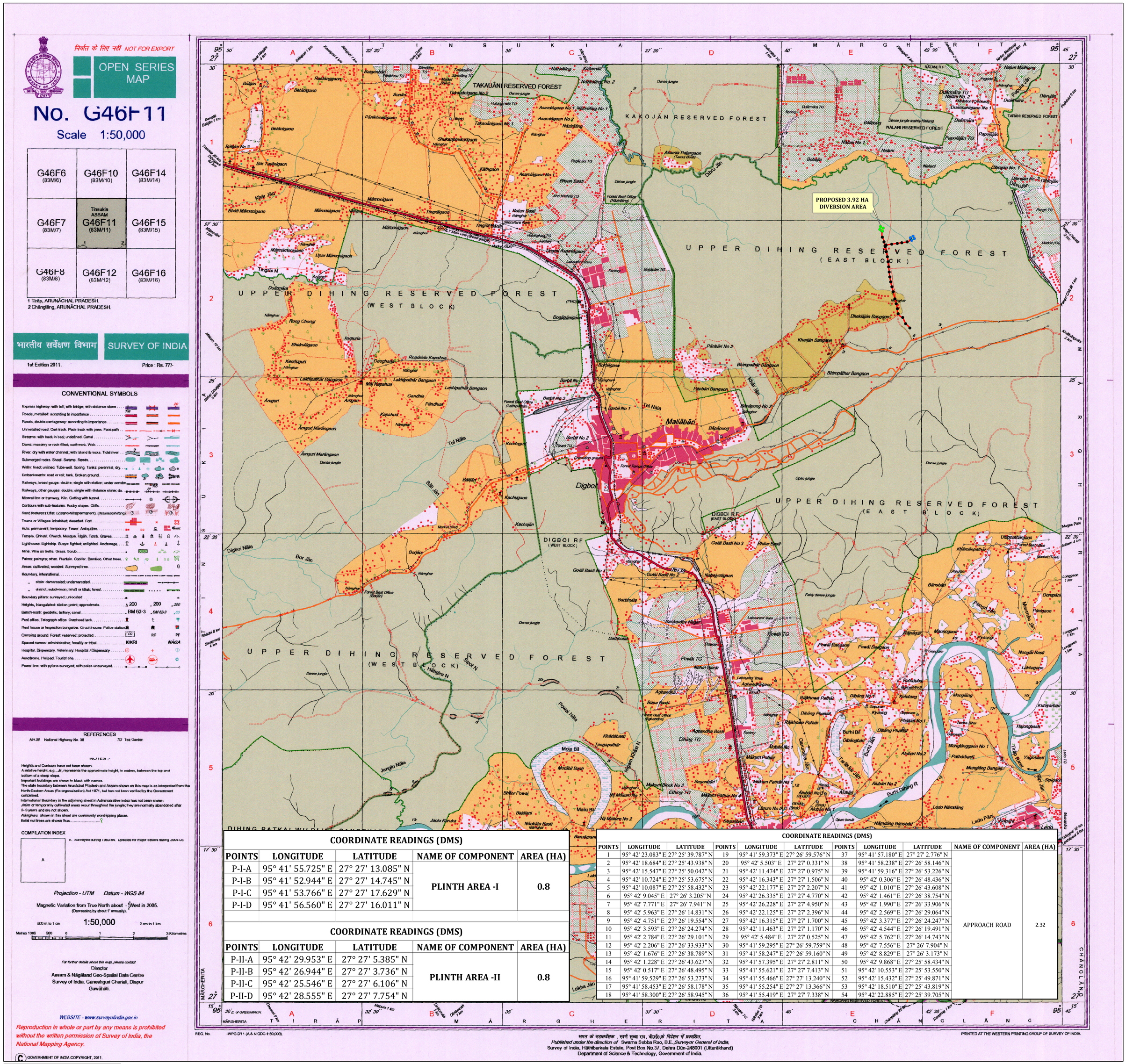
TOPOSHEET (1:50,000 SCALE) MAP SHOWING THE PROPOSED 3.92 HECTARE DIVERSION AREA IN FAVOUR OF OILMAX ENERGY PRIVATE LIMITED AT UPPER DIHING (EAST BLOCK) RF UNDER DIGBOI DIVISION

SCALE:- 1:50,000



COORDINATE READINGS (DMS)				
POINTS	LONGITUDE	LATITUDE	NAME OF COMPONENT	AREA (HA)
P-I-A	95° 41' 55.725" E	27° 27' 13.085" N	PLINTH AREA -I	0.8
P-I-B	95° 41' 52.944" E	27° 27' 14.745" N		
P-I-C	95° 41' 53.766" E	27° 27' 17.629" N		
P-I-D	95° 41' 56.560" E	27° 27' 16.011" N		

COORDINATE READINGS (DMS)				
POINTS	LONGITUDE	LATITUDE	NAME OF COMPONENT	AREA (HA)
P-II-A	95° 42' 29.953" E	27° 27' 5.385" N	PLINTH AREA -II	0.8
P-II-B	95° 42' 26.944" E	27° 27' 3.736" N		
P-II-C	95° 42' 25.546" E	27° 27' 6.106" N		
P-II-D	95° 42' 28.555" E	27° 27' 7.754" N		

COORDINATE READINGS (DMS)										
POINTS	LONGITUDE	LATITUDE	POINTS	LONGITUDE	LATITUDE	POINTS	LONGITUDE	LATITUDE	NAME OF COMPONENT	AREA (HA)
1	95° 42' 23.083" E	27° 25' 39.787" N	19	95° 41' 59.373" E	27° 26' 59.576" N	37	95° 41' 57.180" E	27° 27' 2.776" N	APPROACH ROAD	2.32
2	95° 42' 18.684" E	27° 25' 43.938" N	20	95° 42' 5.503" E	27° 27' 0.331" N	38	95° 41' 58.238" E	27° 26' 58.146" N		
3	95° 42' 15.547" E	27° 25' 50.042" N	21	95° 42' 11.474" E	27° 27' 0.975" N	39	95° 41' 59.316" E	27° 26' 53.226" N		
4	95° 42' 10.724" E	27° 25' 53.675" N	22	95° 42' 16.343" E	27° 27' 1.506" N	40	95° 42' 0.306" E	27° 26' 48.436" N		
5	95° 42' 10.087" E	27° 25' 58.432" N	23	95° 42' 22.177" E	27° 27' 2.207" N	41	95° 42' 1.010" E	27° 26' 43.608" N		
6	95° 42' 9.045" E	27° 26' 3.205" N	24	95° 42' 26.335" E	27° 27' 4.770" N	42	95° 42' 1.461" E	27° 26' 38.754" N		
7	95° 42' 7.771" E	27° 26' 7.941" N	25	95° 42' 26.228" E	27° 27' 4.950" N	43	95° 42' 1.990" E	27° 26' 33.906" N		
8	95° 42' 5.963" E	27° 26' 14.831" N	26	95° 42' 22.125" E	27° 27' 2.396" N	44	95° 42' 2.569" E	27° 26' 29.064" N		
9	95° 42' 4.751" E	27° 26' 19.554" N	27	95° 42' 16.315" E	27° 27' 1.700" N	45	95° 42' 3.377" E	27° 26' 24.247" N		
10	95° 42' 3.593" E	27° 26' 24.274" N	28	95° 42' 11.463" E	27° 27' 1.170" N	46	95° 42' 4.544" E	27° 26' 19.491" N		
11	95° 42' 2.784" E	27° 26' 29.101" N	29	95° 42' 5.484" E	27° 27' 0.525" N	47	95° 42' 5.762" E	27° 26' 14.743" N		
12	95° 42' 2.206" E	27° 26' 33.933" N	30	95° 41' 59.295" E	27° 26' 59.759" N	48	95° 42' 7.556" E	27° 26' 7.904" N		
13	95° 42' 1.676" E	27° 26' 38.789" N	31	95° 41' 58.247" E	27° 26' 59.160" N	49	95° 42' 8.829" E	27° 26' 3.173" N		
14	95° 42' 1.228" E	27° 26' 43.627" N	32	95° 41' 57.395" E	27° 27' 2.811" N	50	95° 42' 9.868" E	27° 25' 58.434" N		
15	95° 42' 0.517" E	27° 26' 48.495" N	33	95° 41' 55.621" E	27° 27' 7.413" N	51	95° 42' 10.553" E	27° 25' 53.550" N		
16	95° 41' 59.529" E	27° 26' 53.273" N	34	95° 41' 55.466" E	27° 27' 13.240" N	52	95° 42' 15.432" E	27° 25' 49.871" N		
17	95° 41' 58.453" E	27° 26' 58.178" N	35	95° 41' 55.254" E	27° 27' 13.366" N	53	95° 42' 18.510" E	27° 25' 43.819" N		
18	95° 41' 58.300" E	27° 26' 58.945" N	36	95° 41' 55.419" E	27° 27' 7.338" N	54	95° 42' 22.885" E	27° 25' 39.705" N		

Legend

- PLINTH - I POINTS
- PLINTH - I AREA
- PLINTH - II POINTS
- PLINTH - II AREA
- APPROACH ROAD POINTS
- APPROACH ROAD AREA