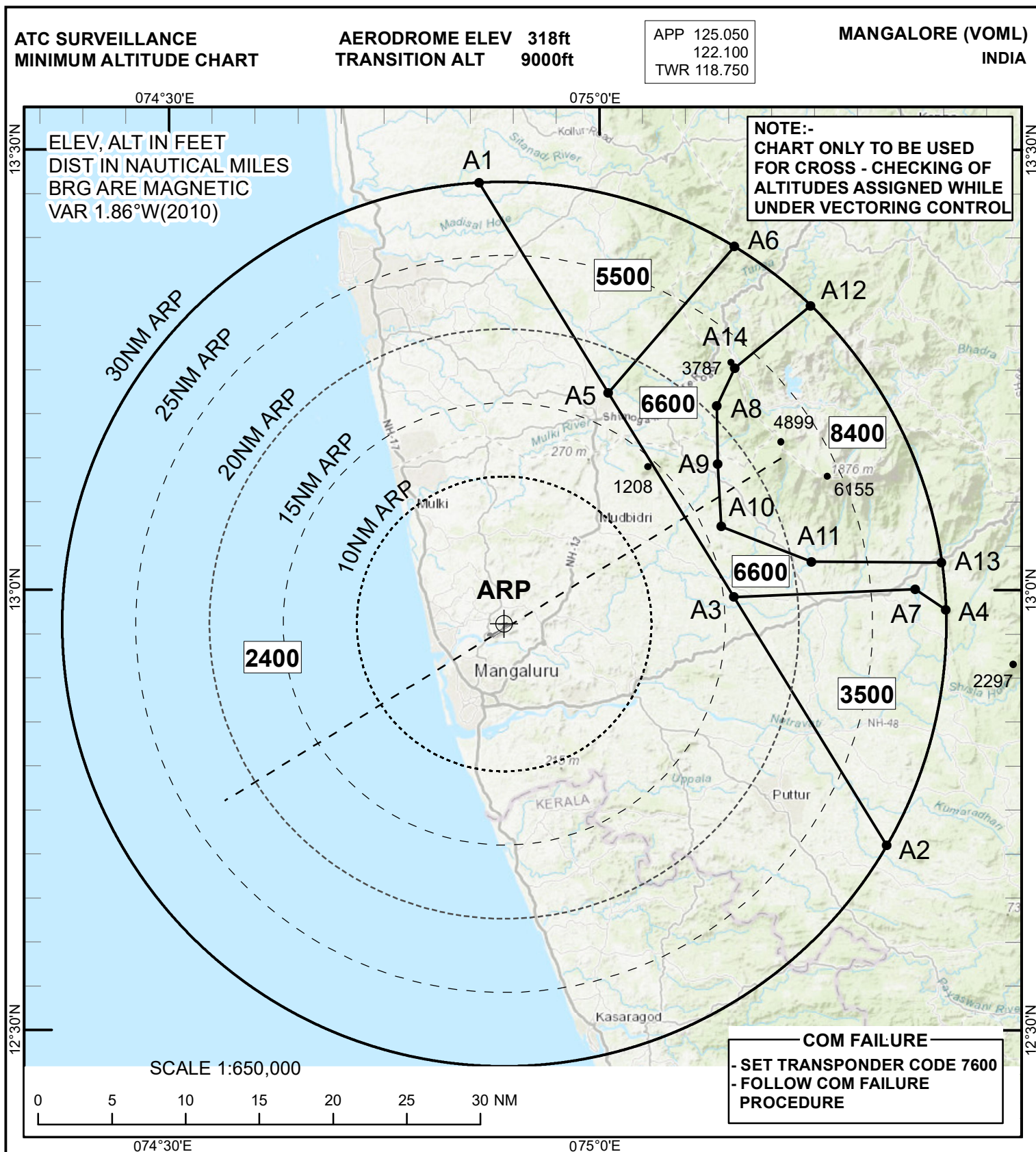




S.No	Boundary Points	Latitude	Longitude
1	A1	13 27 48.44N	074 51 38.44E
2	A2	12 42 37.28N	075 19 57.64E
3	A3	12 59 32.54N	075 09 22.78E
4	A4	12 58 39.55N	075 24 05.84E
5	A5	13 13 28.87N	075 00 38.51E
6	A6	13 23 25.90N	075 09 25.66E
7	A7	13 00 05.23N	075 21 57.83E
8	A8	13 12 34.19N	075 08 11.26E
9	A9	13 08 37.43N	075 08 13.90E
10	A10	13 04 22.34N	075 08 29.03E
11	A11	13 01 57.21N	075 14 45.75E
12	A12	13 19 24.80N	075 14 43.80E
13	A13	13 01 53.76N	075 23 49.17E
14	A14	13 15 10.96N	075 09 26.67E

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Radio Communication Failure Procedure:

When providing navigational guidance to aircraft based on the use of ATS Surveillance system for pilot interpreted final approach aid, following radio communication failure procedure shall be applicable-

1. If radio communication failure takes place prior to interception of final approach track, aircraft shall maintain the last assigned altitude or 2400Ft whichever is higher and proceed to MML VOR via shortest route to join the holding procedure.
2. If radio communication failure occurs after interception of the final approach track, aircraft should continue the approach and land if visual or carryout the missed approach and join the MML VOR holding at 2400Ft. After joining the holding procedure aircraft shall carryout the instrument approach procedure for which radar vectoring was provided.