

SERIES 1501 AIR SHEET NF 46-7 EDITION 2

- POPULATED PLACES**
- First importance: RANGOON
  - Second importance: HAKA
  - Third importance: Gangaw
  - Fourth importance: Kan
  - Fifth importance: Sathway
- ROADS**
- Dual highway: 4 LANES DUAL
  - All weather, hard surface: 3 LANES
  - More than two lanes wide: 2 LANES
  - Two lanes wide: 1 LANE
  - One lane wide: 1 LANE
  - All weather, loose or light surface: 3 LANES
  - More than two lanes wide: 2 LANES
  - Two lanes wide: 1 LANE
  - One lane wide: 1 LANE
  - Fair or dry weather, loose surface: 1 LANE
  - Track: Trail: 1 LANE
  - Route marker: 1 LANE
- RAILROADS**
- Normal gauge: Single track, Multiple track
  - Narrow gauge: Single track, Multiple track
  - Station location: known, unknown
- BOUNDARIES**
- International
  - First-order administrative division
- VEGETATION**
- Woods, Scattered trees, Tropical grass
  - Orchard, plantations, vineyards
- OTHER FEATURES**
- Horizontal control point; Landmark; Mine
  - Sand
  - Perennial stream: Tributary; Principal; Double line
  - Intermittent stream: Single; Double line
  - Land subject to inundation
- TERRAIN ELEVATIONS**
- Spot elevation: Normal; Critical
  - HIGHEST KNOWN elevation is 9009 feet at the following coordinates: Geographic: 22°01'N, 93°33'E; Grid: EK5736
  - ± following elevation value indicates accuracy is not within 100 feet.
- AERODROMES (Military or Civil)**
- Runway pattern known: EDNA/50/1, 725
  - EDNA Name: 50—Length of longest runway to nearest hundreds of feet; —Soft or unimproved surface; —Unknown surface; 725—Elevation
  - Runway pattern unknown
- HELIPORT**
- RADIO AIDS TO NAVIGATION**
- VOR with DME
  - VORTAC
  - TACAN
- CONTROLLED AIRSPACE**
- ADIZ**
- VISUAL AIDS AND OBSTRUCTIONS**
- Obstruction: 1108 (259)
  - 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

**CAUTION**

Vertical obstructions, including powerlines, have been extracted from the most reliable sources available. However, there is no assurance that all are shown, or that their locations or heights are exact.

**CAUTION**

**AIR INFORMATION CURRENT THROUGH**

29 DECEMBER 1993

Consult NOTAMS and Flight Information Publications for the latest air information; the DOD Aeronautical Chart Updating Manual or MOD (U.K.) Aeronautical Chart Amendment document, for other chart revision information.

MAGNETIC VARIATION FOR 1990 IS APPROXIMATELY 1° WEST OVER THE ENTIRE AREA (Annual rate of change, 1° decrease)

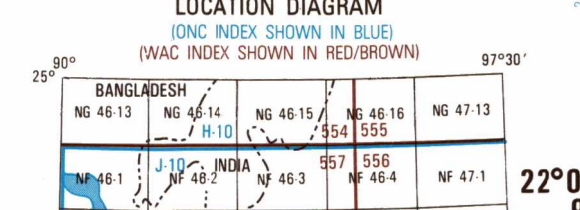
**ATTENTION**

**THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF)**

The Maximum Elevation Figures shown in quadrangles bounded by ticked lines 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 and obstructions (trees, towers, antennas, etc.).

EXAMPLE: 12,500 feet

**125**



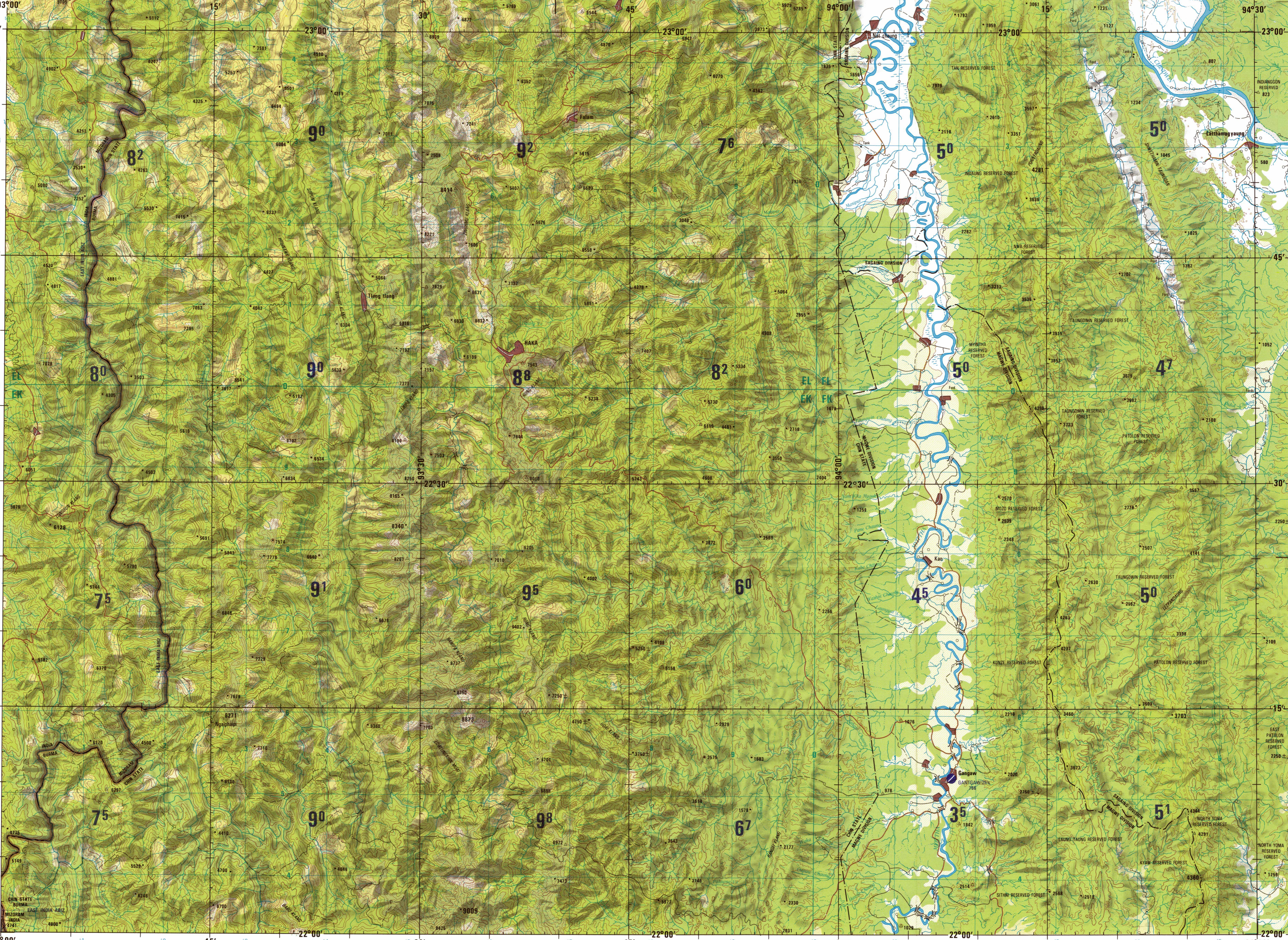
Prepared and published by the Defense Mapping Agency Hydrographic/Topographic Center, Bethesda, MD. Compiled May 1993.

**SCALE 1:250,000**

**HAKA, BURMA; INDIA**

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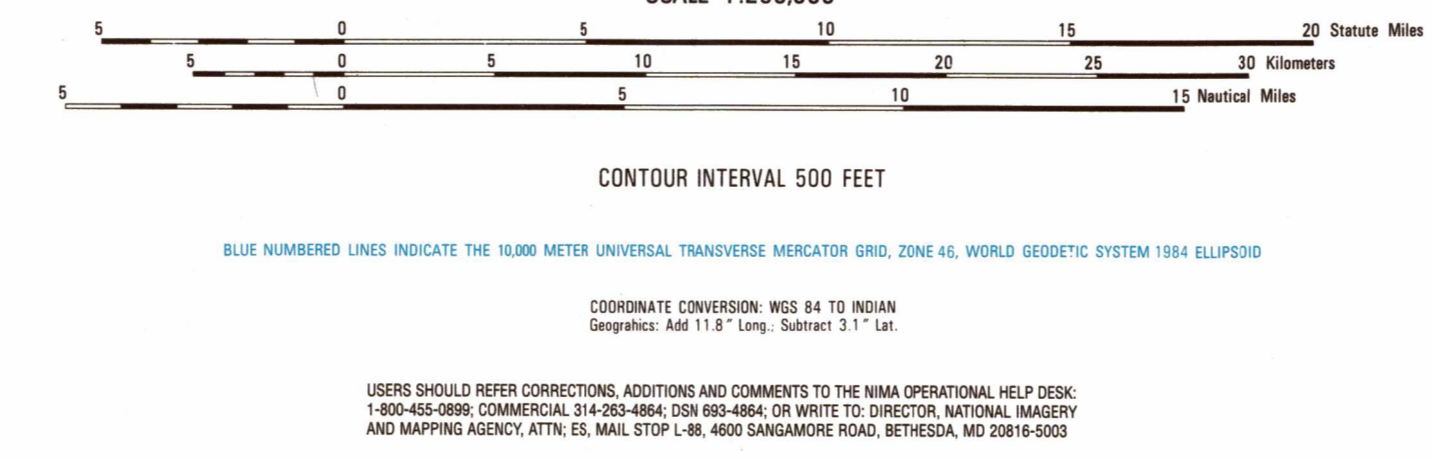
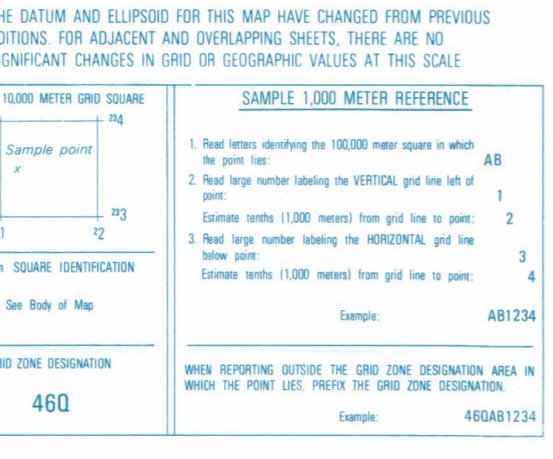
SERIES 1501 COMPANION SHEET IS EDITION 1



Prepared and published by the Defense Mapping Agency Hydrographic/Topographic Center, Bethesda, MD. Compiled May 1993.



THE DATUM AND ELLIPSOID FOR THIS MAP HAVE CHANGED FROM PREVIOUS EDITIONS. FOR ADJACENT AND OVERLAPPING SHEETS, THERE ARE NO SIGNIFICANT CHANGES IN GRID OR GEOGRAPHIC VALUES AT THIS SCALE.



**RELIABILITY OF THIS GRAPHIC**

Compiled from best available source materials.

Horizontal Datum: World Geodetic System 1984

Vertical Datum: Mean Sea Level

Transverse Mercator Projection

**NOTES**

Powerlines are shown except within populated place limits. Other obstructions are shown if they are 200 feet or more above ground level. See caution note.

On this graphic a lane is generally considered as being 8 feet (2.5 meters) in width.

Road classifications should be referred to with caution. Boundary representation is not necessarily authoritative. DEPICTION OF INTERNATIONAL BOUNDARIES HAS BEEN CHANGED SINCE THE LAST EDITION.

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