

SERIES 1501 AIR SHEET NH 34-2 EDITION 5
SERIES 1501 COMPANION SHEET IS EDITION 4

- POPULATED PLACES**
- Over 100,000 **TARABULUS**
 - 50,000 to 100,000 **BANGHAZI**
 - 10,000 to 50,000 **Tubruq**
 - 2,000 to 10,000 **Al Marj**
 - Less than 2,000 **Al Jaghib**
- ROADS**
- Dual highway **4 LANES DUAL**
 - All weather, hard surface **3 LANES**
 - More than two lanes wide
 - Two lanes wide
 - One lane wide
 - All weather, loose or light surface **3 LANES**
 - More than two lanes wide
 - Two lanes wide
 - One lane wide
 - Fair or dry weather, loose surface
 - Cart track, Footpath, trail **20**
- RAILROADS**
- Normal gauge 0.95m (3'1.5") **Single track**
 - Narrow gauge **Multiple track**
 - Station: Position known, Position unknown
- BOUNDARIES**
- International
 - First-order administrative division
 - Reservation
- HORIZONTAL CONTROL POINTS**
- Astronomic position
 - Horizontal control point
- TERRAIN ELEVATIONS**
- Spot elevation: Normal: Critical **804 1194**
 - HIGHEST KNOWN elevation is **1716** feet at the following coordinates:
Geographic: 32°02'N, 20°45'E
Grid: **DA7344**
- RELIEF**
- Sand
- CULTURE**
- Church, Mosque, School
 - Hut, kraal, Landmark feature
 - Mine, Cave
 - Tank, Well (other than water)
 - Area name **AL BASUS**
- VEGETATION**
- Woods
 - Orchard, plantations, vineyards
- HYDROGRAPHY**
- Well, Intermittent well, Spring, cistern
 - Wadi, Sabkha, wet depression
 - Swamp, marsh
 - Intermittent stream
 - Depth curve
 - Pier, breakwater
 - Exposed wreck
 - Dam
 - Rocks, awash
 - Foreshore flats
 - Limit of danger, Reef
- AERODROMES (Military or Civil)**
- Runway pattern known **EDNA/50/4 725**
 - EDNA-Name
 - 50'-Length of longest runway to nearest hundreds of feet
 - s-Soft or unimproved surface
 - u-Unknown surface
 - 725-Elevation
 - Runway pattern unknown
- HELIPORT**
- Visual Aids and Obstructions
 - Obstruction **1188** (Elevation of obstruction top, above sea level)
 - (258) (Elevation of obstruction top, above ground level)
 - Group obstruction
 - Radio facility obstruction
 - Power transmission line



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

CONTOUR INTERVAL APPROXIMATELY 165 FEET

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

RELIABILITY OF THIS GRAPHIC

Horizontal Datum: World Geodetic System 1984
Vertical Datum: Mean Sea Level
Transverse Mercator Projection
Hydrographic Datum: Mean Sea Level

CAUTION
AIR INFORMATION CURRENT THROUGH 1 SEPTEMBER 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° EAST OVER THE ENTIRE AREA (Annual rate of change, 3' increase)

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 (towers, antennas, etc.).
EXAMPLE: 12,500 feet **125**

LOCATION DIAGRAM
(MC INDEX SHOWN IN BLUE)
(WAC INDEX SHOWN IN RED/BROWN)

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SCALE: 1:250,000
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NOTES
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 meters) in width.
Road classifications should be referred to with caution.
Boundary representation is not necessarily authoritative.

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