

SERIES 1501 AIR SHEET NG 38-10 EDITION 3

POPULATED PLACES

Over 100,000	ARRIYAD
50,000 to 100,000	QATIF
10,000 to 50,000	Turayf
2,000 to 10,000	Al' Uqayr
Less than 2,000	...

ROADS

Dual highway	4 LANES DUAL
All weather, hard surface	4 LANES
More than two lanes wide	4 LANES
Two lanes wide	2 LANES
One lane wide	1 LANE
All weather, loose or light surface	3 LANES
More than two lanes wide	3 LANES
Two lanes wide	2 LANES
One lane wide	1 LANE
Fair or dry weather, loose surface	2 LANES
Cart track	...
Footpath, trail	...
Route marker	...

RAILROADS

Normal gauge, single track 1.44m (4'8 1/2")	...
Double track	...
Narrow gauge	...

BOUNDARIES

International	...
First-order administrative	...

OTHER FEATURES

Area name	...
Mine or quarry	...
Campsite; Ruins; Watermill	...
School; Church; Landmark	...
Mosque; Moslem shrine	...
Small reservoir or cistern	...
Well; Perennial; Intermittent; Spring	...
Underground aqueduct with shafts	...
Sakha or Dry lake; Intermittent lake	...
Single line intermittent stream; Wadi	...
Marsh or swamp; Land subject to inundation	...
Mound; Levee	...
Mudflat; Distorted surface	...
Sand; flat or rolling; Sand dunes	...
Horizontal control point	...

VEGETATION

Woods; brushwood; Scattered trees	NONE
Orchard; vineyard; Scrub	NONE

HYDROGRAPHY

Rock; unconsolidated or awash	...
Exposed wreck	...
Limit of danger; Reef	...
Foreshore flat	...
Depth curve; Lighthouse	...

TERRAIN ELEVATIONS

Spot elevation, normal, critical	'668 '840
HIGHEST KNOWN elevation is 3205 feet at the following coordinates:	
Geographic	25°21'N, 43°35'E
Grid	LP5804
± following elevation value indicates accuracy is not within 100 feet	

AERODROMES (Military or Civil)

EDNA/50/1	725
Field limits and runway pattern unknown	...

HELIPORT

RADIO FACILITIES

VOR/VORTAC	...
TACAN VOR/DME	...
RADIO RANGE LF/MF	...
MULTIPLE RADIO FACILITIES	...

CONTROLLED AIRSPACE

ADIZ	ATLANTIC ADIZ
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VISUAL AIDS AND OBSTRUCTIONS

Obstruction	1188 (259)
1188-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
AIR INFORMATION CURRENT THROUGH 15 MARCH 1991
Consult NOTAMS and Flight Information Publications for the latest air information; the DMA Aeronautical Chart Updating Manual or MOD (U.K.) Aeronautical Chart Amendment document, for other chart revision information.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF)
The Maximum Elevation Figures shows 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.).
125
EXAMPLE: 12,500 feet

LOCATION DIAGRAM
(LINE INDEX SHOWN IN BLUE)
(MAG INDEX SHOWN IN RED/BROWN)

NO 31-4	NO 38-1	NO 38-2	NO 38-3	NO 38-4
NO 31-8	NO 38-6	NO 38-8	NO 38-7	NO 38-5
H-S 11-8	NO 38-9	NO 38-10	NO 38-11	NO 38-12
NO 31-12	NO 38-13	NO 38-14	NO 38-15	NO 38-16
NO 37-10	NO 38-17	NO 38-18	NO 38-19	NO 38-20
NO 37-14	NO 38-21	NO 38-22	NO 38-23	NO 38-24

LIMITED DISTRIBUTION
Distribution authorized to the Department of Defense, U.S. DOD contractors and to U.S. Government Agencies supporting DOD functions (by authority of the Director, Defense Mapping Agency, 30 May 1990). Other requests shall be referred to Headquarters, DMA, ATTN: SDF, Destroy as "For Official Use Only."

SCALE 1:250,000
AL MIDHNAB, SAUDI ARABIA

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SERIES 1501 COMPANION SHEET IS EDITION 1

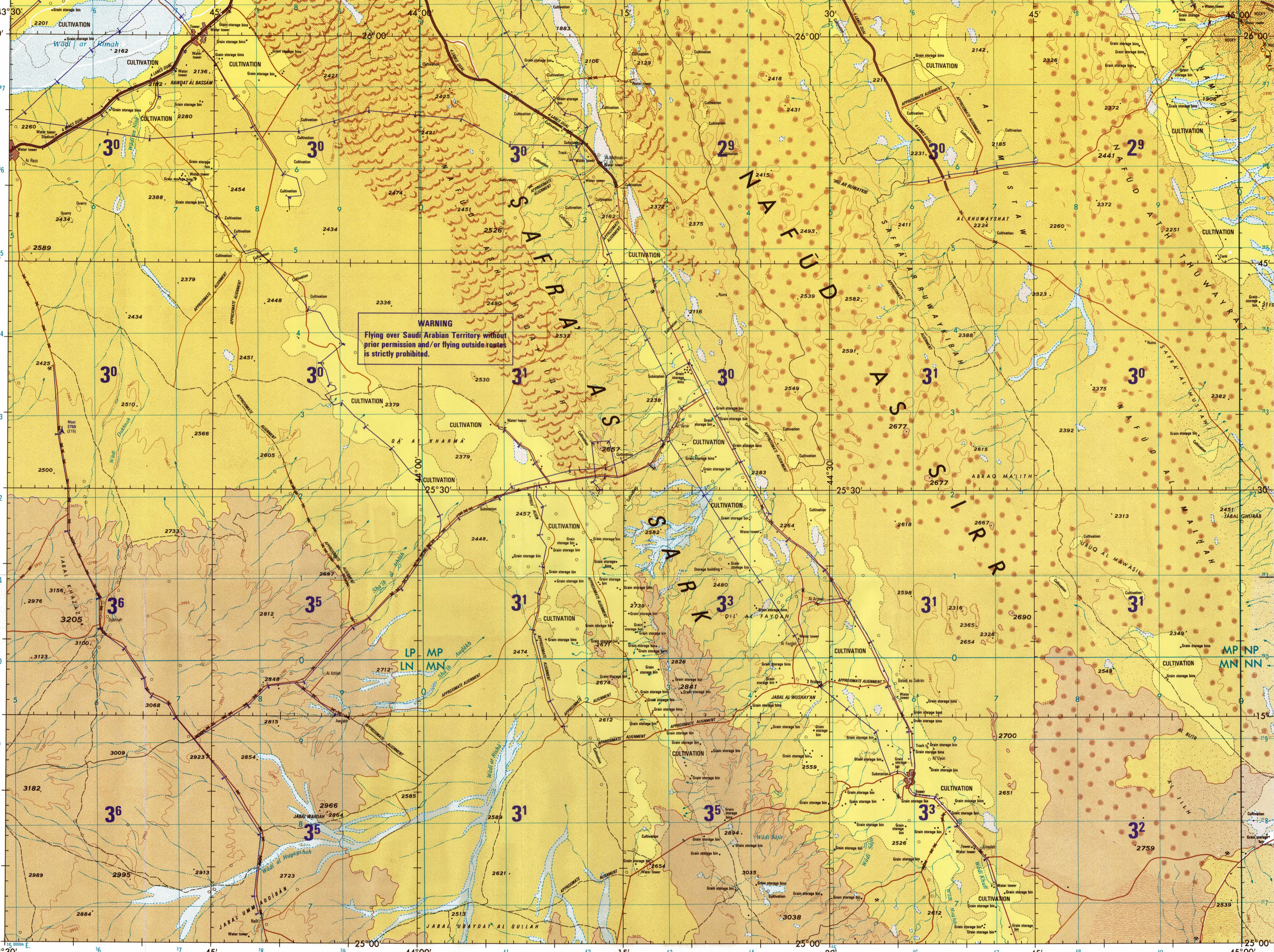
CONVERSION OF ELEVATIONS

FEET	METERS
1000	304.8
2000	609.6
3000	914.4
4000	1219.2
5000	1524.0
6000	1828.8
7000	2133.6
8000	2438.4
9000	2743.2
10000	3048.0

DMA IS UPDATING THE MILITARY GRID REFERENCE SYSTEM, SINCE THERE ARE NO SIGNIFICANT CHANGES IN THE GRID VALUES AT THIS SCALE, CONVERSION VALUES ARE PROVIDED IN LIEU OF SHOWING ADDITIONAL GRIDS.

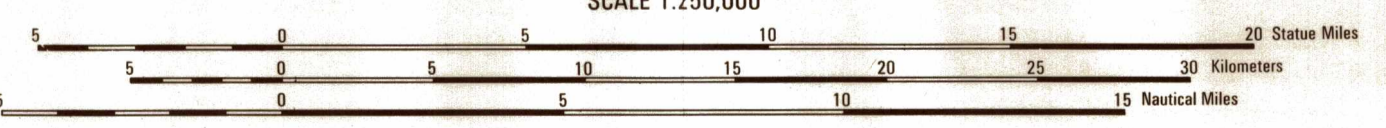
UTM GRID	WGS 84 DATUM	CONVERSION
38R

CONVERSION FROM UTM GRID, INTERNATIONAL SPHEROID, EUROPEAN DATUM TO UTM GRID, WGS 84 SPHEROID, WGS DATUM IS -13 METERS EASTING AND -176 METERS NORTHING.



WARNING
Flying over Saudi Arabian Territory without prior permission and/or flying outside routes is strictly prohibited.

JOINT OPERATIONS GRAPHIC (AIR)
SCALE 1:250,000



CONTOUR INTERVAL APPROXIMATELY 165 FEET

BLUE NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 38, INTERNATIONAL SPHEROID.

GLOSSARY

Abraq	hill
Dah	road
Jib	hill
Liq	dome
Jabal	hill, mountains
Mafid	sand area
Uhi	depression
Tawgh	depression
Sihq	depression
Shiq	well
Ung	dunes
Wud	wadi

RELIABILITY OF THIS GRAPHIC
(as determined by standard practice)

GRAPHIC FEATURE	DATE OF INFORMATION
Man-made features	1987-90
All other features	1976

ELEVATION TINTS

0 - 199	...
200 - 399	...
400 - 599	...
600 - 799	...
800 - 999	...
1000 - 1199	...
1200 - 1399	...
1400 - 1599	...
1600 - 1799	...
1800 - 1999	...
2000 - 2199	...
2200 - 2399	...
2400 - 2599	...
2600 - 2799	...
2800 - 2999	...
3000 - 3199	...
3200 - 3399	...
3400 - 3599	...
3600 - 3799	...
3800 - 3999	...
4000 - 4199	...
4200 - 4399	...
4400 - 4599	...
4600 - 4799	...
4800 - 4999	...
5000 - 5199	...
5200 - 5399	...
5400 - 5599	...
5600 - 5799	...
5800 - 5999	...
6000 - 6199	...
6200 - 6399	...
6400 - 6599	...
6600 - 6799	...
6800 - 6999	...
7000 - 7199	...
7200 - 7399	...
7400 - 7599	...
7600 - 7799	...
7800 - 7999	...
8000 - 8199	...
8200 - 8399	...
8400 - 8599	...
8600 - 8799	...
8800 - 8999	...
9000 - 9199	...
9200 - 9399	...
9400 - 9599	...
9600 - 9799	...
9800 - 9999	...

NOTES
Only obstructions 200 feet or more above ground level are shown.
Powerlines are shown except within populated places.
On this graphic a lane is generally considered as being 8 feet (2.5 meters) in width.
Road classification should be referred to with caution.
Powerline information and obstructions have been extracted from the most reliable source available. However, there is no assurance that all powerlines and obstructions are shown or that their locations and heights are correct.