SERIES 1501 AIR
SHEET NI 38-2
EDITION 3

SERIES 1501 COMPANION SHEET IS EDITION 1

POPULATED PLACES
Over 100,000 — BAGHDĀD
50,000 to 100,000 — KARKŪK
10,000 to 50,000 — Karbalā
2,000 to 10,000 — Hadīttha
Less than 2,000 — Bayī

ROADS
Dual highway — 4 LANES DUAL
All weather, hard surface
More than two lanes wide — 4 LANES
Two lanes wide
One lane wide
All weather, loose or light surface
More than two lanes wide — 3 LANES
Two lanes wide
One lane wide
Fair or dry weather, loose surface
Cart track
Footpath, trail
Route marker — 50

RAILROADS
Normal gauge, single track 1.44m (4'8½"); Double track
Narrow gauge

BOUNDARIES
International

OTHER FEATURES
Area name — KĀNKIRAWĀN
Mine or quarry
Campsite; Ruins; Watermill
School; Church; Landmark
Mosque; Moslem shrine
Small reservoir or cistern
Well; Perennial; Intermittent; Spring
Underground aqueduct with shafts
Sabkha or Dry lake; Intermittent lake
Single line intermittent stream; Wadi
Marsh or swamp; Land subject to inundation
Mound; Levee
Mudflat; Distorted surface
Sand, flat or rolling; Sand dunes
Horizontal control point

VEGETATION
Woods, brushwood; Scattered trees
Orchard, vineyard; Scrub

HYDROGRAPHY
Rocks, uncovering or awash
Exposed wreck
Limit of danger; Reef
Foreshore flat
Depth curve; Lighthouse

TERRAIN ELEVATIONS
Spot elevation, normal; critical — *646 *840
HIGHEST KNOWN elevation is 5330 feet at the following coordinates:
Geographic — 35°54′N 45°02′E
Grid — NE0575
□: following elevation value indicates accuracy is not within 100 feet

AERODROMES (Military or Civil)
Runway pattern known — EDNA/50/A 725
Field limits and runway pattern unknown
HELIPORT — H

RADIO FACILITIES
VOR VORTAC
TACAN VOR/DME
RADIO RANGE LF/MF — RNG HURN
MULTIPLE RADIO FACILITIES — NDB RNG PARIS

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
Radio facility obstruction
Power transmission line
Visual ground sign — M
Aero light; Marine light

CAUTION

Vertical obstructions, 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

CAUTION

AIR INFORMATION CURRENT THROUGH
7 FEBRUARY 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 3°45′ EAST OVER THE ENTIRE AREA
(Annual rate of change — no change)

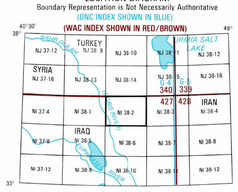
ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF)

The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

EXAMPLE: 12,500 feet — **125**

LOCATION DIAGRAM
Boundary Representation is Not Necessarily Authoritative
(ONC INDEX SHOWN IN BLUE)
(WAC INDEX SHOWN IN RED/BROWN)



SCALE 1:250,000
KARKŪK, IRAQ

SERIES 1501 AIR
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Prepared and published by the Defense Mapping Agency
Aerospace Center, St. Louis, Missouri.
Compiled February 1991

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

DMA IS UPDATING THE MILITARY GRID REFERENCE SYSTEM. SINCE THERE ARE NO SIGNIFICANT CHANGES IN THE GRID VALUES AT THIS SCALE, CONVERSION VALUES ARE PROVIDED IN LIEU OF SHOWING ADDITIONAL GRIDS.

CONVERSION FROM UTM GRID WORLD GEODETIC SPHEROID, WORLD GEODETIC SYSTEM DATUM TO UTM GRID, INTERNATIONAL SPHEROID, EUROPEAN DATUM IS +13 METERS EASTING AND +176 METERS NORTHING.

JOINT OPERATIONS GRAPHIC (AIR)

SCALE 1:250,000

5 0 5 10 15 20 Statue Miles
5 0 5 10 15 20 25 30 Kilometers
5 0 5 10 15 Nautical Miles

CONTOUR INTERVAL APPROXIMATELY 330 FEET WITH SUPPLEMENTARY CONTOURS AT APPROXIMATELY 165 AND 85 FOOT INTERVALS

BLUE NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID ZONE 38 S. WORLD GEODETIC SYSTEM ELLIPSOID.

USERS SHOULD REFER CORRECTIONS, ADDITIONS, AND COMMENTS TO THE NGA OPERATIONAL HELP DESK: 1-800-455-0899; COMMERCIAL 314-263-4884; DSN 693-4884; OR WRITE TO: DIRECTOR, NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY, ATTN.: ES, MAIL STOP I-88, 4600 SANGAMORE ROAD, BETHESDA, MD 20816-5003.

ELEVATIONS IN FEET

ELEVATIONS IN FEET

GLOSSARY

Āw	stream, river, wadi
Ayn	stream
Buḥayrat	reservoir
Cham	wadi
Chāy	wadi
Dīgh	mountain, peak, range
Ḥafr	stream, trench
Ḥiṣār	fortified town
Jabal	mountain
Kand	wadi
Khāni	spring, wadi
Khr	wadi, ravine
Khīr	wadi
Nahr	stream
Qanāt	underground aqueduct
Qarah	settlement
Rūbār	stream
Sadd	dam
Tall, Tappah	hill
Wādī	wadi, stream

GEOREF BASIC 15° QUADRANGLE
QJ
36°
PF QF
43°30′ 44° 45°

ELEVATION TINTS
FEET
2955
660
0

RELIABILITY OF THIS GRAPHIC
(as determined by standard practices)

PLOTTING ACCURACY 90% ASSURANCE	
Horizontal	Within 420 ft.
Contours	Within 165 ft.
GRAPHIC FEATURE	DATE OF INFORMATION
Contours	1988
All Other Features	1990

Horizontal Datum: World Geodetic System
Vertical Datum: Mean Sea Level
Transverse Mercator Projection
Datum Conversion from World Geodetic System Datum to European Datum is +3.7″ Latitude and +0.6″ Longitude

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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.
THE REPRESENTATION OF BOUNDARIES IS NOT NECESSARILY AUTHORITATIVE.
ALIGNMENT OF ALL BOUNDARIES IS APPROXIMATE.
Road classification should be referred to with caution.
Powerline information and obstructions have been extracted from the most reliable source available. However, there is no assurance that all powerlines and obstructions are shown or that their locations and heights are correct.

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