

SERIES 1501 AIR SHEET NL 56-2 EDITION 1  
SERIES 1501 COMPANION SHEET IS EDITION 1

- LEGEND**
- POPULATED PLACES**
- OVER 100,000 MOSCOW
  - 50,000 to 100,000 MAGADAN
  - 10,000 to 50,000 OKHA
  - 2,000 to 10,000 Anadyr
  - less than 2,000 Klerk
  - landmark feature
- ROADS**
- Dual highways, Under construction
  - All weather hard surface
  - Two or more lanes wide
  - One lane wide
  - All weather loose or light surface
  - Two or more lanes wide
  - One lane wide
  - fair or dry weather
  - Loose surface
  - Cart track
  - Foot path, trail
- RAILROADS**
- Normal gauge 1.523m (50')
  - Narrow gauge
- BOUNDARIES**
- International
  - Primary administrative

**TERRAIN ELEVATIONS**

HIGHEST KNOWN elevation is **4560** feet at 47°00'N, 152°07'E  
Spot elevation Name: Critical **768 -1549**  
Horizontal control point  
± following elevation value indicates accuracy is not within 100 feet

- VEGETATION**
- Woods - brushwoods
  - Plantation
- HYDROGRAPHY**
- Inundated land
  - Seawalls, piers
  - Swamp or marsh
  - Depth curve
  - Reef, limit of danger
  - Dam
  - Rocks: Sunken, Awash
  - Levee

- AERODROMES**
- EDNA/50's
  - EDNA - Name
  - 50 - length of longest runway to nearest hundreds of feet
  - 725 - Elevation
  - Field limits, with runway pattern
  - Field limits unknown, with runway pattern
  - Field limits and runway pattern unknown

- SEAPLANE BASE**
- SEAPLANE EMERGENCY**

- HELIPORT**
- RADIO FACILITIES**
- RADIO RANGE 17/MF
  - MULTIPLE-RADIO FACILITIES

- CONTROLLED AIRSPACE**
- ADIZ**
- ATLANTIC ADIZ**

- 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
  - Ocean station vessel (Normal position)
  - Visual ground sign
  - Aero light; Marine light

**CAUTION**  
AIR INFORMATION CURRENT THROUGH 25 MARCH 1969  
Consult Notices to Airmen (NOTAMS) and Flight Information Publications (FIPs) for the latest air information; the Chart Updating Manual (CHUM) for other chart revision information.

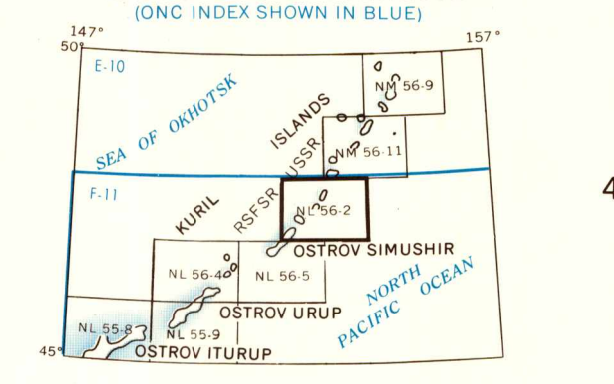
**LINE OF EQUAL MAGNETIC VARIATION FOR 1965**  
(Annual rate of change - no change)

Maximum Terrain elevation figures centered in the area bounded by ticked lines of LATITUDE and LONGITUDE, are represented in THOUSANDS and HUNDREDS of feet, BUT DO NOT INCLUDE ELEVATIONS OF VERTICAL OBSTRUCTION. MAXIMUM TERRAIN ELEVATION FIGURES ARE OMITTED IN UNSURVEYED AREAS AND AREAS WHERE RELIEF INFORMATION IS INADEQUATE.

**EXAMPLES:**

5100 feet **51** 8100 feet (estimated) **81-**

**LOCATION DIAGRAM FOR NL 56-2**  
(DNC INDEX SHOWN IN BLUE)

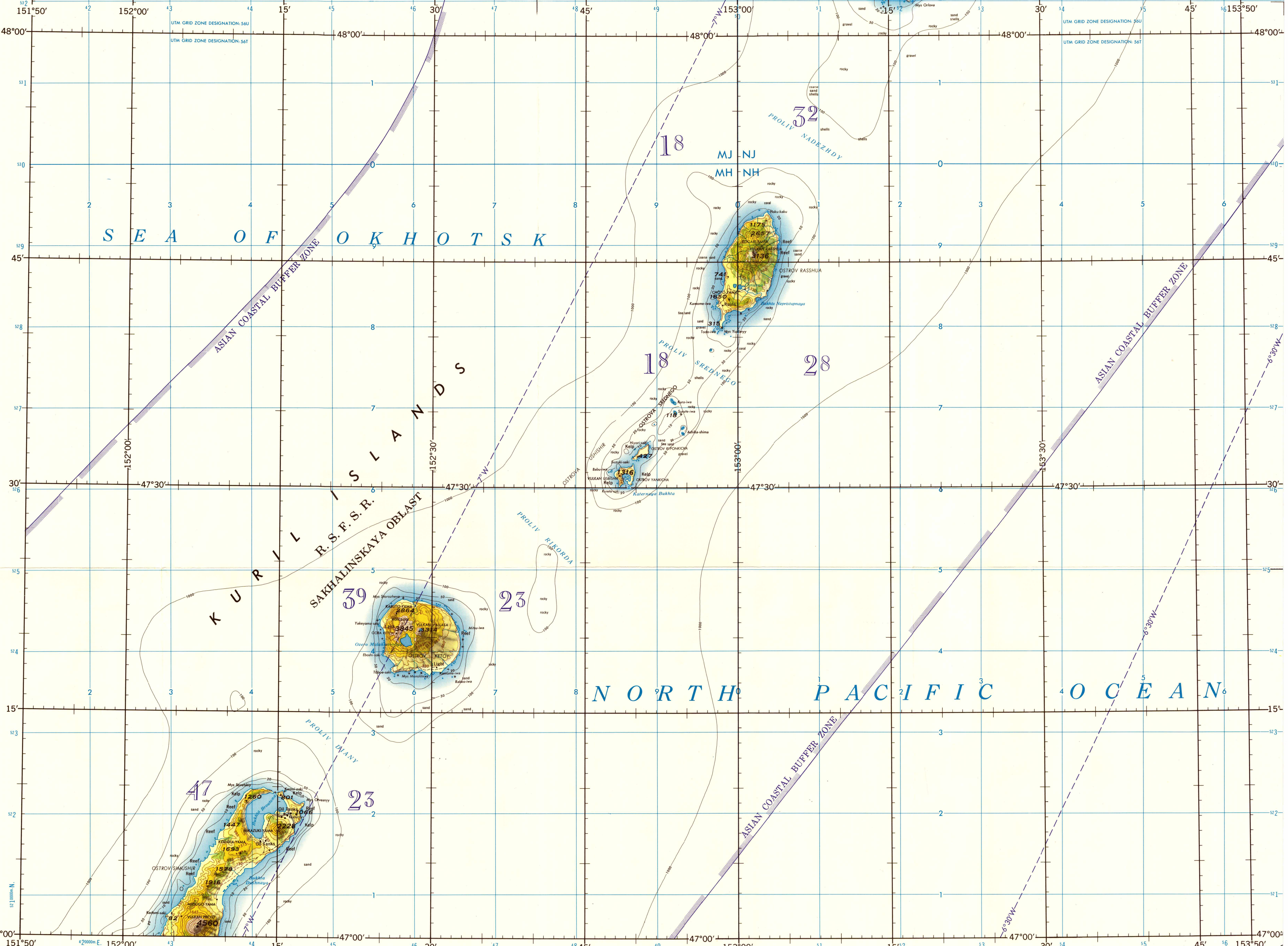


Ostrov Iturup, is under USSR Administration.

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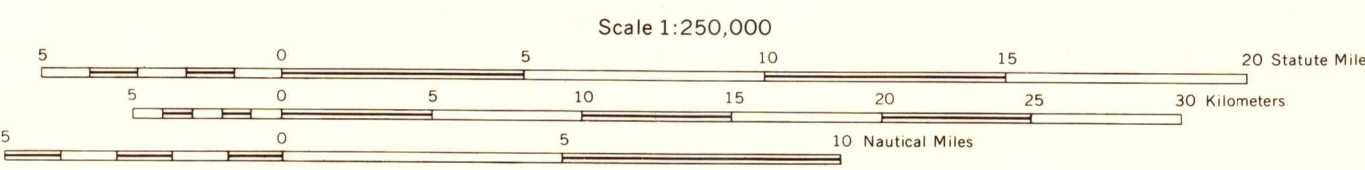
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**ELEVATIONS IN FEET**  
**DEPTHS IN FATHOMS**

**JOINT OPERATIONS GRAPHIC (AIR)**

**ELEVATIONS IN FEET**  
**DEPTHS IN FATHOMS**

Photographed by ACIC 4-69

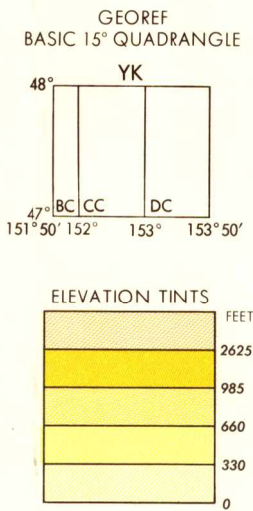


CONTOUR INTERVAL APPROXIMATELY 330 FEET (100 METERS)

BLUE NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 56 BESEL, SPHEROID

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- GLOSSARY**
- Bukhta .....wan.....bay
  - Gora .....yama, dake.....mountain
  - Mys .....saki, zaku, ikaku.....cape
  - Ostrov.....shima.....(islands)
  - Ozero.....numa, ko.....lake
  - Prolix.....kayugi.....strait
  - Skala.....iwa.....rock
  - Vulkan.....kazan.....volcano



**RELIABILITY OF THIS SHEET**  
(as determined by standard practices)

MAP FEATURE	DATE OF INFORMATION
Coastal hydrography	1968
All other features	1967

Completed from best available source materials

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

**NOTES:**

No obstructions 200 feet or more above ground level are known to exist in this area.

On this graphic, a line is generally considered as being 2.5 meters (8 feet) in width. Road classification should be referred to with caution.



**AERONAUTICAL APPROACH CHARTS** (Code: AC) and/or **AERONAUTICAL CHARTS** (Code: AGC) completely within this area are discontinued. Those that are partially within this area should be retained until publication of the adjacent Joint Operations Graphic (AIR), 1501 AIR. Consult the DOD Bulletin for publication and discontinuance notices.

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