

SERIES 1501 AIR SHEET NI 54-2 EDITION 5

SERIES 1501 COMPANION SHEET IS EDITION 3

LEGEND

POPULATED PLACES

Over 500,000
100,000 to 500,000
25,000 to 100,000
5,000 to 25,000

TOKYO
GIFU
Yamaguchi
Kaitachi

ROADS

Dual highway, under construction
All weather hard surface
More than two lanes wide
Two lanes wide
One lane wide
All weather, loose or light surface
More than two lanes wide
Two lanes wide
One lane wide
Fair or dry weather, loose surface
Cart track
Footpath, trail
Interchange, Route marker

RAILROADS

Normal gauge 1.067m (3'6")
Narrow gauge 762m (2'6")
Station, position known, position unknown

BOUNDARIES

First-order administrative

TERRAIN ELEVATIONS

Highest known elevation is 1338 feet at the following coordinates:
Geographic: 35°07' N, 139°59' E
Grid: VP 0785
Spot elevation, normal critical: 1338 1108
Horizontal control point
Landmark feature: Church, School
Level

VEGETATION

Woods, Orchard

HYDROGRAPHY

Swamp; Rice
Depth curve
Exposed wreck; Dam
Pier, seawall; Aqueduct; Above ground; underground
Rock, uncrossing or awash
Foresore flat; Salt evaporator
Limit of danger; Large reef or rocky ledge

AERODROMES (Military or Civil)

EDNA/50/A
725
Field limits with runway pattern
EDNA-Name
50-Length of longest runway to nearest hundreds of feet
S-Soft or unpaved surface
U-Unknown surface
725-Elevation
Field limits, with runway pattern unknown
Field limits unknown, with runway pattern

HELIPORT

Visual aids and obstructions

OBSTRUCTION

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

RADIO FACILITIES

RADIO RANGE LF/MF
MULTIPLE RADIO FACILITIES
VORTAC
TACAN

CONTROLLED AIRSPACE

ADIZ

CAUTION

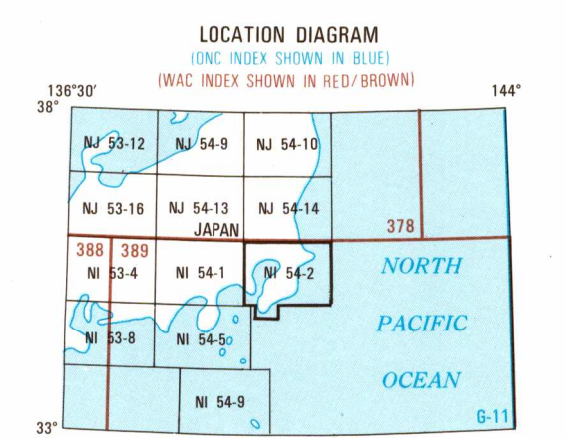
AIR INFORMATION CURRENT THROUGH 1 MARCH 1984
Consult NOTAMS and Flight Information Publications for the latest air information; the OOD Aeronautical Chart Updating Manual or MOD (U.K.) Aeronautical Chart Amendment document, for other chart revision information.

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 features in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.). In areas of extensive available relief, the MEF is shown by a note spaced across the area.
125
EXAMPLE: 12,500 feet

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

LOCATION DIAGRAM
(VIC INDEX SHOWN IN BLUE)
(IWC INDEX SHOWN IN RED/BROWN)

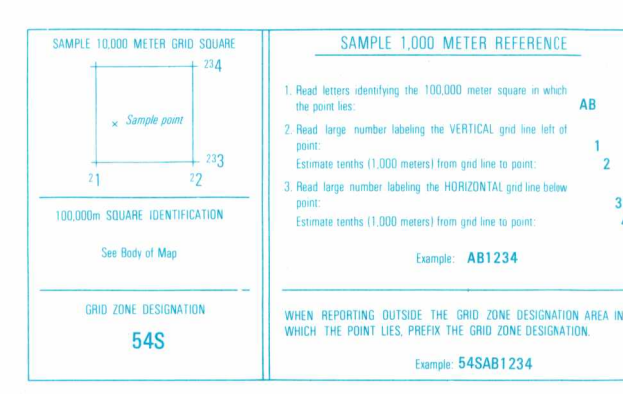


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SCALE 1:250,000
TOKYO, JAPAN
SERIES 1501 AIR SHEET NI 54-2 EDITION 5
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CONVERSION OF ELEVATIONS

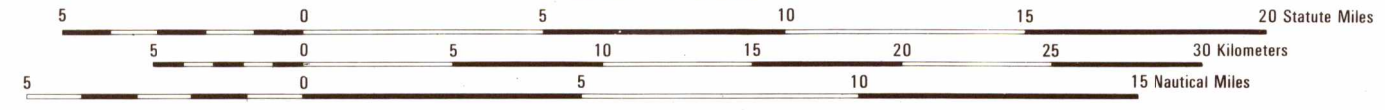
FEET	METERS	FEET	METERS
1000	305	10000	3048
800	274	9000	2743
600	244	8000	2438
400	122	7000	2134
200	61	6000	1830
100	30	5000	1526
0	0	4000	1221
0	0	3000	917
0	0	2000	613
0	0	1500	457
0	0	1000	305



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JOINT OPERATIONS GRAPHIC (AIR)

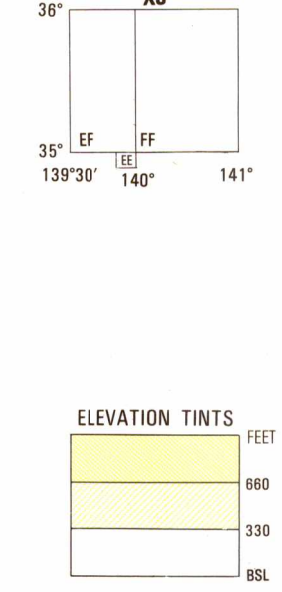
SCALE 1:250,000



ELEVATIONS IN FEET

- DEPTHS IN FEET**
- GLOSSARY**
- Chikuzen: military forces
 - Dam: dam
 - Dike: dike
 - Gawa: stream
 - Hama: beach
 - Hana: cape, point
 - Hanji: peninsula
 - Honson: railroad
 - Ichihashi: highway
 - Kawa: stream
 - Kan: first order administrative division
 - Ko: lake
 - Ko: harbor
 - Kosakura: highway
 - Misaki: cape, point
 - Naha: bay
 - Numa: lake
 - Saki: cape, point
 - Seki: railroad
 - Shikansen: railroad
 - Suido: channel
 - To: first order administrative division
 - Ura: bay, lake
 - Wan: bay
 - Yama: mountain
 - Zaki: cape, point

GEOREF



RELIABILITY OF THIS GRAPHIC
(as determined by standard practices)

PLOTTING ACCURACY 90% ASSURANCE

Horizontal: within 620m
Contours: within 180m
Date of information: 1982

Road information not verified by reconnaissance
Graphic not field checked

Horizontal Datum: Tokyo Datum
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. On this graphic, a tone is generally considered as being 2.5 meters (8 feet) in width. THE ALIGNMENT OF THE PRIMARY ADMINISTRATIVE BOUNDARIES IS APPROXIMATE. 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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