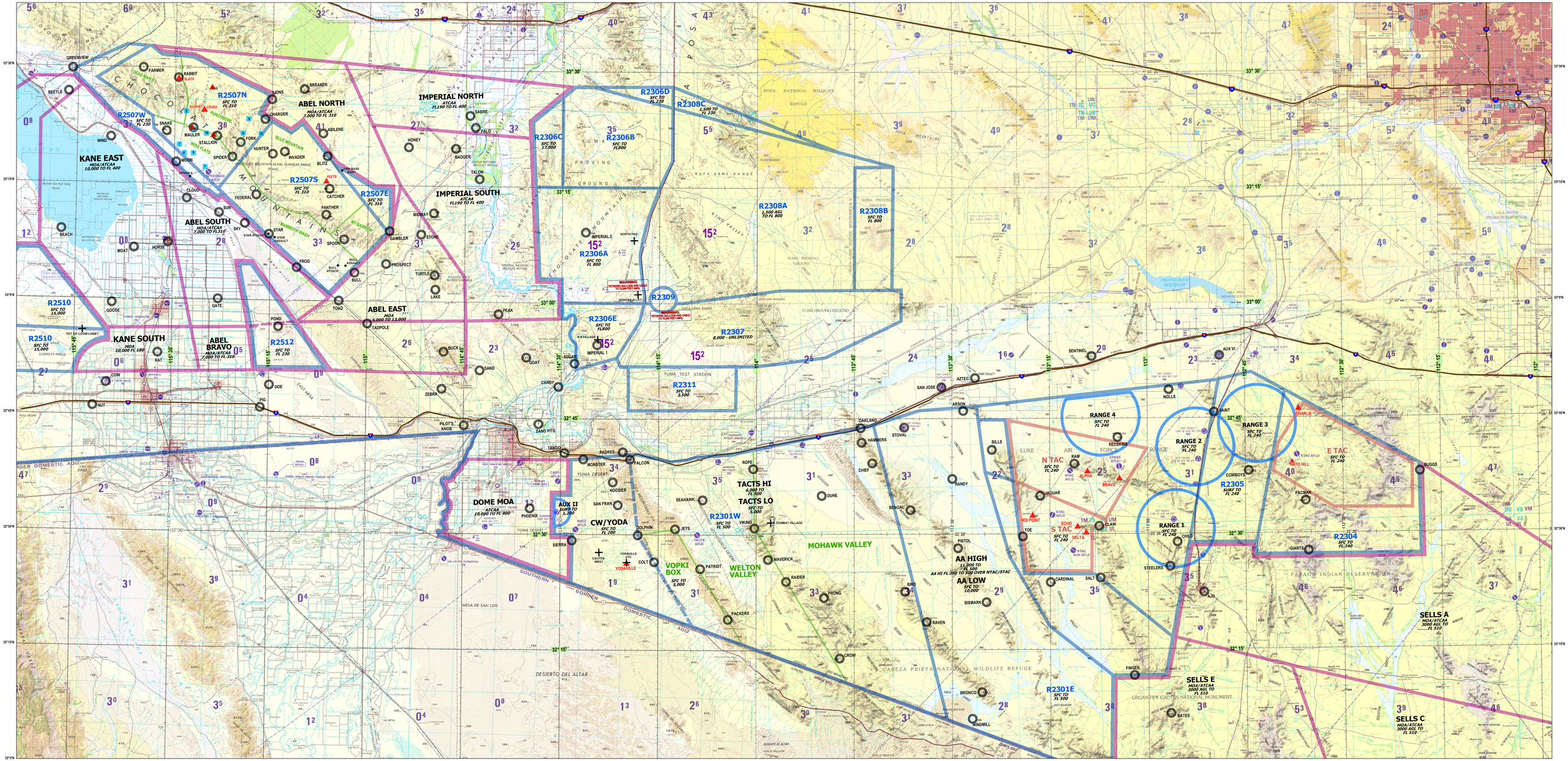

Sectors depicted in R-2507 N/S and R-2301 W are for Marine Aviation Weapons and Tactics Squadron ONE (MAWTS-1) use only.

NOTE: "Altitudes reflected on this map are those normally requested and supported by Yuma Range Management and the FAA, and are not necessarily the published effective altitudes."

TAC RANGE BOUNDARY	MOA BOUNDARY	RESTRICTED AREA BOUNDARY	SECTOR BOUNDARY	RANGE BOUNDARY
OBSERVATION POINT	GUN POSITION	CONTROL POINT	GROUND LOCATION	TARGET

WTI OPAREA SPECIAL MAP

Edition 002 - Revisions: 9/2017

JOINT OPERATIONS GRAPHIC (AIR)

SCALE 1:250,000

CONTOUR INTERVAL APPROXIMATELY 400 FEET
WITH SUPPLEMENTARY CONTOURS AT APPROXIMATELY 200 FEET

This map was prepared on the
National Geospatial-Intelligence Agency (NGA) Remote Replication System (RRS),
from best available sources.
Additional information was provided by MAWTS-1, S-2.

MAP SHEETS:

1501 AIR NI 11-9 EDITION 3
1501 AIR NI 11-12 EDITION 4
1501 AIR NI 12-7 EDITION 6
1501 AIR NI 12-10 EDITION 4

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POPULATED PLACES
Over 500,000 ..... LOS ANGELES
100,000 to 500,000 ..... OMAHA
25,000 to 100,000 ..... Dodge City
5,000 to 25,000 ..... Aspen
Less than 5,000 ..... Rhyolite

ROADS AND RAILROADS
Dual highway ..... 4 LANES DIVIDED
Primary highway, all weather, hard surface
Secondary highway, all weather, hard surface
Light duty, all weather, hard or improved surface
Fair or dry weather, unimproved surface
Trails and trails
Interstate highways, Interstate, Federal, State
Interchanges
Standard gauge railroad, 1 track, 2 tracks; Narrow gauge, 2 tracks; Multiple track
Railroad station; Position known; Position unknown

BOUNDARIES
International
State
County or parish
Reservation

OTHER FEATURES
Landmark feature
School; Church
Tank; Well; Mine
Horizontal control point
Levee
Dead
HYDROGRAPHY
Spring; Well
Woods; Swamp; Land subject to inundation
Intermittent stream; Dam; Intermittent lake
VEGETATION
Woods; Orchard; Vineyard
TERRAIN ELEVATIONS
Spot elevation; contour; critical
HIGHEST KNOWN elevation is 4877 feet or the following coordinates:
Geographic: 33°36'S, 114°44'W

AERODROMES (Military or Civil)
Runway pattern known
Runway length
Size length of longest runway in nearest hundreds of feet
0-Soft or unimproved surface
1-Medium or hard
2-Both types
Runway pattern unknown
HELIPORTS/VFRP
HELIPORTS/VFRP AT HOSPITAL
RADIO AIDS TO NAVIGATION
VHF OMNI RANGE (VOR)
VORTAC
TACAN
NDB (with DME)
Other facilities

RADIO FACILITIES
RADIO RANGE LO MF
MULTIPLE RADIO FACILITIES
CONTROLLED AIRSPACE
AND
VISUAL AIDS AND OBSTRUCTIONS
Obstruction
1130 Elevation of obstruction top, above sea level
1230 Elevation of obstruction top, above ground level
Group obstruction
Radio facility obstruction
Power transmission line
Visual ground sign
Aero light; Marine light

LOCATION DIAGRAM
(ONC INDEX SHOWN IN RED/BROWN)
For index purposes only - not an indication of published maps.

ELEVATIONS IN FEET
UNAV IS UTILIZATION THE HELICOPTER GRID REFERENCE SYSTEM WHICH BASE OF ICLAMOD 1966 ELLIPSOID TO NAD 83 GEODETIC REFERENCE SYSTEM WAS ELIPSOIDS. (1973) ALL ACLAM. ALL ELEVATIONS ARE ESTIMATED IN FEET. ALL ELEVATIONS ARE ESTIMATED IN FEET. ALL ELEVATIONS SQUARE IDENTIFIERS ARE ESTIMATED IN BLUE AND THE NAME OF IDENTIFIERS IN PURPLE.

COORDINATE CONVERSION NAD 83 TO NAD 27
Geographic Sectional 1:1 Series, Sectional 1:1 Series
Geographic Sectional 1:2 Series, Sectional 1:2 Series

NOTES
Powerlines are shown except within populated place limits. Other obstructions are shown if they are 200 feet or more above ground level. See caution note.
On this graphic a tone is generally considered on being 0 feet (2.5 meters) in width.

ELEVATIONS IN FEET
ELEVATION TINTS

GEOMAG
BASE 15° QUADRANGLE

CAUTION
Vertical obstructions, including powerlines, have not necessarily been shown where aerial photography is available. However, there is no easy way to find all are shown, or that their locations or heights are exact.

CAUTION
AIR INFORMATION CURRENT THROUGH
11 JANUARY 1991
Consult NOTAMS and Supplement Publications for the latest air information. the DOD Aeronautical Chart Updating Manual or NIMA (U.S.) Aeronautical Chart Amendment Bulletin, for other chart revision information.

LINES OF EQUAL MAGNETIC VARIATION
FOR 1990
(Annual rate of change, 2' decreases.)

ATTENTION
THIS CHART CONTAINS MAGNETIC ELEVATION FIGURES ONLY.
Magnetic variation is the angle between true north and magnetic north. Isogonic lines are lines of equal magnetic variation. Magnetic variation is approximately 10°30'E/W of true north in the Yuma area. Magnetic variation is subject to change over time. Pilots should monitor history in each quadrangle including minutes and deviations (Flight Bulletin Notices, etc.).

COMPUTE - CLEAR Sun
12 25