

LEGEND	
<b>Aerodrome</b>	
<b>Flight Information Region (FIR)</b>	<p>Name of FIR Upper Limit Lower Limit Unit Providing Service</p>
<b>Control Zone (CTR)</b>	<p>Name of CTR Airspace Classification Upper Limit Unit Providing Service</p>
<b>ATS Route (Width 20nm)</b>	<p>Route Designator Magnetic Track Distance (NM) Vertical Limit</p>
<b>Direct Connector Route</b>	<p>Route Number Magnetic Track Distance (NM) Vertical Limit</p>
<b>Reporting and fly-by/flyover functionality</b>	<p>Compulsory flyover Waypoint </p> <p>On request flyover Waypoint </p> <p>Compulsory flyover Intersection </p>
<b>ATS/MET Reporting Point (MRP)</b>	Compulsory
<b>Co-located VOR &amp; DME</b>	Compass rose oriented on the chart to Magnetic North
<b>Non-Directional Radio Beacon (NDB)</b>	
<b>Identification for Radio Navigation Aids (NAVAIDS)</b>	<p>Name </p> <p>Navaid, Frequency, Ident. or callsign</p> <p>Geographical Coordinates</p>

**Area Minimum Altitude (AMA)**

Each 3<sup>rd</sup> quadrilateral contains an area minimum altitude (AMA) which represents the lowest altitude which may be used under instrument meteorological conditions (IMC). The AMA provides a minimum clearance of 1000 feet above all obstacles in the quadrilateral. It is represented in thousands and hundreds of feet above mean sea level.

Example 1500 feet **15**

**FLEXIBLE USE OF MALE' FIR**

Aircraft transiting Male' FIR from Mumbai FIR to Melbourne FIR and visa versa may fly between the following waypoints established on Mumbai/Male' FIR boundary and the waypoints established on Male'/Melbourne FIR boundary without reference to the ATS route network above FL285.

ESLAV, OMLEV, IPNEB, OVPUK and MANAP

Requirements: Aircraft and Crew RNAV 10 capable and approved  
ATC Surveillance and Communication: SSR or ADS-C / VHF or CPDLC

ENROUTE CHART

