

SERIES 1501 AIR SHEET SH 33-4 EDITION 2

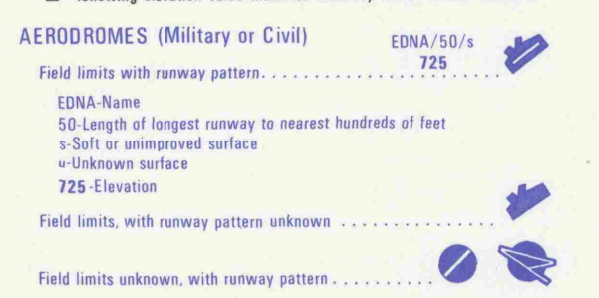
- POPULATED PLACES**
- First importance
 - Second importance
 - Third importance
 - Fourth importance
 - Fifth importance
- ROADS**
- Dual highway
 - All weather, hard surface
 - More than two lanes wide
 - Two lanes wide
 - One lane wide
 - All weather, loose or light surface
 - More than two lanes wide
 - Two lanes wide
 - One lane wide
 - Fair or dry weather, loose surface
 - Cart track
 - Footpath, trail
 - Route marker: National
- RAILROADS**
- Normal gauge 4'10 1/4 (3'8")
 - Narrow gauge
 - Station location: known: unknown
- BOUNDARIES**
- International
 - First-order administrative division
 - Reservation
- VEGETATION**
- Woods: Scattered trees
 - Orchard, Plantation, Vineyard
- OTHER FEATURES**
- Hut, Kraal, Landmark, Mine
 - Horizontal control point
 - Church, School
 - Levee: Escarpment, Sand
 - Dunes: Crescent, Lateral, Ripple
- HYDROGRAPHY**
- Disappearing stream
 - Intermittent stream: Single double line
 - Spring: Well: Perennial, Intermittent
 - Intermittent lake, Dry lake
 - Land subject to inundation: Swamp
 - Wadi: Sabkha, Wet depression
- TERRAIN ELEVATIONS**
- Spot elevation: normal, critical
 - HIGHEST KNOWN elevation is 4518 feet at the following coordinates: Geographic 28°35' S, 17°12' E Grid 101535
 - ± following elevation value indicates accuracy is not within 100 feet

- AERODROMES (Military or Civil)**
- EDNA/50/4
 - Field limits with runway pattern
 - EDNA-Name
 - 50 Length of longest runway to nearest hundreds of feet
 - 50/50 or unimproved surface
 - Unknown surface
 - 725 Elevation
 - Field limits, with runway pattern unknown
 - Field limits unknown, with runway pattern
 - Field limits and runway pattern unknown
- HELIPORT**
- RADIO FACILITIES**
- RADIO RANGE (LF/MF)
 - MULTIPLE RADIO FACILITIES
- CONTROLLED AIRSPACE**
- ADIZ**
- VISUAL AIDS AND OBSTRUCTIONS**
- Obstruction
 - 1100—Elevation of obstruction top, above sea level (2550—Elevation of obstruction top, above ground level)
 - Group obstruction
 - Radio facility obstruction
 - Power transmission line
 - Visual ground sign
 - Aero light, Marine light

CAUTION
AIR INFORMATION CURRENT THROUGH 10 MAY 1982
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.

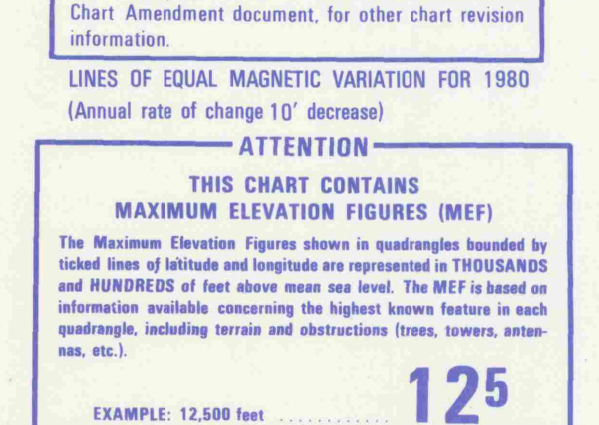
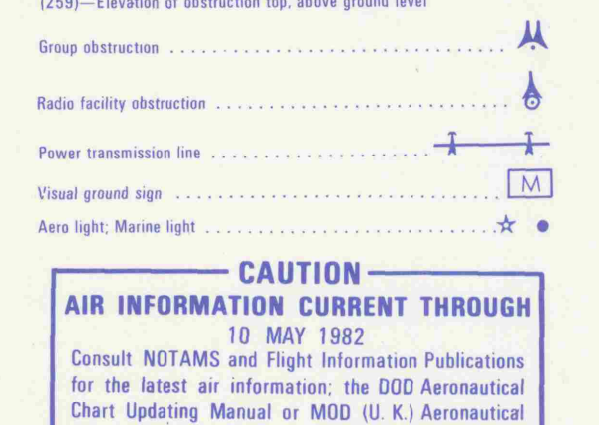
ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF)
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known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

EXAMPLE: 12,500 feet



CONVERSION OF ELEVATIONS

FEET	METERS	FEET	METERS
1000	305	10000	3048
200	61	2000	610
300	91	3000	914
400	122	4000	1219
500	152	5000	1524
600	183	6000	1829
700	213	7000	2134
800	244	8000	2438
900	274	9000	2743
1000	305	10000	3048



GLOSSARY

- Berg, berg
- Butt
- Duff
- Eiland
- Foxtain
- Hoek
- Kop
- Kop, Koppe
- Point
- Province
- Point
- River
- Rug
- Veld
- Vlaakte

RELIABILITY OF THIS GRAPHIC
Compiled from best available source materials

Horizontal Datum: Arc 1950
Vertical Datum: Mean Sea Level
Transverse Mercator Projection

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Prepared and published by the Defense Mapping Agency Hydrographic/Topographic Center, Washington, D.C. Compiled January 1982.

JOINT OPERATIONS GRAPHIC (AIR)

SCALE 1:250,000

CONTOUR INTERVAL APPROXIMATELY 165 FEET

892 Printed by the Defense Mapping Agency Hydrographic/Topographic Center

NOTES

- Only obstructions 200 feet or more above ground level are shown.
- 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.
- A lane is generally considered as being 3.5 meters (12 feet) in width.
- THE REPRESENTATION OF INTERNATIONAL BOUNDARIES IS NOT NECESSARILY AUTHORITATIVE.

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