

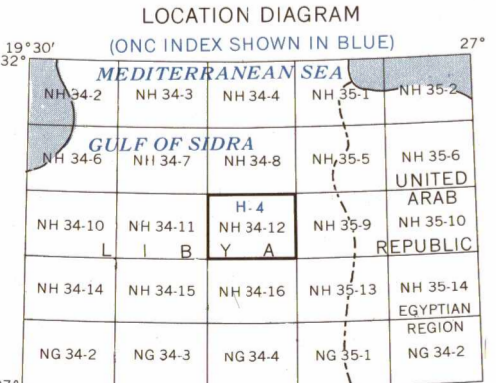
SERIES 1501 AIR SHEET NH 34-12 EDITION 2
 SERIES 1501 COMPANION SHEET IS EDITION 1

- POPULATED PLACES**
- First importance: TRIPOLI
 Second importance: BENGASI
 Third importance: GADAMES
 Fourth importance: Tobruk
 Fifth importance: Jalu
- ROADS**
- All weather, hard surface
 - All weather, loose or light surface
 - Fair or dry weather, loose surface
 - Cart track
 - Footpath
 - Railroad
- BOUNDARIES**
- International
 - Populated places, buildings
 - Christian church, school, mosque
 - Mine, quarry
 - Horizontal control point
 - Spot elevation: Normal, Critical
 - Sekra: Wadi
 - Escarpment: Swamp

- TERRAIN ELEVATIONS**
- HIGHEST ELEVATION IS UNKNOWN.
 ± following elevation indicates accuracy is not within 100 feet.
- AERODROMES (Military or Civil)**
- EDNA/501/725
- Field limits with runway pattern
- EDNA Name
 50-Length of longest runway to nearest hundreds of feet
 s-Soft or unimproved surface
 u-Unknown surface
 725-Elevation
- Field limits, with runway pattern unknown
- Field limits unknown, with runway pattern
- Field limits and runway pattern unknown
- HELIPORT**
- VISUAL AIDS AND OBSTRUCTIONS**
- Obstruction
 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
- RADIO FACILITIES**
- RADIO RANGE LF/MF
- MULTIPLE RADIO FACILITIES
- CONTROLLED AIRSPACE**
- ATLANTIC ADIZ

CAUTION
 AIR INFORMATION CURRENT THROUGH 13 APRIL 1983
 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 1980 IS APPROXIMATELY 1°15' E OVER ENTIRE AREA
 (Annual rate of change 5' increase)

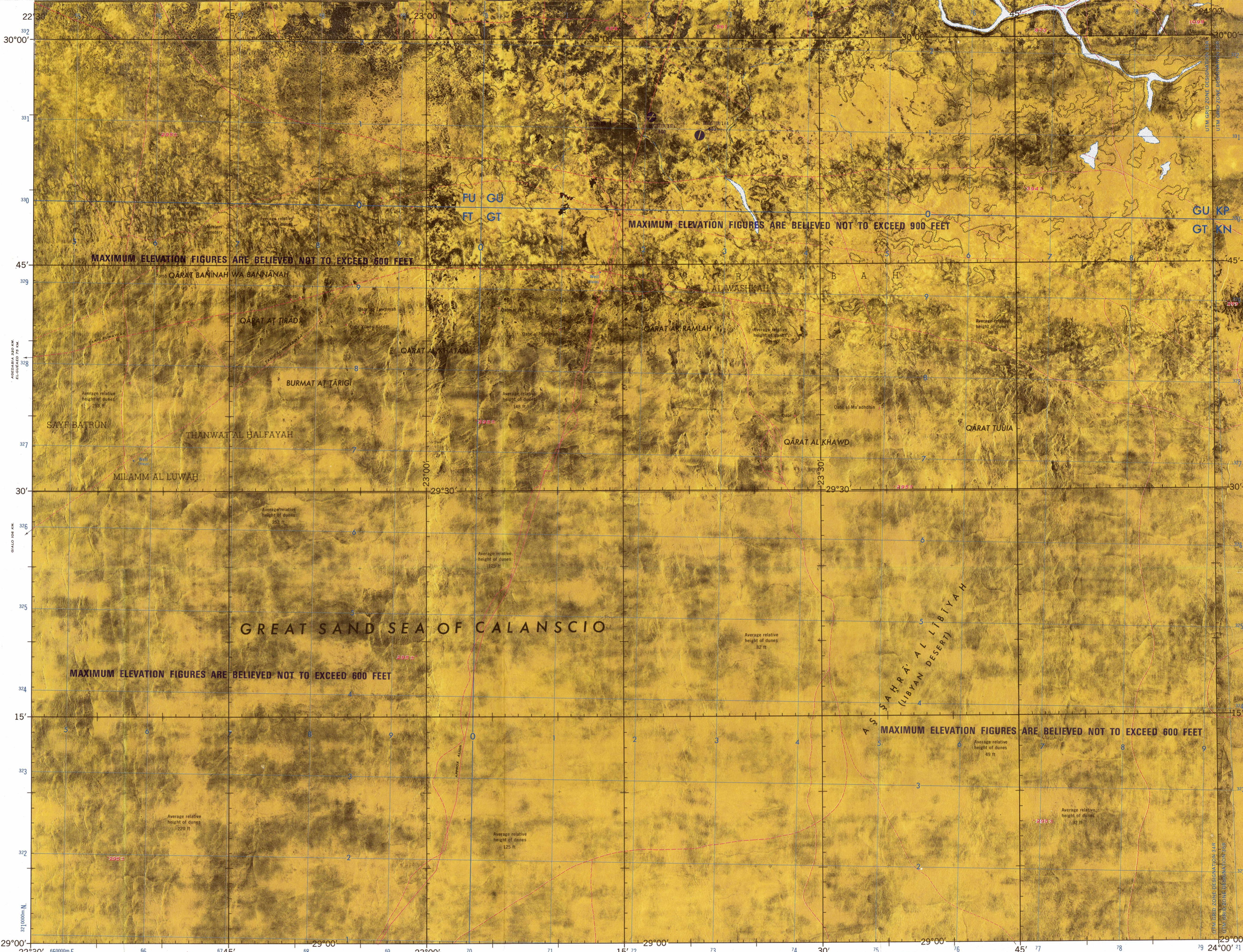


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Prepared and published by the Defense Mapping Agency Hydrographic/Topographic Center, Washington, D.C. 20315. Compiled in 1969.



GRID ZONE DESIGNATION
 34R

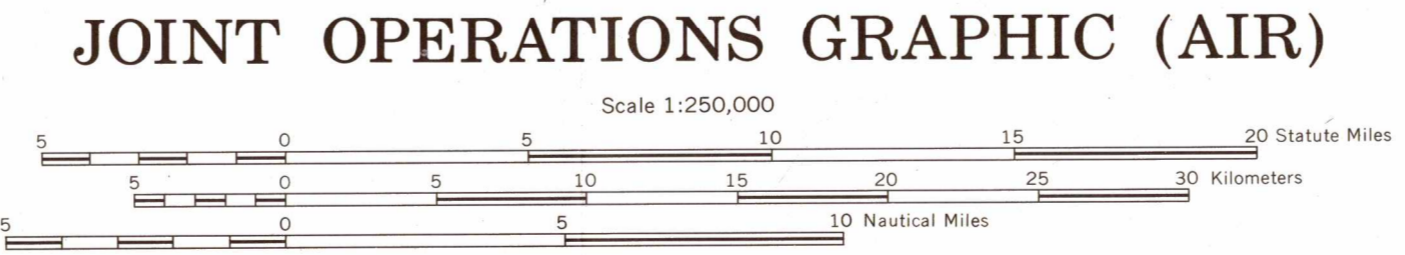
100,000 M SQUARE IDENTIFICATION

FU	GU	GT
70	330	0

TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 1000 METERS
 SAMPLE POINT: QAR Q NUMBER

1. Read letters identifying 100,000 meter square in which the point lies.
 2. Locate first vertical grid line to LEFT of point and read LARGE figure labeling the line either in the top or left margin, or on the line itself.
 Estimate tenths from grid line to point.
 3. Locate first HORIZONTAL grid line BELOW point and read LARGE figure labeling the line either in the left or right margin, or on the line itself.
 Estimate tenths from grid line to point.

SAMPLE REFERENCE
 If reporting beyond 9°N S, or 18°E W, prefix Grid Zone Designation, as: 34RGT0288



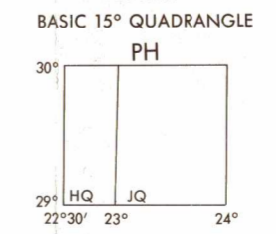
BLUE NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID ZONE 34, INTERNATIONAL SPHEROID

USERS SHOULD REFER CORRECTIONS, ADDITIONS, AND COMMENTS TO THE NIMA CUSTOMER HELP DESK: 1-800-456-0889, COMMERCIAL: 314-265-1236, CON 480-1236, OR WRITE TO: DIRECTOR, NATIONAL IMAGERY AND MAPPING AGENCY, ATTN: CD, 8033 LEE HIGHWAY, FAIRFAX, VA 22031-2537.

ELEVATIONS IN FEET

GLOSSARY

Hajiyat.....depression, well
 Qabr.....tomb
 Qarat.....hill
 Sayf.....dune



RELIABILITY OF THIS SHEET
 (As determined by standard practices)

MAP FEATURE	DATE OF INFORMATION
Road Classification	1943-65
Hydrography	1941-62
Vegetation	1957-62
All other Features	1943-62

Road information not verified by reconnaissance. Map not field checked.

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

NOTES

Powertine information and obstructions have been extracted from the most reliable source available. However, this is no assurance that all powertines and obstructions are shown or that their locations and heights are correct.
 No obstructions 200 feet or more above ground level are known to exist in this area.

THE REPRESENTATION OF INTERNATIONAL BOUNDARIES ON THIS GRAPHIC IS NOT NECESSARILY AUTHORITATIVE.

THIS IS A PHOTOMAP BASE AND FEATURES MAY BE DISPLACED PARTICULARLY IN AREAS OF VARYING TERRAIN HEIGHTS.

NSN 7641014101856
 NIMA STOCK NO. 1501ANH3412
 ED. NO. 002