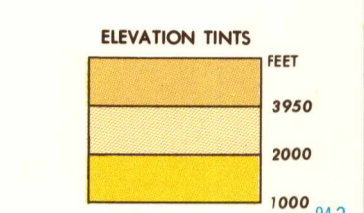
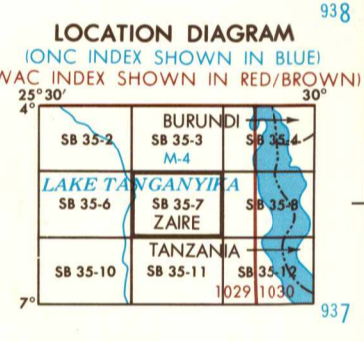


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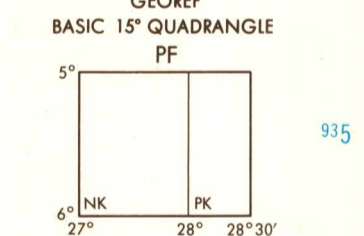
RELIABILITY OF THIS GRAPHIC
Compiled from best available source materials
Horizontal Datum: ARC 1950
Vertical Datum: Mean Sea Level
Transverse Mercator Projection

GLOSSARY
Chutes waterfalls
Mont mountain, hill
Region administrative division



CONVERSION OF ELEVATIONS

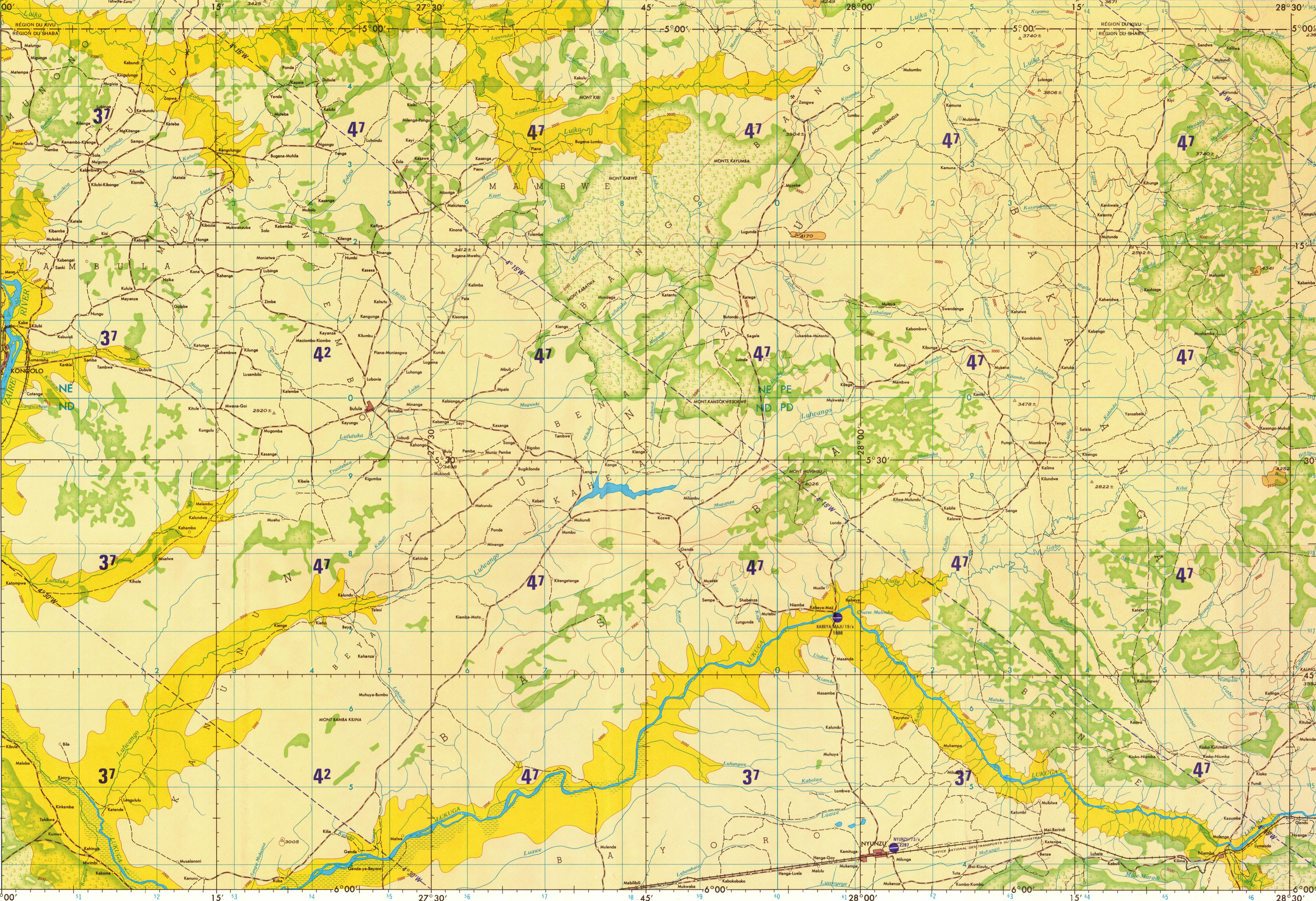
FEET	METERS	FEET	METERS
1000	305	10000	3048
900	274	9000	2743
800	244	8000	2438
700	213	7000	2134
600	183	6000	1829
500	152	5000	1524
400	122	4000	1219
300	91	3000	914
200	61	2000	610
150	46	1500	457
100	31	1000	305



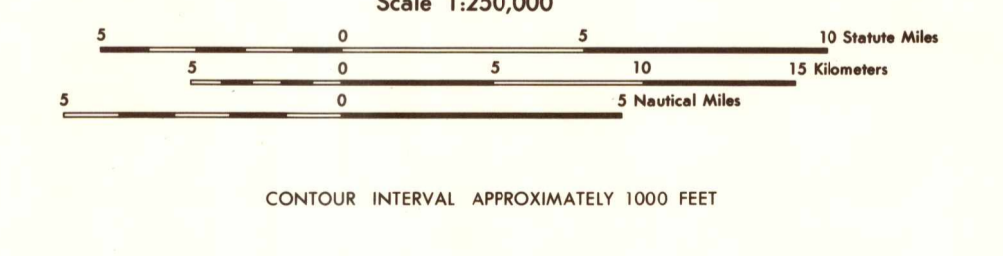
CAUTION
AIR INFORMATION CURRENT THROUGH 31 AUGUST 1979
General: NOTAMS and Flight Information Publications for the latest information, the 900 Aeronautical Chart Updating Manual or NOTIS (U.S. Aeronautical Chart Amendment document for other chart revision information).

DISTRIBUTION LIMITED—DESTROY WHEN NO LONGER NEEDED

SCALE 1:250,000
KONGOLO, ZAIRE
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JOINT OPERATIONS GRAPHIC (AIR)



- POPULATED PLACES
- First importance: KINSHASA
 - Second importance: MBANZA-NGUNGU
 - Third importance: BOMA
 - Fourth importance: Moanda
 - Fifth importance: Kabubu
- ROADS
- All weather, hard surface: 3 LANES
 - One lane wide: 2 LANES
 - All weather, loose or light surface: 2 LANES
 - Two or more lanes wide: 2 LANES
 - One lane wide: 2 LANES
 - Fair or dry weather, loose surface: 2 LANES
 - Track or trail: 2 LANES
- RAILROADS
- Normal gauge 1.067m (3'6")
 - Narrow gauge
 - Station location: Known, Unknown
- BOUNDARIES
- International
 - First-order administrative division

- VEGETATION
- Woods
 - Rice paddy (land subject to inundation)
 - Spring: Wall, 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
 - Area name: K-A-MU
- TERRAIN ELEVATIONS
- Spot elevations Normal, Critical: 115 2213
 - HIGHEST KNOWN elevation is UNKNOWN
 - ± following elevation value indicates accuracy 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/50/s 725
 - EDNA-Name: 550-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: RING HURN
 - MULTIPLE RADIO FACILITIES: RING HURN PARIS

- VISUAL AIDS AND OBSTRUCTIONS
- Obstruction: 1100-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
- AZIS: ATLANTIC ADIZ
- THE REPRESENTATION OF INTERNATIONAL BOUNDARIES ON THIS GRAPHIC IS NOT NECESSARILY AUTHORITY.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF)

The Maximum Elevation Figures shown in quadrangles bounded by ticked 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 feature in each quadrangle, including terrain and obstructions (towers, towers, antennas, etc.). In areas of extensive uncharted relief, the MEF is shown in a more special 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 Zaïrois)-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.

Lithographed by DMAAC 8-94

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