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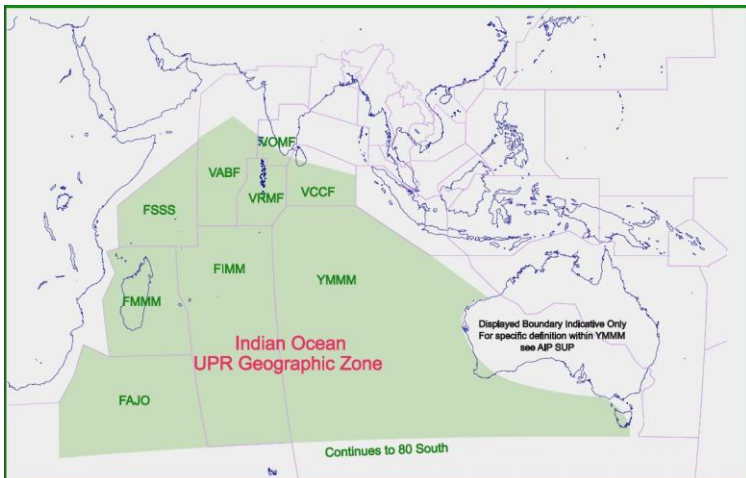
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SUPPLEMENT
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Establishment of User Preferred Route (UPR) Geographic Zone in Male' FIR.

1. INTRODUCTION

1.1 To reduce the environmental impact of aviation the members of the Indian Ocean and Arabian Sea Strategic Partnership to Reduce Emissions (INSPIRE) are collaborating to allow airspace users access to User Preferred Routes across the Arabian Sea, Indian and Southern Oceans and adjoining airspaces.

1.2 Maldives with INSPIRE partners and peer ANSPs has been participating in a UPR trial program as part of INSPIRE. Trial procedures have been available to selected flights with prior approval from INSPIRE.



2. PROCEDURES

2.1 The UPR Geographic zone is that airspace formed from contiguous portions of adjoining Flight Information Regions (FIRs) across the Arabian Sea, Indian Ocean and adjoining airspaces.

2.2 INSPIRE airline partners that have prior approval from INSPIRE shall apply to the Chief Executive of Maldives Civil Aviation Authority at the address given in AIP GEN 1.2-1 for over-flying clearance and may use the following procedures within the Maldives Flight Information Region.

2.3 Access to UPR

Airspace users will only flight plan in the Maldives UPR Geographical Zone if they meet the following minimum criteria

- i. RNP10 and
- ii. ADS-C / CPDLC equipped.

All flight plans will indicate the above plus the actual routing of the flight.

2.4 Vertical Limits: FL285 to FL460

2.5 Lateral limits: Embedded within Male' FIR

FIR Entry and Exit Waypoints

Male'/Mumbai boundary

LATIK, ELKEL, MANAP, OVPUK, IPNEB, OMLEV, ESLAV, BIBGO

Male'/Colombo boundary

ANIVE, PADLA, MANRU, UBKIN, LAVOX, PIBOR, AKDOB, MENAL, SUNAN

Male'/Melbourne boundary

SABEK, SOLIH, REPAN, VAPSA, LOVMA, TEROS

Male'/Mauritius boundary

MOMMA, BUMMR, BOBOD

Male'/Chennai boundary

POXOD, NODOL, NOKID, SEBLO

Appendix 1 –UPR Airspace Male' FIR (Enroute Chart/ Male' FIR)

3. UPR Flight Planning

3.1 UPR must be constructed via published waypoints, or navigational Aids

3.2 UPR may include existing air routes

4. Specific requirements

4.1 Prior permission required. The operator in consent with INSPIRE shall apply to the Chief Executive of Maldives Civil Aviation Authority at the address given in AIP GEN 1.2-1 for over-flying clearance.

- RNP10, and
- ADS-C/CPDLC equipped

The minimum criteria listed above must be notified in the required fields of the flight plan.

5. Limitations

5.1 Flights entering Male' FIR via waypoints LATIK, BOBOD, BUMMR or MOMMA shall exit Male' FIR from a FIR boundary point published at North of waypoint SABEK.

5.2 Following combination of waypoints may not be used for entry and exit.

BIBGO to and from SEBLO, ANIVE, PADLA or MANRU

ESLAV to and from SEBLO, ANIVE, PADLA or MANRU

OMLEV to and from SEBLO or ANIVE

Note:

1. *Flight Plans of UPR flights that have both FIR entry and exit waypoint on south of Airway N628 will not be accepted.*
2. *Until approved and published by Male', KASVO shall not be used for flight planning.*
3. *SABEK is available for UPR flights*

6. FURTHER INFORMATION

6.1 Any questions and assistance should be directed to
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7. CANCELLATION

7.1 This AIP Supplement will remain effective until incorporated in AIP Maldives.

8. DISTRIBUTION

8.1 By E-mail and Post. Also will be available in our website:
www.macl.aero