SERIES 1501 AIR
SHEET SD 20-11
EDITION 1

ELEVATION TINTS

FEET
1050
525
135

RELIABILITY OF THIS GRAPHIC

Compiled from best available source materials.

Horizontal Datum: World Geodetic System
Vertical Datum: Mean Sea Level
Transverse Mercator Projection

GLOSSARY

Bañados . . . . . land subject to inundation
Departamento .. first-order administrative division
Río . . . . . stream
Sierra . . . . . mountain range, mountains
Vado . . . . . ford

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

SD 20-E	SD 20-7	BRAZIL SD 20-8
1137 SD 20-10	BOLIVIA SD 20-11	1138 SD 20-12
SD 20-14	SD 20-15 N-26	SD 20-16

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

GEOREF
BASIC 15° QUADRANGLE
HF

14°
16°
NA
PA
63°
62°
61°30′

CAUTION
AIR INFORMATION CURRENT THROUGH
16 JULY 1993
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.

LINES OF EQUAL MAGNETIC VARIATION FOR 1990
(Annual rate of change, 10′ increase)
LÍNEAS DE IGUAL VARIACIÓN MAGNÉTICA PARA 1990
(Cambio anual, aumento de 10 minutos)

CAUTION
Vertical obstructions, including powerlines, have been extracted from the most reliable sources available. However, there is no assurance that all are shown, or that their locations or heights are exact.

SCALE 1:250,000
TRES PERSONAS; BOLIVIA

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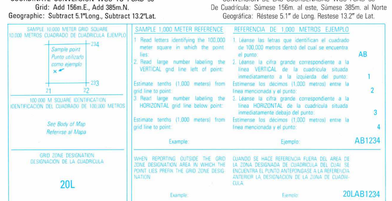
EDITION 1

Prepared and published by the Defense Mapping Agency, Hydrographic/Topographic Center, Bethesda, MD. Compiled in August 1993.

COORDINATE CONVERSION WGS TO PSAD 56
Grid: Add 156m.E., Add 385m.N.
Geographic: Subtract 5.1″Long., Subtract 13.2″Lat.

CONVERSIÓN DE LAS COORDENADAS WGS PSAD 56
De Cuadrícula: Súmese 156m. al este, Súmese 385m. al Norte
Geográfica: Réstese 5.1″ de Long. Réstese 13.2″ de Lat.



ELEVATIONS IN FEET
ELEVACIONES EN PIES

ROADS–CARRETERAS

All weather hard surface Superficie dura para todo clima
More than two lanes wide
Más de dos carriles de ancho
3 LANES
3 CARRILES
Two lanes wide Dos carriles de ancho
All weather, loose or light surface
Superficie ligera, o suelta para todo clima
More than two lanes wide
Más de dos carriles de ancho
Two lanes wide Dos carriles de ancho
One lane wide Un carril de ancho
Fair or dry weather, loose surface
Seco o buen clima, superficie suelta
Cart track Camino para carretas

RAILROADS–FERROCARRILES

	Single track Una vía	Multiple track vía Múltiple
Normal guage 1.44m (4′8½″)		
Entrevía normal 1.44m (4′8½″)		

BOUNDARIES–LÍMITES

International Internacional
First-order administrative division
División administrativa de primer orden

VEGETATION–VEGETACIÓN

Woods; Scattered trees Bosque; Árboles esparcidos None

HYDROGRAPHY–HIDROGRAFÍA

Swamp; Land subject to inundation
Marisma; Terreno sujeto a inundación

JOINT OPERATIONS GRAPHIC (AIR)

SCALE 1:250,000

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

CONTOUR INTERVAL APPROXIMATELY 135 FEET
CURVA DE NIVEL PIES 135 APROXIMADOS

BLUE NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 20 WORLD GEODETIC SYSTEM ELLIPSOID.
LAS LÍNEAS AZULES NUMERADAS INDICAN LA CUADRICULA UTM DE 10,000 METROS, ZONA 20 ELIPSOIDE DEL SISTEMA GEODESICO MUNDIAL.

USERS SHOULD REFER CORRECTIONS, ADDITIONS, AND COMMENTS TO THE NIMA OPERATIONAL HELP DESK: 1-800-455-0895; COMMERCIAL 314-263-4864; DSN 693-4864; OR WRITE TO: DIRECTOR, NATIONAL IMAGERY AND MAPPING AGENCY, ATTN.: ES, MAIL STOP L-88, 4600 SANGAMORE ROAD, BETHESDA, MD 20816-5003.

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ELEVATIONS IN FEET
ELEVACIONES EN PIES

AERODROMES (Military or Civil)
AERODROMOS (Militares o Civiles)

Runway pattern known EDNA/50/s 725
Diseño de pista de aterrizaje conocido
EDNA–Name Nombre
50–Length of longest runway to nearest hundreds of feet
–Longitud de la pista más larga a las centésimas de pies más próximas
s–Soft or unimproved surface
–Superficie suelta o no mejorada
u–Unknown surface
–Superficie desconocida
725–Elevation Altitud
Runway pattern unknown
Diseño de pista de aterrizaje desconocido

VISUAL AIDS AND OBSTRUCTIONS
AUXILIOS VISUALES Y OBSTRUCCIÓNES

Obstruction Obstrucción 1033 (350)
1033–Elevation of obstruction top, above sea level.
–Altitud de obstrucción punta, sobre el nivel de mar.
(350)–Elevation of obstruction top, above ground level.
–Altitud de obstrucción punta, sobre el nivel del suelo
Group obstruction Grupo de obstrucciones
Radio facility obstruction Obstrucción de facilidades de radio
Power transmission line Línea de alta tensión

TERRAIN ELEVATIONS–ALTITUDES DEL TERRENO

Spot elevation; Normal, Critical
Altitud de un punto; Normal, Crítica *646 *840
HIGHEST KNOWN elevation is **1601** feet at the following coordinates:
MAYOR altitud CONOCIDA es de **1601** pies en las siguientes coordenadas:
Geographic Geográficas . . . . . 14°45′S, 61°40′W
Grid de la Cuadrícula PJ4368

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.).
EXAMPLE: 12,500 feet **125**

NOTES–NOTAS

Power lines are shown except within populated place tints. Other obstructions are shown if they are 200 feet or more above ground level. See caution note.
Se muestran las líneas de alta tensión con excepción de dentro de las zonas edificiadas (tinta roja). Se muestran otras obstrucciones si estan a 200 pies o más sobre el nivel del terreno. Ver advertencia.

On this graphic a lane is generally considered 8 feet (2.5 meters) in width.
En este gráfico se considera que una vía tiene 8 pies (2.5 metros) de ancho.

BOUNDARY REPRESENTATION IS NOT NECESSARILY AUTHORITATIVE.
LA REPRESENTACIÓN DE LIMITES NO DEBE CONSIDERARSE OFICIAL

A REPRESENTAÇÃO DE LIMITES NÃO E NECESSARIAMENTE OFICIAL

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