

**GENERAL****Operational Hours**| **ATS Hours / AD Operator Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 17/35: 70/F/A/X/U**Operation****RWY Restriction**

RWY 12/30 CLSD for TKOF and LDG. AVBL for taxi only.

**Taxi/Parking**

Follow-me or marshaller O/R.

Nose-in guidance at stands 1-10.

**Warnings****EMERG FREQ:** 121.500 not AVBL on TWR.**NN DVOR/DME, LOC RWY 17, GP RWY 17, ILS/DME:** MAINT every THU 0600-1000.

Birds in vicinity.

**ARRIVAL****Communication****COM-Failure**

The RAD controller will establish whether the ACFT radio receiver is working by instructing the pilot to carry out a turn or turns by use of SSR. If the turns are observed, the RAD controller will continue to provide RAD service.

In the event of complete COM-Failure and in the absence of previous ATC instructions, climb, if unable to continue visually, immediately to a safe LVL (if necessary) and carry out the PROCs for COM-Failure. If RAD identification has been established, the RAD controller will vector other identified ACFT clear of your track until leaving the RAD cover.

**DEPARTURE****Take-off Minima**

RWY		17/35	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

**Departure Procedure****Start-up/Push-back**

Stand 11 is designed for U-turn DEP.

**ATC Slot, Clearance**

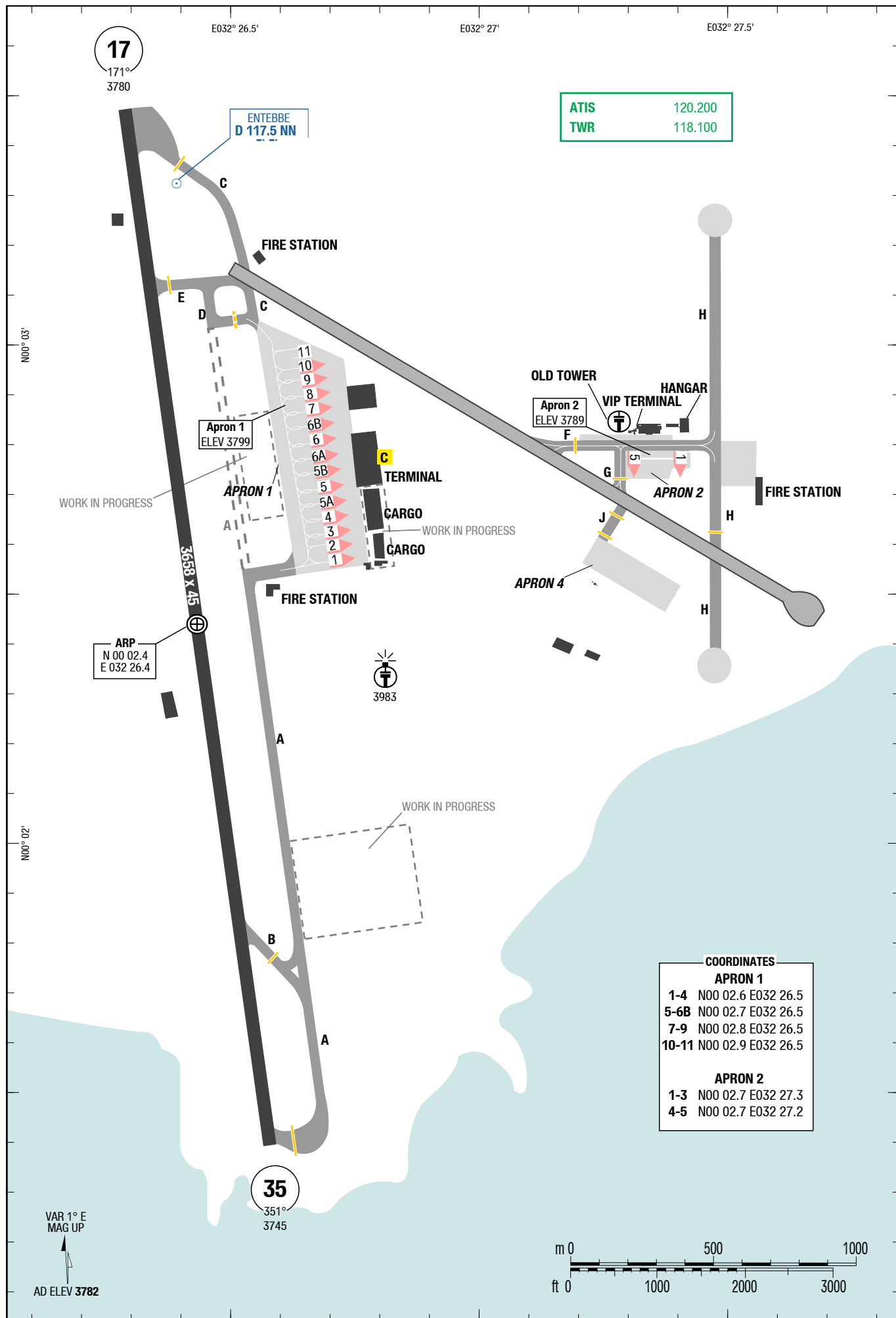
| Contact TWR for ATC CLR earliest 10min prior to ENG start-up.

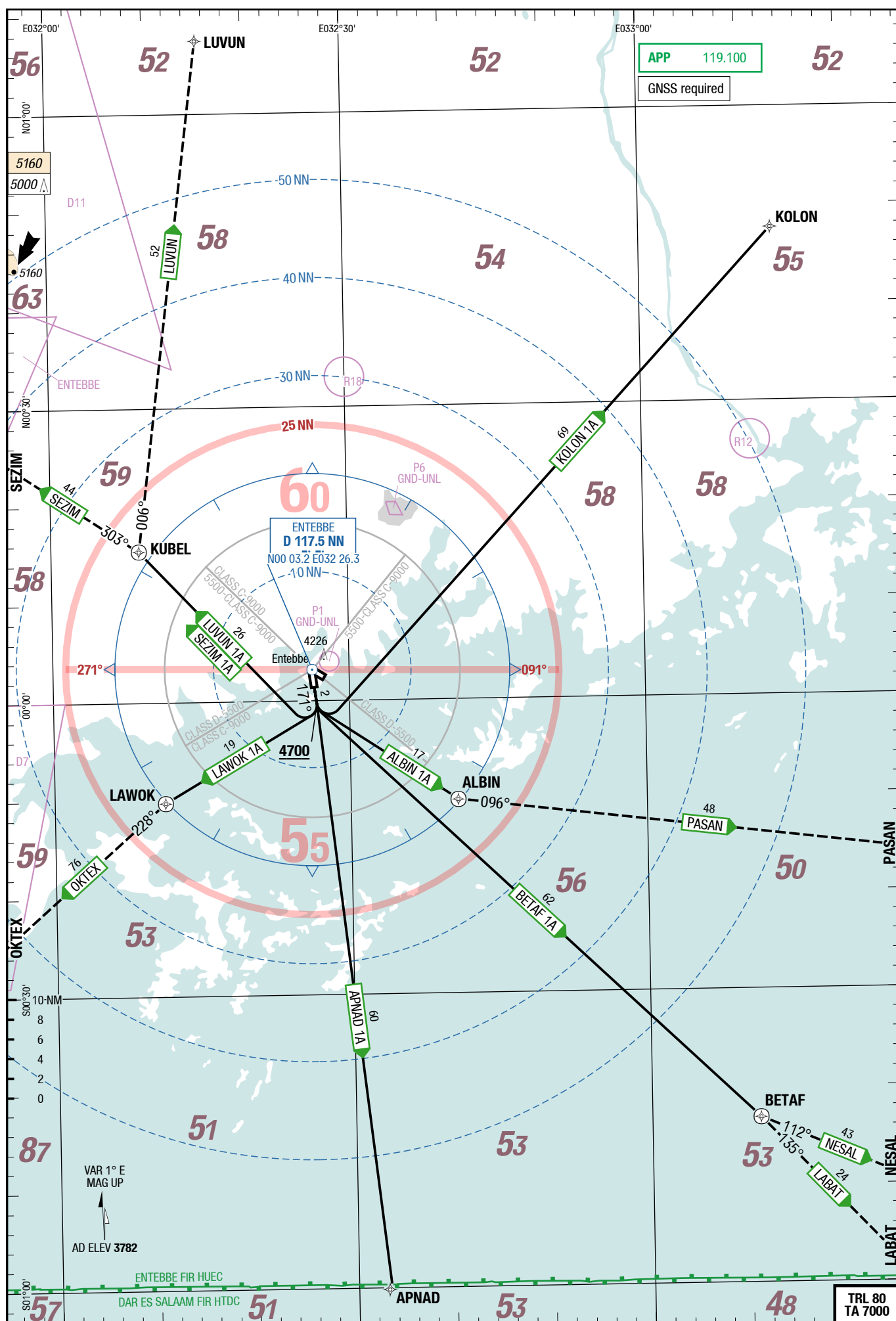
Entebbe Int'l **Entebbe** Uganda

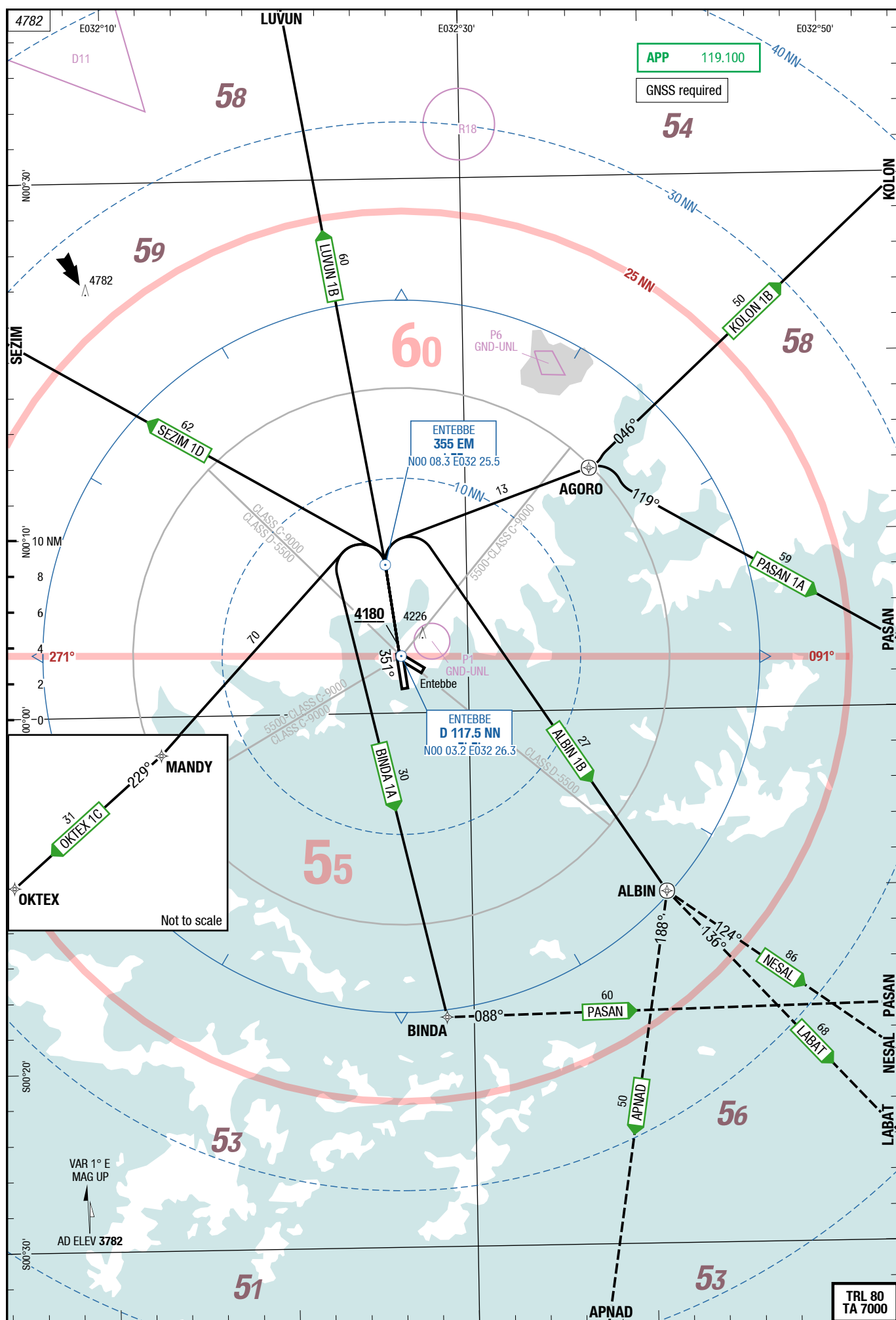
AGC

**AFC**









## EBB-HUEN

5-10

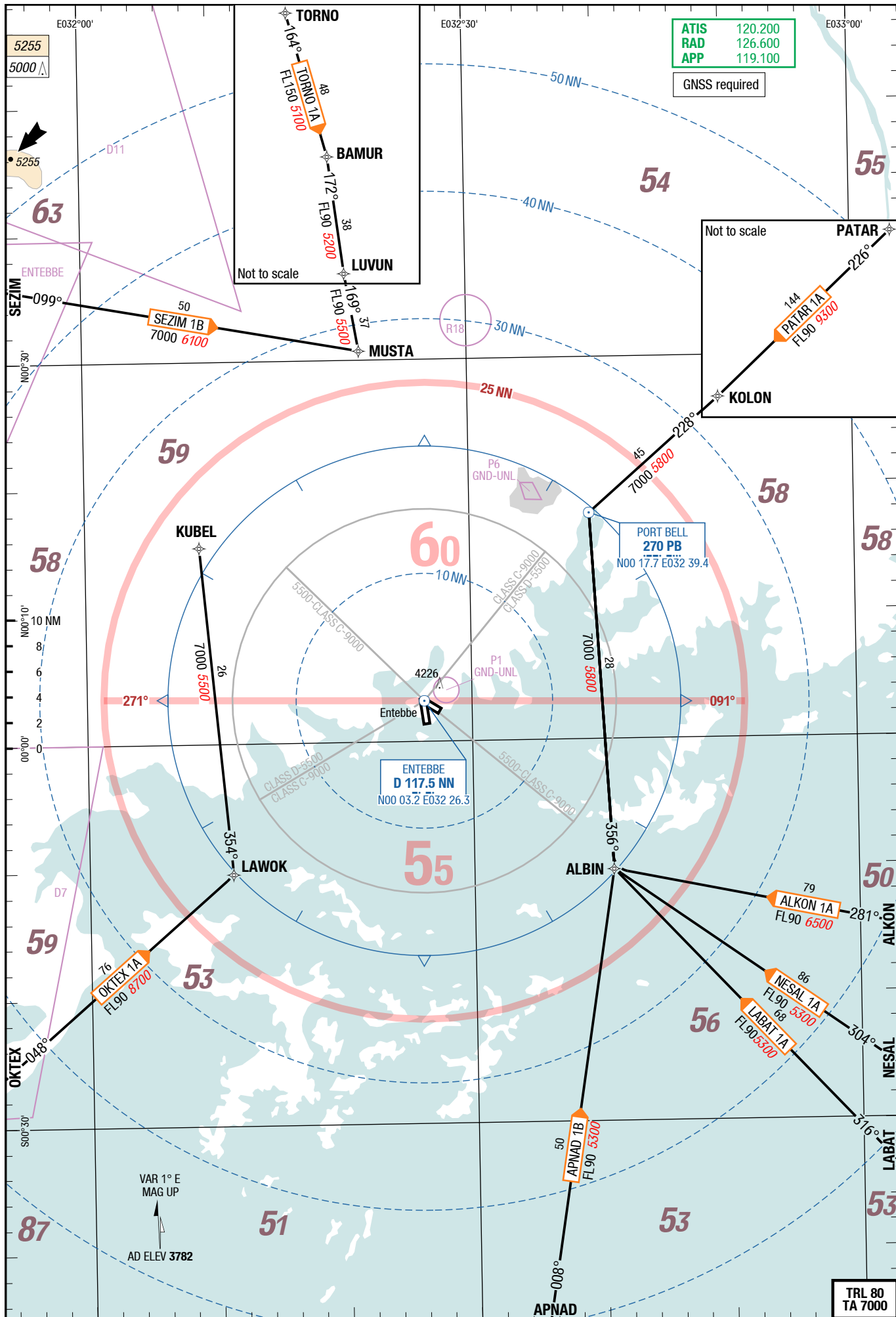
## RNAV SIDs RWY 17

ALBIN 1A / APNAD 1A / BETAF 1A / KOLON 1A / LAWOK 1A / LUVUN 1A / SEZIM 1A  
RWY 17 (171°)

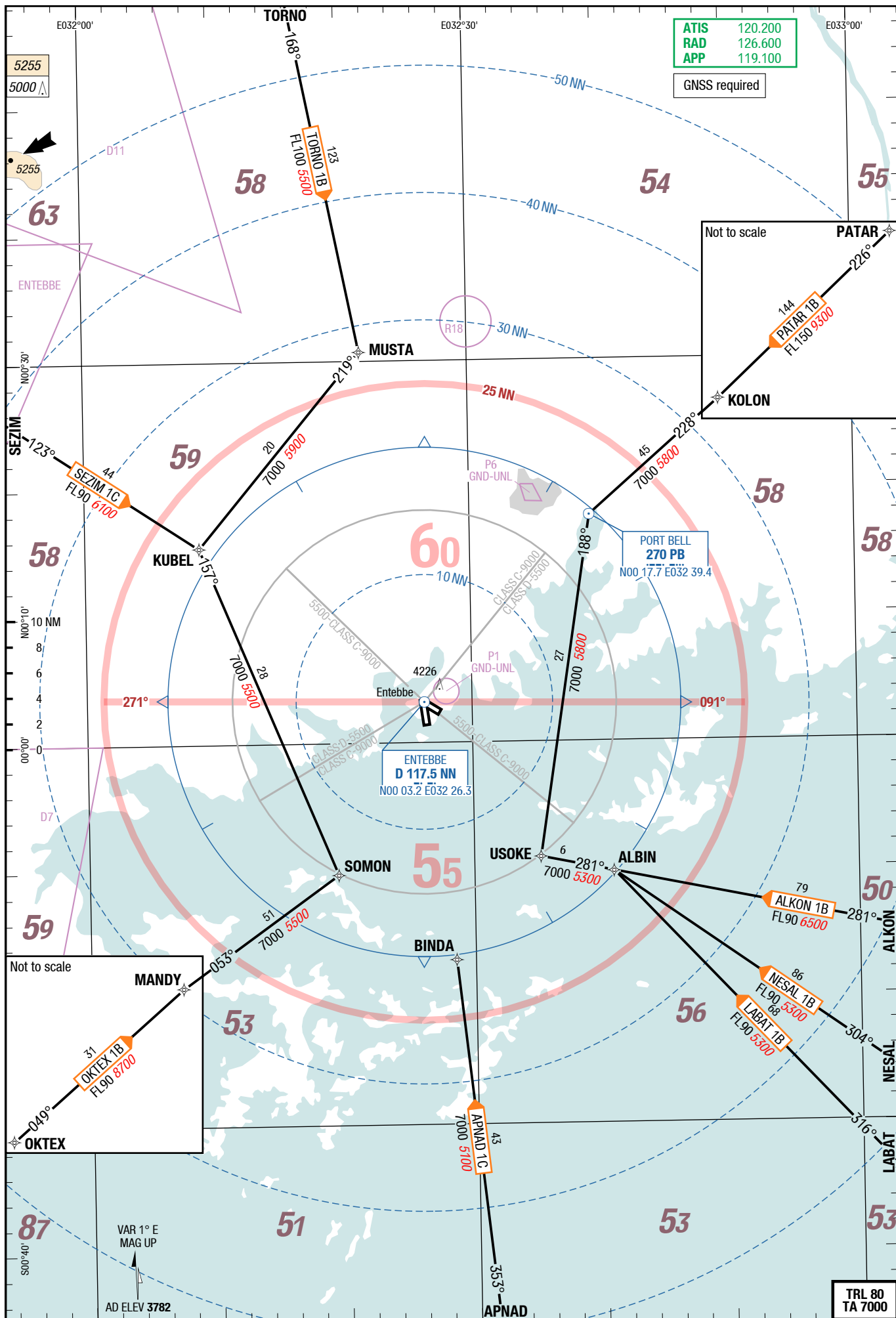
DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
ALBIN 1A 119.100	171° [A4700+] - DCT <u>ALBIN</u>	initial climb 6000
	TRANSITION	
	PASAN <u>ALBIN</u> - PASAN	
APNAD 1A 119.100	171° [A4700+] - DCT APNAD	initial climb 6000
BETAF 1A 119.100	171° [A4700+] - DCT <u>BETAF</u>	initial climb 6000
	TRANSITION	
	LABAT <u>BETAF</u> - LABAT	
	NESAL <u>BETAF</u> - NESAL	
KOLON 1A 119.100	171° [A4700+ ;L] - DCT KOLON	initial climb 6000
LAWOK 1A 119.100	171° [A4700+] - DCT <u>LAWOK</u>	initial climb 6000
	TRANSITION	
	OKTEX <u>LAWOK</u> - OKTEX	
LUVUN 1A 119.100	171° [A4700+ ;R] - DCT <u>KUBEL</u>	initial climb 6000
	TRANSITION	
	LUVUN <u>KUBEL</u> - LUVUN	
SEZIM 1A 119.100	171° [A4700+ ;R] - DCT <u>KUBEL</u>	initial climb 6000
	TRANSITION	
	SEZIM <u>KUBEL</u> - SEZIM	

ALBIN 1B / BINDA 1A / KOLON 1B / LUVUN 1B / OKTEX 1C / PASAN 1A / SEZIM 1D  
RWY 35 (351°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
<b>ALBIN 1B</b> 119.100	351° [A4180+] - DCT <u>EM</u> [R] - DCT <u>ALBIN</u>	initial climb 6000
	TRANSITION	
	<b>APNAD</b> <u>ALBIN</u> - APNAD	
	<b>LABAT</b> <u>ALBIN</u> - LABAT	
	<b>NESAL</b> <u>ALBIN</u> - NESAL	
<b>BINDA 1A</b> 119.100	351° [A4180+] - DCT <u>EM</u> [L] - DCT BINDA	initial climb 6000
	TRANSITION	
	<b>PASAN</b> BINDA - PASAN	
<b>KOLON 1B</b> 119.100	351° [A4180+] - DCT <u>EM</u> - DCT <u>AGORO</u> - KOLON	initial climb 6000
<b>LUVUN 1B</b> 119.100	351° [A4180+] - DCT <u>EM</u> - DCT LUVUN	initial climb 6000
<b>OKTEX 1C</b> 119.100	351° [A4180+] - DCT <u>EM</u> [L] - DCT MANDY - OKTEX	initial climb 6000
<b>PASAN 1A</b> 119.100	351° [A4180+] - DCT <u>EM</u> - DCT <u>AGORO</u> - PASAN	initial climb 6000
<b>SEZIM 1D</b> 119.100	351° [A4180+] - DCT <u>EM</u> - DCT SEZIM	initial climb 6000









Effective 15-OCT-2015

08-OCT-2015

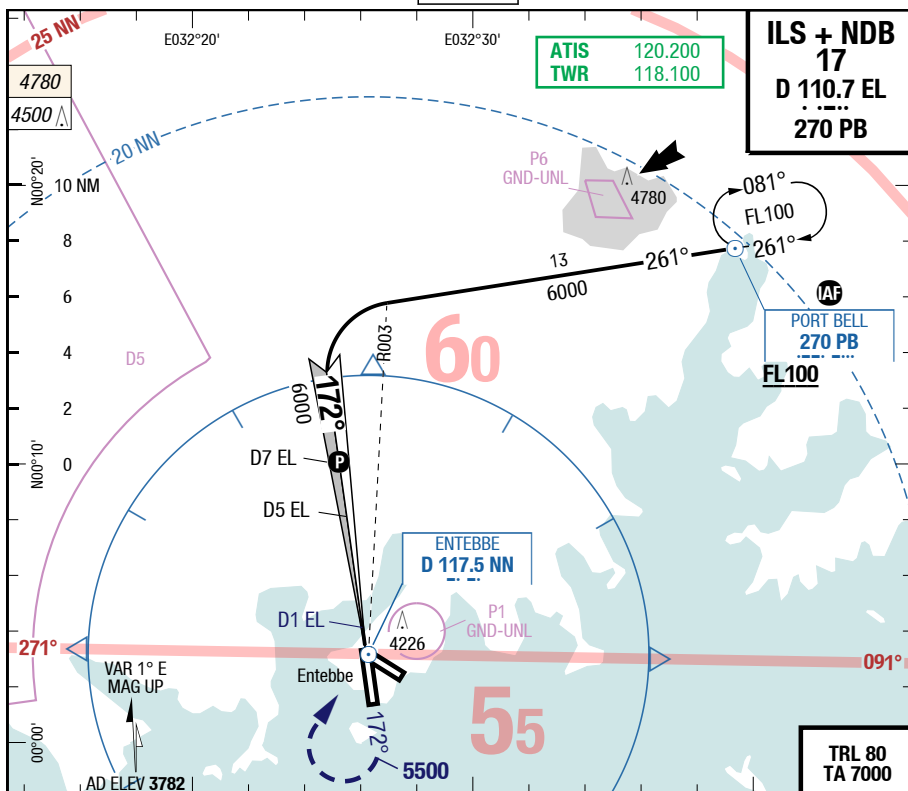
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7-20

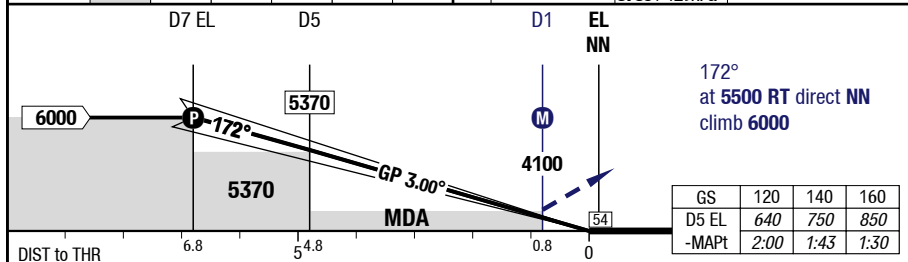
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ILS + NDB 17

IAC



LOC 3.02°	7	6	4	3	2	17	3.0°	60 HL
D EL 172°	6000	5700	5060	4740	4420	HL-P1	3658 x 45	
RWY 171°							3780 / 129hPa	TDZ ---% -0.3%



17	Cat 1 DME 1) 2)	LOC DME			Circling 3)
C	ft - m/km ft	240 - 550 4020	380 - 1.0 4160		700 - 2.4V 4480
D	ft - m/km ft	240 - 550 4020	380 - 1.0 4160		700 - 3.6V 4490

1) FD, AP or HGS required, else RVR 750m

2) With EVS 550m, wo EVS use STD

3) W of AD only

Changes: FREQ

**08-OCT-2015**

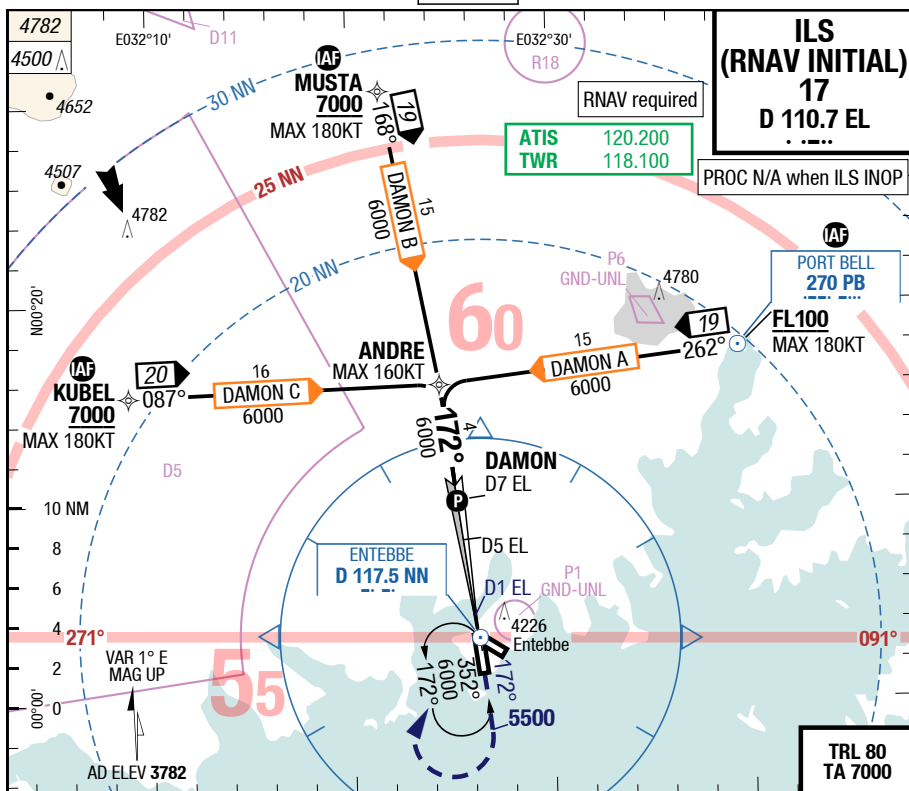
Uganda **Entebbe** Entebbe Intl

# IAC

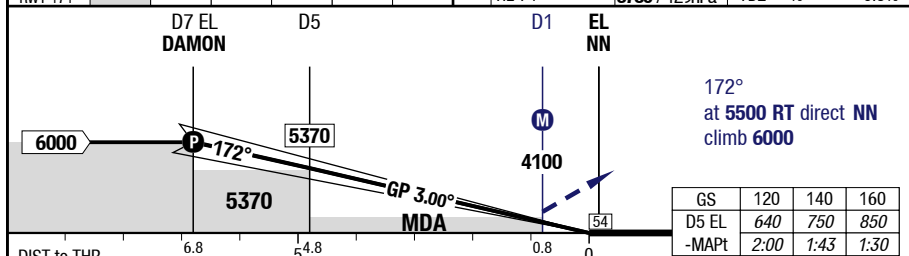
# EBB-HUEN

7-30

## ILS (RNAV INITIAL) 17



LOC 3.02°		7	6	4	3	2	<div> <div>17</div> <div>HL-P1</div> <div> <div>3658 x 45</div> <div>3780 / 129hPa</div> </div> <div> <div>8.3.0°</div> <div>TDZ ---%</div> </div> <div> <div>60 HL</div> <div>-0.3%</div> </div> </div>
D EL 172°		6000	5700	5060	4740	4420	
RWY 171°							



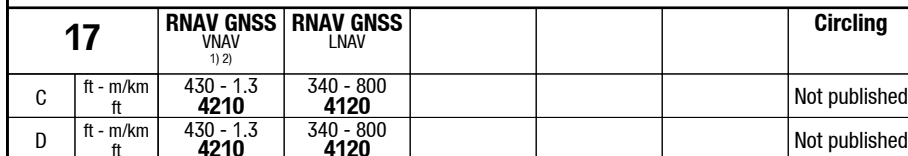
<b>17</b>		<b>Cat 1 DME</b> 1)	<b>LOC DME</b>				<b>Circling</b> 2)
C	ft - m/km ft	240 - 550 <b>4020</b>	380 - 1.0 <b>4160</b>				700 - 2.4V <b>4480</b>
D	ft - m/km ft	240 - 550 <b>4020</b>	380 - 1.0 <b>4160</b>				700 - 3.6V <b>4490</b>

1) FD, AP or HGS required, else RVR 750m

2) W of AD only

Changes: FREQ

## RNAV (GNSS) 17

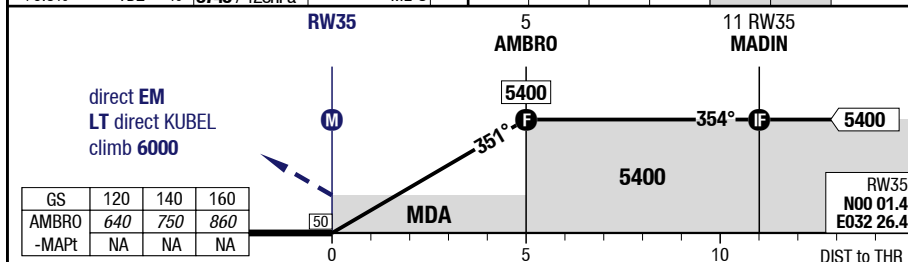
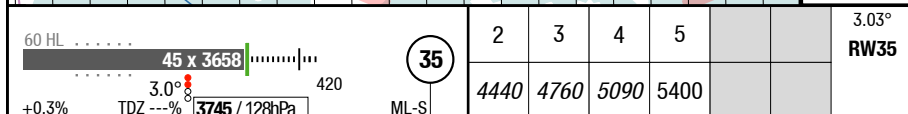
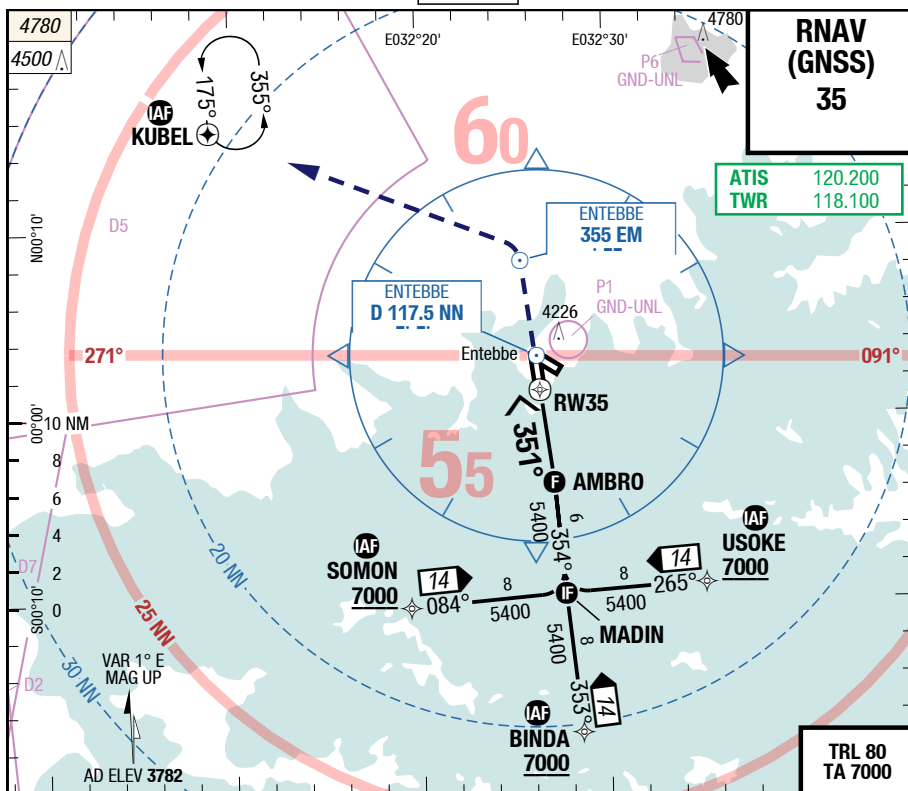


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7-60

RNAV (GNSS) 35



35		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	580 - 2.4 <b>4320</b>	490 - 2.1 <b>4230</b>				Not published
D	ft - m/km ft	580 - 2.4 <b>4320</b>	490 - 2.1 <b>4230</b>				Not published

1) Uncompensated BARO VNAV NA below 15°C (59°F)

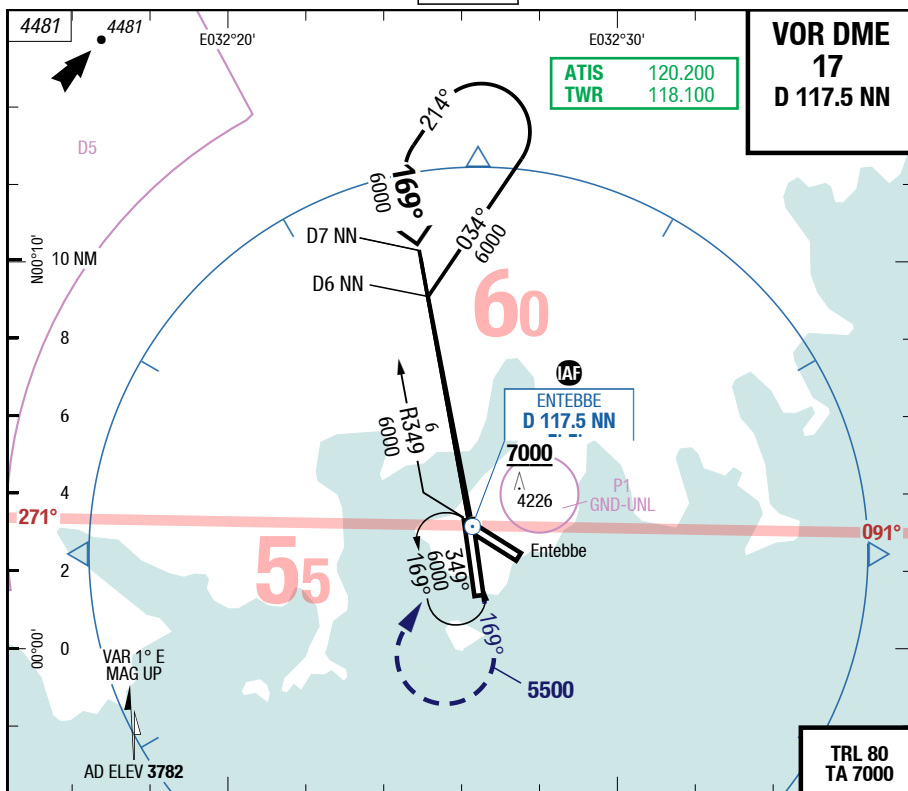
2) With EVS 1.6km

Changes: FREQ, ROD

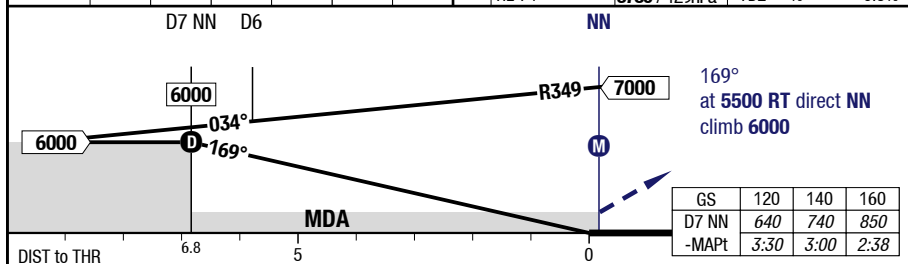
EBB-HUEN

7-70

VOR DME 17



3.00°	7	6	5	4	3	2	17	3.0°	60 HL
D NN									
169°	6000	5690	5370	5050	4730	4410		3658 x 45	
RWY 171°							HL-P1	3780 / 129hPa	TDZ ---% -0.3%



17	VOR DME					Circling <sup>1)</sup>
C	ft - m/km ft	510 - 1.6 4290				700 - 2.4V 4480
D	ft - m/km ft	510 - 1.6 4290				700 - 3.6V 4490

1) W of AD only

Changes: FREQ

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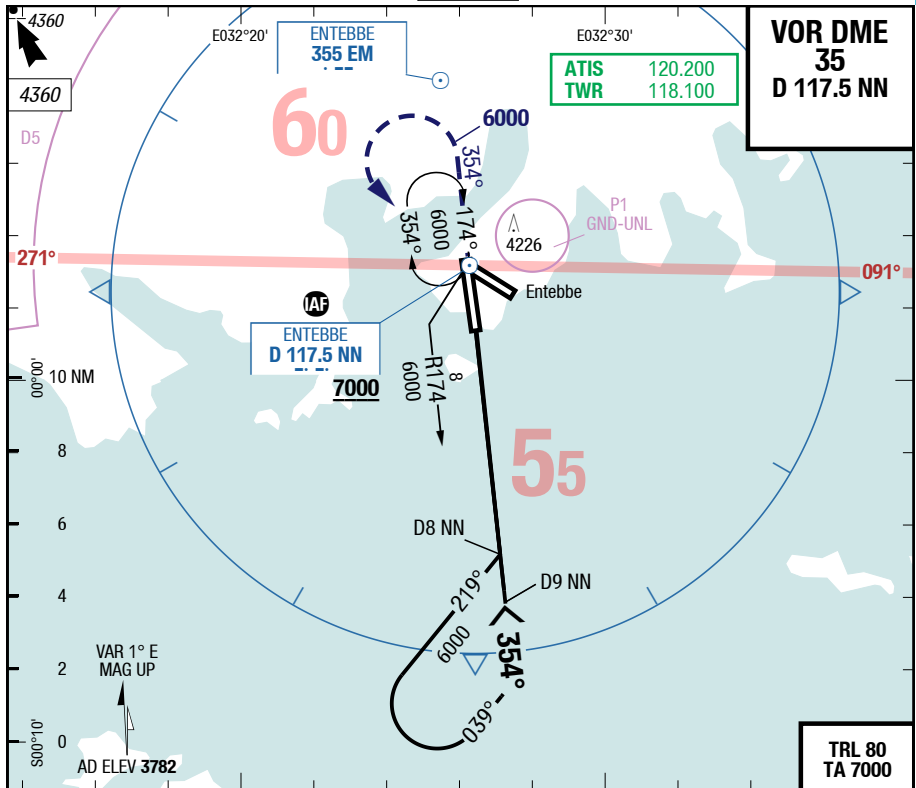
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IAC

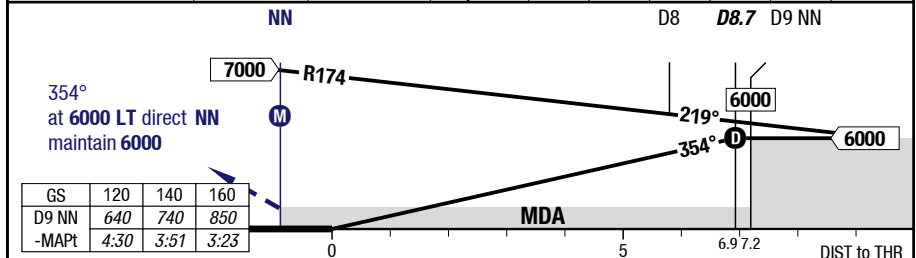
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7-80

VOR DME 35



60 HL	45 x 3658	420	35	4	5	6	7	8	8.7	3.00°
+0.3%	TDZ ---%	3745 / 128hPa	ML-S	4490	4810	5130	5450	5770	6000	D NN 354°
										RWY 351°



35	VOR DME						Circling <sup>1)</sup>
C	ft - m/km ft	550 - 2.3 4290					700 - 2.4V 4480
D	ft - m/km ft	550 - 2.3 4290					700 - 3.6V 4490

1) W of AD only

Changes: FREQ



## NDB 17

