

15-SEP-2016

BLZ-FWCL**1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours:** 0400-1700, other times O/R**AD ADMIN Hours:** 0530-1500, other times O/R**Airport Information****RFF:** CAT 7**Fuel:** Contact 121.900**PCN:** RWY 10/28: 50/F/A/W/T

RWY 15/33: 15/F/A/Y/T

Operation**TWY Restriction**

TWY width 15m / 49ft.

Taxi/Parking

Marshaller O/R.

Warnings

Moderate TURB and windshear on APCH to RWY 10/28 with westerly wind.

During and after rain, water patches may collect at intersection of two RWYs.

Taxi guide lines may not be visible due to poor visibility and at night.

ARRIVAL**Arrival Procedure****VFR Traffic Pattern**

RWY 28, 35 right-hand circuit.

DEPARTURE**Take-off Minima**

RWY		10/28	
All ACFT	ft - ft/SM	0 - 400V	-
RWY		33	
All ACFT	ft - ft/SM	0 - 500V	HJ only
RWY		15	
All ACFT	ft - ft/SM	Not authorized	-

Communication**COM Failure**

Maintain 7000ft or below until D15 VCL.

ATC Slot, Clearance

Pilots shall contact TWR to obtain ATC CLR.

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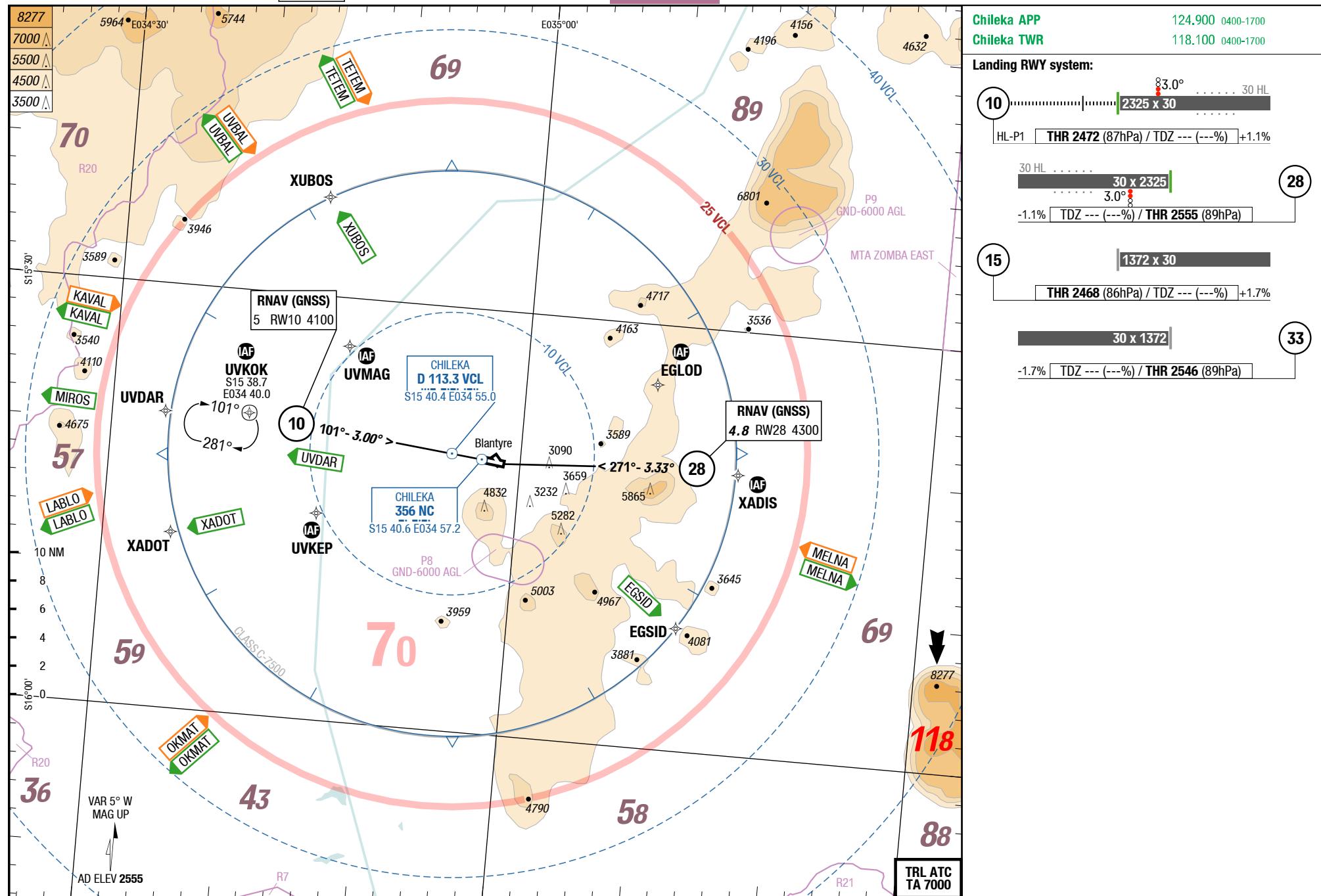
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AGC
AFC

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AGC
AFC

2-10



Changes: PROC, OBST, Editorial

12-JUL-2018

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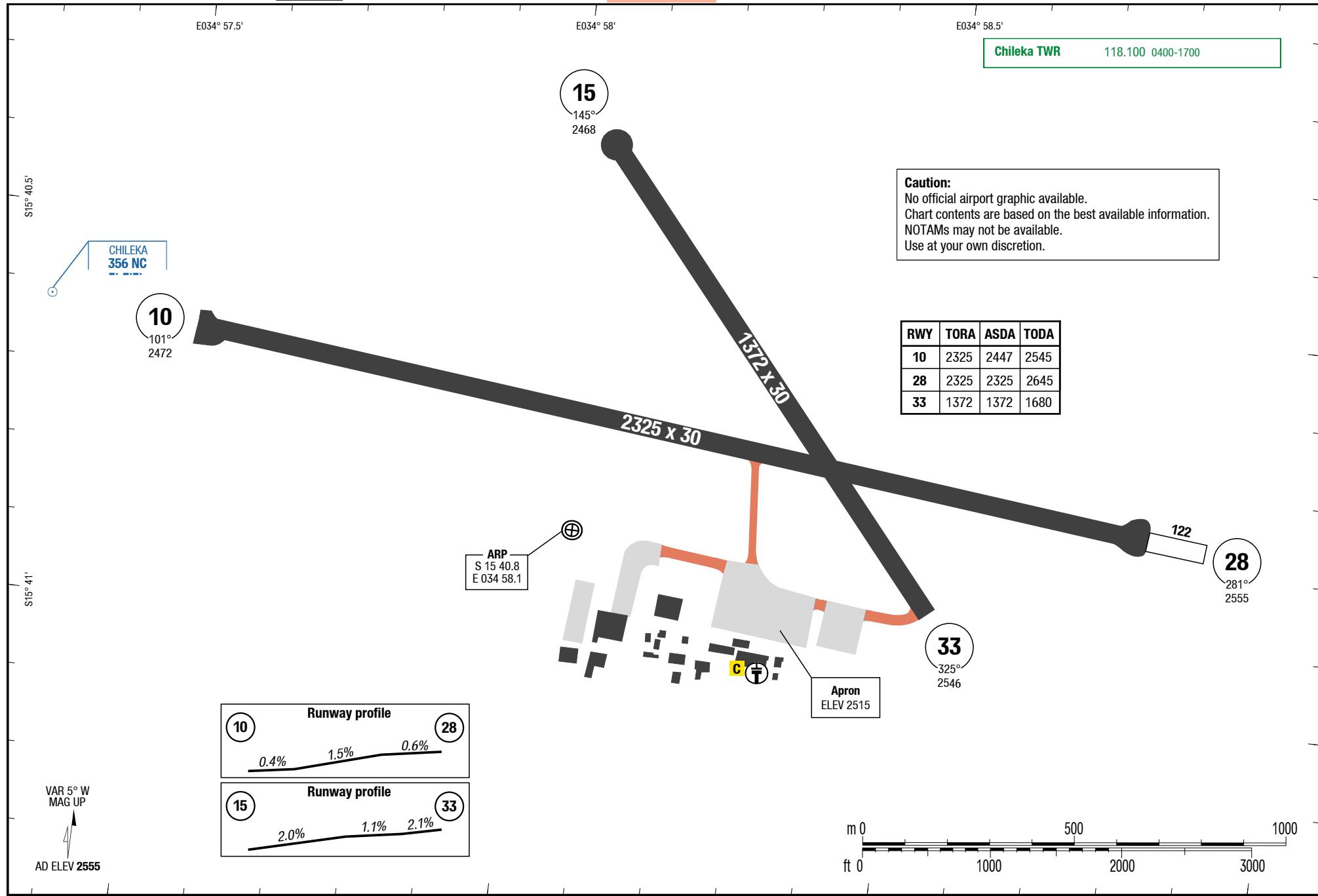
3-20

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Changes: TWY , Note

14-FEB-2008

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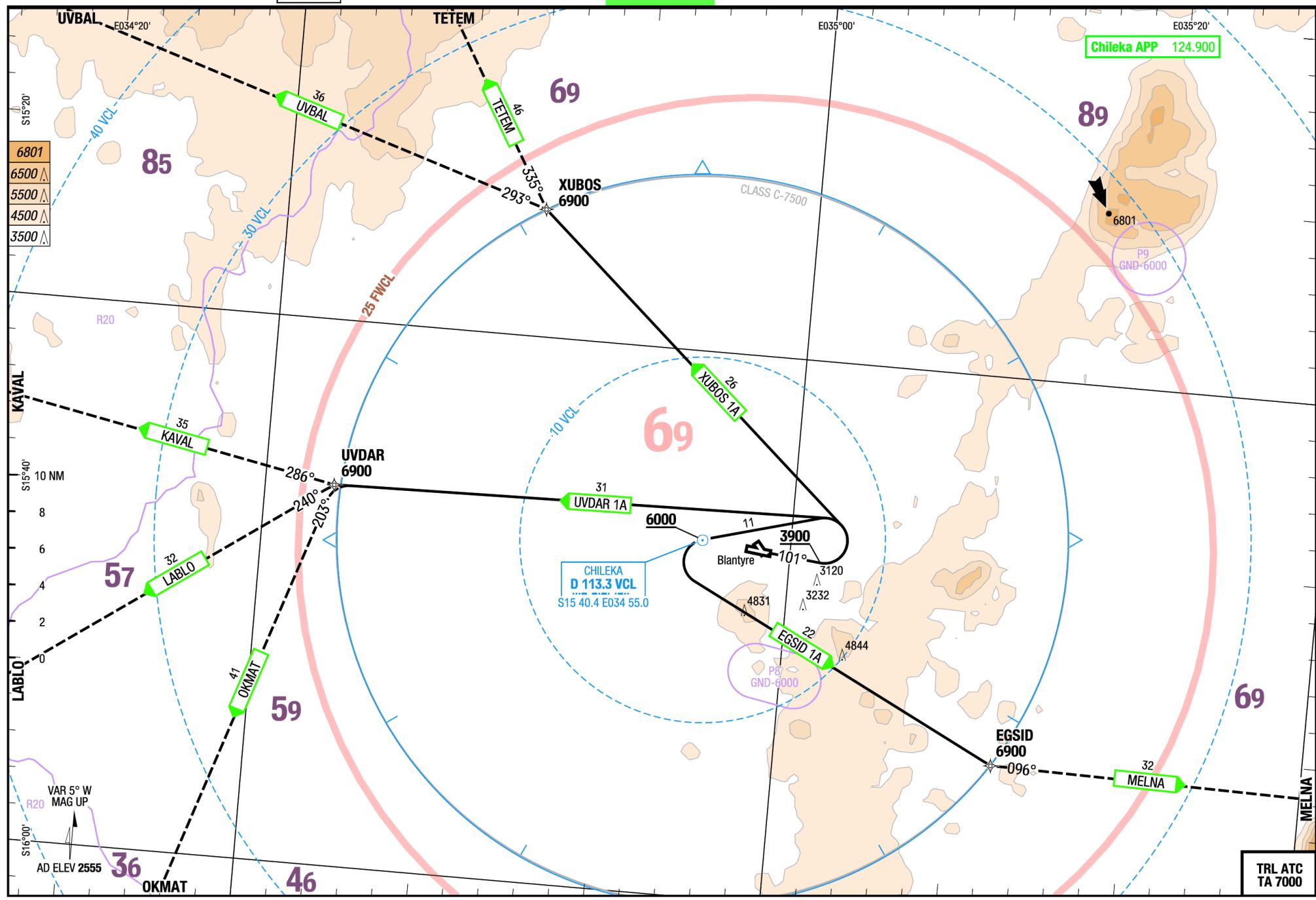
4-10

RNAV SIDs RWY 10

SID
SID

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RNAV SIDs RWY 10



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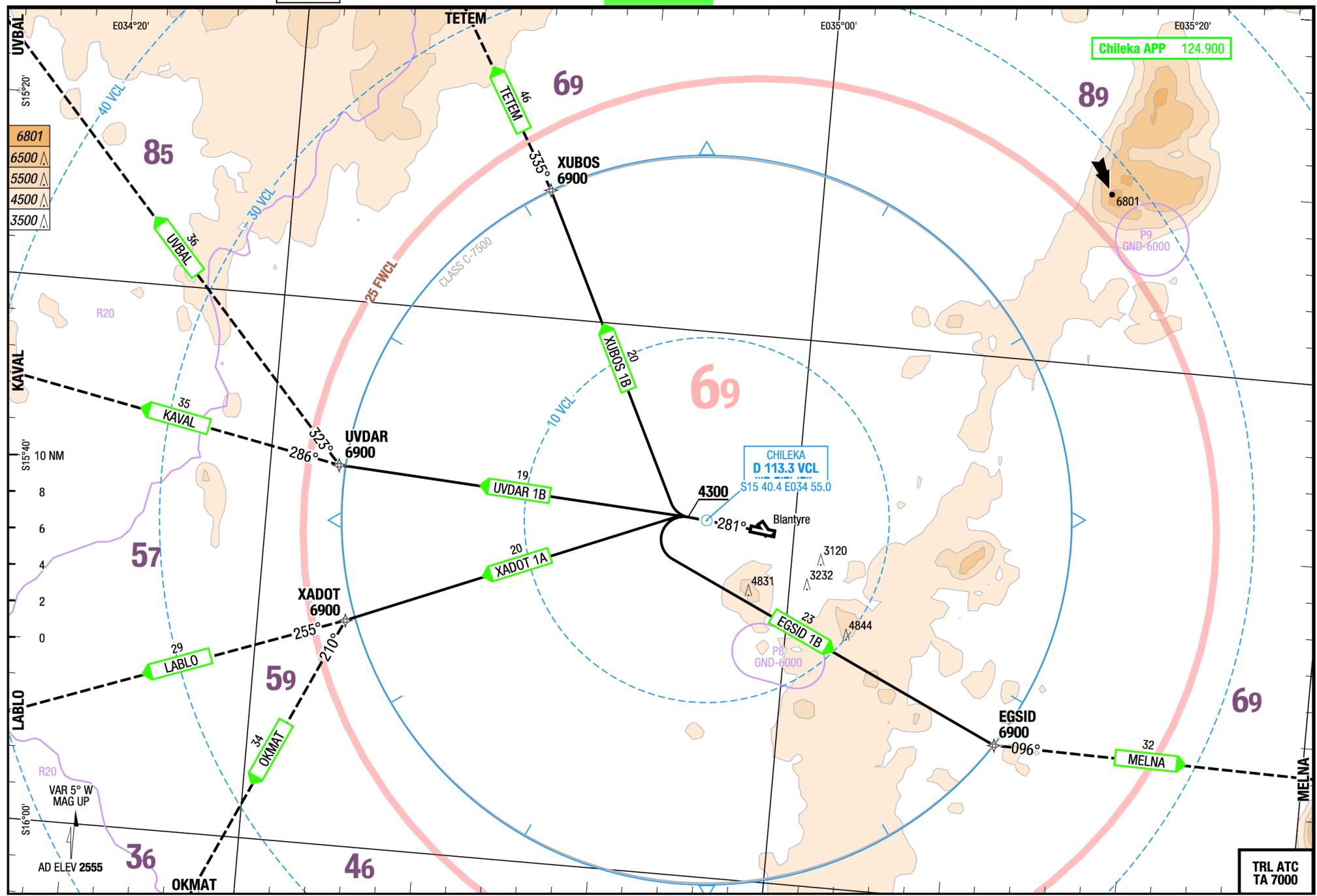
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RNAV SIDs RWY 28

5

RNAV SIDs RWY 28



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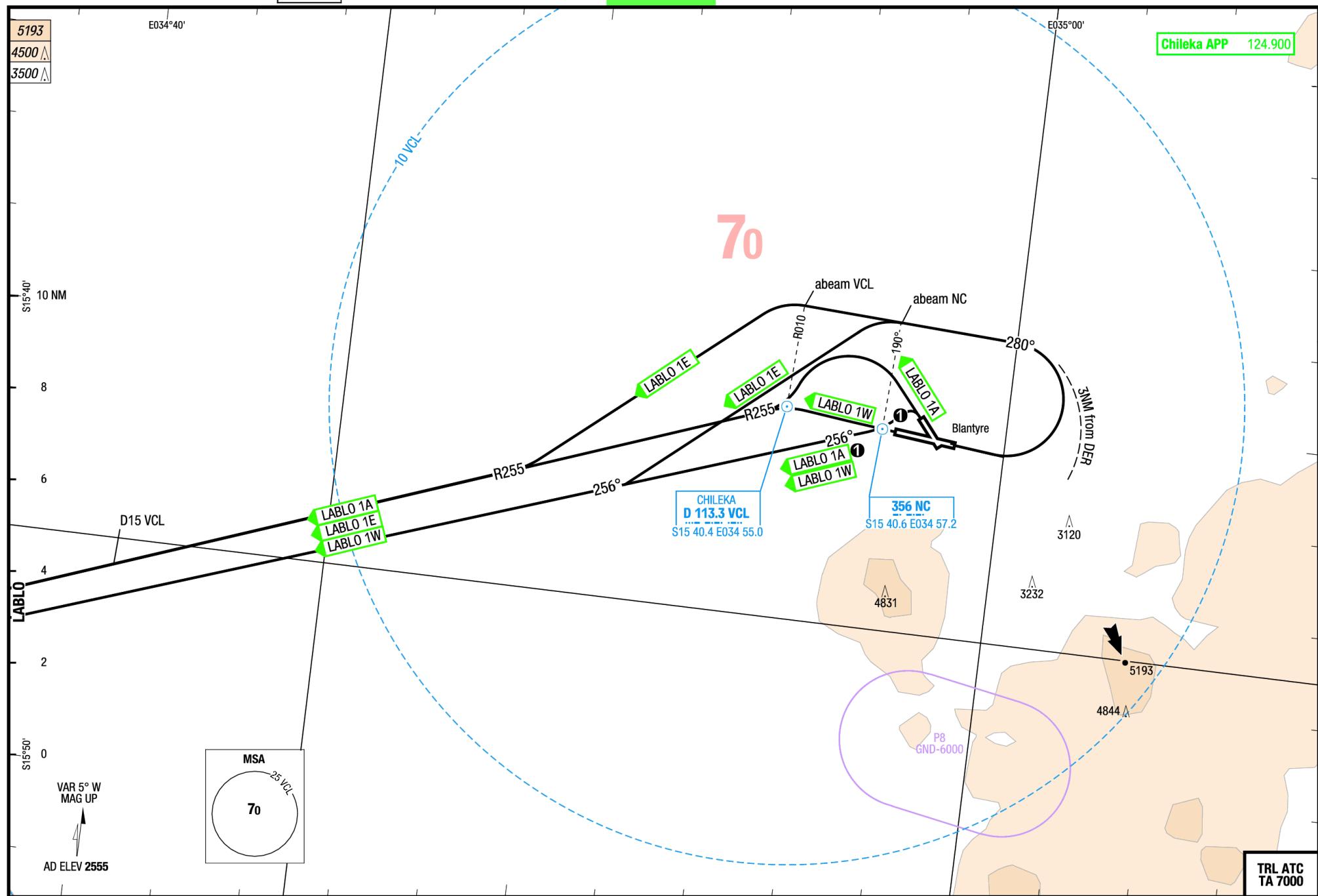
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NIL

NIL

SIDs LABLO

4-30



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NIL

SID

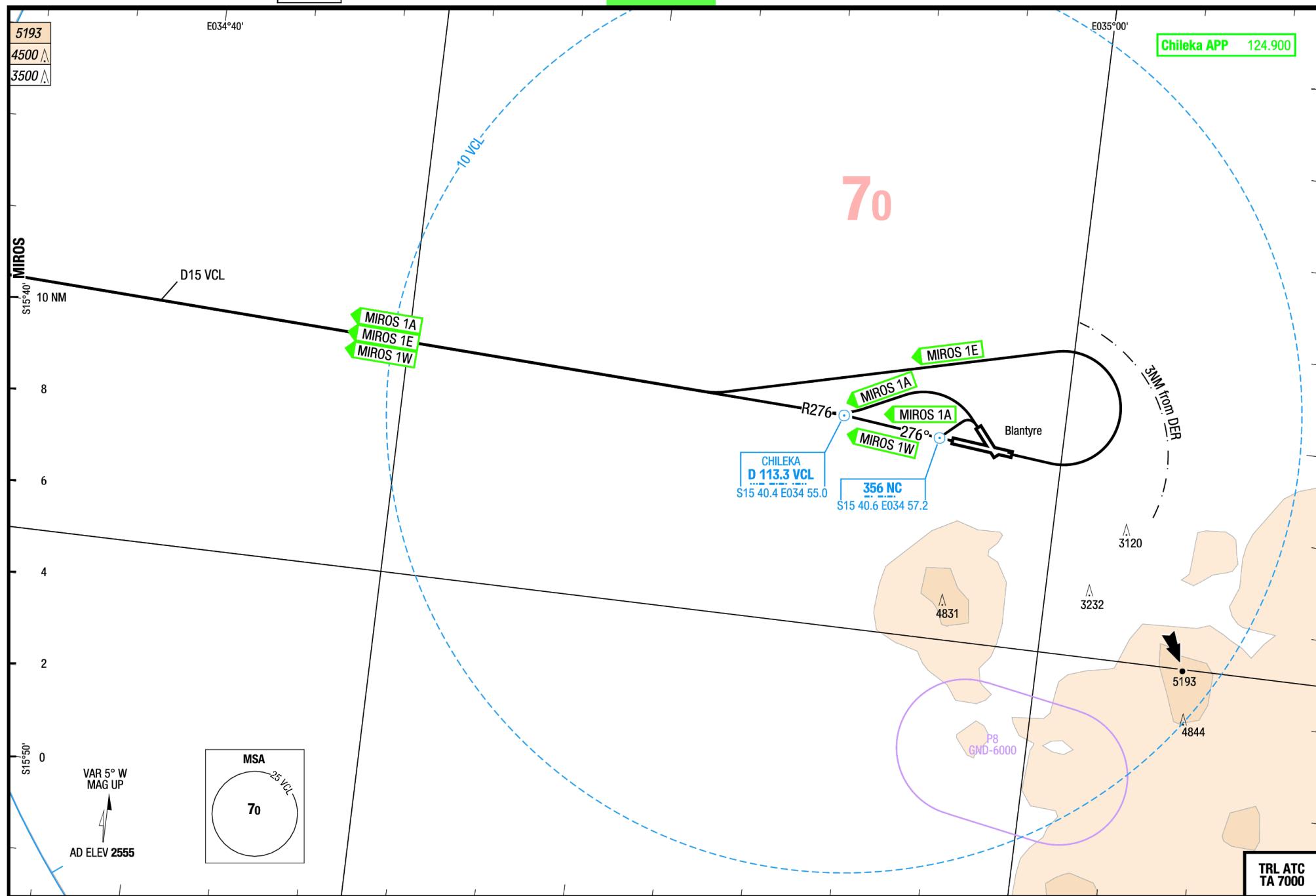
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SID

4-40

SIDs MIROS



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4-50

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SID
SIDSID
SID

E034°00'

Chileka APP 124.900

5193
4500 ▲
3500 ▲S15°40'
10 NM

70

CHILEKA
D 113.3 VCL
S15°40.4 E034 55.0R240
R060
OKMAT 1A
OKMAT 1W
OKMAT 1A
OKMAT 1W
OKMAT 1A
OKMAT 1W
OKMAT 1E
OKMAT 1E
OKMAT TA
356 NC
S15 40.6 E034 57.2

Blantyre

3NM from DER

3120

3232

5193

4844

S15°50'
0

2

4

6

8

S15°40'
10 NM

10

D10 VCL

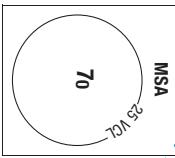
D15 VCL

VAR 5° W
MAG UP

AD ELEV 2555

70

MSA



10NM from NC

E034°50'

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4-60

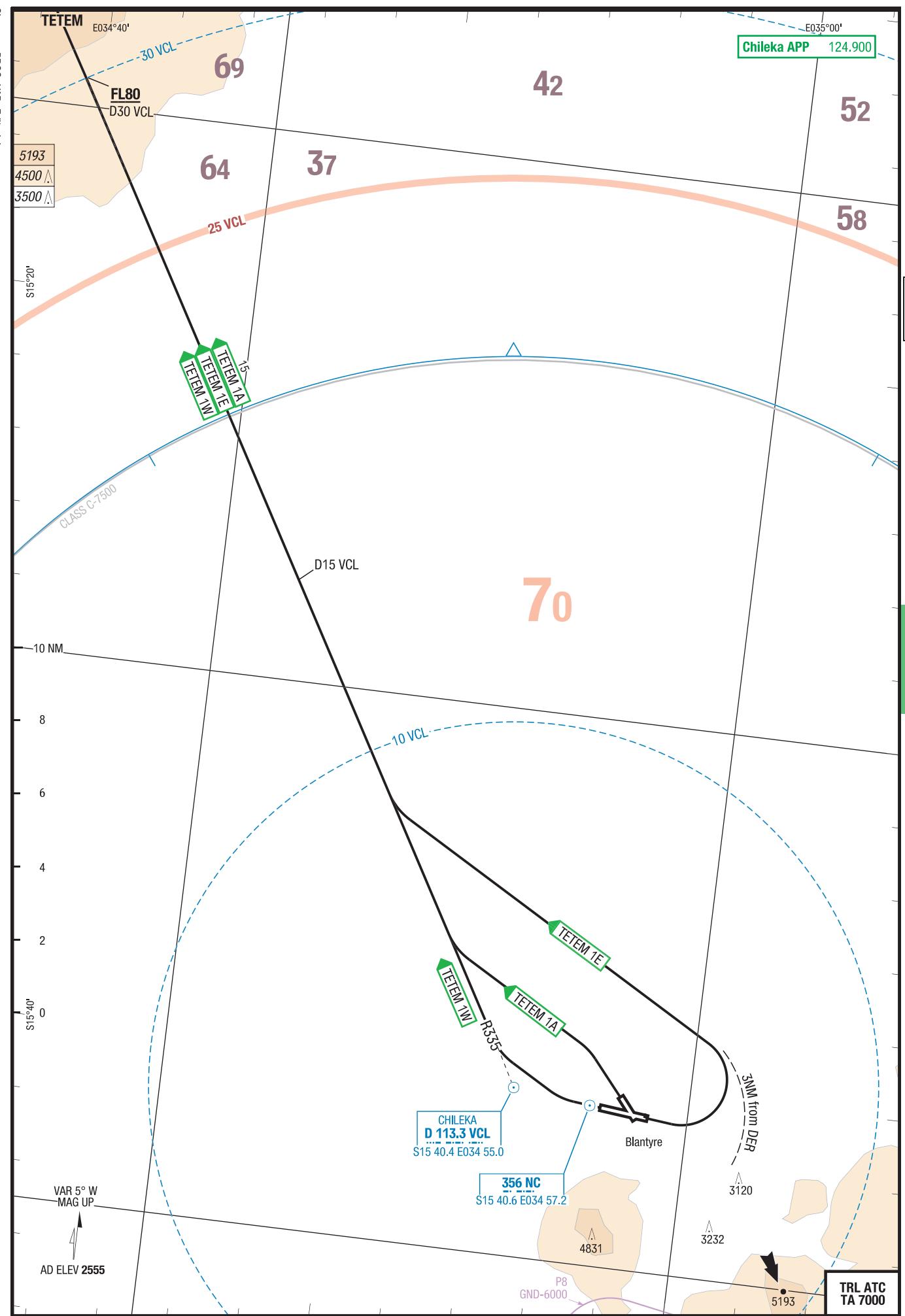
SIDs TETEM

SID SID

SIDs TETEM

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BLZ-FWCL

5-10

RNAV SIDs RWY 10

SIDPT

RNAV (GPS) SIDs RWY 10 (101°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300

SID	ROUTING	ALTITUDES
EGSID 1A 4.6% to 3900 124.900	at MNM 3900 LT direct VCL - LT to EGSID TRANSITION	VCL MNM 6000 EGSID at 6900
	MELNA EGSID - MELNA	
UVDAR 1A 4.6% to 3900 124.900	at MNM 3900 LT to UVDAR TRANSITION	UVDAR at 6900
	KAVAL UVDAR - KAVAL	
	LABLO UVDAR - LABLO	
	OKMAT UVDAR - OKMAT	
XUBOS 1A 4.6% to 3900 124.900	at MNM 3900 LT to XUBOS TRANSITION	XUBOS at 6900
	TETEM XUBOS - TETEM	
	UVBAL XUBOS - UVBAL	

RNAV (GPS) SIDs RWY 28 (281°)

SID	ROUTING	ALTITUDES
EGSID 1B 124.900	at MNM 4300 LT to EGSID TRANSITION	EGSID at 6900
	MELNA EGSID - MELNA	
UVDAR 1B 124.900	at MNM 4300 to UVDAR TRANSITION	UVDAR at 6900
	KAVAL UVDAR - KAVAL	
	UVBAL UVDAR - UVBAL	
XADOT 1A 124.900	at MNM 4300 LT to XADOT TRANSITION	XADOT at 6900
	LABLO XADOT - LABLO	
	OKMAT XADOT - OKMAT	
XUBOS 1B 124.900	at MNM 4300 RT to XUBOS TRANSITION	XUBOS at 6900
	TETEM XUBOS - TETEM	

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BLZ-FWCL**5-30****SIDs LABLO**

SIDPT

SIDs LABLO

RWYs 10 (101°) / 28 (281°) / 33 (325°)

SID	ROUTING	ALTITUDES
Runway 10		
LABLO 1E 124.900	LT (within 3 NM from DER) 280° - abeam VCL or NC LT intercept R255 VCL or QDR 256° NC to LABLO	
Runway 28		
LABLO 1W 124.900	direct VCL or NC - LT intercept R255 VCL or QDR 256° NC to LABLO	
Runway 33		
LABLO 1A 124.900	LT direct VCL or NC - intercept R255 VCL or QDR 256° NC to LABLO	

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BLZ-FWCL**5-40****SIDs MIROS**

SIDPT

SIDs MIROS

RWYs 10 (101°) / 28 (281°) / 33 (325°)

SID	ROUTING	ALTITUDES
Runway 10		
MIROS 1E 124.900	LT (within 3 NM from DER) - intercept R276 VCL or QDR 276° NC to MIROS	
Runway 28		
MIROS 1W 124.900	LT intercept R276 VCL or QDR 276° NC to MIROS	
Runway 33		
MIROS 1A 124.900	LT direct VCL or NC - intercept R276 VCL or QDR 276° NC to MIROS	

SIDs OKMAT

RWYs 10 (101°) / 28 (281°) / 33 (325°)

SID	ROUTING	ALTITUDES
Runway 10		
OKMAT 1E 124.900	<p>LT (within 3NM from DER) 280°</p> <p>VOR - based procedure intercept R060 VCL to VCL - R240 VCL - at D10 VCL LT direct OKMAT</p> <p>NDB - based procedure abeam NC LT intercept QDR 240° NC - at 10NM from NC LT direct OKMAT</p>	
Runway 28		
OKMAT 1W 124.900	<p>VOR - based procedure direct VCL - R240 VCL - at D10 VCL LT direct OKMAT</p> <p>NDB - based procedure direct NC - QDR 240 NC - at 10NM from NC LT direct OKMAT</p>	
Runway 33		
OKMAT 1A 124.900	<p>VOR - based procedure LT direct VCL - LT intercept R240 VCL - at D10 VCL LT direct OKMAT</p> <p>NDB - based procedure NC - QDR 240 NC - at 10NM from NC LT direct OKMAT</p>	

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BLZ-FWCL**5-60****SIDs TETEM**

SIDPT

SIDs TETEM

RWYs 10 (101°) / 28 (281°) / 33 (325°)

SID	ROUTING	ALTITUDES
Runway 10		
TETEM 1E 124.900	LT (within 3 NM from DER) intercept R335 VCL to TETEM	D30 VCL MNM FL80
Runway 28		
TETEM 1W 124.900	RT intercept R335 VCL to TETEM	D30 VCL MNM FL80
Runway 33		
TETEM 1A 124.900	LT intercept R335 VCL to TETEM	D30 VCL MNM FL80

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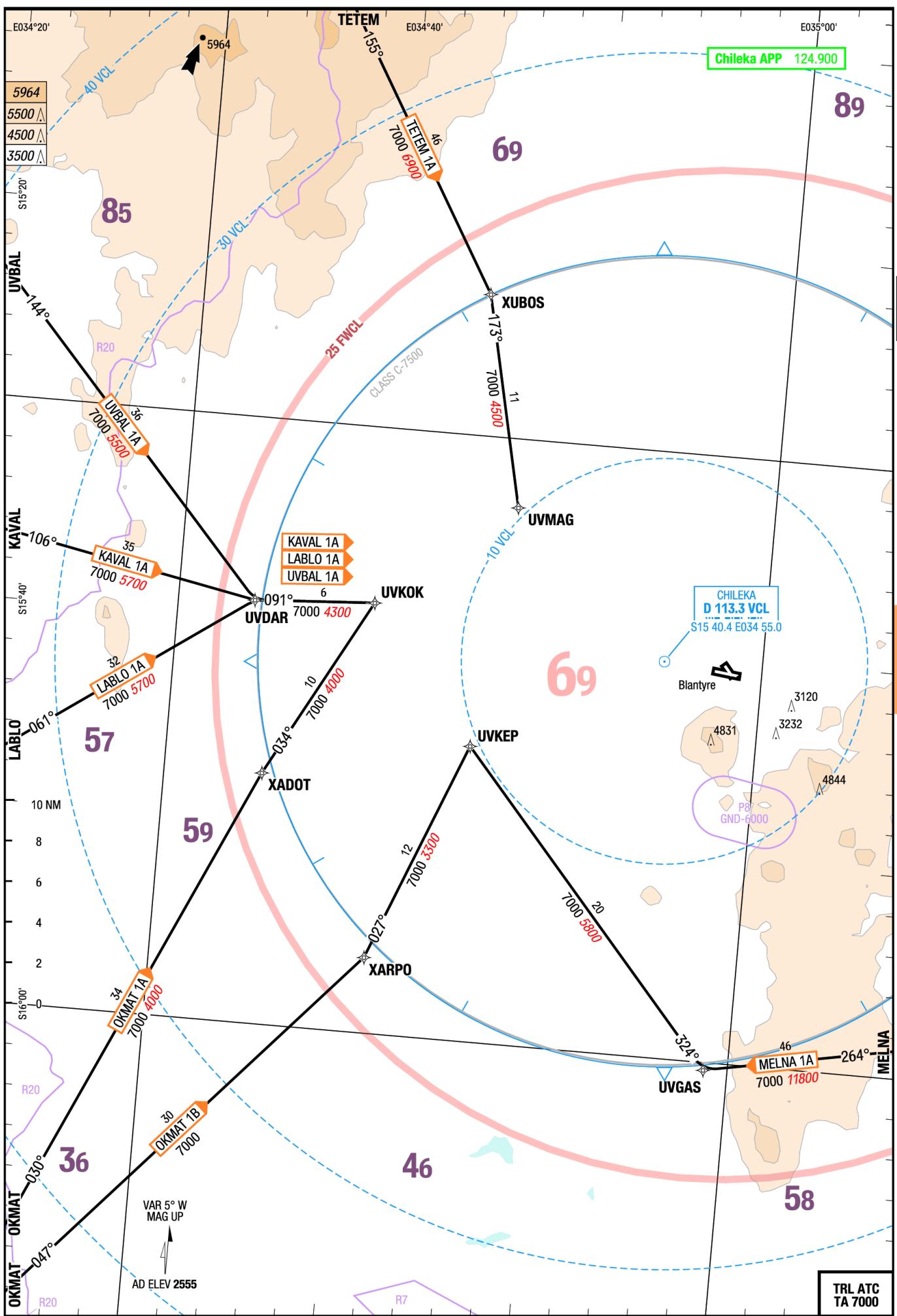
6-10

RNAV STARS RWY 10

STAR
STARChileka Int'l Blantyre Malawi
RNAV STARS RWY 10

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6-20

RNAV STARS RWY 28

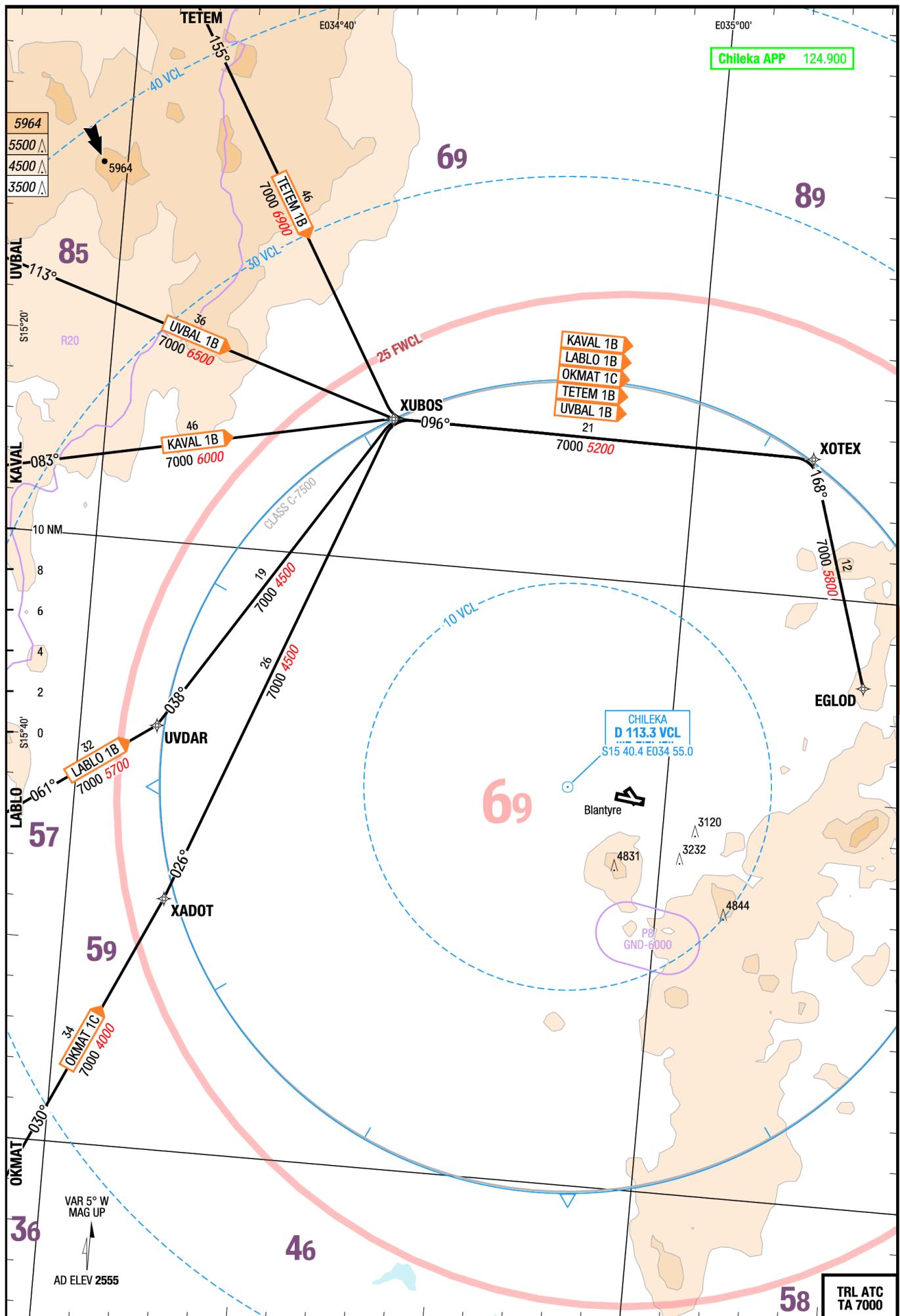
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RNAV STARS RWY 28

Malawí Bialnyje Chleka iñu

STAR

Chileka Hill Blantyre Malawi



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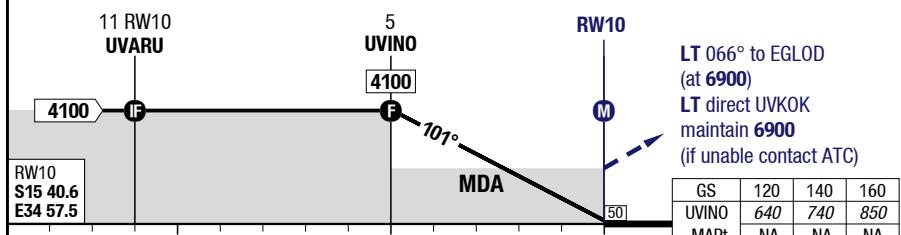
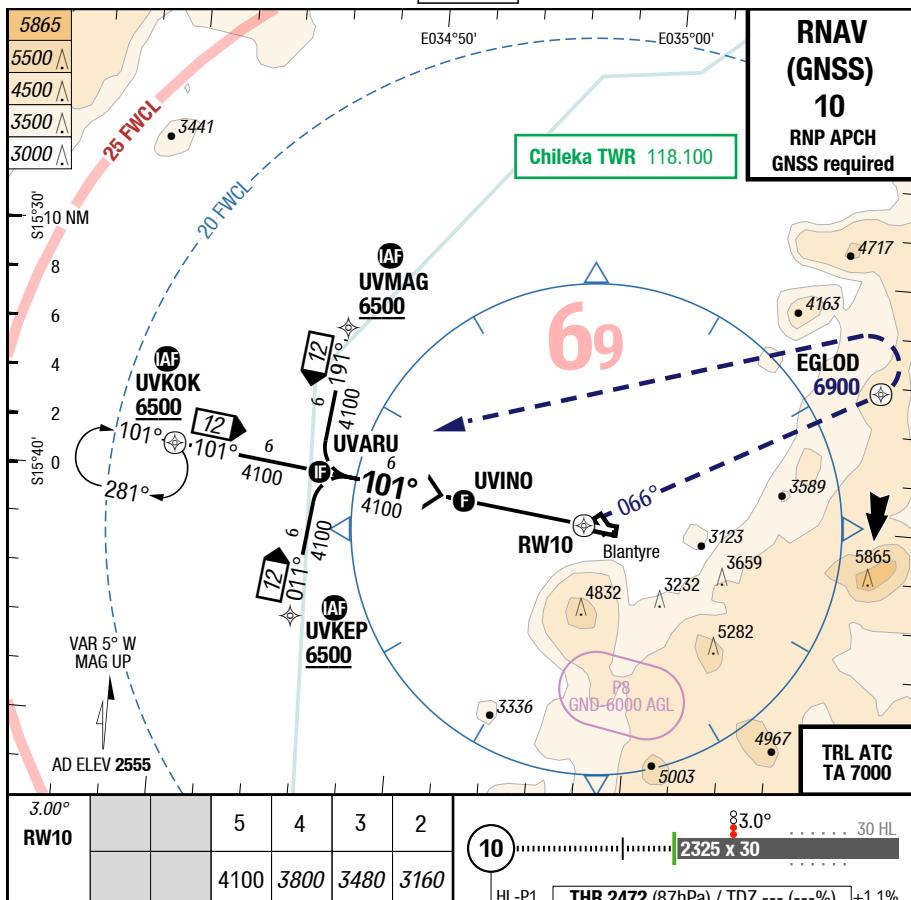
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IAC

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7-10

RNAV (GNSS) 10



10		RNAV GNSS VNAV 1) 2) 3) 4)	RNAV GNSS LNAV 1) 4)				Circling 5)
C	ft - m/km ft	390 - 1.1 2860	390 - 1.1 2860				Not published
D	ft - m/km ft	390 - 1.1 2860	390 - 1.1 2860				Not published

1) GA 5.8% 2) With EVS 750m 3) Uncompensated Baro VNAV NA below 10°C (50°F) 4) All ACFT operators shall be authorised by the State of Registry to conduct APCH PROC using GNSS. 5) N of RWY 10/28

Changes: chart title, OBST, Editorial

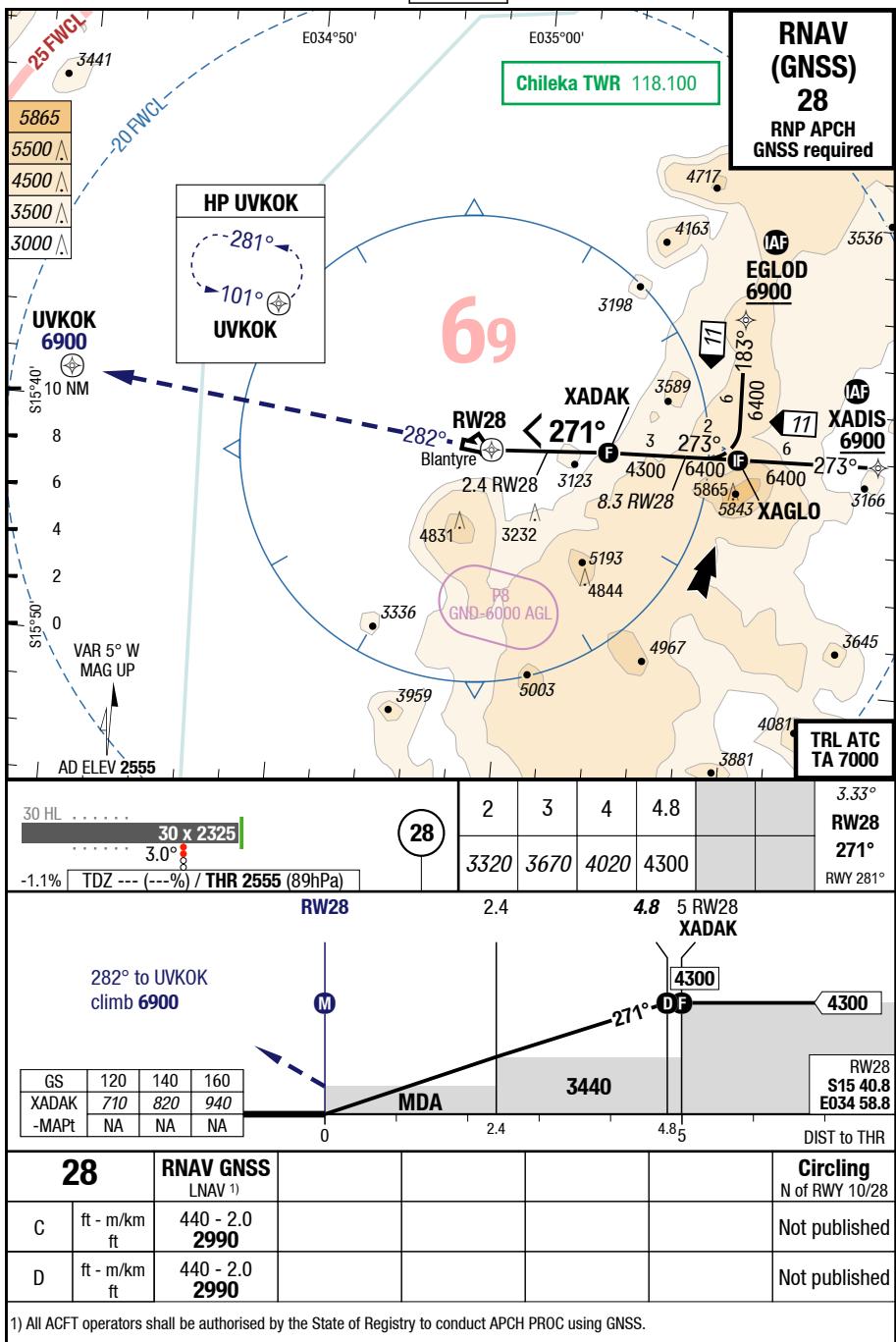
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7-20

RNAV (GNSS) 28

IAC



Changes: new

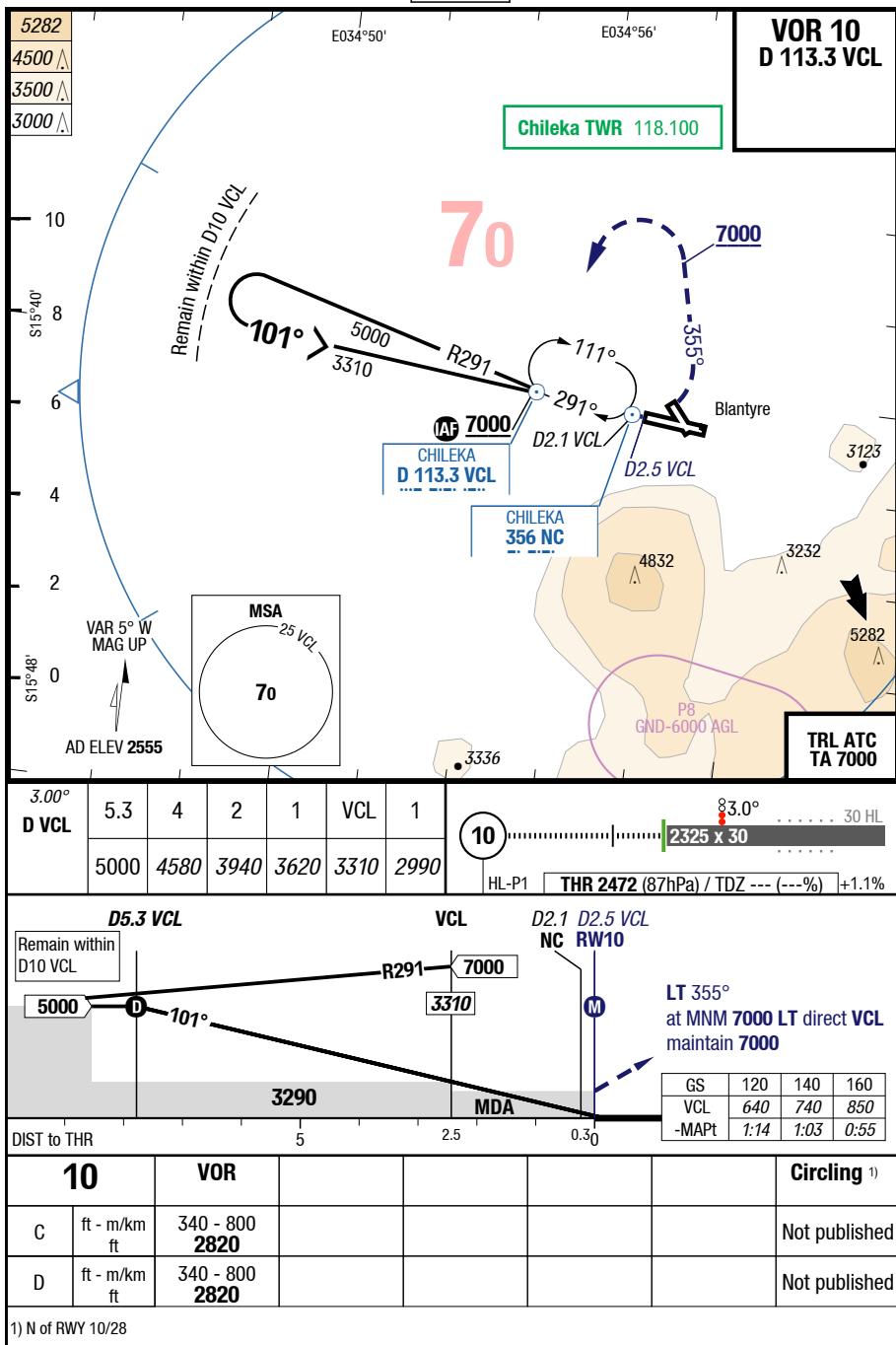
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VOR 10



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LCTR 10

