

SERIES 1501 AIR SHEET NH 37-13 EDITION 4

- POPULATED PLACES**
- Over 100,000 **AR RIYĀQ**
 - 50,000 to 100,000 **AL QAṬĪF**
 - 10,000 to 50,000 **Ṭurayf**
 - 2,000 to 10,000 **Al 'Uḡayr**
 - Less than 2,000 **ḍubā**
- ROADS**
- Dual highway **ḤAWĀḌIYYAH**
 - All weather, hard surface **ḤAWĀḌIYYAH**
 - More than two lanes wide **ḤAWĀḌIYYAH**
 - Two lanes wide **ḤAWĀḌIYYAH**
 - One lane wide **ḤAWĀḌIYYAH**
 - All weather, loose or light surface **ḤAWĀḌIYYAH**
 - More than two lanes wide **ḤAWĀḌIYYAH**
 - Two lanes wide **ḤAWĀḌIYYAH**
 - One lane wide **ḤAWĀḌIYYAH**
 - Fair or dry weather, loose surface **ḤAWĀḌIYYAH**
 - Cart track **ḤAWĀḌIYYAH**
 - Footpath, trail **ḤAWĀḌIYYAH**
 - Route marker **ḤAWĀḌIYYAH**
- RAILROADS**
- Normal gauge, single track 1.44m (4'8 1/2") Double track **ḤAWĀḌIYYAH**
 - Narrow gauge **ḤAWĀḌIYYAH**
- BOUNDARIES**
- International **ḤAWĀḌIYYAH**

- OTHER FEATURES**
- Area name **ḤAWĀḌIYYAH**
 - Mine or quarry **ḤAWĀḌIYYAH**
 - Campsite, Ruins, Watermill **ḤAWĀḌIYYAH**
 - School, Church, Landmark **ḤAWĀḌIYYAH**
 - Mosque, Moslem shrine **ḤAWĀḌIYYAH**
 - Small reservoir or cistern **ḤAWĀḌIYYAH**
 - Well, Potential Intermittent Spring **ḤAWĀḌIYYAH**
 - Underground aqueduct with shafts **ḤAWĀḌIYYAH**
 - Sabkha or Dry Lake, Intermittent Lake **ḤAWĀḌIYYAH**
 - Single line intermittent stream; Wadi **ḤAWĀḌIYYAH**
 - Marsh or swamp; Land subject to inundation **ḤAWĀḌIYYAH**
 - Mound, Levee **ḤAWĀḌIYYAH**
 - Ripple dunes; Distorted surface **ḤAWĀḌIYYAH**
 - Sand, flat or rolling; Gravel **ḤAWĀḌIYYAH**
 - Horizontal control point **ḤAWĀḌIYYAH**
- VEGETATION**
- Woods, brushwood, Scattered trees **ḤAWĀḌIYYAH**
 - Orchard, vineyard; Scrub **ḤAWĀḌIYYAH**
- HYDROGRAPHY**
- Rocks, uncovering or awash **ḤAWĀḌIYYAH**
 - Exposed wreck **ḤAWĀḌIYYAH**
 - Limit of danger; Reef **ḤAWĀḌIYYAH**
 - Fauna: flat **ḤAWĀḌIYYAH**
 - Depth curve; Lightness **ḤAWĀḌIYYAH**

- TERRAIN ELEVATIONS**
- Spot elevation, normal critical **ḤAWĀḌIYYAH**
 - HIGHEST KNOWN elevation is **4459** feet at the following coordinates: **28°16'N, 30°00'E**
 - Grid **ḤAWĀḌIYYAH**
 - ± following elevation value indicates accuracy is not within 100 feet
- AERODROMES (Military or Civil)**
- Runway pattern known **EDNA/50/1 725**
 - Field limits and runway pattern unknown **ḤAWĀḌIYYAH**
- HELIPORT**
- ḤAWĀḌIYYAH**
- RADIO FACILITIES**
- VOR/VORTAC **ḤAWĀḌIYYAH**
 - TACAN VOR/DME **ḤAWĀḌIYYAH**
 - RADIO RANGE LF/MF **ḤAWĀḌIYYAH**
 - NDB RING **ḤAWĀḌIYYAH**
 - PARS **ḤAWĀḌIYYAH**
- MULTIPLE RADIO FACILITIES**
- ḤAWĀḌIYYAH**
- 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 **ḤAWĀḌIYYAH**
 - Radio facility obstruction **ḤAWĀḌIYYAH**
 - Power transmission line **ḤAWĀḌIYYAH**
 - Visual ground sign **ḤAWĀḌIYYAH**
 - Aero light, Marine light **ḤAWĀḌIYYAH**
- CAUTION**
- Vertical obstructions including powerlines have been corrected from the most reliable source available. However, there is no assurance that all are shown, or that their location or height is exact.

CAUTION

AIR INFORMATION CURRENT THROUGH 4 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 2°30' EAST OVER THE ENTIRE AREA (Annual rate of change, no change)

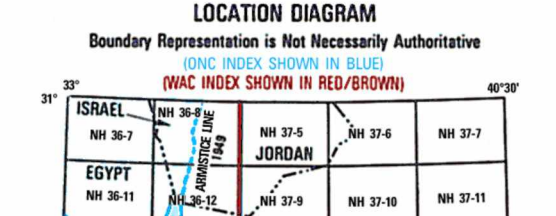
ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF)

The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are expressed 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

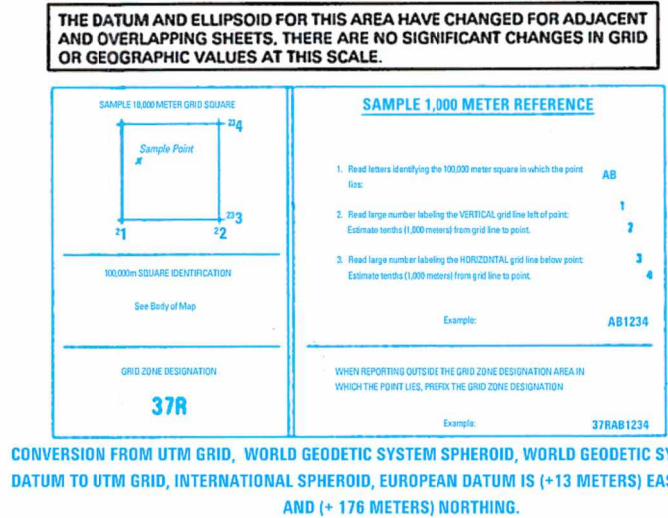
EXAMPLE: 12,000 feet



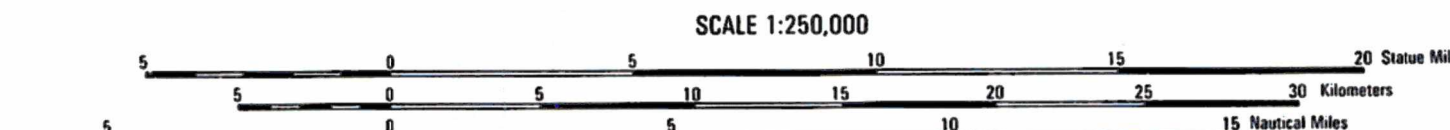
Prepared and published by the Defense Mapping Agency Topographic Center, Washington, D.C. 20315. Compiled December 1988. Revised by DMAAC March 1991

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



JOINT OPERATIONS GRAPHIC (AIR)



CONTOUR INTERVAL APPROXIMATELY 165 FEET

BLUE NUMBERED LINES INDICATE THE 10,000 METER TRANSVERSE MERCATOR GRID, ZONE 37, WORLD GEODETIC SYSTEM ELLIPSOID.

USERS SHOULD REFER CORRECTIONS, ADDITIONS, AND COMMENTS TO THE NIMA OPERATIONAL HELP DESK: 1-800-455-0899; COMMERCIAL 314-263-4864; DSN 863-4864; OR WRITE TO: DIRECTOR, NATIONAL IMAGERY AND MAPPING AGENCY, ATTN: ES, MAIL STOP 1-38, 4600 SANGAMORE ROAD, BETHESDA, MD 20816-5005.

(UK Users: Directorate of Military Survey, Ministry of Defence, Elmwood Avenue, Feltham, Middlesex, England TW13 7AE)

RELIABILITY OF THIS GRAPHIC

As determined by checked product!

PLOTTING ACCURACY (BY ASSUMPTION)	AREA	
	AREA I	AREA II
Horizontal	1:57 Ft. 597 Ft.	1:100 Ft. 100 Ft.
Vertical	1:100 Ft. 100 Ft.	1:100 Ft. 100 Ft.

GRAPHIC FEATURES

Feature	DATE OF INFORMATION	
	AREA I	AREA II
Main made features	1987	1988
Contours	1988	1988
All other features	1988	1988

Read classification should be referred to with caution.

Horizontal Datum: World Geodetic System
Vertical Datum: Mean Sea Level
Transverse Mercator Projection
Datum Conversion from WGS Datum to European Datum is +4° 3' Latitude and +0° 3' Longitude.

NOTES

Powerlines are shown except within populated place sites. Other obstructions are shown, if they are 200 feet or more above ground level. See caution note.

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

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

Photographed by DMAAC 11-94
Reprinted by NIMA 2-93

GLOSSARY

- Banglo hill
- Bangq hill
- Banar hill
- Banba hill
- Banba hill, mountain
- Banba depression
- Banba pass
- Tu'ba sand dunes
- Tu'ba hill
- Wadi wadi

NSN 7641014105422
NGA Ref No: 1501 ANH3713
ED NO 004