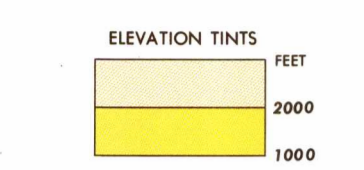
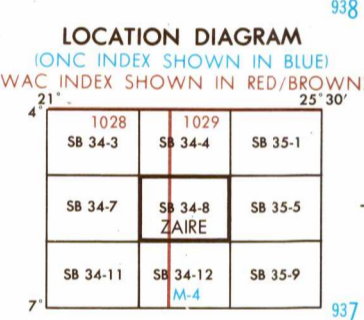


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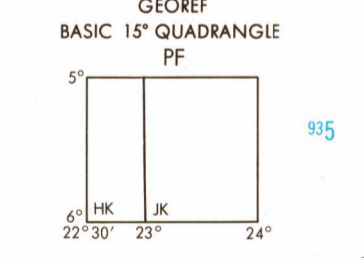
RELIABILITY OF THIS GRAPHIC
Compiled from best available source materials
Horizontal Datum: ARC 1950
Vertical Datum: Mean Sea Level
Transverse Mercator Projection

GLOSSARY
Lac lake
Mont mountain, hill
Region first-order administrative division

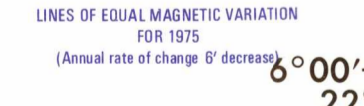


CONVERSION OF ELEVATIONS

FEET	METERS	FEET	METERS
1000	305	10000	3048
800	274	9000	2743
600	244	8000	2438
400	213	7000	2134
200	183	6000	1829
100	152	5000	1524
50	122	4000	1219
30	91	3000	914
20	61	2000	610
10	46	1500	457
5	31	1000	305



CAUTION
AIR INFORMATION CURRENT THROUGH 22 MAY 1979
Consult NOTAMS and Flight Information Publications for the latest information, the 200 Aeronautical Chart Updating Manual or MDG (X) Aeronautical Chart Amendment documents for other chart information.

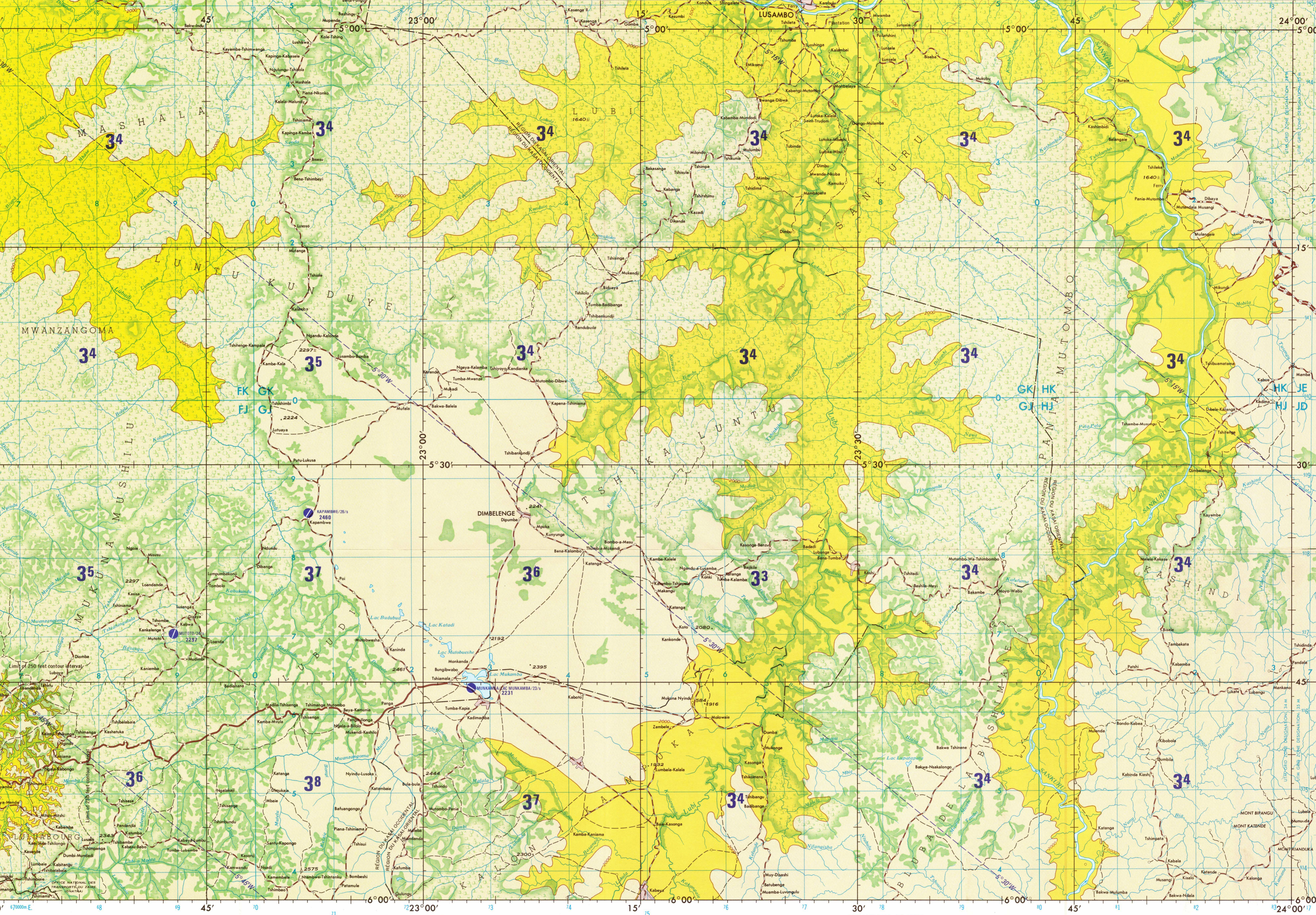


Prepared and published by the Defense Mapping Agency Hydrographic/Topographic Center, Washington, D.C. Compiled March 1979

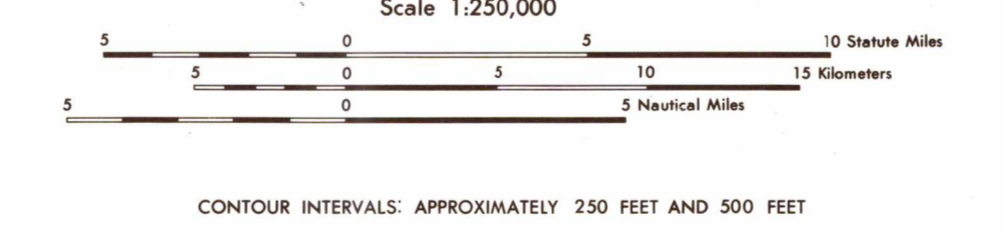
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SCALE 1:250,000
DIMBELENGE, ZAIRE

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JOINT OPERATIONS GRAPHIC (AIR)



CONTOUR INTERVALS: APPROXIMATELY 250 FEET AND 500 FEET

BLUE NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID ZONE 34, CLARK 1880 SPHEROID

USERS SHOULD REFER CORRECTIONS, ADDITIONS, AND COMMENTS TO THE NIMA CUSTOMER HELP DESK: 1-800-455-0880, COMMERCIAL 314-200-1236, DSN 480-1236, OR WRITE TO: DIRECTOR, NATIONAL IMAGERY AND MAPPING AGENCY, ATTN: CD, 8031 LEE HIGHWAY, FARMLEE, VA 22029-2137.

POPULATED PLACES

First importance KINSHASA
Second importance MBANZA-NGUNGU
Third importance BOMA
Fourth importance MOANDA
Fifth importance KABU

ROADS

All weather, hard surface
Two or more lanes wide 3 LANES
One lane wide 2 LANES
All weather, loose or light surface
Two or more lanes wide 2 LANES
One lane wide 1 LANE
Fair or dry weather, loose surface
Track or trail

RAILROADS

Normal gauge 1.067m (3' 6")
Narrow gauge
Station location: Known; Unknown

BOUNDARIES

International
First-order administrative division

VEGETATION

Woods
HYDROGRAPHY
Rice paddy; Land subject to inundation
Spring; Well; Perennial; Intermittent
Intermittent streams; Single; Double line
Disappearing stream; Swamp or marsh
Intermittent lake; Dry lake
OTHER FEATURES
Glaciers; Snowfield
Horizontal control: point; landmark; Mine
Levee; Dam or lock; Sand
Dunes; Crescent; lateral; Ripple
Asa name
TERRAIN ELEVATIONS
Spot elevations: Normal, Critical '115 '2213
HIGHEST KNOWN ELEVATION IS UNKNOWN
The accuracy of all elevations shown on the graphic is not within 100 feet.

NOTE
No obstructions 200 feet or more above ground level are known to exist in this area.
The information on obstructions is not necessarily complete.

AERODROMES (Military or Civil)

Field limits with runway pattern
EDNA-Name
50-Length of longest runway to nearest hundreds of feet
S-Soft or unimproved surface
U-Unknown surface
725-Elevation
Field limits, with runway pattern unknown
Field limits unknown, with runway pattern
Field limits and runway pattern unknown

HELIPORT

RADIO FACILITIES

RADIO RANGE LF/MF
MULTIPLE RADIO FACILITIES

VISUAL AIDS AND OBSTRUCTIONS

Obstruction
1108-Elevation of obstruction top, above sea level
(259)-Elevation of obstruction top, above ground level
Group obstruction
Radio facility obstruction
Power transmission line
Visual ground sign
Aero light; Marine light

CONTROLLED AIRSPACE

ADIZ
ATLANTIC ADIZ

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF)

The Maximum Elevation Figures shown in quadrangles bounded by isohel lines of latitude and longitude are expressed in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known features in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.). In areas of extensive available relief, the MEF is shown in a more spaced across the area.

EXAMPLE: 12,500 feet **125**

NOTES

Roads are classified by conversion from source maps and other information and are not verified by reconnaissance.
The average lane width in this area is 10 to 13 feet.
All weather roads are subject to brief interruption during periods of heavy rainfall.
Railroads in Zaire are operated by S.N.C.Z. (Société Nationale des Chemins de fer Zairois)-Zaire National Railway Corporation.
Names for symbolized populated places are omitted where information is not available or where density of detail does not permit their inclusion.

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ED. NO. 002