

SERIES 1501 AIR SHEET NG 43-12 EDITION 2

POPULATED PLACES

Over 100,000 **NEW DELHI**

50,000 to 100,000 **BHOPAL**

10,000 to 50,000 **Durg**

2,000 to 10,000 **Orai**

Distance Headquarters **Quito**

ROADS

Dual highway **4 LANE'S DUAL**

All weather, hard surface **4 LANE'S**

More than two lanes wide **4 LANE'S**

Two lanes wide **4 LANE'S**

One lane wide **4 LANE'S**

All weather, loose or light surface **3 LANE'S**

More than two lanes wide **3 LANE'S**

Two lanes wide **3 LANE'S**

One lane wide **3 LANE'S**

Fair or dry weather, loose surface **3 LANE'S**

Cart track **3 LANE'S**

Footpath, trail **3 LANE'S**

Route marker **3 LANE'S**

RAILROADS

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

Narrow gauge **RA**

BOUNDARIES

International **IB**

First-order administrative **IB**

Other features

Area name **SHANSWALI**

Mine or quarry **SHANSWALI**

School, Church, Landmark **SHANSWALI**

Mosque, Muslim shrine **SHANSWALI**

Small reservoir or cistern **SHANSWALI**

Well, Perennial, intermittent, Spring **SHANSWALI**

Elevated aqueduct **SHANSWALI**

VEGETATION

Woods, brushwood, Scattered trees **None**

Cleared, unweeded, Scrub **None**

HYDROGRAPHY

Rocks, uncovering or awash **None**

Exposed wreck **None**

Limit of danger; Reef **None**

Foreshore flat **None**

Depth sounder, Lighted **None**

TERRAIN ELEVATIONS

Spot elevation, normal, critical **644 '840**

HIGHEST KNOWN elevation is **1791** feet at the following coordinates: Geographic: 25°11'N, 77°05'E. Grid: R04105

∓ following elevation value indicates accuracy is not within 100 feet

AERODROMES (Military or Civil)

Runway pattern known **EDNA/50/1/2**

Field limits and runway pattern unknown **725**

RADIO FACILITIES

HELIPORT **H**

VOR VORTAG **V**

TACAN VOR/DME **T**

RADIO RANGE LF/MF **R**

MULTIPLE RADIO FACILITIES **M**

CONTROLLED AIRSPACE

ADIZ **ATLANTIC ADIZ**

CAUTION

Vertical obstructions, including gasolines, 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 17 JULY 1992

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 0°15' 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 features in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.)

125

EXAMPLE: 12,000 feet

LOCATION DIAGRAM

(GRID INDEX SHOWN IN BLUE)

NG 43-2	NG 43-3	NG 43-4	NG 44-1	NG 44-2
NG 43-6	NG 43-7	NG 43-8	NG 44-5	NG 44-6
NG 43-10	NG 43-11	NG 43-12	NG 44-9	NG 44-10
NG 43-14	NG 43-15	NG 43-16	NG 44-13	NG 44-14
NG 43-2	NG 43-3	NG 43-4	NG 44-1	NG 44-2

Prepared and published by the Defense Mapping Agency Topographic Center, Washington, D.C. 20315. Compiled 1977. Revised by DMAAC January 1992.

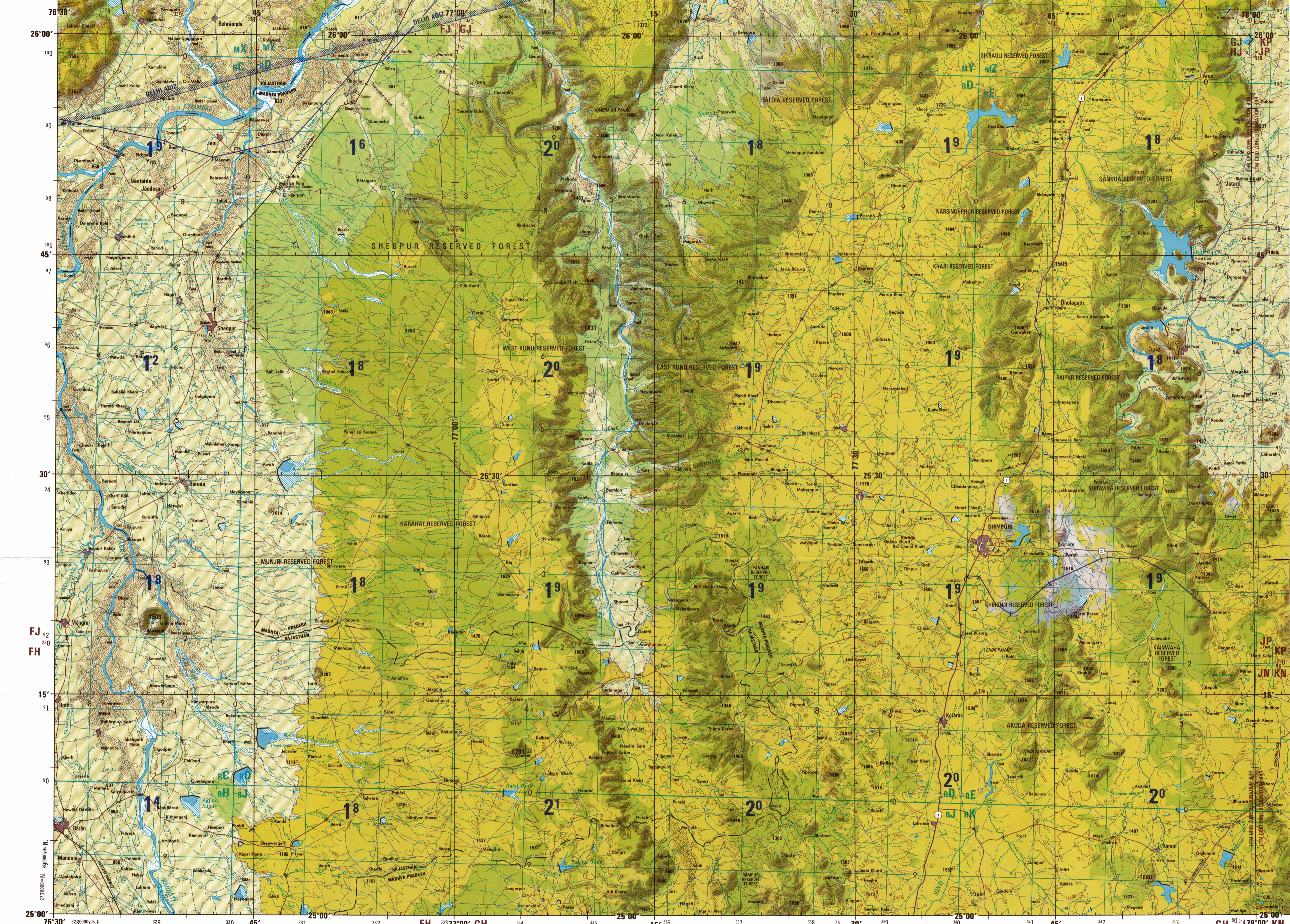
CONVERSION OF ELEVATIONS

FEET	METERS
1000	305
2000	610
3000	915
4000	1220
5000	1525
6000	1830
7000	2135
8000	2440
9000	2745
10000	3050
11000	3355
12000	3660
13000	3965
14000	4270
15000	4575
16000	4880
17000	5185
18000	5490
19000	5795
20000	6100

SCALE 1:250,000 SHIPURI, INDIA

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SERIES 1501 COMPANION SHEET IS EDITION 1



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JOINT OPERATIONS GRAPHIC (AIR)

SCALE 1:250,000

ELEVATIONS IN FEET

CONTOUR INTERVAL APPROXIMATELY 100 FEET WITH SUPPLEMENTARY CONTOURS AT APPROXIMATELY 50 FEET

USE THIS BOX FOR GIVING REFERENCES ON THE INDIAN GRID

FOR REFERENCING IN OVERLAP AREAS REFER TO THE ADJOINING GRAPHIC

TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 1000 YARDS

500,000 YARD GRID LETTERS and 100,000 YARD GRID LETTERS SQUARE IDENTIFICATIONS

SAMPLE POINT: VJ4E

1. Read letters identifying 100,000 yard square in which the point lies.

2. Locate first VERTICAL grid line or tick to LEFT of point and read LARGE figure value.

3. Locate first HORIZONTAL grid line or tick BELOW point and read LARGE figure value.

4. Example: VJ4E

USE THIS BOX FOR GIVING REFERENCES ON THE UNIVERSAL TRANSVERSE MERCATOR GRID

SAMPLE 1000 METER SQUARE

SAMPLE 1,000 METER REFERENCE

1. Read letters identifying the 10,000 meter square in which the point lies.

2. Read large number indicating the VERTICAL grid line to the left of the point.

3. Read large number indicating the HORIZONTAL grid line below the point.

4. Example: AB1234

WHEN REFERENCING OUTSIDE THE GRID ZONE DESIGNATION AREA IN WHICH THE POINT LIES, PREPEND THE GRID ZONE DESIGNATION.

Example: 48AB1234

BLACK NUMBERED LINES INDICATE THE 10,000 YARD INDIA ZONE I-A GRID, EVEREST ELLIPSOID.

RED/BROWN NUMBERED TICKS INDICATE THE 10,000 METER UNIVERSAL MERIDIAN GRID, ZONE 43 Q, WGS 84 DATUM, EVEREST ELLIPSOID.

COORDINATE CONVERSION FROM INDIAN DATUM EVEREST ELLIPSOID TO WGS 84 DATUM WGS ELLIPSOID

Geographic: Subtract 4.5" Long; Add 1.2" Lat.

USERS SHOULD REFER TO CORRECTIONS, ADDITIONS, AND COMMENTS TO THE MMA OPERATIONAL HELP DESK: 1-800-456-0888; COMMERCIAL: 314-262-4800; USN 082-4800; OR WRITE TO: DIRECTOR, NATIONAL MAPS AND MAPPING AGENCY, ATTN: US MAP STOP 1, 800 SANGAMORE ROAD, BERKELEY, CA 94702-0002.

(UK Users) DIRECTORATE OF MILITARY SURVEY, MINISTRY OF DEFENCE, ELWINDOW AVENUE, FELTHAM, MIDDLESEX, ENGLAND TW13 3AE.

RELIABILITY OF THIS GRAPHIC (as determined by standard practices)

GRAPHIC FEATURE	DATE OF INFORMATION
Contours	1977/1977
All other features	1988/1987

Horizontal Datum: Indian Datum
Vertical Datum: Mean Sea Level
Transverse Mercator Projection

NOTES

No obstructions 200 feet or more above ground level are known to exist in this area.

Powerlines are shown except within populated place limits.

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

BOUNDARY REPRESENTATION IS NOT NECESSARILY AUTHORITY.

ALIGNMENT OF ALL BOUNDARIES IS APPROXIMATE. Road classification should be referred to with caution.

NSN 7641014005640

NIMA REF. NO. 1501ANG4312