

SERIES 1501 AIR SHEET NI 52-15 EDITION 3

SERIES 1501 COMPANION SHEET IS EDITION 3

LEGEND

POPULATED PLACES

Over 500,000 **TOKYO**
 100,000 to 500,000 **GIFU**
 25,000 to 100,000 **Yamaguchi**
 5,000 to 25,000 **Kataichi**

ROADS

Dual highway, under construction **4 LANES**
 All weather, hard surface, more than two lanes wide **3 LANES**
 All weather, hard surface, two lanes wide **2 LANES**
 All weather, hard surface, one lane wide **1 LANE**
 Loose or light surface, more than two lanes wide **2 LANES**
 All weather, loose or light surface, one lane wide **1 LANE**
 Fair or dry weather, loose surface **1 LANE**
 Cart track **1 LANE**
 Footpath, trail **1 LANE**

RAILROADS

Normal gauge 1,067m (3'6") **Single track**
 Narrow gauge 762m (2'6") **Multiple track**

BOUNDARIES

First-order administrative **1 LANE**

VEGETATION

Woods, Orchard **1 LANE**

HYDROGRAPHY

Swamp, Rice **1 LANE**
 Depth curve **1 LANE**
 Exposed wreck **1 LANE**
 Rock, uncovering or awash **1 LANE**
 Foreshore flat **1 LANE**
 Large reef or rocky ledge **1 LANE**

TERRAIN ELEVATIONS

Spot elevation, normal, critical **1280 - 1549**
 HIGHEST KNOWN elevation is **4458** feet at the following coordinates:
 Geographic: 32°45'N, 130°17'E
 Grid: FM 2124
 ± following elevation value indicates accuracy is not within 100 feet.

AERODROMES (Military or Civil)

Field limits with runway pattern **EDNA 50/5 725**
 EDNA-Name **725**
 50-Length of longest runway to nearest hundreds of feet
 S-Soft or unimproved surface
 U-Unknown surface
 725-Elevation

HELIPORT

RADIO FACILITIES

RADIO RANGE LF/MF **RNG HURK**
 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.

CAUTION

AIR INFORMATION CURRENT THROUGH 6 JANUARY 1984

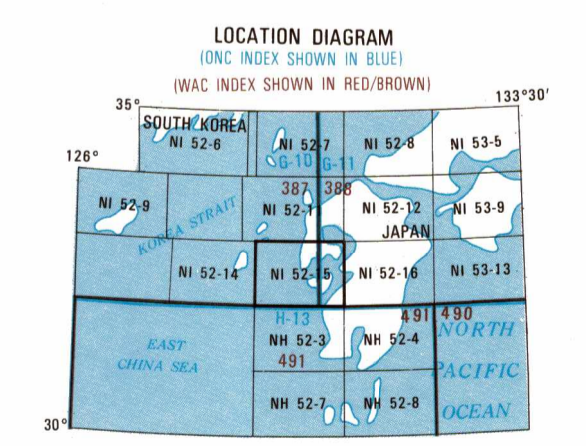
Consult NOTAMS and Flight Information Publications for the latest air information; the DOD Aeronautical Chart Updating Manual or MOD (U.K.) Aeronautical Chart Amendment document, for other chart revision information.

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 (towers, antennas, etc.).

EXAMPLE: 12,500 feet **125**



Prepared and published by Defense Mapping Agency Hydrographic/Topographic Center, Washington, D. C. Compiled May 1979.

JOINT OPERATIONS GRAPHIC (AIR)

SCALE 1:250,000

ELEVATIONS IN FEET DEPTHS IN FEET

CONTOUR INTERVAL APPROXIMATELY 330 FEET

USERS SHOULD REFER CORRECTIONS, ADDITIONS, AND COMMENTS TO THE NIMA OPERATIONAL HELP DESK: 1-800-453-0899; COMMERCIAL 314-263-4864, DSN 493-4864, OR WRITE TO: DIRECTOR, NATIONAL IMAGERY AND MAPPING AGENCY, ATTN: ES, MAIL STOP L-88, 4600 SANGAMORE ROAD, BETHESDA, MD 20816-5003.

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

(as determined by standard practices)

PLOTTING ACCURACY 90% ASSURANCE

Horizontal within 1000 ft.
 Contours within 170 ft.
 Coastal hydrography 1976-77
 All other features 1973-76

Compiled from the best available source materials.

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

NOTES:

Only obstructions 200 feet or more above ground level are shown.
 On this graphic, a lane is generally considered as being 8 feet (2.5 meters) in width.
 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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