	<p style="text-align: center;"><b>REPUBLIC OF ZAMBIA</b>  <b>ZAMBIA AIRPORTS CORPORATION LIMITED</b>  P. O. BOX 30175  Lusaka  Zambia</p>	<p style="text-align: right;">ZACL/ANS/AIS/AIPSUPP001.17</p>
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## **OPERATIONS OVER THE FALLS (SCENIC FLIGHTS)**

### **1) SPECIAL RULES AREA**

- a) The Airspace over the falls between altitudes 4500ft and 5500ft has been deemed a special Rules Area for scenic flights. This area has a radius of 2 nautical miles centred on the Victoria Falls Bridge.

Only local companies from either Zimbabwe or Zambia who hold permits to conduct scenic flights will be allowed to operate in Special Rules Area.

- b) The lowest available altitude within the Special Rules Area is 4500ft. All other light aircraft (that do not have Air Service Permits) are to view the falls at 6000ft or above. Medium and heavy aircraft are to over fly the falls at FL080 or above
- c) All traffic that do not hold air service permits and depart from Livingstone Airport for Victoria Falls Airport or other destinations, or depart from Victoria Falls for Livingstone or other destination shall:
  - Cross falls at 6000ft or above
  - Broadcast on frequency 122.9 MHz for traffic as soon as possible
- d) All traffic operating in Special Rules Area shall be VFR uncontrolled and pilots shall maintain own separation.
- e) Traffic from the south into Livingstone via overhead the falls viewing area shall maintain FL070 until overhead VLI for the left downwind RWY10 or right downwind RWY28.
- f) Traffic from the south wishing to join right downwind RWY10 or left downwind RWY28 shall maintain FL070 until established final.

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g) VFR traffic to Victoria Falls Airport shall route east of Livingstone town when RWY 10 in use or route west of Victoria town when RWY28 in use.

h) VFR traffic to Kasane via overhead the falls viewing area shall be cleared to 6000ft and after viewing the falls shall descend to 4500ft after 10 nautical miles from the bridge.


## **2) TYPES OF AIRCRAFT AND MAXIMUM NUMBER OF AIRCRAFT IN THE SPECIAL RULES AREA**

- a) No aircraft with a maximum all up weight (M.A.U.W) exceeding 5,700kg will be allowed in the area.
- b) No jet engine aircraft will be allowed in the area.
- c) No float planes will be allowed in the area.
- d) The maximum number of aircraft allowed in the Special Rules Area at any given time shall be six (6).

## **REPORTING AND JOINING PROCEDURES**

- a) Aircraft operating in and out of the Victoria Falls and Livingstone airport on track to the falls are to broadcast position and altitude on 122.9MHZ: As soon as airborne from either Victoria falls or Livingstone airport i.e. on clearing the traffic circuit.
- b) Before entering the traffic circuit over the falls e.g. at a minimum distance of 10NM out of the falls.
- c) On leaving the falls all aircraft are to report to the respective ATC units i.e. on 121.1 MHZ for Livingstone Airport as soon as possible to get rejoining instructions.



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### 3) **AIRCRAFT OPERATING FROM HELIPADS OR OTHER AERODROMES WITHIN THE CONTROL ZONE**

- a) It is mandatory for aircraft (fixed wing and helicopters) operating from these aerodromes to overhead the falls to announce airborne on the appropriate ATC frequency to:-
  - Get an update on the latest prevailing QNH
  - Advise air traffic control of each flight operation.
- b) On leaving the falls this traffic is to report to ATC on 121.1MHZ or 124.3MHZ to close the flight plan at the end of each flight (trip).
- c) All traffic on track to the falls are to broadcast position, altitude and QNH setting on 122.9MHZ.
  - as soon as airborne
  - before entering the falls traffic circuit (if taking off from an aerodrome more than 10NM from the falls)

### 4) **NOISE CONTROL (HELICOPTER OPERATIONS)**

In order to reduce noise from helicopter operations, the following procedures should be followed by helicopter pilots.

- a) the execution of sharp turns should be avoided
- b) helicopter should route clear of hotels as much as possible
- c) Aircraft shall be at 4500ft AMSL or higher before entering the special Rules Area.

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## 5) PILOT BRIEFING

- a) New pilots intending to do the scenic flight are to be trained accordingly by the senior pilot in command of the respective companies. Pilots should be familiar with the circuits to be followed i.e. the entry reporting points on the agreed maps.
- b) All operators should have a copy of the circuit to be followed for the scenic flights.
- c) All operators are to minimize unnecessary talk on 122.9MHZ as this can lead to frequency congestion. Use of company frequencies for personal communication is not encouraged.

## 7. SUSPENSION OF SCENIC FLIGHTS IN IMC CONDITIONS

Scenic flight operations will be suspended whenever IMC prevail.

8. **Operators whose pilots violate these regulations shall lose their Air Service Permits.**

**This supplement supersedes AIP SUPP 001/09 dated 20<sup>th</sup> April 2009 and cancels NOTAM A0125/12 and becomes effective immediately.**



Robinson Misitala  
**MANAGING DIRECTOR**  
**ZAMBIA AIRPORTS CORPORATION LIMITED**