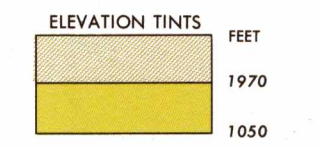


SERIES 1501 AIR SHEET NB 34-9 EDITION 2



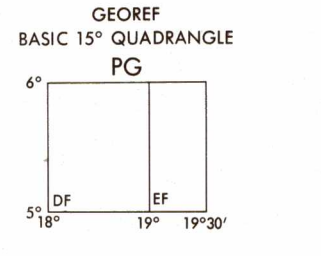
RELIABILITY OF THIS MAP (As determined by greatest position)

Area	Area A	Area B
Accuracy as related to control of map	1:50,000	1:250,000
Horizontal accuracy	1:50,000	1:250,000
Vertical accuracy	1:50,000	1:250,000
Latest date of map information	1967-68	1967-68
Map scale	1:50,000	1:250,000
Map projection	Transverse Mercator	Transverse Mercator
Map datum	WGS 1960	WGS 1960
Map scale	1:50,000	1:250,000

LOCATION DIAGRAM FOR NB 34-9 (WAC INDEX SHOWN IN BLUE)

NB 33-8	NB 34-5	NB 34-6
NB 33-12	NB 34-9	NB 34-10
NB 33-16	NB 34-12	NB 34-14

GLOSSARY  
Étang.....pond  
Kaga.....hill

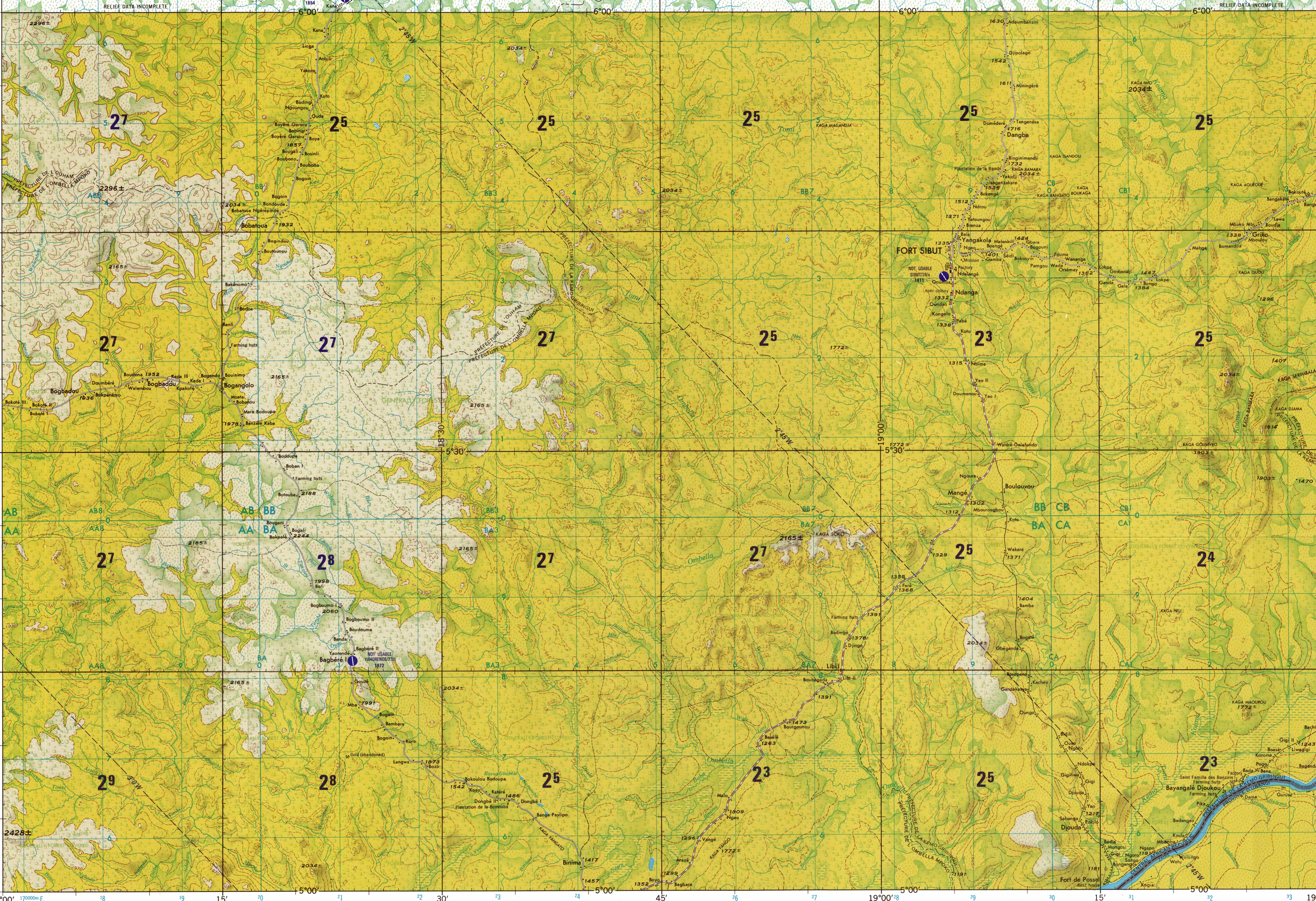


CAUTION  
AIR INFORMATION CURRENT THROUGH 22 JANUARY 1980  
Consult NOTAMS and Flight Information Publications for the latest information on the 3000 Aeronautical Chart (Edition Manual or MD) or Aeronautical Chart Amendment document for other chart revision information.

Prepared and published by the Defense Mapping Agency Hydrographic/Topographic Center, Washington, D. C. Compiled in 1966 from best available source materials.

SCALE 1:250,000  
FORT SIBUT, CENTRAL AFRICAN REPUBLIC; ZAIRE

SERIES 1501 AIR SHEET NB 34-9 EDITION 2



GRID ZONE DESIGNATION: 34N

100,000 M. SQUARE IDENTIFICATION

AB	BB	CB
AA	BA	CA

TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 100 METERS

SAMPLE POINT: 5000

- Read letters identifying 100,000 meter square in which the point lies.
- Locate first VERTICAL grid line to LEFT of point and read LARGE figure labeling the line either in the top or bottom margin, or on the line itself.
- Estimate tenths from grid line to point: 1. Locate first HORIZONTAL grid line BELOW point and read LARGE figure labeling the line either in the left or right margin, or on the line itself.
- Estimate tenths from grid line to point: 1. Estimate tenths from grid line to point: 1. Estimate tenths from grid line to point: 1.

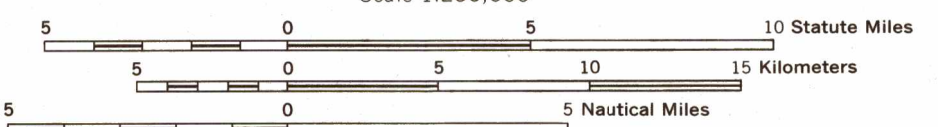
EXAMPLE: 569000

LEGEND

ROADS  
All weather  
Hard surface, two or more lanes wide  
Loose or light surface, two or more lanes wide  
Loose or light surface, one lane wide  
Fair or dry weather, loose surface  
Cart track; Footpath, trail

RAILROADS  
Normal gauge 1 m (3'3 3/4")  
Narrow gauge

BOUNDARIES  
International  
Primary administrative  
Reservation  
Woods-brushwood  
Scattered trees, low growth  
Orchard, plantation, vineyard  
Land subject to inundation



CONTOUR INTERVAL APPROXIMATELY 130 FEET (40 METERS) WITH SUPPLEMENTARY CONTOURS AT 70 FOOT (20 METER) INTERVALS

TRANSVERSE MERCATOR PROJECTION

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# JOINT OPERATIONS GRAPHIC (AIR)

ELEVATIONS IN FEET

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-Subsides surface  
725-Elevation

Field limits, with runway pattern unknown

Field limits unknown, with runway pattern

Field limits and runway patterns 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  
TERRAIN ELEVATIONS  
HIGHEST ELEVATION IS 2428± feet located at 5°00'N, 18°00'E

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF)

The Maximum Elevation Figures shown in quadrangles based on 10-foot base of latitude and longitude are represented 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 obstructions (towers, towers, antennas, etc.). In areas of extensive variable relief, the MEF is shown by a note placed across the area.

EXAMPLE: 12,500 feet **125**

NOTES  
No obstructions 300 feet or more above ground level are known to exist in this area.

THE REPRESENTATION OF INTERNATIONAL BOUNDARIES ON THIS GRAPHIC IS NOT NECESSARILY AUTHORITATIVE.

Printed by NIMA 12-98

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