S 0310822.14E	4687.2178 FT (1429 M)	Power output 100w Coverage 50NM
KENNETH KAUNDA VOR/DME (05° W)	VLS	113.50 MHZ (CH82X)	H24	151940.82S 0282515.40E	3804 FT (1159 M)	co-axially co-located with DME
MANSA NDB (04° W)	MA	316.00 KHZ	H24	110727.00S 0285146.20E	-	Power output 1kw Coverage 200NM
MFUWE INTERNATIONAL AIRPORT VOR/DME (04° W)	VMF	112.90 MHZ (CH76X)	H24	131542.79S 0315448.72E	1850.83 FT (564 M)	co-axially co-located with DME
MONGU VOR/DME (07° W)	VMG	115.30 MHZ (CH100X)	H24	151509.84S 0231125.62E	3465 FT (1056 M)	co-axially co-located with DME
NDOLA VOR/DME (04° W)	VND	112.10 MHZ (CH58X)	H24	123542.72S 0282344.52E	4196 FT (1279 M)	co-axially co-located with DME

**THIS PAGE
INTENTIONALLY
LEFT BLANK**

FLHN 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	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	50 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	ABN/IBN location, characteristics and hours of operation	ABN :
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: Nil
3	TWY edge and centre line lighting	Taxiway Edge: Twy B - Blue Taxiway Edge: Twy A - Blue
4	Secondary power supply/switch-over time	15 seconds
5	Remarks	Nil

FLHN AD 2.16 HELICOPTER LANDING AREA

As guided by ATC

FLHN AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	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	Vertical limits	GND to FL65
3	Airspace classification	C
4	ATS unit call sign Language(s)	Livingstone Approach, English Livingstone Tower, English
5	Transition altitude	5000 FT (1524 M)
6	Hours of applicability	0600-1500

7	Remarks	Nil
---	---------	-----

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>
1	2	3	4	5	6	7
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	Living-stone 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>
1	2	3	4	5	6	7
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

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

**TRANSITION ALTITUDE
5000**

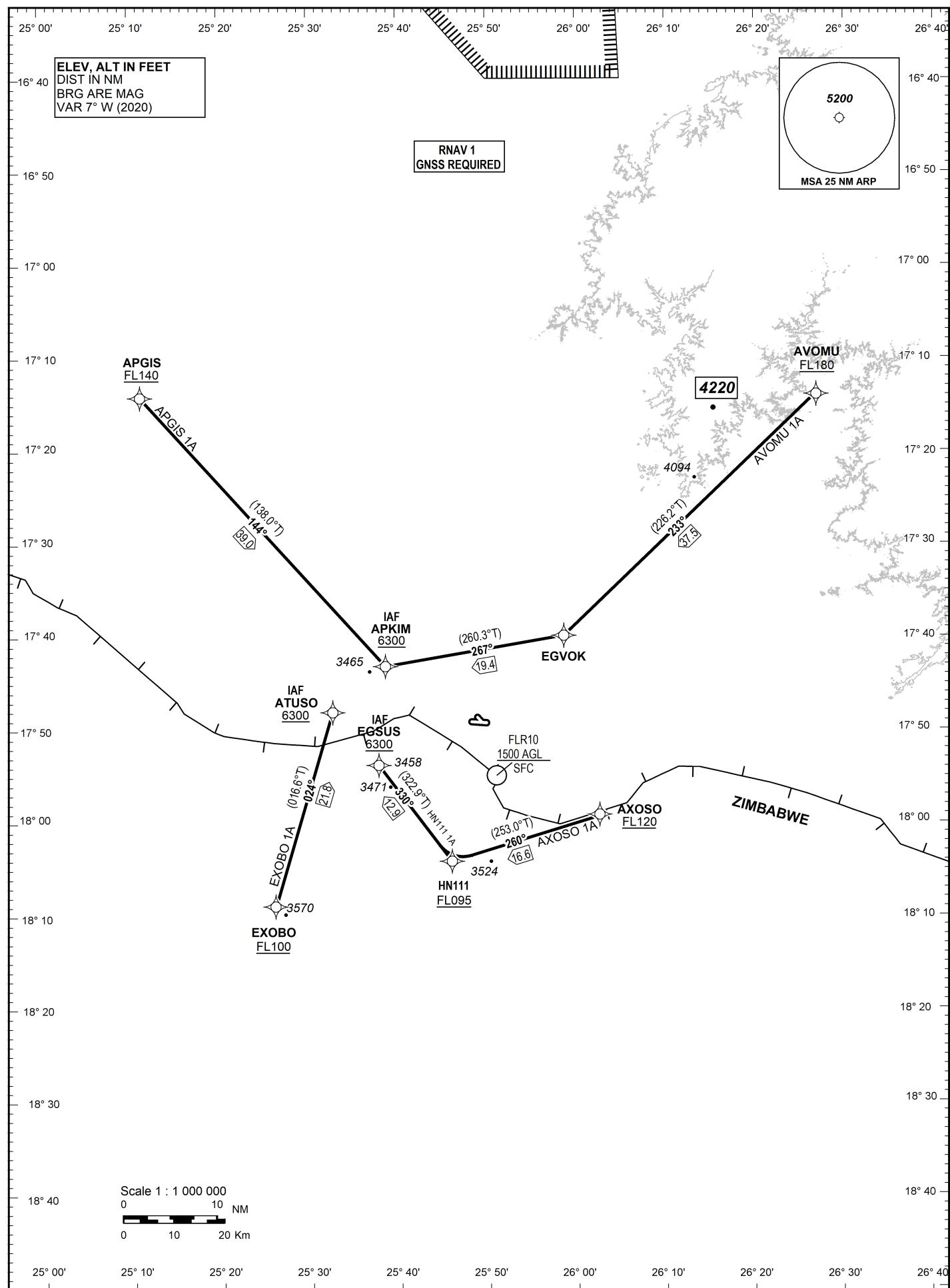
APP 124.300
TWR 118.100

HARRY MWAANGA NKUMBULA INTL/Livingstone

(FLHN)

RNAV STAR RWY 10

APGIS 1A, AVOMU 1A, AXOSO 1A, EXOBO 1A, HN111 1A



**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

HARRY MWAANGA NKUMBULA INTL/Livingstone

(FLHN)

RNAV STAR RWY 10

APGIS 1A, AVOMU 1A, AXOSO 1A, EXOBO 1A, HN111 1A

TABULAR DESCRIPTION

RNAV STAR RWY 10

APGIS 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	APGIS	-	-	-	-	-	+FL140	-	-	-	RNAV 1
020	TF	APKIM	-	144 (138.0)	-	39.0	-	+6300	-	-	-	RNAV 1

AVOMU 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	AVOMU	-	-	-	-	-	+FL180	-	-	-	RNAV 1
020	TF	EGVOK	-	233 (226.2)	-	37.5	-	-	-	-	-	RNAV 1
030	TF	APKIM	-	267 (260.3)	-	19.4	-	+6300	-	-	-	RNAV 1

AXOSO 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	AXOSO	-	-	-	-	-	+FL120	-	-	-	RNAV 1
020	TF	HN111	-	260 (253.0)	-	16.6	-	+FL095	-	-	-	RNAV 1
030	TF	EGSUS	-	330 (322.9)	-	12.9	-	+6300	-	-	-	RNAV 1

EXOBO 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	EXOBO	-	-	-	-	-	+FL100	-	-	-	RNAV 1
020	TF	ATUSO	-	024 (016.6)	-	21.8	-	+6300	-	-	-	RNAV 1

HN111 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	HN111	-	-	-	-	-	+FL095	-	-	-	RNAV 1
020	TF	EGSUS	-	330 (322.9)	-	12.9	-	+6300	-	-	-	RNAV 1

**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

**HARRY MWAANGA NKUMBULA INTL/Livingstone
(FLHN)**

RNAV STAR RWY 10

APGIS 1A, AVOMU 1A, AXOSO 1A, EXOBO 1A, HN111 1A

**WAYPOINT LIST
RNAV STAR RWY 10**

WaypointIdentifier	Coordinates	
APGIS	S 17 14 13.0	E 025 11 11.6
APKIM	S 17 43 14.1	E 025 38 31.5
ATUSO	S 17 48 09.8	E 025 32 34.8
AVOMU	S 17 13 58.0	E 026 26 53.0
AXOSO	S 17 59 22.1	E 026 02 33.8
EGSUS	S 17 53 51.6	E 025 37 43.5
EGVOK	S 17 39 57.9	E 025 58 34.5
EXOBO	S 18 09 09.0	E 025 26 02.7
HN111	S 18 04 13.1	E 025 45 54.0

ROUTING

NAME	TEXT
APGIS 1A	From APGIS track 144° to APKIM. MEL/MEA: APGIS AT or ABOVE FL140, APKIM AT or ABOVE 6300'.
AVOMU 1A	From AVOMU track 233° to EGVOK, track 267° to APKIM. MEL/MEA: AVOMU AT or ABOVE FL180, APKIM AT or ABOVE 6300'.
AXOSO 1A	From AXOSO track 260° to HN111, track 330° to EGSUS. MEL/MEA: AXOSO AT or ABOVE FL120, HN111 AT or ABOVE FL095, EGSUS AT or ABOVE 6300'.
EXOBO 1A	From EXOBO track 024° to ATUSO. MEL/MEA: EXOBO AT or ABOVE FL100, ATUSO AT or ABOVE 6300'.
HN111 1A	From HN111 track 330° to EGSUS. MEL/MEA: HN111 AT or ABOVE FL095, EGSUS AT or ABOVE 6300'.

**THIS PAGE
INTENTIONALLY
LEFT BLANK**

**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

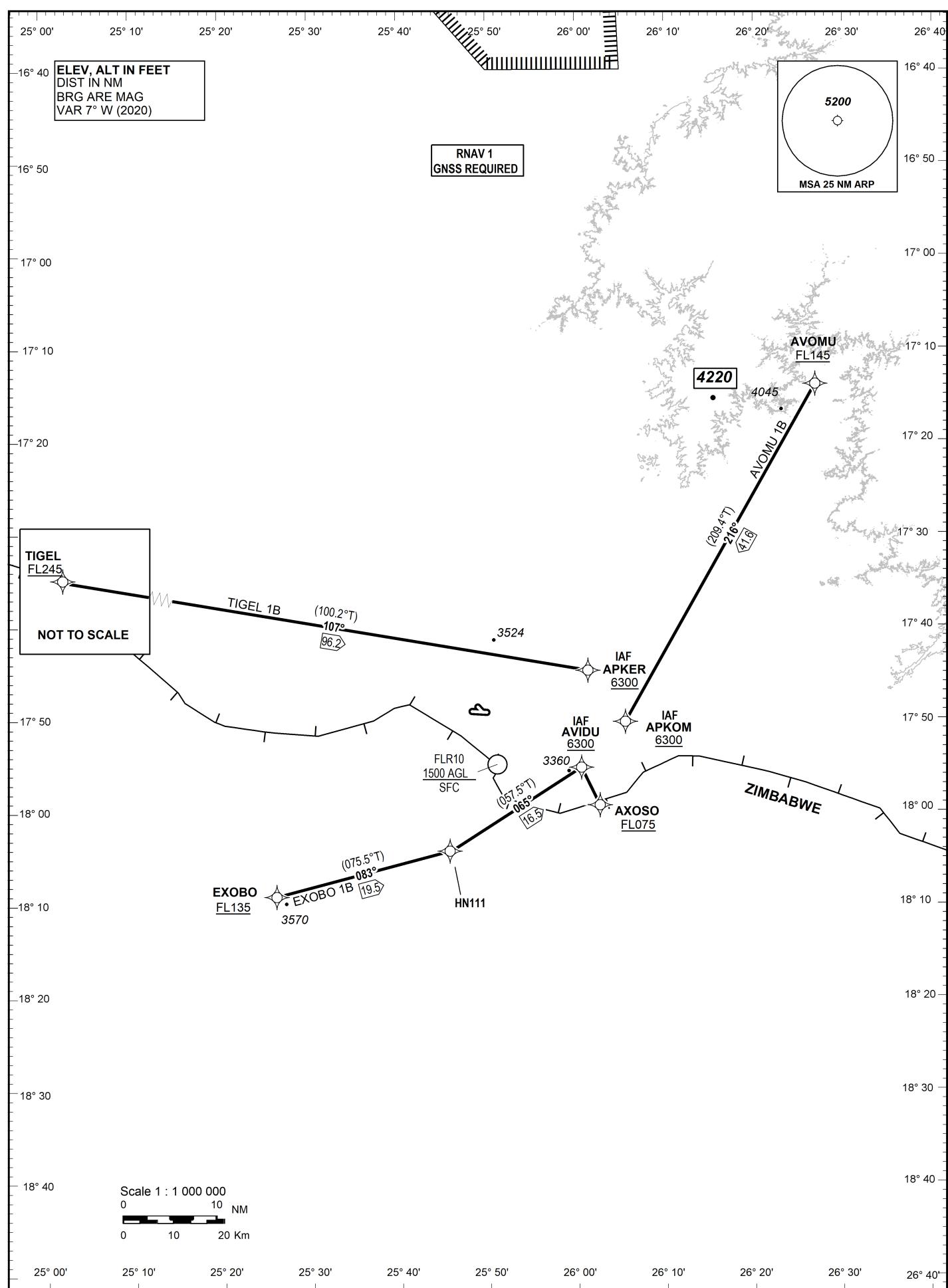
**TRANSITION ALTITUDE
5000**

HARRY MWAANGA NKUMBULA INTL/Livingstone

(FLHN)

RNAV STAR RWY 28

AVOMU 1B, AXOSO 1B, EXOBO 1B, TIGEL 1B



**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

HARRY MWAANGA NKUMBULA INTL/Livingstone

(FLHN)

RNAV STAR RWY 28

AVOMU 1B, AXOSO 1B, EXOBO 1B, TIGEL 1B

TABULAR DESCRIPTION

RNAV STAR RWY 28

AVOMU 1B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	AVOMU	-	-	-	-	-	+FL145	-	-	-	RNAV 1
020	TF	APKOM	-	216 (209.4)	-	41.6	-	+6300	-	-	-	RNAV 1

AXOSO 1B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	AXOSO	-	-	-	-	-	+FL075	-	-	-	RNAV 1
020	TF	AVIDU	-	341 (334.0)	-	4.5	-	+6300	-	-	-	RNAV 1

EXOBO 1B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	EXOBO	-	-	-	-	-	+FL135	-	-	-	RNAV 1
020	TF	HN111	-	083 (075.5)	-	19.5	-	-	-	-	-	RNAV 1
030	TF	AVIDU	-	065 (057.5)	-	16.5	-	+6300	-	-	-	RNAV 1

TIGEL 1B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	TIGEL	-	-	-	-	-	+FL245	-	-	-	RNAV 1
020	TF	APKER	-	107 (100.2)	-	96.2	-	+6300	-	-	-	RNAV 1

**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO****HARRY MWAANGA NKUMBULA INTL/Livingstone
(FLHN)
RNAV STAR RWY 28**

AVOMU 1B, AXOSO 1B, EXOBO 1B, TIGEL 1B

**WAYPOINT LIST
RNAV STAR RWY 28**

WaypointIdentifier	Coordinates	
APKER	S 17 44 50.7	E 026 01 15.2
APKOM	S 17 50 22.7	E 026 05 27.1
AVIDU	S 17 55 18.0	E 026 00 29.5
AVOMU	S 17 13 58.0	E 026 26 53.0
AXOSO	S 17 59 22.1	E 026 02 33.8
EXOBO	S 18 09 09.0	E 025 26 02.7
HN111	S 18 04 13.1	E 025 45 54.0
TIGEL	S 17 28 12.0	E 024 22 00.0

ROUTING

NAME	TEXT
AVOMU 1B	From AVOMU track 216° to APKOM. MEL/MEA: AVOMU AT or ABOVE FL145, APKOM AT or ABOVE 6300'.
AXOSO 1B	From AXOSO track 341° to AVIDU. MEL/MEA: AXOSO AT or ABOVE FL075, AVIDU AT or ABOVE 6300'.
EXOBO 1B	From EXOBO track 083° to HN111, track 065 to AVIDU. MEL/MEA: EXOBO AT or ABOVE FL075, AVIDU AT or ABOVE 6300'.
TIGEL 1B	From TIGEL track 107° to APKER. MEL/MEA: TIGEL AT or ABOVE FL245, APKER AT or ABOVE 6300'.

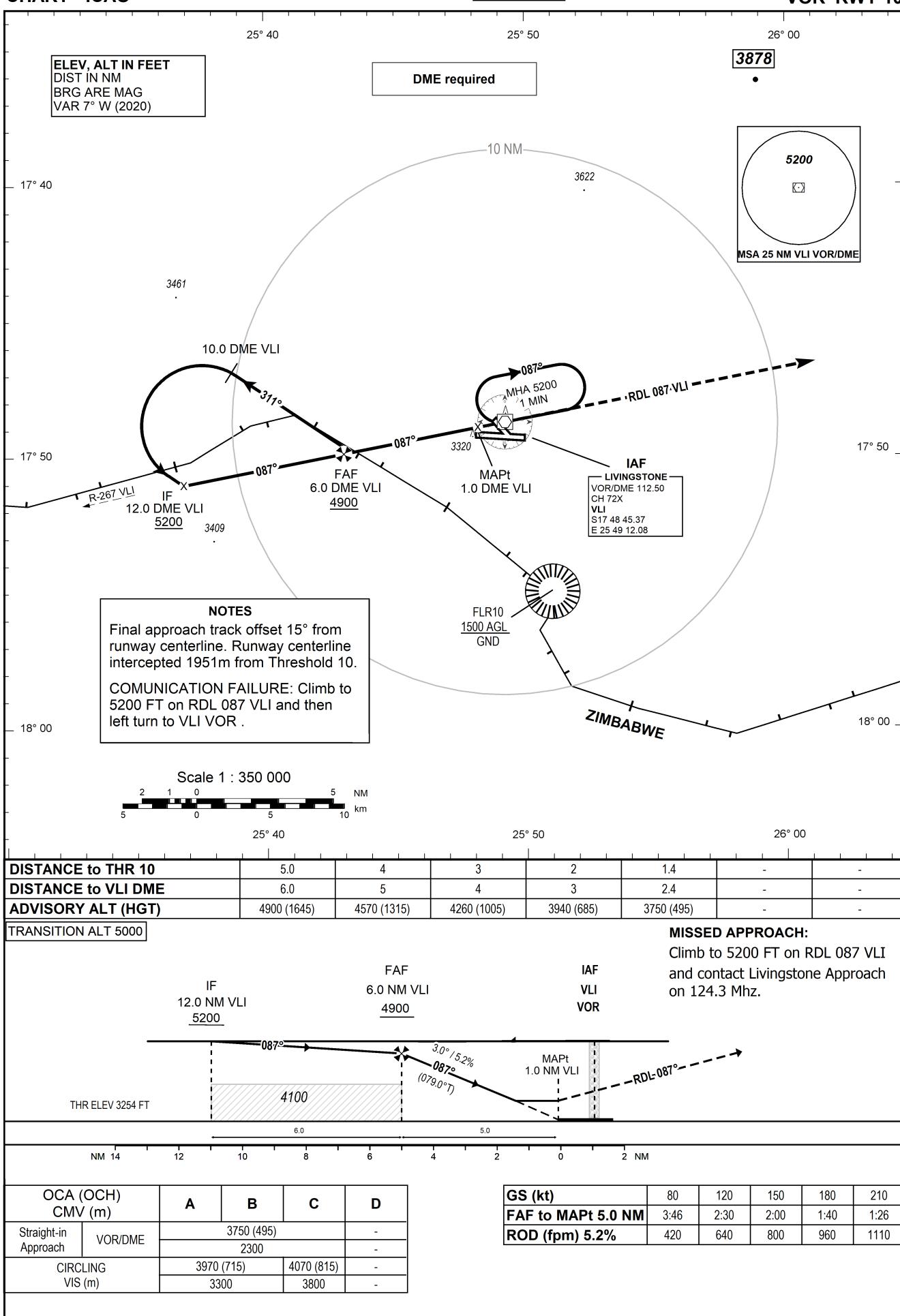
**THIS PAGE
INTENTIONALLY
LEFT BLANK**

INSTRUMENT
APPROACH
CHART - ICAO

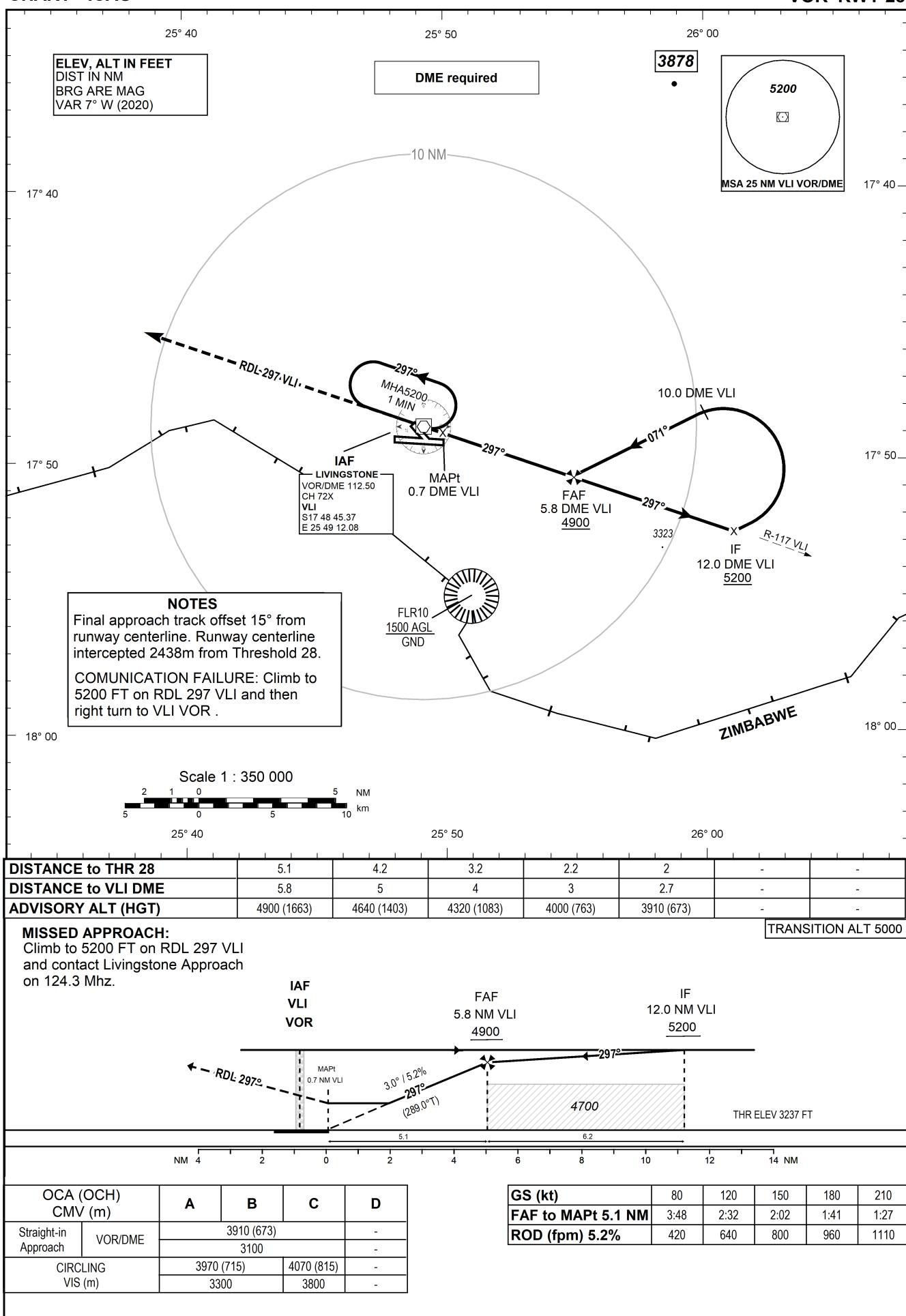
AERODROME ELEV 3255 FT
HEIGHTS RELATED TO
AD ELEV

HARRY MWAANGA NKUMBULA INTL/Livingstone
(FLHN)
VOR RWY 10

APP 124.300
TWR 118.100



**THIS PAGE
INTENTIONALLY
LEFT BLANK**

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 3255 FT
HEIGHTS RELATED TO
THR RWY 28 - ELEV 3237 FTHARRY MWAANGA NKUMBULA INTL/Livingstone
(FLHN)
VOR RWY 28APP 124.300
TWR 118.100

**THIS PAGE
INTENTIONALLY
LEFT BLANK**

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

FLKK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>Designations RWY</i>	<i>TRUE & MAG BRG</i>	<i>Dimension of RWY (M)</i>	<i>Strength (PCN) and surface of RWY and SWY</i>	<i>THR coordinates</i>	<i>THR elevation and highest elevation of TDZ of precision APP RWY</i>	
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)	
<i>Slope OF RWY and SWY</i>	<i>SWY dimensions (M)</i>	<i>CWY dimensions (M)</i>	<i>Strip dimensions (M)</i>	<i>RESA dimensions (M)</i>	<i>RAG</i>	<i>OFZ</i>
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
<i>Designations RWY</i>	<i>Remarks</i>					
1	14					
10						
28						

FLKK AD 2.13 DECLARED DISTANCES

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

FLKK 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	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	<i>ABN/IBN location, characteristics and hours of operation</i>	IBN : At Tower Building, steady Red/IBN H24: H24
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 centre line: A - TWY Illuminated sign boards A,B,C at Entrance to RWY and Apron
4	<i>Secondary power supply/switch-over time</i>	Secondary power supply to all lighting at AD. Switch-overtime of within 15 seconds
5	<i>Remarks</i>	Nil

FLKK AD 2.16 HELICOPTER LANDING AREA

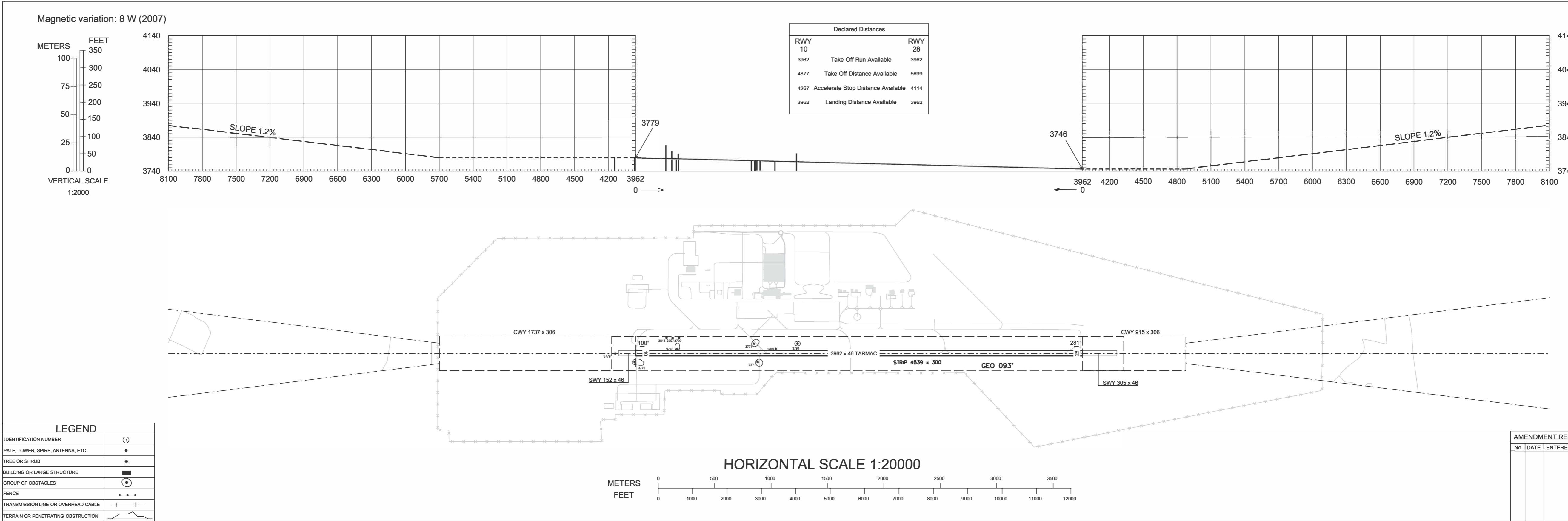
As guided by ATC

FLKK AD 2.17 ATS AIRSPACE

1	<i>Designation and lateral limits</i>	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	<i>Vertical limits</i>	GND to 7500 FT AMSL
3	<i>Airspace classification</i>	C
4	<i>ATS unit call sign Language(s)</i>	LUSAKA APP, English Kenneth Kaunda TWR, English
5	<i>Transition altitude</i>	6000 FT (1829 M)
6	<i>Hours of applicability</i>	H24
7	<i>Remarks</i>	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	

Dimensions in metres
Elevations in feetAERODROME OBSTACLE CHART - ICAO
TYPE A (Operating Limitations)LUSAKA / Kenneth Kaunda INTL
FLKK - RWY 10/28

THIS PAGE
INTENTIONALLY
LEFT BLANK

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

**TRANSITION ALTITUDE
6000**

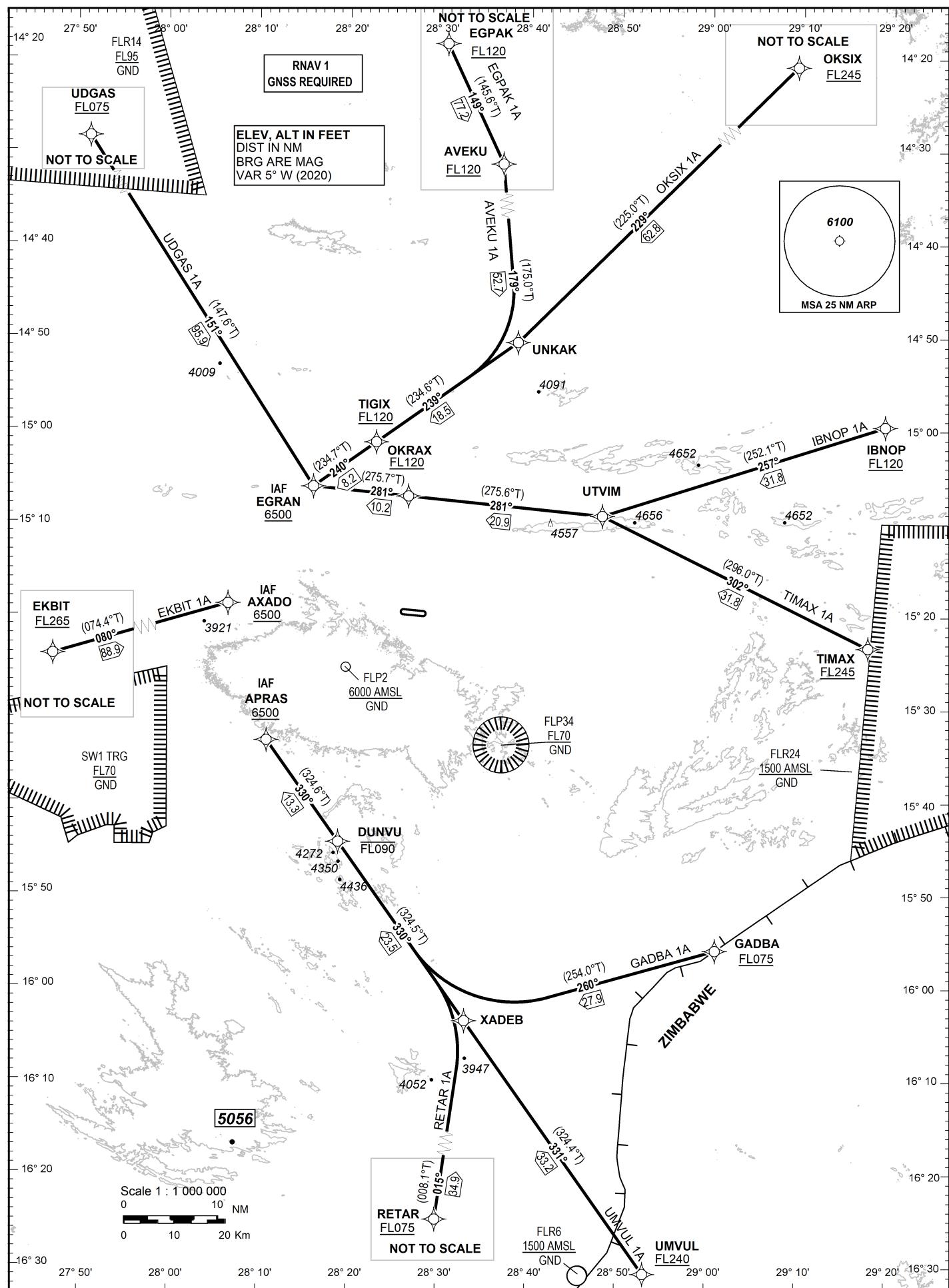
APP	121.300
	120.100
TWR	118.100

KENNETH KAUNDA INTL/Lusaka

(FLKK)

(cont.)
RNAV STAR RWY 10

AVEKU 1A, EGPAK 1A, EKBIT 1A, GADBA 1A, IBNOP 1A, OKSIX 1A, RETAR 1A, TIMAX 1A, UDGAS 1A, UMVUL 1A



**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

KENNETH KAUNDA INTL/Lusaka

(FLKK)

RNAV STAR RWY 10

AVEKU 1A, EGPAK 1A, EKBIT 1A, GADBA 1A, IBNOP 1A, OKSIX 1A, RETAR 1A, TIMAX 1A, UDGAS 1A, UMVUL 1A

TABULAR DESCRIPTION

RNAV STAR RWY 10

AVEKU 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	AVEKU	-	-	-	-	-	+FL120	-	-	-	RNAV 1
020	TF	UNKAK	-	179 (175.0)	-	52.7	-	-	-	-	-	RNAV 1
030	TF	TIGIX	-	239 (234.6)	-	18.5	-	+FL120	-	-	-	RNAV 1
040	TF	EGRAN	-	240 (234.7)	-	8.2	-	+6500	-	-	-	RNAV 1

EGPAK 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
10	IF	EGPAK	-	-	-	-	-	+FL120	-	-	-	RNAV 1
20	TF	AVEKU	-	149 (145.6)	-	77.2	-	-	-	-	-	RNAV 1
30	TF	UNKAK	-	179 (175.0)	-	51.9	-	-	-	-	-	RNAV 1
40	TF	TIGIX	-	239 (234.6)	-	18.0	-	+FL120	-	-	-	RNAV 1
50	TF	EGRAN	-	240 (234.7)	-	8.2	-	+6500	-	-	-	RNAV 1

EKBIT 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	EKBIT	-	-	-	-	-	+FL265	-	-	-	RNAV 1
020	TF	AXADO	-	080 (074.4)	-	88.9	-	+6500	-	-	-	RNAV 1

GADBA 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	GADBA	-	-	-	-	-	+FL075	-	-	-	RNAV 1
020	TF	XADEB	-	260 (254.0)	-	27.9	-	-	-	-	-	RNAV 1
030	TF	DUNVU	-	330 (324.5)	-	23.5	-	-FL090	-	-	-	RNAV 1
040	TF	APRAS	-	330 (324.6)	-	13.3	-	+6500	-	-	-	RNAV 1

IBNOP 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	IBNOP	-	-	-	-	-	+FL120	-	-	-	RNAV 1
020	TF	UTVIM	-	257 (252.1)	-	31.8	-	-	-	-	-	RNAV 1
030	TF	OKRAX	-	281 (275.6)	-	20.9	-	+FL120	-	-	-	RNAV 1
040	TF	EGRAN	-	281 (275.7)	-	10.2	-	+6500	-	-	-	RNAV 1

OKSIX 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	OKSIX	-	-	-	-	-	+FL245	-	-	-	RNAV 1
020	TF	UNKAK	-	229 (225.0)	-	62.8	-	-	-	-	-	RNAV 1
030	TF	TIGIX	-	239 (234.6)	-	18.5	-	+FL120	-	-	-	RNAV 1
040	TF	EGRAN	-	240 (234.7)	-	8.2	-	+6500	-	-	-	RNAV 1

RETAR 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	RETAR	-	-	-	-	-	+FL075	-	-	-	RNAV 1
020	TF	XADEB	-	015 (008.1)	-	34.9	-	-	-	-	-	RNAV 1
030	TF	DUNVU	-	330 (324.5)	-	23.2	-	-FL090	-	-	-	RNAV 1
040	TF	APRAS	-	330 (324.6)	-	13.3	-	+6500	-	-	-	RNAV 1

TIMAX 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	TIMAX	-	-	-	-	-	+FL245	-	-	-	RNAV 1
020	TF	UTVIM	-	302 (296.0)	-	31.8	-	-	-	-	-	RNAV 1
030	TF	OKRAX	-	281 (275.6)	-	20.9	-	+FL120	-	-	-	RNAV 1
040	TF	EGRAN	-	281 (275.7)	-	10.2	-	+6500	-	-	-	RNAV 1

UDGAS 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	UDGAS	-	-	-	-	-	+FL075	-	-	-	RNAV 1
020	TF	EGRAN	-	151 (147.6)	-	95.9	-	+6500	-	-	-	RNAV 1

UMVUL 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	UMVUL	-	-	-	-	-	+FL240	-	-	-	RNAV 1
020	TF	XADEB	-	331 (324.4)	-	33.2	-	-	-	-	-	RNAV 1
030	TF	DUNVU	-	330 (324.5)	-	23.5	-	-FL090	-	-	-	RNAV 1
040	TF	APRAS	-	330 (324.6)	-	13.3	-	+6500	-	-	-	RNAV 1

**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO****KENNETH KAUNDA INTL/Lusaka****(FLKK)****RNAV STAR RWY 10**

AVEKU 1A, EGPAK 1A, EKBIT 1A, GADBA 1A, IBNOP 1A, OKSIX 1A, RETAR 1A, TIMAX 1A, UDGAS 1A, UMVUL 1A

**WAYPOINT LIST
RNAV STAR RWY 10**

WaypointIdentifier	Coordinates		WaypointIdentifier	Coordinates	
UMVUL	S 16 30 52.0	E 028 53 08.0	UNKAK	S 14 50 42.0	E 028 38 35.9
APRAS	S 15 33 33.8	E 028 10 55.0	UTVIM	S 15 09 20.8	E 028 48 03.0
AVEKU	S 13 58 00.0	E 028 33 54.0	TIGIX	S 15 01 28.3	E 028 22 58.4
AXADO	S 15 18 50.6	E 028 06 36.8	OKSIX	S 14 06 12.0	E 029 24 30.0
DUNVU	S 14 44 29.1	E 028 18 55.4	RETAR	S 16 37 46.8	E 028 28 18.0
EGPAK	S 12 54 06.0	E 027 49 06.0	TIMAX	S 15 23 24.0	E 029 17 36.0
EGRAN	S 15 06 15.1	E 028 16 01.4	UDGAS	S 13 44 59.6	E 027 22 58.5
EKBIT	S 15 43 05.0	E 026 37 59.0			
GADBA	S 15 56 03.2	E 029 00 53.2			
IBNOP	S 14 59 36.0	E 029 19 18.0			
XADEB	S 16 03 42.8	E 028 33 03.9			
OKRAK	S 15 07 16.7	E 028 26 33.9			

ROUTING

NAME	TEXT
AVEKU 1A	From AVEKU track 179° to UNKAK, track 239° to TIGIX, track 240° to EGRAN. MEL/MEA: AVEKU AT or ABOVE FL120, TIGIX AT or ABOVE FL120, EGRAN AT or ABOVE UNKAK 6500'.
EGPAK 1A	From EGPAK track 149° to AVEKU, track 179° to UNKAK, track 239° to TIGIX, track 240° to EGRAN. MEL/MEA: EGPAK AT or ABOVE FL120, TIGIX AT or ABOVE FL120, EGRAN AT or ABOVE 6500'.
EKBIT 1A	From EKBIT track 080° to AXADO. MEL/MEA: EKBIT AT or ABOVE FL265, AXADO AT or ABOVE 6500'.
GADBA 1A	From GADBA track 260° to XADEB, track 330° to DUNVU, track 330° to APRAS. MEL/MEA: GADBA AT or ABOVE FL075, DUNVU AT or BELOW FL090, APRAS AT or ABOVE 6500'.
IBNOP 1A	From IBNOP track 257° to UTVIM, track 281° to OKRAX, track 281° to EGRAN. MEL/MEA: IBNOP AT or ABOVE FL120, OKRAX AT or ABOVE FL120, EGRAN AT or ABOVE 6500'.
OKSIX 1A	From OKSIX track 229° to UNKAK, track 239° to TIGIX, track 240° to EGRAN. MEL/MEA: OKSIX AT or ABOVE FL245, TIGIX AT or ABOVE FL120, EGRAN AT or ABOVE 6500'.
RETAR 1A	From RETAR track 015° to XADEB, track 330° to DUNVU, track 330° to APRAS. MEL/MEA: RETAR AT or ABOVE FL075, DUNVU AT or BELOW FL090, APRAS AT or ABOVE 6500'.
TIMAX 1A	From TIMAX track 302° to UTVIM, track 281° to OKRAX, track 281° to EGRAN. MEL/MEA: TIMAX AT or ABOVE FL245, OKRAX AT or ABOVE FL120, EGRAN AT or ABOVE 6500'.
UDGAS 1A	From UDGAS track 151° to EGRAN. MEL/MEA: UDGAS AT or ABOVE FL075, EGRAN AT or ABOVE 6500'.
UMVUL 1A	From UMVUL track 331° to XADEB, track 330° to DUNVU, track 330° to APRAS. MEL/MEA: UMVUL AT or ABOVE FL240, DUNVU AT or BELOW FL090, APRAS AT or ABOVE 6500'.

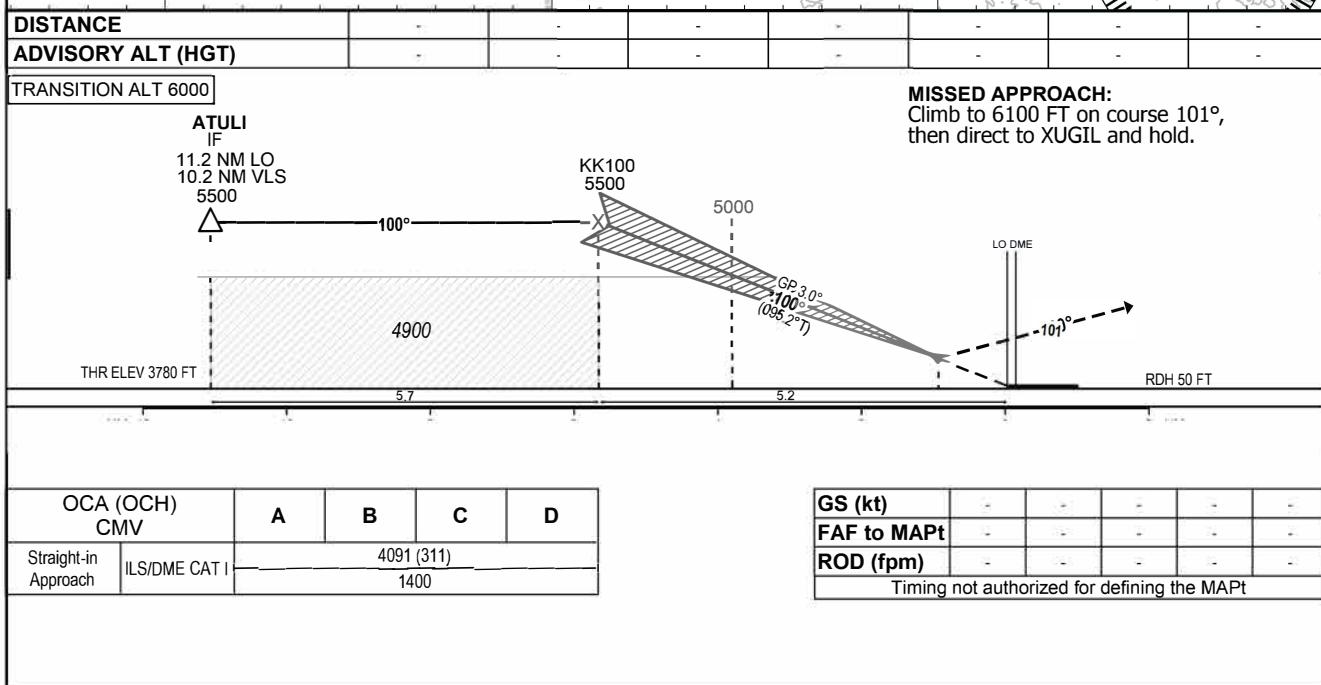
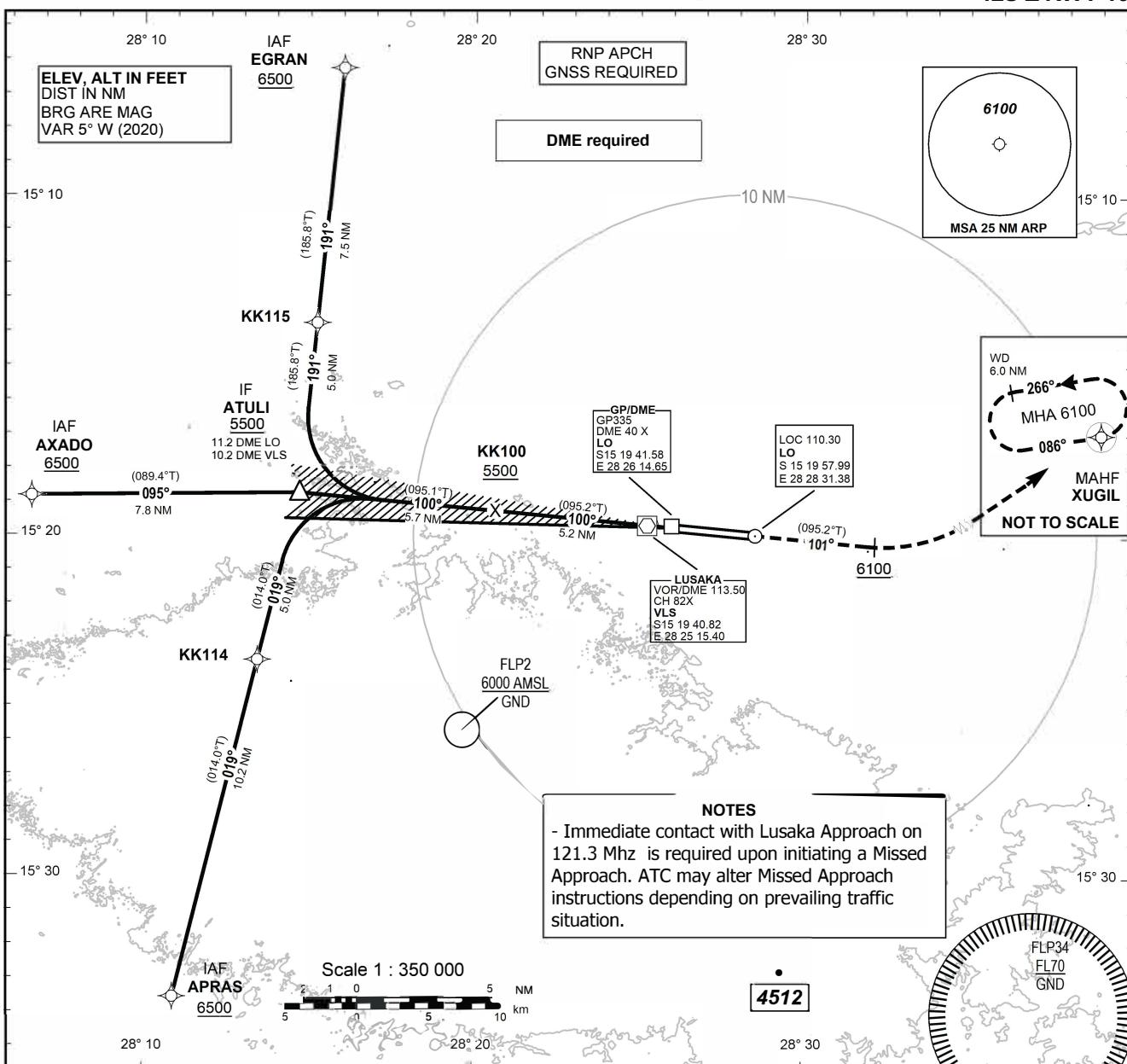
**THIS PAGE
INTENTIONALLY
LEFT BLANK**

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 3780 FT
HEIGHTS RELATED TO
THR RWY 10 - ELEV 3779 FT

APP 121.300
TWR 118.100

KENNETH KAUNDA INTL/Lusaka
(FLKK)
ILS Z RWY 10



<i>Serial Number</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course / Track °M(°T)</i>	<i>Dist (NM)</i>	<i>Turn Direction</i>	<i>Altitude (ft/FL)</i>	<i>Speed (KTs)</i>	<i>VPA/TCH</i>	<i>Navigation Specification</i>
010	IF	EGRAN	-	-	-	-	+6500	-	-	RNP APCH
020	TF	KK115	-	191 / (185.8)	7.5	-	+5500	-	-	RNP APCH
030	TF	ATULI	-	191 / (185.8)	5.0	-	+5500	-	-	RNP APCH
010	IF	APRAS	-	-	-	-	+6500	-	-	RNP APCH
020	TF	KK114	-	019 / (014.0)	10.2	-	+5500	-	-	RNP APCH
030	TF	ATULI	-	019 / (014.0)	5.0	-	+5500	-	-	RNP APCH
010	IF	AXADO	-	-	-	-	+6500	-	-	RNP APCH
020	TF	ATULI	-	095 / (089.4)	7.8	-	+5500	-	-	RNP APCH
040	IF	ATULI	-	-	-	-	+5500	-	-	RNP APCH
050	CF	KK100	Y	100 / (095.2)	5.7	-	+5500	-	-	-
060	CF	RW10	Y	100 / (095.2)	5.2	-	@3830	-	-3.00 / 50	-
070	CA	-	-	100 / (095.2)	15.2	-	+6100	-	-	RNP APCH
080	DF	XUGIL	Y	-	11.9	-	+6100	-	-	RNP APCH
090	HM	XUGIL	Y	086 / (080.7)	6.0	L	+6100	-230	-	RNP APCH

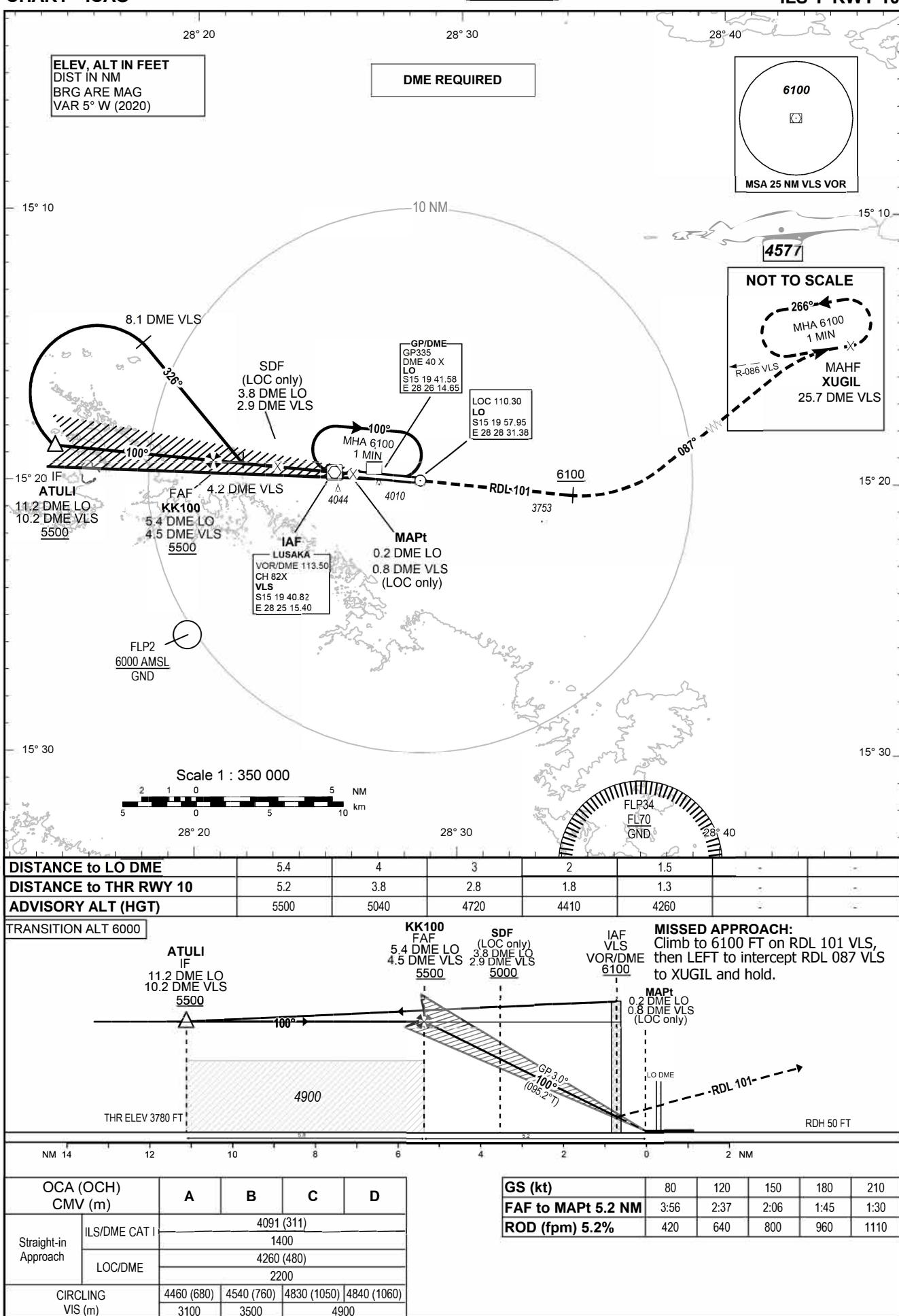
<i>Waypoint Identifier</i>	<i>Coordinates</i>
RW10	S 15 19 44.82 E 28 26 03.25
APRAS	S 15 33 33.8 E 028 10 55.0
ATULI	S 15 18 45.2 E 028 14 43.6
AXADO	S 15 18 50.6 E 028 06 36.8
EGRAN	S 15 06 15.1 E 028 16 01.4
KK100	S 15 19 16.0 E 028 20 39.1
XUGIL	S 15 15 28.0 E 028 51 32.5
KK114	S 15 23 37.5 E 028 13 28.4
KK115	S 15 13 45.5 E 028 15 14.7

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 3780 FT
HEIGHTS RELATED TO
THR RWY 10 - ELEV 3779 FT

APP	121.300
	120.100
TWR	118.100

KENNETH KAUNDA INTL/Lusaka
(FLKK)
ILS Y RWY 10



Waypoint Identifier	Coordinates
ATULI	S 15 18 45.22 E 028 14 43.57
KK100	S 15 19 16.06 E 028 20 39.1
VLS	S 15 19 40.82 E 028 25 15.40
RWY 10	S 15 19 45.07 E 028 26 03.66
XUGIL	S 15 15 28.0 E 028 51 32.5

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

**TRANSITION ALTITUDE
5000**

APP 120.700
TWR 118.300

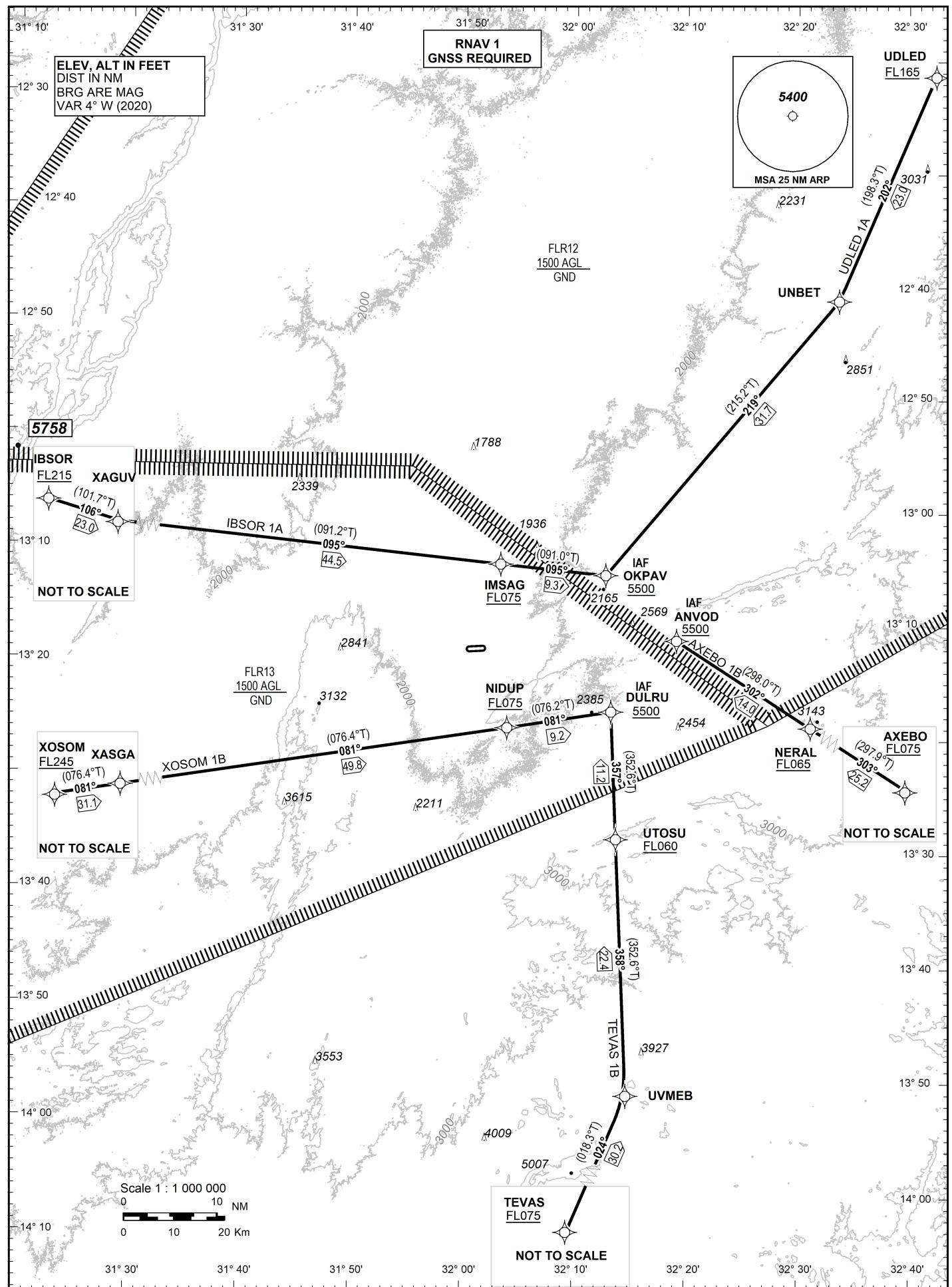
MFUWE/Mfuwe

JUN 2023

RNAV STAR RWY 27

(FLMF)

AXEBO 1B, IBSOR 1A, TEVAS 1B, UDLED 1A, XOSOM 1B



**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

MFUWE/Mfuwe

(FLMF)

RNAV STAR RWY 27

AXEBO 1B, IBSOR 1A, TEVAS 1B, UDLED 1A, XOSOM 1B

TABULAR DESCRIPTION

RNAV STAR RWY 27

AXEBO 1B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	AXEBO	-	-	-	-	-	+FL075	-	-	-	RNAV 1
020	TF	NERAL	-	303 (297.9)	-	25.2	-	+FL065	-	-	-	RNAV 1
030	TF	ANVOD	-	302 (298.0)	-	14.0	-	+5500	-	-	-	RNAV 1

IBSOR 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	IBSOR	-	-	-	-	-	+FL215	-	-	-	RNAV 1
020	TF	XAGUV	-	106 (101.7)	-	23.0	-	-	-	-	-	RNAV 1
030	TF	IMSGAG	-	095 (091.2)	-	44.5	-	+FL075	-	-	-	RNAV 1
040	TF	OKPAV	-	095 (091.0)	-	9.3	-	+5500	-	-	-	RNAV 1

TEVAS 1B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	TEVAS	-	-	-	-	-	+FL075	-	-	-	RNAV 1
020	TF	UVMEB	-	024 (018.3)	-	30.2	-	-	-	-	-	RNAV 1
030	TF	UTOSU	-	358 (352.6)	-	22.4	-	+FL060	-	-	-	RNAV 1
040	TF	DULRU	-	357 (352.6)	-	11.2	-	+5500	-	-	-	RNAV 1

UDLED 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	UDLED	-	-	-	-	-	+FL165	-	-	-	RNAV 1
020	TF	UNBET	-	202 (198.3)	-	23.0	-	-	-	-	-	RNAV 1
030	TF	OKPAV	-	219 (215.2)	-	31.7	-	+5500	-	-	-	RNAV 1

XOSOM 1B

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course M°(T°)	Magnetic Variation (°)	Distance (NM) / Duration	Turn Direction	Altitude (FT)	Speed Limit (KT)	VPA (%)	Rec Navaids	Navigation Specification
010	IF	XOSOM	-	-	-	-	-	+FL245	-	-	-	RNAV 1
020	TF	XASGA	-	081 (076.5)	-	31.1	-	-	-	-	-	RNAV 1
030	TF	NIDUP	-	081 (076.4)	-	49.8	-	+FL075	-	-	-	RNAV 1
040	TF	DULRU	-	081 (076.2)	-	9.2	-	+5500	-	-	-	RNAV 1

**STANDARD DEPARTURE CHART -
INSTRUMENT (STAR) - ICAO****MFUWE/Mfuwe****(FLMF)****RNAV STAR RWY 27**

AXEBO 1B, IBSOR 1A, TEVAS 1B, UDLED 1A, XOSOM 1B

**WAYPOINT LIST
RNAV STAR RWY 10**

WaypointIdentifier	Coordinates		WaypointIdentifier	Coordinates	
ANVOD	S 13 13 16.4	E 032 14 07.7	TEVAS	S 14 22 18.0	E 032 03 30.0
AXEBO	S 13 31 48.0	E 032 49 42.0	XAGUV	S 13 07 04.9	E 031 12 07.6
DULRU	S 13 20 01.4	E 032 08 48.3	XASGA	S 13 34 04.2	E 031 09 57.8
IBSOR	S 13 02 25.2	E 030 49 02.7	XOSOM	S 13 41 22.9	E 030 38 54.0
IMSAG	S 13 07 54.7	E 031 57 42.1			
NERAL	S 13 19 54.2	E 032 26 49.4			
NIDUP	S 13 22 14.1	E 031 59 36.5			
OKPAV	S 13 08 04.1	E 032 07 13.8			
UDLED	S 12 20 06.5	E 032 33 22.3			
UNBET	S 12 42 02.7	E 032 25 59.8			
UTOSU	S 13 31 10.2	E 032 10 16.5			
UVMEB	S 13 53 31.1	E 032 13 13.9			

ROUTING

NAME	TEXT
AXEBO 1B	From AXEBO track 303° to NERAL, track 302 to ANVOD. MEA/MEL: AXEBO AT or ABOVE FL075, NERAL AT or ABOVE FL065, ANVOD AT or ABOVE 5500'.
IBSOR 1A	From IBSOR track 106° to XAGUV, track 095° to IMSAG, track 095° to OKPAV. MEA/MEL: IBSOR AT or ABOVE FL215, IMSAG AT or ABOVE FL075, OKPAV AT or ABOVE 5500'.
TEVAS 1B	From TEVAS track 024° to UVMEB, track 358° to UTOSU, track 357° to DULRU. MEA/MEL: TEVAS AT or ABOVE FL075, UTOSU AT or ABOVE FL060, DULRU AT or ABOVE 5500'.
UDLED 1A	From UDLED track 202° to UNBET, track 219° to OKPAV. MEA/MEL: UDLED AT or ABOVE FL165, OKPAV AT or ABOVE 5500'.
XOSOM 1B	From XOSOM track 081° to XASGA, track 081° to NIDUP, track 081° to DULRU. MEA/MEL: XOSOM AT or ABOVE FL245, NIDUP AT or ABOVE FL075, DULRU AT or ABOVE 5500'.

**THIS PAGE
INTENTIONALLY
LEFT BLANK**

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 ser- vice, etc.)	Nil

FLMG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designa- tions 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 preci- sion 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 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	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**

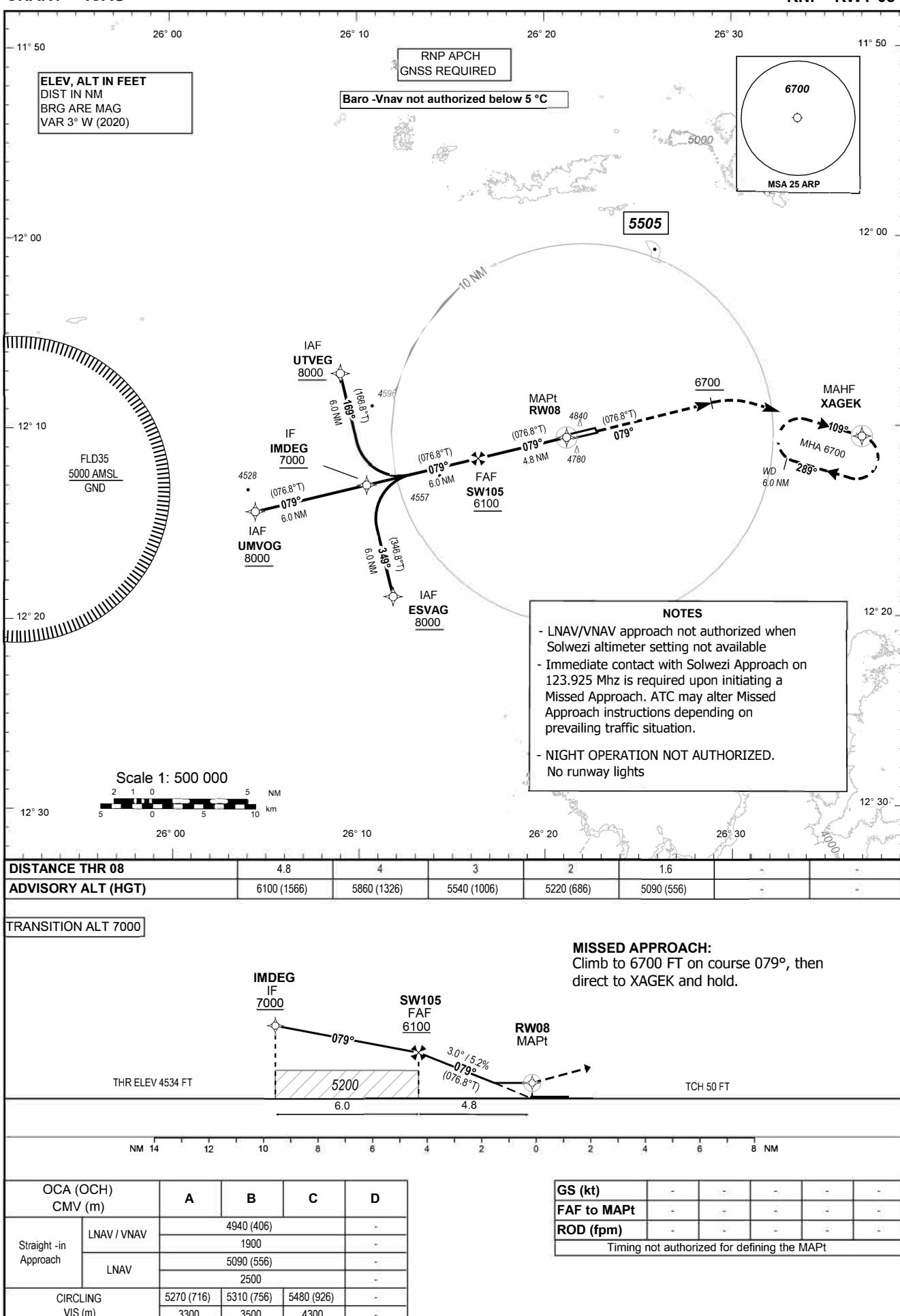
At Mongu Airport a number of local regulations apply. The regulations are listed below:

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 4554 FT
HEIGHTS RELATED TO
THR RWY 08 - ELEV 4534 FT

APP 123.925
TWR 118.300

SOLWEZI/Solwezi
(FLSW)
RNP RWY 08



<i>Serial Number</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course / Track °M(°T)</i>	<i>Dist (NM)</i>	<i>Turn Direction</i>	<i>Altitude (ft/FL)</i>	<i>Speed (KTs)</i>	<i>VPA/ TCH</i>	<i>Navigation Specification</i>
010	IF	UTVEG	-	-	-	-	+8000	-	-	RNP APCH
020	TF	IMDEG	-	169 / (166.8)	6.0	-	+7000	-	-	RNP APCH
010	IF	ESVAG	-	-	-	-	+8000	-	-	RNP APCH
020	TF	IMDEG	-	349 / (346.8)	6.0	-	+7000	-	-	RNP APCH
010	IF	UMVOG	-	-	-	-	+8000	-	-	RNP APCH
020	TF	IMDEG	-	079 / (076.8)	6.0	-	+7000	-	-	RNP APCH
030	TF	SW105	-	079 / (076.8)	6.0	-	+6100	-	-	RNP APCH
040	TF	RW08	Y	079 / (076.8)	4.8	-	@4584	-	-3.00 / 50	RNP APCH
050	CA	-	-	079 / (076.8)	-	-	+6700	-	-	RNP APCH
060	DF	XAGEK	Y	-	-	-	+6700	-	-	RNP APCH
070	HM	XAGEK	Y	109 / (106.5)	6.0	R	+6700	-230	-	RNP APCH

<i>Waypoint Identifier</i>	<i>Coordinates</i>
RW08	S 12 10 36.36 E 26 21 10.86
ESVAG	S 12 18 56.4 E 026 11 52.9
IMDEG	S 12 13 04.4 E 026 10 29.1
SW105	S 12 11 41.9 E 026 16 27.0
UMVOG	S 12 14 26.7 E 026 04 31.1
UTVEG	S 12 07 12.2 E 026 09 05.3
XAGEK	S 12 11 22.2 E 026 46 41.7