

SERIES 1501 AIR  
SHEET NH 42-4  
EDITION 2  
SERIES 1501 COMPANION SHEET IS EDITION 2

**POPULATED PLACES**

First Importance ..... ISLAMABAD  
Second Importance ..... QUETTA  
Third Importance ..... MIANWALI  
Fourth Importance ..... FATIHAJI  
Fifth Importance ..... AHON  
District headquarters ..... GUJRAT

**ROADS**

Dual highway ..... 3 LANE  
All weather, hard surface  
More than two lanes wide ..... 3 LANE  
Two lanes wide ..... 2 LANE  
One lane wide ..... 1 LANE

All weather, loose or light surface  
More than two lanes wide ..... 3 LANE  
Two lanes wide ..... 2 LANE  
One lane wide ..... 1 LANE

Fair or dry weather, loose surface ..... 2 LANE  
Cart track ..... 1 LANE  
Footpath track ..... 0.5 LANE  
Route marker

**RAILROADS**

Normal gauge, 1.68m (5'6") ..... Single track Multiple track  
Narrow gauge ..... Single track Multiple track

Station: Position known, Position unknown

**BOUNDARIES**

International ..... 1st order administrative division

**OTHER FEATURES**

Area Name ..... RIDAK  
Mine or quarry ..... RIDAK  
Hot, brack, landmark feature ..... RIDAK  
School, Church, Mosque ..... RIDAK  
Well (other than water), Tank ..... RIDAK  
Well, Perennial, intermittent ..... RIDAK  
Spring, fountain or cistern ..... RIDAK  
Underground aqueduct with shaft, Sabkha (Kavir) ..... RIDAK  
Wadi, intermittent lake ..... RIDAK  
Marsh or swamp; Land subject to inundation ..... RIDAK  
Mound, Levee ..... RIDAK  
Distorted surface, Sand ..... RIDAK  
Dunes, Pimple, Crescent, Lateral ..... RIDAK  
Horizontal control point ..... RIDAK

**VEGETATION**

Woods ..... RIDAK  
Scattered trees ..... RIDAK

**TERRAIN ELEVATIONS**

Spot elevation: normal critical ..... 1000' 2634  
HIGHEST KNOWN elevation is ..... 791'± feet at the following coordinates:  
Geographic ..... 31°00'N, 70°31'E  
Grid ..... 428  
± following elevation value indicates accuracy is not within 100 feet

**AERODROMES (Military or Civil)**

Runway pattern known ..... EDNA/504 725  
EDNA-Name  
504-Length of longest runway to nearest hundreds of feet  
S-Soft or unimproved surface  
U-Unknown surface  
725-Elevation

Runway pattern unknown

**HELIPORT/HELIPAD**

HELIPORT/HELIPAD AT HOSPITAL

**RADIO AIDS TO NAVIGATION**

VHF OMNI RANGE (VOR) ..... RIDAK  
VORTAC ..... RIDAK  
TACAN ..... RIDAK  
VOR with DME ..... RIDAK  
Other facilities

**RADIO FACILITIES**

RADIO RANGE LF/MF ..... RIDAK  
RADIO RANGE HF/VHF ..... RIDAK  
RADIO RANGE UHF/VHF ..... RIDAK

**CONTROLLED AIRSPACE**

ADIZ ..... ATLANTIC ADIZ

**VISUAL AIDS AND OBSTRUCTIONS**

Obstruction ..... 1108  
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

**CAUTION**

**AIR INFORMATION CURRENT THROUGH 30 MARCH 1989**

Consult NOTAMS and flight information publications for the latest information on the 800 Aeronautical Chart (Edition Number in 800) (1:1) International Chart Amendment document for other chart revision information.

**MAGNETIC VARIATION FOR 1985 IS APPROXIMATELY 1W EAST OVER THE ENTIRE AREA.**  
(Annual rate of change 2' increase)

**ATTENTION**

**THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF)**

The Maximum Elevation Figure shown in quadrangles is based on the highest known elevation of terrain in the quadrangle. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (towers, towers, antennas, etc.).

EXAMPLE: 12,500 feet

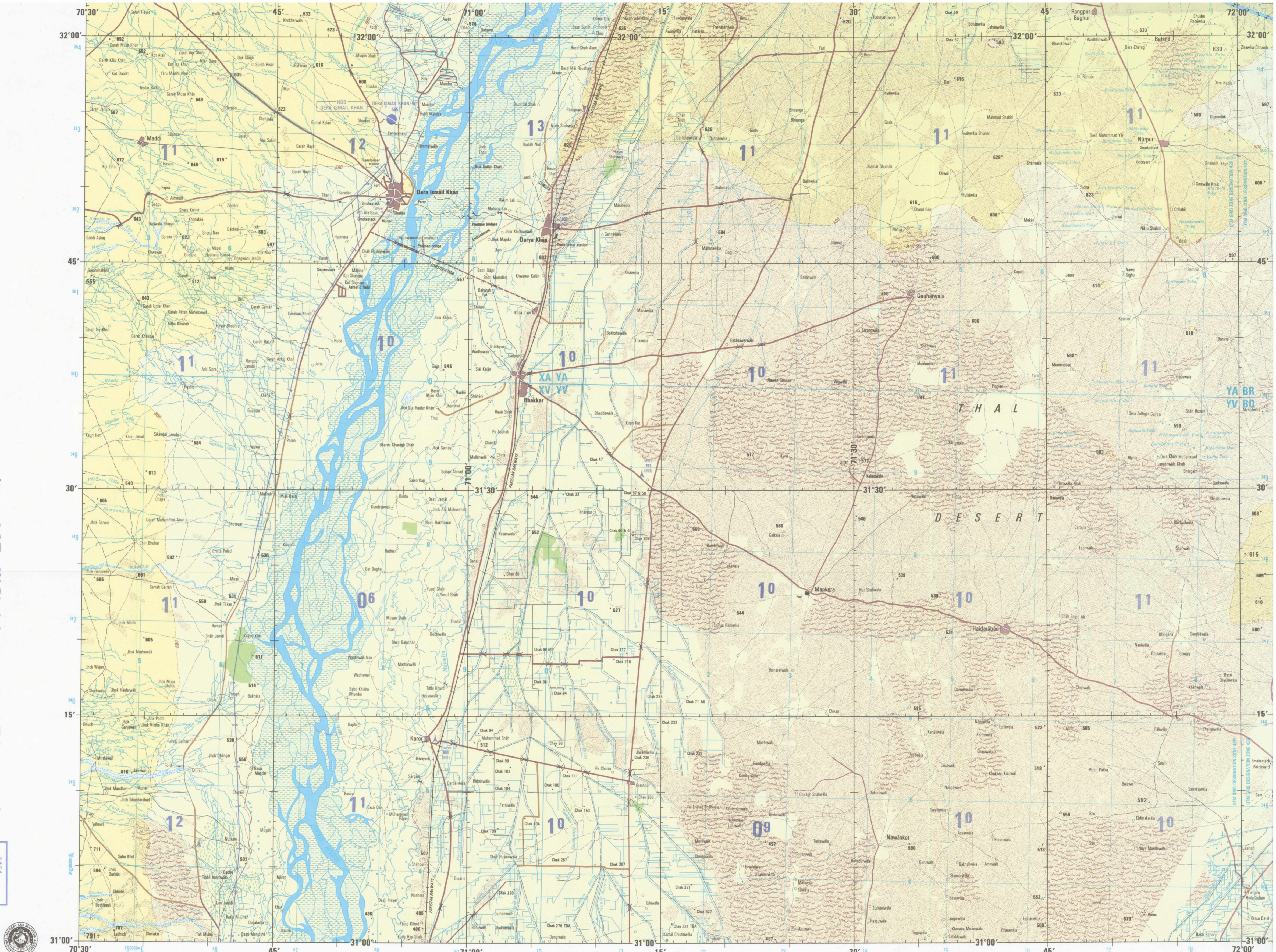
**LOCATION DIAGRAM**

(WAC INDEX SHOWN IN BLUE)

AFGHANISTAN	NH 42-10	NH 42-11	NH 42-12	NH 42-13	NH 42-14	NH 42-15	NH 42-16	INDIA
	NH 42-2	NH 42-3	NH 42-4	NH 42-5	NH 42-6	NH 42-7	NH 42-8	
	NH 42-10	NH 42-11	NH 42-12	NH 42-13	NH 42-14	NH 42-15	NH 42-16	

SCALE 1:250,000  
DERA ISMAIL KHAN, PAKISTAN

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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

**CAUTION**

Vertical observations, 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.

**COORDINATE CONVERSION INFO TO INDIAN**  
Geographic: Add 0.8° Long, Add 0.8° Lat.

**CONVERSION OF ELEVATIONS**

EXAMPLE 1: 1000 METER GRID COORDINATE

EXAMPLE 2: 1000 METER REFERENCE

USERS SHOULD REFER TO CORRECTIONS, ADDITIONS, AND COMMENTS TO THE NIMA OPERATIONAL HELP DESK: 1-800-455-0200; COMMERCIAL: 314-203-4804; DON 803-4804; OR WRITE TO: DIRECTOR, NATIONAL IMAGERY AND MAPPING AGENCY, ATTN: 15, NAEL STOP 11, 4600 DUNHAM ROAD, BETHESDA, MD 20815-5005.

**JOINT OPERATIONS GRAPHIC (AIR)**

SCALE 1:250,000

5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

STATUTE MILES NAUTICAL MILES

CONTOUR INTERVAL APPROXIMATELY 200 FEET

BLUE NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 42Q WORLD GEODETIC SYSTEM ELLIPSOID

**GLOSSARY**

Chak ..... hamlet, farm  
Jok ..... hamlet  
Kot ..... village  
Nala ..... stream  
Toba ..... well  
Zaira ..... shrine

**ELEVATION TINTS**

600	FEET
200	FEET

**RELIABILITY OF THIS GRAPHIC**

Compiled from best available source materials

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

**NOTES**

Powerlines are shown except within populated place limits. Other obstructions are shown if they are 200 feet or more above ground level. Size scales in notes.

THE REPRESENTATION OF BOUNDARIES IS NOT NECESSARILY AUTHORITATIVE.

On this graphic a lane is generally considered as being 2.44 meters (8 feet) in width.

ADMINISTRATIVE DIVISION BOUNDARIES ARE APPROXIMATE. Names for populated places are omitted where information is not available or where density of detail does not permit their inclusion.

Areas adjacent to the INDUS RIVER are subject to continual changes due to the shifting of the river bed.

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