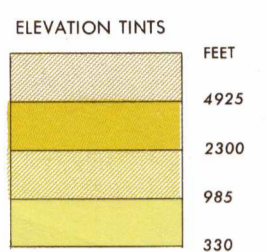
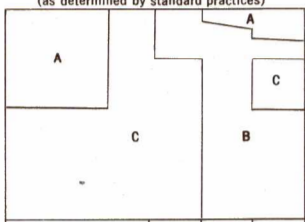


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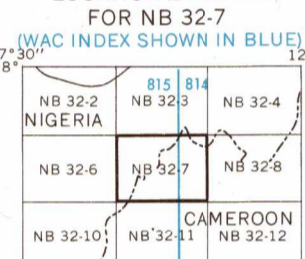


RELIABILITY OF THIS MAP (as determined by standard practices)

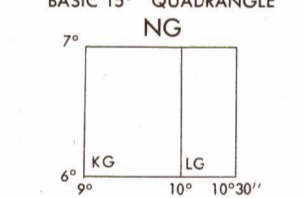


Map not field checked
Horizontal Datum: Local Datum
Vertical Datum: Mean Sea Level

LOCATION DIAGRAM FOR NB 32-7 (MAC INDEX SHOWN IN BLUE)



GEOREF BASIC 15° QUADRANGLE NG



CAUTION AIR INFORMATION CURRENT THROUGH 2 OCTOBER 1967

Consult Notices to Airmen (NOTAMS) and Flight Information Publications (FLIP) for the latest air information; the Chart Updating Manual (CHUM) for other chart revision information.

LINE OF EQUAL MAGNETIC VARIATION FOR 1965 (Annual rate of change 5' decrease)

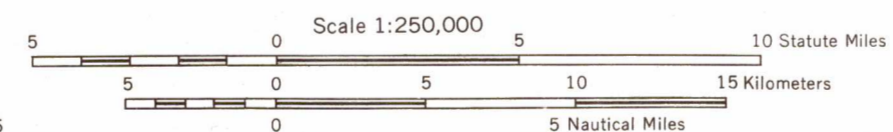
Prepared under the direction of the Defense Intelligence Agency and published by Army Map Service, Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1967 from best available source materials.

AERONAUTICAL APPROACH CHARTS (Code: AC) and/or AERONAUTICAL CHARTS (Code: AC) completely within this area are discontinued. Those that are partially within this area should be retained until publication of the adjacent JOINT OPERATIONS GRAPHIC (AIR), 1501 AIR. Consult the DOD Bulletin for publication and discontinuance notices.



- ROADS**
- All weather, hard surface
 - Two or more lanes wide
 - Less than two lanes wide
 - All weather, loose or light surface
 - Two or more lanes wide
 - Less than two lanes wide
 - Fair or dry weather, loose surface
 - Cart track
 - Footpath (trail)
- RAILROADS**
- Normal gauge 1.067m (3'6")
 - Narrow gauge
 - Station
- BOUNDARIES**
- International
 - Primary administrative
 - Secondary administrative
- VEGETATION**
- Wooded/brushwood
 - Scattered trees, low growth
 - Orchards, plantations, vineyards
 - Land subject to inundation

JOINT OPERATIONS GRAPHIC (AIR)



CONTOUR INTERVAL APPROXIMATELY 165 FEET WITH SUPPLEMENTARY CONTOURS AT 85 FEET; RELIEF PARTIALLY SHOWN BY FORM LINES.

TRANSVERSE MERCATOR PROJECTION

BLUE NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID ZONE 32, CLARKE 1880 SPHEROID.

- AERODROMES (Military or Civil)**
- Field limits with runway pattern
 - EDNA-Name
 - EDNA-50—Length of longest runway to nearest hundreds of feet
 - 725—Elevation
 - Field limits, with runway pattern unknown
 - Field limits unknown, with runway pattern
 - Field limits and runway pattern unknown
 - SEAPLANE BASE
 - SEAPLANE (EMERGENCY)
 - HELIPORT

- CONTROLLED AIRSPACE**
- ADIZ
 - ATLANTIC ADIZ
- 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
- TERRAIN ELEVATIONS**
- Highest known elevation is 9869 feet at 6°12'N, 10°31'E
 - Following elevation value indicates accuracy is not within 100 feet.

HIGHEST TERRAIN elevations for each 15 MINUTE QUADRANGLE are represented in THOUSANDS and HUNDREDS of feet. They are omitted where relief information is inadequate. A minus sign (-) following the figure indicates that the figure is based on an estimated elevation.

EXAMPLES
51 81-

NOTES
No obstructions 200 feet or more above ground level are known to exist within this area.
THE REPRESENTATION OF INTERNATIONAL BOUNDARIES IS NOT NECESSARILY AUTHORITATIVE. ALIGNMENT OF ALL BOUNDARIES IS APPROXIMATE.

SCALE 1:250,000
WUM, CAMEROON
SERIES 1501 AIR SHEET NB 32-7 EDITION 1
COMPANION SERIES 1501 SHEET IS EDITION 1

USERS SHOULD REFER CORRECTIONS, ADDITIONS, AND COMMENTS TO THE NGA OPERATIONAL HELP DESK: 1 800 455 6896 COMMERCIAL 314 263 4864 USN 488 4884 OR WRITE TO: DIRECTOR, NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY, ATTN: ES, MAIL STOP L-86, 4800 SANGARE ROAD, BETHESDA, MD 20816-9002

NSN 7641014096115
NGA Ref No: 1501ANB3207
ED. NO 001