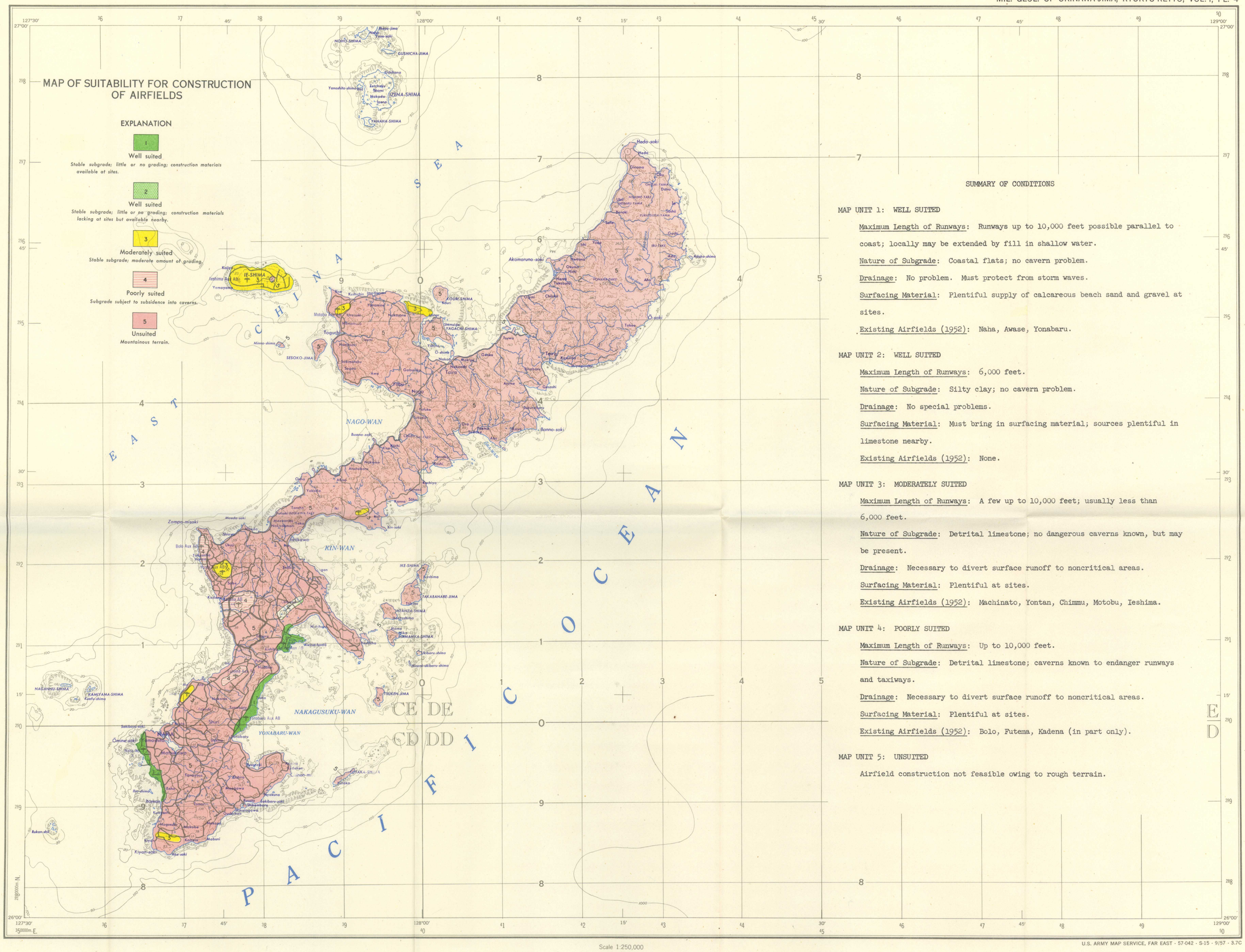

SUMMARY OF CONDITIONS

MAP UNIT 1: WELL SUITED

Maximum Length of Runways: Runways up to 10,000 feet possible parallel to coast; locally may be extended by fill in shallow water.

Nature of Subgrade: Coastal flats; no cavern problem.

Drainage: No problem. Must protect from storm waves.

Surfacing Material: Plentiful supply of calcareous beach sand and gravel at sites.

Existing Airfields (1952): Naha, Awase, Yonabaru.

MAP UNIT 2: WELL SUITED

Maximum Length of Runways: 6,000 feet.

Nature of Subgrade: Silty clay; no cavern problem.

Drainage: No special problems.

Surfacing Material: Must bring in surfacing material; sources plentiful in limestone nearby.

Existing Airfields (1952): None.

MAP UNIT 3: MODERATELY SUITED

Maximum Length of Runways: A few up to 10,000 feet; usually less than 6,000 feet.

Nature of Subgrade: Detrital limestone; no dangerous caverns known, but may be present.

Drainage: Necessary to divert surface runoff to noncritical areas.

Surfacing Material: Plentiful at sites.

Existing Airfields (1952): Machinato, Yontan, Chimmu, Motobu, Ieshima.

MAP UNIT 4: POORLY SUITED

Maximum Length of Runways: Up to 10,000 feet.

Nature of Subgrade: Detrital limestone; caverns known to endanger runways and taxiways.

Drainage: Necessary to divert surface runoff to noncritical areas.

Surfacing Material: Plentiful at sites.

Existing Airfields (1952): Bolo, Futema, Kadena (in part only).

MAP UNIT 5: UNSUITED

Airfield construction not feasible owing to rough terrain.

U.S. ARMY MAP SERVICE, FAR EAST · 57-042 · S-15 · 9/57 · 3.7C

Base adapted from AMS L506, Sheet NG 52-6, Edition 1, compiled 1954. Base not field checked. Terrain interpretation for airfield suitability based on field investigations and Office research 1946-1952 by Military Geology Branch, Intelligence Division, Office of the Engineer, Hq., AFFE/8 Army with personnel of the U.S. Geological Survey.

Scale 1:250,000

5 0 5 10 15 20 25 Statute Miles

5 0 5 10 15 20 25 30 35 Kilometers

5 0 5 10 15 Nautical Miles

CONTOUR INTERVAL 100 METERS
WITH SUPPLEMENTARY CONTOURS AT 50 METER INTERVALS

TRANSVERSE MERCATOR PROJECTION

GRAY NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 52, BESSEL SPHEROID
THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED

GLOSSARY

-dake (-take)	mountain	-kō (-minato)	bay
-gawa (-kawa)	river, stream	-misaki (-saki, -zaki)	cape, point
-hama (-bama)	beach, shore	-saki (-misaki, -zaki)	cape, point
-hantō	peninsula	-shima (-jima)	island
-iwa (-gan)	rock	-shō	reef
-jima (-shima)	island	-take (-dake)	mountain
-kawa (-gawa)	river, stream	-wan	bay
		-yama (-san, -zan)	hill, mountain
		-zaki (-misaki, -saki)	cape, point

LEGEND

Hard surface, all weather
More than two lanes wide road — 3 LANES/4 LANES
Two lanes wide — 11
Less than two lanes wide
Loose surface, graded, all weather road — Principal / Other
Loose surface, dry weather or dirt road
Track; Trail
Horizontal control point — △
Spot elevation in meters — 792
Landplane airport
Landing area
Rice paddy
Rock: Awash; Sunken
Wreck: Exposed; Sunken
Limit of danger; Reef
Depth curves in fathoms
Foreshore flat

NAHA, RYŪKYŪ-RETTŌ