

**Combined ASIOACG/9 and INSPIRE/5 Meeting, 2014**Dubai, UAE, 12th to 14th November 2014

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**Agenda Item 6: Review of ASIO UPR zone and follow-up actions****AIR MADAGASCAR UPR OPERATIONS**

(Presented by AIR MADAGASCAR)

**SUMMARY**

This paper presents a brief overview of AIR MADAGASCAR operations current state, further to INSPIRE membership and UPR operations over BOB/ASIO region.

**1. INTRODUCTION**

1.1 On May 16 2014, AIR MADAGASCAR has submitted a paper for INSPIRE membership. On June 4 and 5, during the ASIOACG Working Group 14, AIR MADAGASCAR was accepted as an Airline partner.

1.2 AIR MADAGASCAR aircraft eligible for UPR operations is A340-300 registered 5R-EAA (CPDLC equipped and RNP10 approved), performing flights to/from Antananarivo (FMMI) and Bangkok (VTBS).

1.3 Compared to actual operations, expected initial carbon dioxide emissions saving is 1t5 per flight.

1.4 Few routes have been discussed with ANSPs during September. So far, the retained routes were:

IXARI DCT IXARI082140 DCT IXARI082280 DCT RUPIG DCT LATEP DCT KADAP DCT N0101E08803 DCT NIXUL P627 PUT G458 HOTEL

IXARI DCT IXARI084140 DCT IXARI084280 DCT IXARI084419 DCT GUDUG DCT KADAP DCT N0101E08803 DCT NIXUL P627 PUT G458 HOTEL

## 2. DISCUSSION

2.1 On October 2014, as ATSU has just been activated on the aircraft, AIR MADAGASCAR conducted a CPDLC trial and encounters issues in some FIRs, while no problem reported with the other FIRs. Issues were reported in COLOMBO FIR (downlink OK but uplink failed reported the controller), LUMPUR FIR and JAKARTA FIR (CPDLC on trial?).

Due to this issue, operations on UPR routes have not been yet started.

2.2 As reported by Australia ANSP, due to system limitations regarding voice coordination between Melbourne, Male and Colombo, UPR routes must remain on or south of the ATS route R348 unless it remains completely clear of MELBOURNE FIR.

This restriction does not allow a fully optimized flexible route for flights to/from Antananarivo and Bangkok. Carbon dioxide emissions penalty are estimated up to 0.5 tons per flight.

2.3 A second AIR MADAGASCAR A340-300 is currently hosted by a foreign AOC and thus, not registered 5R. As this aircraft is CPDLC equipped and RNP10 approved, is it still eligible to operate flexible routes inside BOB/ASIO zone?

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Discuss on how to help AIR MADAGASCAR get through CPDL issue, especially in COLOMBO FIR;
- b) Discuss on future enhancement of MELBOURNE, MALE and COLOMBO ATFM coordination;
- c) Discuss case of INSPIRE airline partner aircrafts/flights, hosted in a non partner airline AOC.

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