SERIES 1501 AIR
SHEET NI 53-6
EDITION 4

SERIES 1501 COMPANION SHEET IS EDITION 3

LEGEND

POPULATED PLACES
- Over 500,000 ..... TOKYO
- 100,000 to 499,999 ..... YAMAGUCHI
- 25,000 to 99,999 ..... Hagi
- 5,000 to 24,999 ..... Fukawa
- Less than 5,000 ..... Not named

ROADS
- Dual highway; Construction ..... Interchange
- All weather, hard surface, ... Primary / Secondary
  - More than two lanes wide ..... 4 Lanes
  - Two lanes wide
  - One lane wide
- All weather, loose or light surface, ... 3 lanes
  - More than two lanes wide
  - Two lanes wide
  - One lane wide
- Fair or dry weather, loose surface
- Cart track, trail
- National route marker 191

RAILROADS
- Standard gauge 1.44m. (4'8½") single track ..... Station
- Standard gauge 1.44m. (4'8½") multiple track

BOUNDARIES
- First-order administrative division

OTHER FEATURES
- Horizontal control point
- Underpass or Overpass
- Levee

VEGETATION
- Woods

HYDROGRAPHY
- Rice
- Rock awash ; Foreshore flat
- Seawall
- Salt evaporator

TERRAIN ELEVATIONS
- Spot elevation: Normal; Critical *892 *2034
- HIGHEST KNOWN elevation is 3714 feet at the following coordinates:
  - Geographic ..... 34°00'N 134°11'E
  - Grid MH2562

AERODROMES (Military or Civil)
- Field limits with runway pattern EDNA/50/s 725
  - 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 (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

RADIO FACILITIES
- RADIO RANGE LF/MF ..... RNG HURN
- MULTIPLE RADIO FACILITIES ..... NDB-RNG PARIS

CONTROLLED AIRSPACE
- ADIZ ..... ATLANTIC ADIZ

CAUTION

AIR INFORMATION CURRENT THROUGH 28 MAY 1981

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

LINES OF EQUAL MAGNETIC VARIATION FOR 1980
(Annual rate of change, 1' increase)

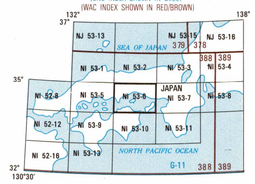
ATTENTION

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.). In areas of extensive unreliable relief, the MEF is shown by a note spaced across the area.

EXAMPLE: 12,500 feet 12⁵

LOCATION DIAGRAM
(ONC INDEX SHOWN IN BLUE)
(WAC INDEX SHOWN IN RED/BROWN)



SCALE 1:250,000
HIMEJI, JAPAN

SERIES 1501 AIR
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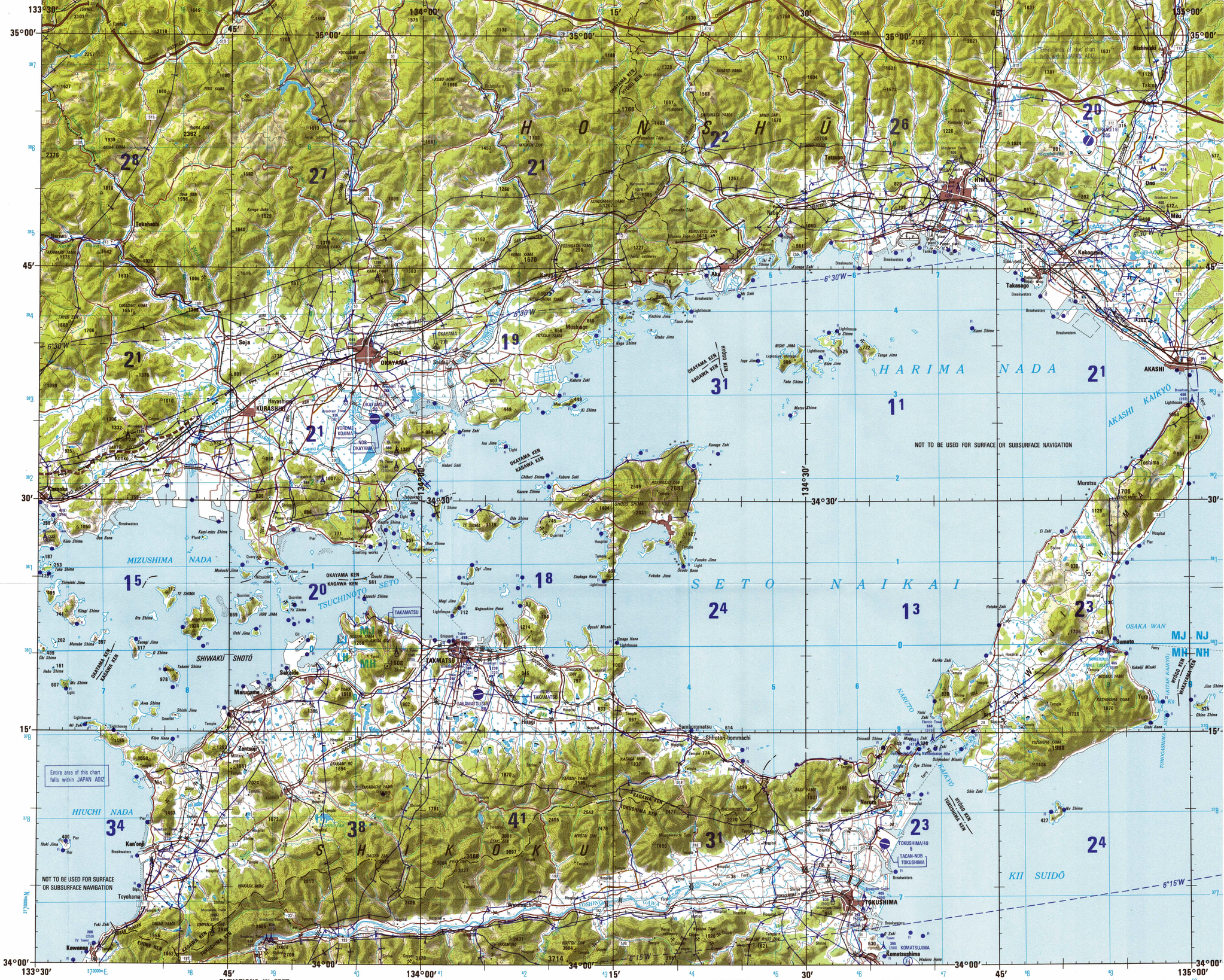

Prepared and published by the Defense Mapping Agency Hydrographic/Topographic Center, Washington, D.C. Compiled December 1980

ELEVATIONS IN FEET
DEPTHS IN FEET

JOINT OPERATIONS GRAPHIC (AIR)

SCALE 1:250,000

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

CONTOUR INTERVAL APPROXIMATELY 330 FEET

BLUE NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID ZONE 53, BESSEL SPHEROID.

USERS SHOULD REFER CORRECTIONS, ADDITIONS, AND COMMENTS TO THE NIMA CUSTOMER HELP DESK: 1-800-455-0899; COMMERCIAL 314-260-5032; DSN 490-5032; OR WRITE TO: DIRECTOR, NATIONAL IMAGERY AND MAPPING AGENCY, ATTN: CDD, MAIL STOP P-37, 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

SAMPLE 10,000 METER GRID SQUARE
Sample point
Z14
Z13
Z2
Z1
100,000m SQUARE INDENTIFICATION
See Body of Map
GRID ZONE DESIGNATION
53S

SAMPLE 1,000 METER REFERENCE
1. Read letters identifying the 100,000 meter square in which the point lies: AB
2. Read large number labeling the VERTICAL grid line left of point: 1
   Estimate tenths (1,000 meters) from grid line to point: 2
3. Read large number labeling the HORIZONTAL grid line below point: 3
   Estimate tenths (1,000 meters) from grid line to point: 4
Example: AB1234
WHEN REPORTING OUTSIDE THE GRID ZONE DESIGNATION AREA IN WHICH THE POINT LIES, PREFIX THE GRID ZONE DESIGNATION.
Example: 53SAB1234

GLOSSARY

Bana	point	Nada	sea, gulf
Dake	mountain	Naikai	inland sea
Damu	dam	Oike	lake
Gawa	stream	Saki	point
Goe	pass	San	mountain
Hana	point	Sanchi	mountain range
Honsen	railroad	Sen	railroad
Ike	pond	Seto	channel, strait
Jidōshadō	expressway	Shima	island
Jima	island	Shinkansen	railroad
Kaikyō	strait	Shotō	islands
Kawa	stream	Suidō	channel, strait
Ken	first-order administrative division	Tōge	pass
		Wan	bay
Kō	harbor	Yama	mountain
Mine	mountain	Zaki	point
Misaki	mountain	Zan	mountain

ELEVATIONS IN FEET
DEPTHS IN FEET

GEOREF
BASIC 15° QUADRANGLE
WJ
35°
PE
QE
34°
133°30' 134° 135°

Reprinted by NIMA 10-00

ELEVATION TINTS

	FEET
	2625
	660
	330
	BSL

RELIABILITY OF THIS GRAPHIC
(as determined by standard practices)

PLOTTING ACCURACY 90% ASSURANCE
- Horizontal ..... within 500 ft.
- Contours ..... within 165 ft.
- Date of information 1980

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

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

NOTES

Only obstructions 200 feet or more above ground level are shown. The information on obstructions is not necessarily complete.

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.

On this graphic a lane is generally considered as being 8 to 12 feet (2.5 to 3.6 meters) in width.

Names for symbolized populated places are omitted where density of detail does not permit their inclusion.

Alignment of all boundaries is approximate. Road classification should be referred to with caution.

The reliability of vegetation information is undetermined.

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