SERIES 1501 AIR
SHEET NG 39-14
EDITION 4

SERIES 1501 COMPANION SHEET IS EDITION 4

POPULATED PLACES
Over 100,000 — AR RIYĀḌ
50,000 to 100,000 — AL QAṬĪF
10,000 to 50,000 — Turayf
2,000 to 10,000 — Al 'Uqayr
Less than 2,000 — Dubā

ROADS
Dual highway — 4 LANES DUAL
All weather, hard surface
More than two lanes wide — 4 LANES
Two lanes wide
One lane wide
All weather, loose or light surface
More than two lanes wide — 3 LANES
Two lanes wide
One lane wide
Fair or dry weather, loose surface
Cart track
Footpath, trail
Route marker — 50

RAILROADS
Normal gauge, single track 1.44m (4'8½"); Double track
Narrow gauge

BOUNDARIES
International
First-order administrative

OTHER FEATURES
Area name — QAR'AH
Mine or quarry
Campsite; Ruins; Watermill
School; Church; Landmark
Mosque; Moslem shrine
Small reservoir or cistern
Well; Perennial; Intermittent; Spring
Underground aqueduct with shafts
Sabkha 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
Rocks, uncovering or awash
Exposed wreck
Limit of danger; Reef
Foreshore flat
Depth curve; Lighthouse

TERRAIN ELEVATIONS
Spot elevation, normal; critical — *646 *840
HIGHEST KNOWN elevation is 866 feet at the following coordinates:
Geographic — 24°58'N, 49°31'E
Grid — UH5082
± following elevation value indicates accuracy is not within 100 feet

AERODROMES (Military or Civil)
Runway pattern known — EDNA/50/s 725
Field limits and runway pattern unknown
HELIPORT

RADIO FACILITIES
VOR-VORTAC
TACAN-VOR/DME
RADIO RANGE LF/MF — RNG HURN
MULTIPLE RADIO FACILITIES — NDB RNG PARIS

CONTROLLED AIRSPACE
ADIZ — ATLANTIC 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 — M
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
19 APRIL 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.

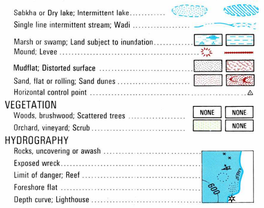
MAGNETIC VARIATION FOR 1990 IS APPROXIMATELY 1°45' EAST OVER THE ENTIRE AREA
(Annual rate of change, no change)

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

LOCATION DIAGRAM
Boundary Representation is Not Necessarily Authoritative
ZINC INDEX SHOWN IN BLUE
IWAC INDEX SHOWN IN RED/BROWN



SCALE 1:250,000
SALWA, SAUDI ARABIA; QATAR

SERIES 1501 AIR
SHEET NG 39-14
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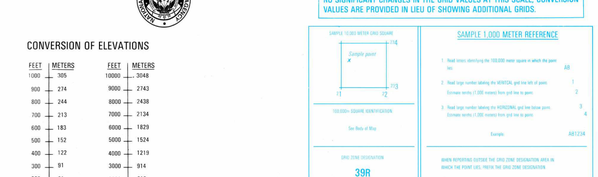
CONVERSION OF ELEVATIONS

FEET	METERS	FEET	METERS
1000	305	10000	3048
900	274	9000	2743
800	244	8000	2438
700	213	7000	2134
600	183	6000	1829
500	152	5000	1524
400	122	4000	1219
300	91	3000	914
200	61	2000	610
150	46	1500	457
100	31	1000	305

Prepared and published by the Defense Mapping Agency Aerospace Center, St. Louis, Missouri.
Compiled January 1991.

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.



CONVERSION FROM UTM GRID, WGS 84 SPHEROID, WGS 84 DATUM TO UTM GRID, INTERNATIONAL SPHEROID, EUROPEAN DATUM IS +6 METERS EASTING AND +175 METERS NORTHING

JOINT OPERATIONS GRAPHIC (AIR)

SCALE 1:250,000

5 0 5 10 15 20 Statue Miles
5 0 5 10 15 20 25 30 Kilometers
5 0 5 10 15 Nautical Miles

CONTOUR INTERVAL APPROXIMATELY 165 FEET
WITH SUPPLEMENTARY CONTOURS AT APPROXIMATELY 85 FEET

BLUE NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID. ZONE 39. WORLD GEODETIC SYSTEM. ELLIPSOID.

USERS SHOULD REFER CORRECTIONS, ADDITIONS, AND COMMENTS TO THE NIMA OPERATIONAL HELP DESK: 1-800-455-0899; COMMERCIAL 314-263-4084; DSN 693-4084; OR WRITE TO: DIRECTOR, NATIONAL IMAGERY AND MAPPING AGENCY, ATTN.: ES, MAIL STOP I-88, 4600 SANGAMORE ROAD, BETHESDA, MD 20816-5003.

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

ELEVATIONS IN FEET

GLOSSARY

Abraq — hill
Darb — trail
Dawḥat — bay
Ghār — cavern, cave
Ḥafā'ir — wells
Jabal — hill, mountain
Jāl — cliff, escarpment, ridge
Jawb — basin, depression
Khashm — promontory, mountain front
Khawr — inlet, well
Mushāsh — well, water hole
Niqa — dunes
Qam — hill
Ramlat — sandy area
Sabkhat — salt flat, depression
Ṭarīq — road, trail
Wādī — valley, wadi, stream
Zubārat — sand dunes

GEOREF
BASIC 15° QUADRANGLE
RH
25°
EK FK
24° 49°30' 50° 51°

ELEVATION TINTS
FEET
660
330
SEA

RELIABILITY OF THIS GRAPHIC
(as determined by standard practices)

	I	II
PLOTTING ACCURACY 90% ASSURANCE	AREA I	AREA II
Horizontal	within 420 ft.	within 420 ft.
Contours	165 ft.	100 ft.
GRAPHIC FEATURE	DATE OF INFORMATION	
	AREA I	AREA II
Contours All Other Features	1991 1989	1991 1989

Horizontal Datum: WGS 84
Vertical Datum: Mean Sea Level
Transverse Mercator Projection
Datum Conversion from WGS 84 Datum to European Datum is +4.5" Latitude and –0.1" Longitude.

Reprinted By NIMA 12-02

NOTES

No obstructions 200 feet or more above ground level are known to exist in this area.
Powerlines are shown except within populated place tints.
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 metres) in width.
BOUNDARY REPRESENTATION IS NOT NECESSARILY AUTHORITATIVE.
ALIGNMENT OF ALL BOUNDARIES IS APPROXIMATE.
Road classification should be referred to with caution.
SUMMAN—A flat plateau-like area on which a mantle of detrital rock may be cemented superficially to form a hard capping. This type of terrain ranges from a gentle rolling to a highly dissected surface.
DIKAKA—Sand humps or hummocks formed by the accumulation of wind-blown sand around various types of grasses and bushes. The wind-built hummocks vary in size and concentration and are usually elongated in shape. A dense occurance of these humps may form a serious barrier to motor travel.

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