

ENR 3.1**SPAZIO AEREO FINO A FL 335 INCLUSO/ROTTE ATS
AIRSPACE UP TO FL 335 INCLUDED/ATS ROUTES****GUIDA PER LA LETTURA DELL' ENR 3.1**

- 1 I valori riportati in tutte le colonne contenenti i valori numerici (MAG Track & Dist – VERTICAL LIMITS – MNM FL) sono validi per il tratto di rotta compreso tra il punto di riporto indicato nella specifica colonna e quello immediatamente successivo.

NOTE

- (1) I valori di rilevamento sono aggiornati al valore di declinazione magnetica di Gennaio 2005.

- (2) A seguito della istituzione della FRAIT, nello spazio aereo italiano al di sopra di FL 335 il sistema di Rotte ATS non è presente, ad eccezione delle porzioni delle UIR italiane dove i servizi ATS sono forniti da un altro provider che non ha previsto una analoga organizzazione dello spazio aereo; per i tratti di rotta di cui sopra, ancora esistenti al di sopra di FL 335, fare riferimento alla presente sezione.

- (3) Le quote espresse in ft devono intendersi AMSL.

- 2 In mancanza di dati nelle sopra citate colonne dovranno ritenersi validi i valori precedenti fino al punto di riporto successivo che contenga nuovi valori.

- 3 Il valore dell'ampiezza della Rotta ATS è da intendersi per ogni lato della linea congiungente i punti riportati nella colonna 1 della tabella relativa alla rotta.

- 4 Per la classificazione dello spazio aereo ATS vedere ENR 1.4

NOTA

I tratti di rotta che interessano le CTA, le TMA e i CTR assumono la classificazione di tali spazi aerei.

- 5 Per quanto riguarda norme particolari sulla pianificabilità e sull'utilizzo delle rotte vedere anche il RAD (Route Availability Document).
Il documento è disponibile al sito internet:
<https://www.nm.eurocontrol.int/RAD/index.html>

NOTA

Tutte le rotte ATS devono essere considerate come "Rotte ATS permanenti" a meno di diverse indicazioni riportate nelle Note di ciascuna rotta.

GENERAL NOTES TO ENR 3.1

- 1 All numeric figures in the relevant columns (Track Mag & Dist – VERTICAL LIMITS – MNM FL) are valid for the route segment between the correspondent reporting point and the following reporting point.

REMARKS

- (1) Bearing values are up-dated with reference to January 2005 magnetic variation.

- (2) Following implementation of FRAIT, within Italian airspace above FL 335, ATS en-route network is not available, with the exception of the areas within Italian UIRs, where ATS services are provided by other provider not implementing a similar airspace organization; for the above mentioned route segments, still available above FL 335, refer to the present section.

- (3) Altitude in ft have to be considered AMSL.

- 2 When data are missing in the above mentioned columns, the last reported values are valid till the next reporting point with different values.

- 3 The width value of the ATS Route to be considered either side of a straight line joining each two consecutive points shown in column 1 of the route table.

- 4 For ATS airspace classification see ENR 1.4

REMARK

Route segments affecting CTA, TMA and CTR assume the classification provided for each airspaces.

- 5 For information relating to the route planning and utilisation see also RAD (Route Availability Document).

The document is available at the following website:
<https://www.nm.eurocontrol.int/RAD/index.html>

REMARK

All ATS route should be considered as "permanent ATS Routes" unless otherwise indicated in the remarks of each route.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
A48 (RNP 5)					
▲ BEVIS 41°55'58"N 018°11'40"E Zagreb ACC/Brindisi ACC	For continuation see AIP CROATIA				
	184° / 004° 26.0		5		
▲ CRAYE 41°30'10"N 018°07'45"E					
	13.6	FL335 4500ft	5	90 ↓	80 ↑
▲ URENA 41°16'37"N 018°05'49"E					
	13.2	FL335 4500ft	5	90 ↓	80 ↑
▲ TROTA 41°03'31"N 018°03'57"E					
	7.5	FL335 4500ft	5	90 ↓	80 ↑
▲ OKIMO 40°56'02"N 018°02'51"E					
	19.5	FL335 4500ft	5	90 ↓	80 ↑
▲ BRINDISI VORTAC 'BRD' 40°36'39"N 018°00'10"E (BRINDISI NDB 'BRD') (40°36'20"N 018°00'32"E)					

NOTE/REMARKS

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| <p>1) Segmento BEVIS – CRAYE non disponibile ai livelli e durante i periodi di attivazione dell'area LION (vedi AIP ENR5 e relativi Notam) e/o dell'area PAM (vedi AIP Croatia e AIP Serbia/Montenegro).</p> <p>2) Nel tratto CRAYE-BRD livelli di volo inferiori a FL80 saranno assegnati da Brindisi ACC o Apulia APP in base al QNH locale.</p> <p>3) Nel segmento BEVIS – CRAYE i servizi ATS sono temporaneamente forniti da Brindisi ACC/FIC. Per i limiti verticali ed i livelli minimi consultare AIP Croatia e AIP Serbia/Montenegro.</p> | <p>1) Segment BEVIS – CRAYE not available at levels and during activation periods of LION area (see AIP ENR5 and relevant Notam) and/or PAM (see AIP Croatia and AIP Serbia/Montenegro).</p> <p>2) In the segment CRAYE-BRD flight level below FL80 will be assigned by Brindisi ACC or Apulia APP on basis of the local QNH.</p> <p>3) In the segment BEVIS – CRAYE ATS services are temporarily provided by Brindisi ACC/FIC. For vertical limits and minimum FL see AIP Croatia and AIP Serbia/Montenegro.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
A482 (RNP 5)					
▲ VIESTE VOR/DME 'VIE' 41°54'46"N 016°02'57"E (VIESTE NDB 'VIE') (41°54'48"N 016°03'04"E)					
	102° / 283° 44.6	FL335 FL65	5	90 ↓	80 ↑
▲ BANAV 41°43'43"N 017°00'40"E					
	25.7	FL335 4500ft	5	90 ↓	80 ↑
△ LUMAR 41°37'07"N 017°33'50"E					
	26.4	FL335 4500ft	5	90 ↓	80 ↑
▲ CRAYE 41°30'10"N 018°07'45"E					
	090° / 270° 9.5		5		
▲ LOKDI 41°29'42"N 018°20'22"E					
	15.6		5		
▲ BALEM 41°28'52"N 018°41'09"E Brindisi ACC/Beograd ACC	For continuation see AIP SERBIA				

NOTE/REMARKS	
1) Il tratto VIE – LUMAR deve essere considerato CDR3 fino a FL80 incluso durante gli orari di attivazione della zona LI R116B e/o del corridoio GAMMA.	1) Segment VIE – LUMAR to be considered CDR3 up to FL80 included during activation periods of LI R116B zone and/or GAMMA corridor.
2) Il tratto CRAYE – BALEM non è disponibile ai livelli e durante i periodi di attivazione dell'area PAM pubblicata in AIP Croazia e AIP Serbia/Montenegro.	2) Segment CRAYE – BALEM not available at levels and during activation periods of PAM area published by AIP Croatia and AIP Serbia/Montenegro.
3) Nel tratto VIE-CRAYE livelli di volo inferiori a FL80 saranno assegnati da Brindisi ACC o Apulia APP in base al QNH locale.	3) In the segment VIE-CRAYE flight level below FL80 will be assigned by Brindisi ACC or Apulia APP on basis of the local QNH.
4) Nel tratto CRAYE – BALEM i servizi ATS sono temporaneamente forniti da Brindisi ACC/FIC. Per i limiti verticali ed i livelli minimi consultare AIP Croatia e AIP Serbia/Montenegro.	4) In the segment CRAYE - BALEM ATS services are temporarily provided by Brindisi ACC/FIC. For vertical limits and minimum FL see AIP Croatia and AIP Serbia/Montenegro.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
J19 (RNP 5)					
▲ TEREZ 41°20'00"N 009°02'13"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	155° / 335° 25.5	FL145 <hr/> FL85	5		100 ↑
▲ POZZO 40°56'45"N 009°15'59"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L5 (RNP 5)					
▲ ALGHERO VORTAC 'ALG' 40°37'41"N 008°14'38"E (ALGHERO NDB 'ALG') (40°38'24"N 008°17'30"E)					
	066° / 248° 30.2	FL335 FL85	5	100 ↓	90 ↑
▲ MINKA 40°49'09"N 008°51'20"E					
	20.2	FL335 FL85	5	100 ↓	90 ↑
▲ POZZO 40°56'45"N 009°15'59"E					
	24.7	FL335 FL85	5	100 ↓	90 ↑
△ ROMPO 41°05'56"N 009°46'15"E					
	11.6	FL335 FL85	5	100 ↓	90 ↑
△ RUXOP 41°10'09"N 010°00'34"E					
	7.2	FL335 FL85	5	100 ↓	90 ↑
▲ BATOX 41°12'46"N 010°09'23"E					
	44.2	FL335 FL85	5	100 ↓	90 ↑
△ TINTO 41°28'41"N 011°04'04"E					
	17.0	FL335 FL85	5	100 ↓	90 ↑
▲ VALMA 41°34'38"N 011°25'17"E					
	21.6	FL335 FL85	5	100 ↓	90 ↑
▲ LUNAK 41°42'12"N 011°52'14"E					
	17.6	FL335 FL85	5	100 ↓	90 ↑
▲ OSTIA VOR/DME 'OST' 41°48'14"N 012°14'15"E (OSTIA NDB 'OST') (41°48'19"N 012°14'11"E)					
	059° / 239° 37.6	FL335 FL95	5	110 ↓	
▲ OKUNO 42°06'26"N 012°58'21"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	060° / 240° 7.6	FL335 FL95	5	110 ↓	
△ TINIX 42°09'57"N 013°07'22"E					
	060° / 241° 23.8	FL335 FL135	5	150 ↓	
▲ ATRUP 42°20'56"N 013°35'44"E Roma ACC/Brindisi ACC					
	056° / 236° 17.4	FL335 FL135	5	150 ↓	
▲ IDLOL 42°30'10"N 013°55'41"E					
	8.8	FL335 FL105	5	110 ↓	
△ NAVAG 42°34'49"N 014°05'48"E					
	21.3	FL335 FL95	5	110 ↓	
▲ SUTOB 42°45'59"N 014°30'22"E					
	058° / 239° 26.9	FL335 FL95	5	110 ↓	
△ INKUB 42°59'13"N 015°02'16"E					
	059° / 239° 8.5	FL335 FL95	5	110 ↓	
▲ VAPUP 43°03'21"N 015°12'20"E Brindisi ACC/Zagreb ACC		For continuation see AIP CROATIA			

NOTE/REMARKS

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| <p>1) Il tratto OST-VAPUP è utilizzabile solo in direzione est.</p> <p>2) Il segmento ALG-MINKA deve essere considerato CDR3 in direzione ovest da FL200 compreso in su: H24.</p> <p>3) Il tratto OKUNO-NAVAG deve essere considerato CDR1 da FL240 compreso in su, a causa della zona LI R51/B:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>4) Gli aeromobili nel tratto VALMA-OST devono seguire strettamente l'asse centrale della rotta; eventuali deviazioni dovranno essere segnalate a Roma ACC.</p> | <p>1) Segment OST-VAPUP usable eastbound only</p> <p>2) Segment ALG-MINKA to be considered CDR3 westbound from FL200 included and above: H24.</p> <p>3) Segment OKUNO-NAVAG to be considered CDR1 from FL240 included and above, due to LI R51/B zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>4) In the segment VALMA-OST aircraft shall strictly follow the center line of the route; any deviation shall be notified to Rome ACC.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L12 (RNP 5)					
▲ UNIMI 46°51'39"N 011°03'55"E Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	154° / 335° 26.1	FL335 FL155	5		160 ↑
▲ NAXAV 46°27'50"N 011°19'20"E					
	162° / 342° 11.8	FL335 FL125	5	130 ↓	140 ↑
▲ ALESE 46°16'30"N 011°24'14"E					
	39.9	FL335 FL125	5	130 ↓	140 ↑
▲ VICENZA VOR/DME 'VIC' 45°38'14"N 011°40'35"E (VICENZA NDB 'VIC') (45°38'13"N 011°40'29"E)					
	181° / 001° 29.0	FL335 5500ft	5	90 ↓	80 ↑
▲ KOPER 45°09'14"N 011°38'29"E					
	20.4	FL335 5500ft	5	90 ↓	80 ↑
▲ LUMAV 44°48'52"N 011°36'59"E					
	208° / 028° 14.6	FL335 FL95	5	110 ↓	100 ↑
△ ADBAL 44°36'08"N 011°26'59"E					
	7.8	FL335 FL95	5	110 ↓	100 ↑
▲ LUTOR 44°29'17"N 011°21'39"E					
	208° / 029° 12.6	FL335 FL95	5	110 ↓	100 ↑
▲ TIPNI 44°18'18"N 011°13'05"E Padova ACC / Roma ACC					
	209° / 029° 11.0	FL335 FL95	5	110 ↓	100 ↑
△ DOBOG 44°08'40"N 011°05'37"E					
	209° / 028° 8.0	FL335 FL105	5	110 ↓	120 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ FIRENZE VORTAC 'FRZ' 44°01'38"N 011°00'12"E					
	198° / 019° 12.1	FL335 FL95	5	110 ↓	100 ↑
△ OSMOX 43°50'14"N 010°54'47"E					
	199° / 018° 13.0	FL335 FL95	5	110 ↓	100 ↑
▲ GINAR 43°37'57"N 010°48'58"E					
	198° / 018° 22.2	FL335 FL105	5	110 ↓	120 ↑
▲ MAREL 43°16'55"N 010°39'05"E					
	198° / 017° 34.9	FL335 FL105	5	110 ↓	120 ↑
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	157° / 337° 43.9	FL335 FL95	5	110 ↓	100 ↑
△ VELAD 42°03'06"N 010°45'49"E					
	37.0	FL335 FL95	5	110 ↓	100 ↑
△ TINTO 41°28'41"N 011°04'04"E					
	41.1	FL335 FL95	5	110 ↓	100 ↑
△ POKAV 40°50'23"N 011°23'59"E					
	29.2	FL335 FL95	5	110 ↓	100 ↑
△ BETOT 40°23'09"N 011°37'54"E					
	20.9	FL335 FL95	5	110 ↓	100 ↑
△ RUVIP 40°03'38"N 011°47'44"E					
	12.3	FL335 FL95	5	110 ↓	100 ↑
△ RONAB 39°52'11"N 011°53'28"E					
	155° / 335° 65.3	FL335 FL95	5	110 ↓	100 ↑
▲ GIANO 38°52'09"N 012°26'51"E					
	144° / 324° 60.8	FL335 FL95	5	110 ↓	100 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ PALERMO VOR/DME 'PAL' 38°02'01"N 013°10'39"E (PALERMO NDB 'PAL') (38°02'03"N 013°10'39"E)					
	156° / 336° 48.0	FL335 — FL85	5	90 ↓	
△ ALOKU 37°17'41"N 013°33'54"E					
	11.1	FL335 — FL85	5	90 ↓	
▲ MARON 37°07'25"N 013°39'11"E Roma ACC/Malta ACC					
	40.4	FL660 — FL75	5	90 ↓	
▲ EKOLA 36°30'00"N 013°58'20"E					For continuation see AIP MALTA

NOTE/REMARKS	
1) Il tratto UNIMI-NAXAV è utilizzabile solo in direzione nord.	1) Route usable northbound only in the segment UNIMI-NAXAV.
2) Il tratto PAL-EKOLA è utilizzabile solo in direzione sud.	2) Route usable southbound only in the segment PAL-EKOLA.
3) Il tratto NAXAV-VIC deve essere considerato CDR3 da FL125 a FL140 compreso a causa di possibile traffico IFR da/per Bolzano aeroporto in attesa sul punto FORER (vedi AIP ENR 3.6.1): H24.	3) Segment NAXAV-VIC to be considered CDR3 from FL125 included up to FL140 included due to possible IFR traffic to/from Bolzano aerodrome holding over FORER (see AIP ENR 3.6.1): H24.
4) Il tratto PAL-EKOLA deve essere considerato CDR1, a causa delle zone LI R502, LI TRA504A e TRA504B: - MON-FRI: 0500-2200 (0400-2100); - HOL esclusi.	4) Segment PAL-EKOLA to be considered CDR1, due to LI R502, LI TRA504A and LI TRA504B zones: - MON-FRI: 0500-2200 (0400-2100); - HOL excluded.
Rotta alternata: - GIANO-M727-M732 (traffico da FL250 in su) - PAL-M726-M622 (traffico a/o al di sotto di FL230 e traffico a tutti i livelli solo se provenienti da SOR)	Alternate route: - GIANO-M727-M732 (traffic from FL250 and above) - PAL-M726-M622 (traffic at/or below FL230 and traffic at all levels if coming from SOR)
5) Il segmento PAL-ALOKU deve essere considerato CDR3 a FL190: H24.	5) Segment PAL-ALOKU to be considered CDR3 at FL190: H24.
6) Nel tratto VIC-LUMAV livelli di volo inferiori a FL90 saranno assegnati da Padova ACC in base al QNH locale.	6) In the segment VIC-LUMAV flight level below FL90 will be assigned by Padova ACC on basis of the local QNH.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L42 (RNP 5)					
▲ POULP 41°20'00"N 008°34'12"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	198° / 018° 11.8	FL145 ————— FL85	5		100 ↑
▲ IVORY 41°08'49"N 008°28'59"E					
	33.0	FL145 ————— 4500ft	5		5000ft ↑
▲ ALGHERO VORTAC 'ALG' 40°37'41"N 008°14'38"E (ALGHERO NDB 'ALG') (40°38'24"N 008°17'30"E)					

NOTE/REMARKS

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| 1) Rotta utilizzabile solo in direzione nord. | 1) Route usable northbound only. |
| 2) In caso di avaria di ALG VORTAC: tratto IVORY - ALG NDB Track (MAG) 195°/015° Dist. (NM) 31.6 | 2) In case of ALG VORTAC failure: segment IVORY - ALG NDB Track (MAG) 195°/015° Dist. (NM) 31.6 |

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L44 (RNP 5)					
▲ OSTIA VOR/DME 'OST' 41°48'14"N 012°14'15"E (OSTIA NDB 'OST') (41°48'19"N 012°14'11"E)					
	196° / 016° 32.2	FL335 FL95	5	110 ↓	100 ↑
▲ KONUT 41°17'34"N 012°01'00"E					
	27.2	FL335 FL95	5	110 ↓	100 ↑
△ TURMO 40°51'40"N 011°49'58"E					
	29.9	FL335 FL95	5	110 ↓	100 ↑
△ BETOT 40°23'09"N 011°37'54"E					
	26.4	FL335 FL95	5	110 ↓	
▲ VELEX 39°57'59"N 011°27'32"E					
	61.2	FL335 FL95	5	110 ↓	
△ GISIG 38°59'32"N 011°03'49"E					
	18.1	FL335 FL95	5	110 ↓	
△ ADAMI 38°42'17"N 010°56'56"E					
	24.5	FL335 FL95	5	110 ↓	
△ BULAR 38°18'51"N 010°47'34"E					
	26.6	FL335 FL95	5	110 ↓	
▲ ABDAB 37°53'21"N 010°37'43"E Roma ACC/Tunis ACC	For continuation see AIP TUNISIA				

NOTE/REMARKS

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| 1) Il tratto BETOT-ABDAB è utilizzabile solo in direzione sud.

2) Il tratto BETOT-ADAMI deve essere considerato:
a) CDR1:
- 21 SEP-20 JUN: MON-FRI 0500-0700, 1700-2200;
- 21 JUN-20 SEP: MON-FRI 0500-2200. | 1) Segment BETOT-ABDAB usable southbound only.

2) Segment BETOT-ADAMI to be considered:
a) CDR1:
- 21 SEP-20 JUN: MON-FRI 0500-0700, 1700-2200;
21 JUN-20 SEP: MON-FRI 0500-2200. |
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NOTE/REMARKS

Rotta alternata: L12-M738-M725

Alternate route: L12-M738-M725

b) CDR3:

b) CDR3:

- 21 SEP-20 JUN: MON-FRI 0700-1700.

- 21 SEP-20 JUN: MON-FRI 0700-1700.

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L50 (RNP 5)					
▲ BANKO 45°49'12"N 007°03'17"E	For continuation see AIP SWITZERLAND				
	147° / 327° 11.9	FL660 FL195	5		
▲ KUKEV 45°39'10"N 007°12'29"E Geneva ACC/Milano ACC					
	6.7	FL335 FL175	5		180 ↑
△ ADISO 45°33'33"N 007°17'36"E					
	24.0	FL335 FL175	5		180 ↑
△ TUPUP 45°13'17"N 007°35'52"E					
	21.0	FL335 FL175	5		180 ↑
▲ TORINO VOR/DME 'TOP' 44°55'31"N 007°51'42"E (TORINO NDB 'TOP') (44°55'29"N 007°51'38"E)					
	138° / 320° 18.3	FL335 FL85	5	90 ↓	100 ↑
▲ NEDED 44°41'38"N 008°08'26"E					
	23.6	FL335 FL85	5	90 ↓	100 ↑
▲ LAGEN 44°23'39"N 008°29'53"E					
	15.2	FL335 FL95	5	110 ↓	100 ↑
▲ ANAKI 44°12'04"N 008°43'32"E					
	5.2	FL335 FL95	5	110 ↓	100 ↑
▲ IXITO 44°08'05"N 008°48'13"E					
	14.9	FL335 FL95	5	110 ↓	100 ↑
▲ UNITA 43°56'40"N 009°01'30"E					
	11.3	FL335 FL85	5	90 ↓	100 ↑
△ TIDKA 43°48'00"N 009°11'31"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	23.0	FL335 FL85	5	90 ↓	100 ↑
▲ KONER 43°30'17"N 009°31'48"E Milano ACC/Roma ACC					
	24.6	FL335 FL65	5	90 ↓	100 ↑
△ BAKRO 43°11'17"N 009°53'15"E					
	35.4	FL335 FL65	5	90 ↓	80 ↑
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	149° / 329° 35.2	FL335 FL95	5	110 ↓	100 ↑
△ ROTIR 42°13'09"N 010°47'09"E					
	133° / 314° 35.2	FL335 FL95	5	110 ↓	100 ↑
▲ GISPA 41°48'19"N 011°20'32"E					
	43.2	FL335 FL95	5	110 ↓	100 ↑
▲ KONUT 41°17'34"N 012°01'00"E					
	11.1	FL335 FL95	5	110 ↓	100 ↑
▲ PEPIC 41°09'36"N 012°11'19"E					
	32.2	FL335 FL95	5	110 ↓	100 ↑
△ UNIXO 40°46'31"N 012°40'54"E					
	20.1	FL335 FL95	5	110 ↓	100 ↑
△ ENSOT 40°32'00"N 012°59'15"E					
	132° / 312° 20.5	FL335 FL195	5	210 ↓	
△ TAGEL 40°17'52"N 013°18'40"E					
	126° / 308° 70.9	FL335 FL195	5	210 ↓	
▲ DIRED 39°33'51"N 014°30'57"E					
	137.9	FL335 FL285	5	290 ↓	

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ MASOT 38°06'08"N 016°47'12"E					

NOTE/REMARKS					
1)	Il tratto BANKO-TOP è utilizzabile solo in direzione nord-ovest.			1)	Segment TOP-BANKO usable North-Westbound only.
2)	Il tratto ENSOT-MASOT è utilizzabile solo in direzione sud.			2)	Segment ENSOT-MASOT usable southbound only.
3)	Il tratto ELB-GISPA deve essere considerato CDR3 in direzione sud fino a FL195 compreso: H24.			3)	Segment ELB-GISPA to be considered CDR3 southbound up to FL195 included: H24.
4)	Tratto BANKO-KUKEV: MNM ENRT IFR FL determinato da Ginevra ACC in base alle informazioni disponibili fornite da Ginevra MET. Ginevra ACC informerà Milano ACC di qualunque variazione del MNM livello di sicurezza praticabile sulle Alpi.			4)	Segment BANKO-KUKEV: MNM ENRT IFR FL determined by Geneva ACC according to available information from Geneva MET office. Geneva ACC shall inform Milano ACC of any change of MNM safe level available over the Alps.
5)	Nel tratto KUKEV-TOP: FL180 utilizzabile solo sotto controllo radar.			5)	Segment KUKEV-TOP: FL180 usable only under radar control.
6)	Il tratto ELB-MASOT è utilizzabile purchè sia disponibile il servizio radar			6)	Segment ELB-MASOT usable provided that radar service is available.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L53 (RNP 5)					
△ GARGA 42°16'00"N 016°07'00"E					
	130° / 310° 94.6	FL335 FL125	5	130 ↓	140 ↑
▲ ENOXA 41°12'05"N 017°40'08"E					
	130° / 311° 23.5	FL335 FL125	5		140 ↑
▲ OKIMO 40°56'02"N 018°02'51"E					
	60.0	FL335 FL125	5		140 ↑
▲ OLGAT 40°14'41"N 019°00'00"E Brindisi ACC/Athinai ACC	For continuation see AIP GREECE				

NOTE/REMARKS	
1) Il tratto ENOXA-OLGAT è utilizzabile solo in direzione nord.	1) Segment ENOXA-OLGAT usable northbound only.
2) Il segmento GARGA-ENOXA non è disponibile ai livelli e durante gli orari di attivazione delle aree LION e SONNY (vedi AIP ENR5 e relativi Notam).	2) Segment GARGA-ENOXA not available at levels and during activation periods of LION and SONNY areas (see AIP ENR5 and relevant Notam).
3) Il segmento OKIMO-OLGAT non è disponibile durante i periodi di attivazione delle aree LI D25B o LI D25C.	3) Segment OKIMO-OLGAT not available during activation periods of LI D25B or LI D25C zones.
4) Rotta utilizzabile purchè sia disponibile il servizio radar.	4) Route usable provided that radar service is available.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L127 (RNP 5)					
▲ MIRSA 42°49'22"N 009°45'00"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	098° / 280° 29.1	FL335 <hr/> FL85	5	90 ↓	100 ↑
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	085° / 267° 15.2	FL195 <hr/> FL85	5	90 ↓	100 ↑
▲ UPADU 42°44'47"N 010°44'19"E					

NOTE/REMARKS

1) Il segmento MIRSA-ELB deve essere considerato CDR3 in direzione est da FL210 compreso in su: H24.

1) Segment MIRSA-ELB to be considered CDR3 eastbound from FL210 included and above: H24.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L137 (RNP 5)					
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					
	218° / 038° 23.0	FL335 FL95	5	110 ↓	100 ↑
▲ GIMEL 38°27'42"N 016°03'14"E					
	30.1	FL335 FL95	5	110 ↓	100 ↑
▲ REGGIO CALABRIA DVOR/DME 'RCA' 38°04'36"N 015°38'43"E (REGGIO CALABRIA NDB 'RCA') (38°00'46"N 015°39'01"E)					
	219° / 039° 24.2	FL335 FL95	5	110 ↓	100 ↑
▲ DIVAR 37°46'18"N 015°18'44"E					
	25.0	FL335 FL145	5	150 ↓	160 ↑
▲ NOTRI 37°27'22"N 014°58'10"E					
	216° / 036° 16.6	FL335 FL100	5	110 ↓	100 ↑
▲ ROMSU 37°14'15"N 014°45'20"E					
	28.4	FL335 FL100	5	110 ↓	100 ↑
▲ NELDA 36°51'46"N 014°23'34"E Roma ACC/Malta ACC					
				For continuation see AIP MALTA	

NOTE/REMARKS

1) In caso di avaria di RCA VOR/DME:

- a) Tratto GIMEL-RCA NDB Track (MAG) 213°/
033° Dist. (NM) 33.0
- b) Tratto RCA NDB-DIVAR Track (MAG) 226°/
046° Dist. (NM) 21.6

1) In case of RCA VOR/DME failure:

- a) Segment GIMEL-RCA NDB Track (MAG) 213°/
033° Dist. (NM) 33.0
- b) Segment RCA NDB-DIVAR Track (MAG) 226°/
046° Dist. (NM) 21.6

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L146 (RNP 5)					
▲ MOULE 42°37'17"N 009°45'00"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	076° / 256° 5.3	FL335 ————— FL85	5	90 ↓	100 ↑
▲ XOPTA 42°38'29"N 009°52'00"E					
	24.0	FL335 ————— FL85	5	90 ↓	100 ↑
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	092° / 272° 11.0	FL335 ————— FL175	5	190 ↓	180 ↑
▲ ELKAP 42°43'16"N 010°38'39"E					
	16.9	FL335 ————— FL175	5	190 ↓	180 ↑
△ ROSKI 42°42'19"N 011°01'31"E					

NOTE/REMARKS

1) Il segmento MOULE-ELB deve essere considerato CDR3 in direzione ovest da FL200 compreso in su: H24.

1) Segment MOULE-ELB to be considered CDR3 westbound from FL200 included and above: H24.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L153 (RNP 5)					
▲ PUNSA 46°04'43"N 008°01'33"E Geneva ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	121° / 301° 17.1	FL335 FL195	5		200 ↑
▲ ARLES 45°55'46"N 008°22'30"E					
	10.6	FL335 FL115	5		120 ↑
▲ IXORA 45°50'12"N 008°35'20"E					
	21.5	FL335 FL115	5		120 ↑
▲ SARONNO VOR/DME 'SRN' 45°38'46"N 009°01'18"E (SARONNO NDB 'SRN') (45°38'48"N 009°01'22"E)					
	131° / 312° 40.3	FL335 FL85	5	90 ↓	
△ ROBAS 45°11'37"N 009°43'34"E					
	32.9	FL335 FL85	5	90 ↓	
▲ OSBUL 44°49'20"N 010°17'36"E					
	175° / 355° 39.5	FL335 FL125	5	130 ↓	140 ↑
▲ BEROK 44°09'56"N 010°21'06"E					
	14.4	FL335 FL115	5	130 ↓	120 ↑
▲ OLKIS 43°55'33"N 010°22'13"E Milano ACC/Roma ACC					
	15.0	FL335 FL115	5	130 ↓	120 ↑
▲ PISA DVOR/DME 'PIS' 43°40'36"N 010°23'30"E					
	153° / 333° 26.3	FL335 FL245	5	250 ↓	
▲ MAREL 43°16'55"N 010°39'05"E					
	152° / 332° 32.6	FL335 FL245	5	250 ↓	

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ XIBIL 42°47'49"N 010°59'02"E					
	160° / 340° 5.8	FL335 _____ FL245	5	250 ↓	
△ ROSKI 42°42'19"N 011°01'31"E					

NOTE/REMARKS

- | | |
|--|---|
| 1) Il tratto PUNSA-SRN è utilizzabile solo in direzione nord. | 1) Segment PUNSA-SRN usable northbound only. |
| 2) I tratti SRN-OSBUL e BEROK-ROSKI sono utilizzabili solo in direzione sud. | 2) Segments SRN-OSBUL and BEROK-ROSKI usable southbound only. |
| 3) Il segmento PIS-MAREL deve essere considerato CDR3: H24. | 3) Segment PIS-MAREL to be considered CDR3: H24. |

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L611 (RNP 5)					
▲ SUXAN 46°33'44"N 010°28'45"E Zurich ACC/Padova ACC					
	124° / 306° 131.1	FL335 <hr/> FL295	5		300 ↑
▲ ROTAR 45°15'46"N 012°59'44"E Padova ACC/Zagreb ACC	For continuation see AIP CROATIA				

NOTE/REMARKS	
1) Rotta utilizzabile solo in direzione nord.	1) Route usable northbound only.
2) La rotta deve essere considerata CDR1, a causa delle zone LI R49E e LI R49F:	2) Route to be considered CDR1, due to LI R49E and LI R49F zones:
- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale);	- MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter period only);
- SAT 0500-1300 (0400-1200) da FL320 compreso in su;	- SAT 0500-1300 (0400-1200) from FL320 included and above;
- HOL esclusi.	- HOL excluded
Rotta alternata: L615-L613	Alternate route: L615-L613
3) La rotta deve essere considerata CDR3:	3) Route to be considered CDR3:
- MON-FRI 0600-2100 (0500-2100);	- MON-FRI 0600-2100 (0500-2100);
- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.	- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L612 (RNP 5)					
▲ BIBAN 45°55'32"N 007°27'03"E Geneva ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	103° / 283° 12.9	FL335 FL255	5	270 ↓	
△ GARLO 45°52'28"N 007°45'01"E					
	103° / 284° 17.6	FL335 FL255	5	270 ↓	
▲ INVOP 45°48'10"N 008°09'23"E					
	104° / 284° 37.6	FL335 FL255	5	270 ↓	
▲ SARONNO VOR/DME 'SRN' 45°38'46"N 009°01'18"E (SARONNO NDB 'SRN') (45°38'48"N 009°01'22"E)					
////////////////////////////////////					
▲ ADOSA 45°38'40"N 011°01'35"E					
	121° / 301° 24.2	FL335 FL105	5	110 ↓	
▲ ALBET 45°25'36"N 011°30'33"E					
	121° / 302° 39.1	FL335 FL105	5	110 ↓	
▲ CHIOGGIA VOR/DME 'CHI' 45°04'16"N 012°16'53"E (CHIOGGIA NDB 'CHI') (45°04'18"N 012°16'53"E)					
	148° / 328° 19.0	FL335 FL65	5	70 ↓	80 ↑
△ ARDAM 44°47'52"N 012°30'21"E					
	148° / 330° 17.7	FL335 FL65	5	70 ↓	80 ↑
▲ BELOV 44°32'33"N 012°42'48"E					
	150° / 328° 14.1	FL335 FL65	5	70 ↓	80 ↑
▲ AMLON 44°20'21"N 012°52'35"E					
	148° / 328° 26.4	FL335 FL65	5	70 ↓	80 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ LANLI 43°57'26"N 013°10'50"E					
	148° / 329° 25.6	FL335 FL65	5	70 ↓	80 ↑
▲ ANCONA VOR/DME 'ANC' 43°35'11"N 013°28'16"E (ANCONA NDB 'ANC') (43°35'12"N 013°28'20"E)					
	129° / 309° 16.0	FL335 FL65	5	70 ↓	80 ↑
▲ MASEG 43°24'46"N 013°44'58"E					
	23.2	FL335 FL65	5	70 ↓	80 ↑
▲ NUTRO 43°09'36"N 014°08'57"E Padova ACC/Brindisi ACC					
	43.8	FL335 FL65	5	70 ↓	80 ↑
△ ARSOB 42°40'45"N 014°53'46"E					
	18.2	FL335 FL65	5	70 ↓	80 ↑
▲ ERPOG 42°28'42"N 015°12'09"E					
	16.0	FL335 FL65	5	70 ↓	80 ↑
△ RUPAX 42°18'03"N 015°28'18"E					
	130° / 310° 34.7	FL335 FL65	5	70 ↓	80 ↑
▲ VIESTE VOR/DME 'VIE' 41°54'46"N 016°02'57"E (VIESTE NDB 'VIE') (41°54'48"N 016°03'04"E)					
	128° / 309° 35.0	FL335 FL65	5	90 ↓	80 ↑
▲ PISIP 41°31'49"N 016°38'11"E					
	129° / 309° 13.7	FL335 4500ft	5	90 ↓	80 ↑
▲ UVOKA 41°22'47"N 016°51'49"E					
	17.7	FL335 4500ft	5	90 ↓	80 ↑
▲ PIKEL 41°11'03"N 017°09'30"E					
	26.6	FL335 4500ft	5	90 ↓	80 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ DOLON 40°53'21"N 017°35'40"E					
	25.0	FL335 4500ft	5	90 ↓	80 ↑
▲ BRINDISI VORTAC 'BRD' 40°36'39"N 018°00'10"E (BRINDISI NDB 'BRD') (40°36'20"N 018°00'32"E)					
	133° / 314° 66.1	FL335 FL95	5	110 ↓	100 ↑
▲ NOSTO 39°49'00"N 019°00'00"E Brindisi ACC/Athinai ACC				For continuation see AIP GREECE	

NOTE/REMARKS

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| <p>1) Rotta utilizzabile solo in direzione est nei tratti BIBAN-SRN e ADOSA-CHI.</p> <p>2) Il tratto CHI-ANC deve essere considerato CDR1, a causa della zona LI R21/A, da FL200 compreso fino a FL240 compreso:</p> <ul style="list-style-type: none"> - MON, WED: 0700-2200; - TUE, THU: 0700-1700; - FRI: 0700-1300. <p>3) Il tratto CHI-ANC deve essere considerato CDR1 da FL125 compreso a FL195 compreso a causa delle zone LI R21/A e LI D87: H24</p> <p>4) Il segmento BRD-NOSTO deve essere considerato CDR2:</p> <ul style="list-style-type: none"> a) fino a FL150 compreso, a causa della zona LI R406A: H24 (HOL esclusi). b) da FL160 compreso fino a FL240 compreso, a causa della zona LI R406B: <ul style="list-style-type: none"> - MON-FRI: 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. c) CDR1 da FL160 compreso fino a FL195 compreso, a causa della zona LI TRA426: <ul style="list-style-type: none"> - MON-FRI: 0000-0500 (0000-0400) e 2200-2400 (2100-2400); - SAT 0000-0500 (0000-0400) e 1300-2400 (1200-2400); - HOL esclusi. <p>5) Il segmento ADOSA-ALBET e' navigabile solo in presenza di servizio radar.</p> <p>6) Nel tratto VIE-BRD livelli di volo inferiori a FL80 saranno assegnati da Brindisi ACC o Apulia APP in base al QNH locale.</p> | <p>1) Route usable eastbound only in the segment BIBAN-SRN e ADOSA-CHI.</p> <p>2) Segment CHI-ANC to be considered CDR1 from FL200 included up to FL240 included, due to LI R21/A zone:</p> <ul style="list-style-type: none"> - MON, WED: 0700-2200; - TUE, THU: 0700-1700; - FRI: 0700-1300. <p>3) Segment CHI-ANC to be considered CDR1 from FL125 included up to FL195 included due to LI R21/A and LI D87 zones: H24.</p> <p>4) Segment BRD-NOSTO to be considered CDR2:</p> <ul style="list-style-type: none"> a) up to FL150 included, due to LI R406A zone: H24 (HOL excluded). b) from FL160 included up to FL240 included, due to LIR406B zone: <ul style="list-style-type: none"> - MON-FRI: 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. c) CDR1 from FL160 included up to FL195 included, due to LI TRA426 zone: <ul style="list-style-type: none"> - MON-FRI: 0000-0500 (0000-0400) and 2200-2400 (2100-2400); - SAT 0000-0500 (0000-0400) and 1300-2400 (1200-2400); - HOL excluded. <p>5) Segment ADOSA-ALBET to be flown only provided that radar service is available.</p> <p>6) In the segment VIE-BRD flight level below FL80 will be assigned by Brindisi ACC or Apulia APP on basis of the local QNH.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L613 (RNP 5)					
▲ SUXAN 46°33'44"N 010°28'45"E Zurich ACC/Padova ACC	For continuation see AIP SWITZERLAND				
	136° / 317° 36.2	FL335 FL165	5	170 ↓	180 ↑
▲ DIBAX 46°06'59"N 011°03'51"E					
	6.4	FL335 FL165	5	170 ↓	180 ↑
▲ BORMI 46°02'10"N 011°10'00"E					
	32.1	FL335 FL115	5	130 ↓	120 ↑
▲ VICENZA VOR/DME 'VIC' 45°38'14"N 011°40'35"E (VICENZA NDB 'VIC') (45°38'13"N 011°40'29"E)					
	116° / 296° 14.0	FL335 FL225	5		240 ↑
△ LAPAB 45°31'46"N 011°58'18"E					
	25.2	FL335 FL225	5	230 ↓	240 ↑
▲ AKADO 45°20'00"N 012°30'00"E					
	144° / 325° 22.9	FL335 FL255	5	270 ↓	260 ↑
△ AGOMO 45°01'01"N 012°48'07"E					
	65.6	FL335 FL255	5	270 ↓	260 ↑
△ BUSER 44°06'24"N 013°38'56"E					
	38.4	FL335 FL255	5	270 ↓	260 ↑
▲ LISKO 43°34'17"N 014°07'56"E					
	129° / 310° 20.9	FL335 FL95	5	110 ↓	100 ↑
▲ DIPEP 43°20'30"N 014°29'31"E Padova ACC/Brindisi ACC					
	75.8	FL335 FL95	5	110 ↓	100 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
△ RIVAM 42°29'57"N 015°46'22"E					
	20.7	FL335 — FL95	5	110 ↓	100 ↑
△ GARGA 42°16'00"N 016°07'00"E					
	118° / 299° 75.6	FL335 — FL95	5		100 ↑
△ LUMAR 41°37'07"N 017°33'50"E					
	43.9	FL335 — FL95	5		100 ↑
△ GONOT 41°14'00"N 018°23'30"E					
	126° / 306° 32.6	FL335 — FL95	5		100 ↑
▲ PAPIZ 40°53'30"N 018°57'06"E Brindisi ACC/Tirana ACC	For continuation see AIP ALBANIA				

NOTE/REMARKS

- | | |
|---|---|
| <p>1) I tratti VIC-LAPAB e GARGA-PAPIZ sono utilizzabili solo in direzione nord.</p> <p>2) Il tratto SUXAN-VIC deve essere considerato CDR3 northbound da FL200 compreso in su: H24.</p> <p>3) Il segmento BORMI-VIC deve essere considerato CDR3 da FL115 compreso a FL140 compreso a causa di possibile traffico IFR da/per LIPB in attesa sul punto FORER (vedi AIP ENR 3.6.1).</p> <p>4) Il tratto AGOMO-LISKO deve essere considerato CDR3, fino a FL280 compreso a causa dell' area SPEEDY:</p> <ul style="list-style-type: none"> - MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100); - FRI 0730-1030 (0600-0900). <p>5) Il tratto DIPEP-LUMAR non è disponibile ai livelli e durante gli orari di attivazione delle aree LION e SONNY (vedi AIP ENR5 e relativi Notam).</p> <p>6) Il tratto di rotta SUXAN-VALAV-RONAG, contenuto nella FIR Switzerland, è gestito da Zurigo ACC e classificato "C" (vedere AIP Switzerland ENR 2.1 e 3.3); la porzione di spazio aereo fino a FL195 contenuta nella FIR Milano compresa nei limiti laterali del tratto SUXAN-VALAV è classificata "D" (vedere ENR 2.1.1.1 ed ENR 6.3-5).</p> | <p>1) Segments VIC-LAPAB and GARGA-PAPIZ usable northbound only.</p> <p>2) Segment SUXAN-VIC to be considered CDR3 northbound from FL200 included and above: H24</p> <p>3) Segment BORMI-VIC to be considered CDR3 from FL115 included to FL140 included due to possible IFR traffic to/from LIPB holding over FORER (see AIP ENR 3.6.1).</p> <p>4) Segment LISKO-AGOMO to be considered CDR3 up to FL280 included, due to SPEEDY area:</p> <ul style="list-style-type: none"> - MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100); - FRI 0730-1030 (0600-0900). <p>5) Segment DIPEP-LUMAR not available at levels and during activation periods of LION and SONNY areas (see AIP ENR5 and relevant Notam).</p> <p>6) Segment SUXAN-VALAV-RONAG contained inside FIR Switzerland is under Zurich ACC jurisdiction and classified "C" (see AIP Switzerland ENR 2.1 and 3.3); portion of airspace up to FL195 inside FIR Milano and included within lateral limits of segment SUXAN-VALAV is classified "D" (see ENR 2.1.1.1 and ENR 6.3-5).</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L614 (RNP 5)					
▲ OSTEG 45°10'43"N 011°08'20"E					
	092° / 272° 21.4	FL335 FL95	5	110 ↓	100 ↑
▲ KOPER 45°09'14"N 011°38'29"E					
	098° / 279° 27.6	FL335 FL95	5	110 ↓	100 ↑
▲ CHIOGGIA VOR/DME 'CHI' 45°04'16"N 012°16'53"E (CHIOGGIA NDB 'CHI') (45°04'18"N 012°16'53"E)					
	096° / 277° 22.4	FL335 FL95	5	110 ↓	
△ AGOMO 45°01'01"N 012°48'07"E					
	12.5	FL335 FL95	5	110 ↓	
▲ LABIN 44°59'09"N 013°05'29"E Padova ACC/Zagreb ACC					For continuation see AIP CROATIA

NOTE/REMARKS

1) Il tratto CHI-LABIN è utilizzabile solo in direzione est.

1) Segment CHI-LABIN usable eastbound only.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L615 (RNP 5)					
▲ AOSTA 45°47'47"N 007°20'45"E					
	096° / 276° 4.8	FL335 FL195	5		
▲ TERSI 45°47'13"N 007°27'35"E Geneva ACC/Milano ACC					
	096° / 277° 24.7	FL335 FL175	5		
▲ OMETO 45°44'12"N 008°02'34"E					
	097° / 277° 15.5	FL335 FL145	5		160 ↑
▲ BAVMI 45°42'13"N 008°24'28"E					
	26.1	FL335 FL105	5		120 ↑
▲ SARONNO VOR/DME 'SRN' 45°38'46"N 009°01'18"E (SARONNO NDB 'SRN') (45°38'48"N 009°01'22"E)					
	089° / 269° 4.4	FL335 FL105	5	110 ↓	120 ↑
▲ DESIP 45°38'45"N 009°07'33"E					
	088° / 269° 27.1	FL335 FL105	5	110 ↓	120 ↑
▲ LEGLO 45°39'01"N 009°46'10"E					
	096° / 276° 3.1	FL335 FL105	5	110 ↓	120 ↑
▲ ORIO L 'ORI' 45°38'38"N 009°50'30"E					
	087° / 267° 11.6	FL335 FL105	5	110 ↓	120 ↑
▲ OSKOR 45°38'57"N 010°07'00"E					
	089° / 269° 12.9	FL335 FL105	5	110 ↓	120 ↑
▲ NEVNI 45°38'54"N 010°25'21"E					
	8.6	FL335 FL105	5	110 ↓	120 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ ELTAR 45°38'51"N 010°37'40"E Milano ACC/Padova ACC					
	8.1	FL335 FL105	5	110 ↓	120 ↑
▲ IDREK 45°38'46"N 010°49'10"E					
	8.7	FL335 FL105	5	110 ↓	120 ↑
▲ ADOSA 45°38'40"N 011°01'35"E					
	089° / 271° 14.7	FL335 FL105	5	110 ↓	120 ↑
△ IBUGO 45°38'28"N 011°22'36"E					
	091° / 269° 4.0	FL335 FL105	5	110 ↓	120 ↑
△ VADIK 45°38'24"N 011°28'17"E					
	090° / 270° 8.6	FL335 FL105	5	110 ↓	120 ↑
▲ VICENZA VOR/DME 'VIC' 45°38'14"N 011°40'35"E (VICENZA NDB 'VIC') (45°38'13"N 011°40'29"E)					
	116° / 296° 14.0	FL335 FL225	5		240 ↑
△ LAPAB 45°31'46"N 011°58'18"E					
	25.2	FL335 FL225	5	230 ↓	240 ↑
▲ AKADO 45°20'00"N 012°30'00"E					
	102° / 282° 12.6	FL335 FL105	5		120 ↑
▲ TULIK 45°17'02"N 012°47'21"E					
	096° / 276° 8.8	FL335 FL105	5		120 ↑
▲ ROTAR 45°15'46"N 012°59'44"E Padova ACC/Zagreb ACC	For continuation see AIP CROATIA				

NOTE/REMARKS

1) I tratti AOSTA-SRN, VIC-LAPAB e AKADO-ROTAR sono utilizzabili solo in direzione ovest.

1) Segments AOSTA-SRN, VIC-LAPAB and AKADO-ROTAR usable westbound only.

NOTE/REMARKS

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| 2) Tratto AOSTA-OMETO: MNM ENRT IFR FL determinato da Ginevra ACC in base alle informazioni disponibili fornite da Ginevra MET. Ginevra ACC informerà Milano ACC di qualunque variazione del MNM livello di sicurezza praticabile sulle Alpi. | 2) Segment AOSTA-OMETO: MNM ENRT IFR FL determined by Geneva ACC according to information available from Geneva MET office. Geneva ACC shall inform Milano ACC of any change of MNM safe level available over the Alps. |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L862 (RNP 5)					
▲ AIOSA 41°55'42"N 017°14'54"E Zagreb ACC/Brindisi ACC	For continuation see AIP CROATIA				
	154° / 334° 47.5	FL335 <hr/> FL95	5	110 ↓	100 ↑
▲ ENOXA 41°12'05"N 017°40'08"E					
	38.5	FL335 <hr/> FL85	5	90 ↓	100 ↑
▲ BRINDISI VORTAC 'BRD' 40°36'39"N 018°00'10"E (BRINDISI NDB 'BRD') (40°36'20"N 018°00'32"E)					
	150° / 330° 77.0	FL335 <hr/> FL195	5	210 ↓	200 ↑
△ LUPAL 39°28'11"N 018°46'10"E					

NOTE/REMARKS

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|---|---|
| <p>1) Il tratto AIOSA-ENOXA non è disponibile ai livelli e durante gli orari di attivazione dell'area LION (vedi AIP ENR5 e relativi Notam).</p> <p>2) Il tratto BRD-LUPAL deve essere considerato:</p> <p>a) CDR2 fino a FL250 compreso, a causa delle zone LI R406B e LI R408B:</p> <ul style="list-style-type: none"> - MON-FRI: 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>b) CDR1 da FL260 compreso in su, a causa delle zone LI TRA416, LI TRA418 e LI TSA422A:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. <p>c) CDR1 da FL260 compreso a FL310 compreso, a causa delle zone LI TRA416 e LI TRA418:</p> <ul style="list-style-type: none"> - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>Rotta alternata:</p> <ul style="list-style-type: none"> - L612-NOSTO (Southbound) - TIGRA-L995 (Northbound) | <p>1) Segment AIOSA-ENOXA not available at levels and during activation periods of LION area (see AIP ENR5 and relevant Notam).</p> <p>2) Segment BRD-LUPAL to be considered:</p> <p>a) CDR2 up to FL250 included, due to LI R406B and LI R408B zones:</p> <ul style="list-style-type: none"> - MON-FRI: 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>b) CDR1 from FL260 included and above, due to LI TRA416, LI TRA418 and LI TSA422A zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL excluded. <p>c) CDR1 from FL260 included and FL310 included, due to LI TRA416 and LI TRA418 zones:</p> <ul style="list-style-type: none"> - SAT 0500-1300 (0400-1200); - HOL excluded. <p>Alternate route:</p> <ul style="list-style-type: none"> - L612-NOSTO (Southbound) - TIGRA-L995 (Northbound) |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L865 (RNP 5)					
▲ NIKOL 44°13'19"N 013°41'10"E	For continuation see AIP CROATIA				
	191° / 011° 7.1	FL335 FL245	5		260 ↑
△ BUSER 44°06'24"N 013°38'56"E					
	192° / 012° 32.2	FL335 FL245	5		260 ↑
▲ ANCONA VOR/DME 'ANC' 43°35'11"N 013°28'16"E (ANCONA NDB 'ANC') (43°35'12"N 013°28'20"E)					
	226° / 046° 18.0	FL335 FL85	5	90 ↓	100 ↑
▲ ERLIT 43°23'01"N 013°10'02"E					
	225° / 045° 7.8	FL335 FL85	5	90 ↓	100 ↑
△ ERDON 43°17'42"N 013°02'12"E					
	225° / 047° 7.8	FL335 FL85	5	90 ↓	100 ↑
▲ GOTMO 43°12'26"N 012°54'23"E Padova ACC/Roma ACC					
	227° / 045° 13.7	FL335 FL85	5	90 ↓	100 ↑
▲ KATAR 43°03'06"N 012°40'40"E					
	225° / 045° 22.1	FL335 FL85	5	90 ↓	100 ↑
▲ GITOD 42°48'01"N 012°18'39"E					
	225° / 047° 8.9	FL335 FL85	5	90 ↓	100 ↑
▲ RITEB 42°41'55"N 012°09'49"E					
	227° / 045° 7.0	FL335 FL85	5	90 ↓	100 ↑
▲ GIKIN 42°37'06"N 012°02'55"E					
	209° / 028° 28.0	FL335 FL85	5	110 ↓	100 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ TARQUINIA VOR/DME 'TAQ' 42°12'54"N 011°43'57"E (TARQUINIA NDB 'TAQ') (42°12'50"N 011°43'44"E)					
	199° / 018° 40.7	FL335 — FL85	5	110 ↓	100 ↑
▲ VALMA 41°34'38"N 011°25'17"E					
	171° / 351° 72.1	FL335 — FL85	5	110 ↓	100 ↑
△ BETOT 40°23'09"N 011°37'54"E					

NOTE/REMARKS

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| <p>1) Il tratto NIKOL-ANC è utilizzabile solo in direzione nord.</p> <p>2) Il tratto ANC-GITOD deve essere considerato CDR3, a causa della zona LI R48, da FL125 compreso a FL240 compreso:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>3) Il tratto KATAR-GIKIN deve essere considerato, CDR1, a causa della zona LI R51 A, da FL250 compreso in su:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. | <p>1) Segment NIKOL-ANC usable northbound only.</p> <p>2) Segment ANC-GITOD to be considered CDR3, due to LI R48 zone, from FL125 included up to FL240 included:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>3) Segment KATAR-GIKIN to be considered CDR1, due to LI R51 A zone, from FL250 included and above:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L869 (RNP 5)					
▲ LATAN 39°17'36"N 019°00'00"E Athinai ACC/Brindisi ACC	For continuation see AIP GREECE				
	257° / 076° 56.8	FL335 FL95	5	100 ↓	110 ↑
▲ GEMVI 39°06'46"N 017°48'19"E					
	34.5	FL335 FL95	5	100 ↓	110 ↑
▲ CROTONE VOR/DME 'CRN' 38°59'46"N 017°04'59"E					
	244° / 064° 17.0	FL335 FL95	5	100 ↓	110 ↑
▲ VADES 38°53'03"N 016°44'54"E Brindisi ACC/Roma ACC					
	19.4	FL335 FL95	5	100 ↓	110 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					
	253° / 071° 26.7	FL335 FL95	5	110 ↓	100 ↑
▲ PEROS 38°38'15"N 015°49'13"E					
	20.2	FL335 FL95	5	110 ↓	100 ↑
▲ PIGER 38°32'55"N 015°24'22"E					
	253° / 072° 15.9	FL335 FL95	5	110 ↓	100 ↑
△ BUDIN 38°28'35"N 015°04'48"E					
	253° / 071° 30.7	FL335 FL95	5	110 ↓	100 ↑
▲ PELEN 38°20'05"N 014°27'14"E					
	63.0	FL335 FL95	5	110 ↓	100 ↑
▲ PALERMO VOR/DME 'PAL' 38°02'01"N 013°10'39"E (PALERMO NDB 'PAL') (38°02'03"N 013°10'39"E)					
	254° / 073° 32.6	FL335 FL95	5	110 ↓	100 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ TRAPANI VORTAC 'TRP' 37°53'46"N 012°30'48"E					
	227° / 047° 21.0	FL335 _____ FL95	5	110 ↓	100 ↑
▲ LOPKO 37°39'58"N 012°10'49"E					
	11.6	FL335 _____ FL95	5	110 ↓	100 ↑
▲ MEGAN 37°32'17"N 011°59'46"E					
	31.6	FL335 _____ FL95	5	110 ↓	100 ↑
▲ TUPAL 37°11'21"N 011°30'00"E Roma ACC/Tunis ACC	For continuation see AIP TUNISIA				

NOTE/REMARKS

- 1) Il segmento PELEN-PAL deve essere considerato CDR1, a causa delle zone LI R501, LI TRA504A e LI TRA504B:

- MON-FRI 0500-2200 (0400-2100)
- HOL esclusi.

Rotta alternata: Q152-M742

- 2) Il tratto PAL-MEGAN deve essere considerato CDR1, a causa delle zone LI R503A e LI R503B, da FL150 compreso fino a FL280 compreso:

- MON-FRI 0500-2200 (0400-2100)
- HOL esclusi.

- 1) Segment PELEN-PAL to be considered CDR1, due to LI R501, LI TRA504A and LI TRA504B zones:

- MON-FRI 0500-2200 (0400-2100)
- HOL excluded.

Alternate route: Q152-M742

- 2) Segment PAL-MEGAN to be considered CDR1, due to LI R503A and LI R503B zones, from FL150 included up to FL280 included:

- MON-FRI 0500-2200 (0400-2100)
- HOL excluded.

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L978 (RNP 5)					
▲ GOPAT 41°20'00"N 008°26'38"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	191° / 011° 43.3	FL335 <hr/> FL85	5		100 ↑
▲ ALGHERO VORTAC 'ALG' 40°37'41"N 008°14'38"E (ALGHERO NDB 'ALG') (40°38'24"N 008°17'30"E)					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
L995 (RNP 5)					
▲ CANNE 46°10'00"N 008°52'52"E Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	143° / 323° 13.5	FL335 FL135	5		140 ↑
△ PEPAG 45°59'02"N 009°04'17"E					
	31.4	FL335 FL135	5		140 ↑
▲ TREZZO TVOR/DME 'TZO' 45°33'33"N 009°30'26"E (TREZZO NDB 'TZO') (45°33'30"N 009°30'34"E)					
	141° / 322° 17.7	FL335 FL85	5		100 ↑
▲ BEKAN 45°19'30"N 009°45'40"E					
	142° / 322° 22.6	FL335 FL85	5		100 ↑
▲ MISPO 45°01'26"N 010°04'50"E					
	15.1	FL335 FL85	5	90 ↓	100 ↑
▲ OSBUL 44°49'20"N 010°17'36"E					
	146° / 325° 7.4	FL335 FL95	5	110 ↓	100 ↑
▲ IVLOX 44°43'10"N 010°23'13"E					
	145° / 326° 6.9	FL335 FL95	5	110 ↓	100 ↑
▲ RIPDU 44°37'21"N 010°28'30"E					
	146° / 326° 8.4	FL335 FL95	5	110 ↓	100 ↑
▲ LUPOS 44°30'17"N 010°34'53"E					
	146° / 328° 18.2	FL335 FL115	5	130 ↓	120 ↑
▲ IPLUB 44°14'54"N 010°48'32"E Milano ACC / Roma ACC					
	148° / 326° 15.7	FL335 FL115	5	130 ↓	120 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ FIRENZE VORTAC 'FRZ' 44°01'38"N 011°00'12"E					
	150° / 330° 32.5	FL335 FL95	5	110 ↓	100 ↑
▲ KUGIX 43°33'08"N 011°21'44"E					
	5.1	FL335 FL95	5	110 ↓	100 ↑
▲ IBRID 43°28'40"N 011°25'03"E					
	17.6	FL335 FL95	5	110 ↓	100 ↑
▲ AMTEL 43°13'13"N 011°36'31"E					
	26.3	FL335 FL95	5	110 ↓	100 ↑
△ SOVAN 42°50'05"N 011°53'30"E					
	14.7	FL335 FL95	5	110 ↓	100 ↑
▲ GIKIN 42°37'06"N 012°02'55"E					
	130° / 311° 33.0	FL335 FL105	5	110 ↓	120 ↑
▲ TIBER 42°14'56"N 012°35'56"E					
	131° / 311° 19.4	FL335 FL105	5	110 ↓	120 ↑
▲ PEMAR 42°01'47"N 012°55'10"E					
	10.7	FL335 FL105	5	110 ↓	120 ↑
▲ OKDEB 41°54'34"N 013°05'41"E					
	7.8	FL335 FL105	5	110 ↓	120 ↑
△ INSOX 41°49'18"N 013°13'20"E					
	7.7	FL335 FL105	5	110 ↓	120 ↑
▲ ALAXI 41°44'05"N 013°20'52"E					
	38.5	FL335 FL105	5	110 ↓	120 ↑
▲ TEANO VOR/DME 'TEA' 41°17'48"N 013°58'14"E (TEANO NDB 'TEA') (41°17'45"N 013°58'18"E)					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	099° / 280° 31.5	FL335 FL105	5	110 ↓	120 ↑
▲ AKAMO 41°11'27"N 014°39'12"E					
	10.0	FL335 FL105	5	110 ↓	120 ↑
▲ AMSOR 41°09'26"N 014°52'09"E					
	100° / 280° 14.0	FL335 FL105	5	110 ↓	120 ↑
▲ EKTOL 41°06'28"N 015°10'17"E Roma ACC/Brindisi ACC					
	24.7	FL335 FL105	5	110 ↓	120 ↑
▲ DOGUS 41°01'12"N 015°42'12"E					
	18.8	FL335 FL105	5	110 ↓	120 ↑
▲ TOPNO 40°57'06"N 016°06'28"E					
	100° / 281° 35.6	FL335 FL85	5	110 ↓	100 ↑
▲ LUXIL 40°49'09"N 016°52'15"E					
	101° / 281° 28.1	FL335 FL85	5	90 ↓	100 ↑
▲ ROBOT 40°42'35"N 017°28'10"E					
	25.1	FL335 4500ft	5	90 ↓	80 ↑
▲ BRINDISI VORTAC 'BRD' 40°36'39"N 018°00'10"E (BRINDISI NDB 'BRD') (40°36'20"N 018°00'32"E)					
	123° / 303° 25.1	FL335 4500ft	5	90 ↓	80 ↑
▲ ORSOM 40°21'57"N 018°26'48"E					
	123° / 304° 31.5	FL335 4500ft	5	90 ↓	80 ↑
▲ TIGRA 40°03'24"N 019°00'00"E Brindisi ACC/Athina ACC					
				For continuation see AIP GREECE	

NOTE/REMARKS

1) Il tratto CANNE–MISPO utilizzabile solo in direzione nord.

1) Segment CANNE–MISPO usable northbound only.

NOTE/REMARKS

- 2) Il tratto BRD-TIGRA deve essere considerato CDR1, fino a FL195 compreso a causa della zona LI TRA426: H24 (HOL esclusi).

Rotta alternata:

- TIGRA-Q772-XAPAT DCT FASAN (Northbound)
- FASAN DCT XAPAT-Q772-TIGRA (Southbound).

- 3) Nel tratto ROBOT-TIGRA livelli di volo inferiori a FL80 saranno assegnati da Brindisi ACC o Apulia APP in base al QNH locale.

- 2) Segment BRD-TIGRA to be considered CDR1, up to FL195 included, due to LI TRA426 zone: H24 (HOL excluded).

Alternate route:

- TIGRA-Q772-XAPAT DCT FASAN (Northbound)
- FASAN DCT XAPAT-Q772-TIGRA (Southbound).

- 3) In the segment ROBOT-TIGRA flight level below FL80 will be assigned by Brindisi ACC or Apulia APP on basis of the local QNH.

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M126 (RNP 5)					
▲ OSTIA VOR/DME 'OST' 41°48'14"N 012°14'15"E (OSTIA NDB 'OST') (41°48'19"N 012°14'11"E)					
	217° / 036° 15.9	FL335 FL85	5	90 ↓	100 ↑
▲ TORLI 41°35'48"N 012°01'06"E					
	16.2	FL335 FL85	5	90 ↓	100 ↑
▲ ESINO 41°23'05"N 011°47'41"E					
	42.3	FL335 FL85	5	90 ↓	100 ↑
△ ROXAN 40°49'47"N 011°13'02"E					
	50.4	FL335 FL85	5	90 ↓	100 ↑
▲ QUENN 40°09'54"N 010°32'37"E					
	41.8	FL335 FL85	5	90 ↓	100 ↑
▲ ALEDI 39°36'37"N 009°59'38"E					
	24.5	FL335 FL85	5	90 ↓	100 ↑
▲ LEDRO 39°17'03"N 009°40'33"E					
	13.0	FL335 FL85	5	90 ↓	100 ↑
▲ CARBONARA DVOR/DME 'CAR' 39°06'41"N 009°30'29"E (CARBONARA NDB 'CAR') (39°06'42"N 009°30'33"E)					
	219° / 039° 45.6	FL335 FL285	5	290 ↓	300 ↑
▲ DOPEL 38°31'39"N 008°53'01"E Roma ACC/Tunis ACC	For continuation see AIP TUNISIA				

NOTE/REMARKS

- 1) Il segmento ROXAN-CAR deve essere considerato:
a) CDR1:
- MON-FRI 0500-0700, 1700-2200;

- 1) Segment ROXAN-CAR to be considered:
a) CDR1:
- MON-FRI 0500-0700, 1700-2200;

NOTE/REMARKS

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| <ul style="list-style-type: none">- 21 JUN-20 SEP: MON-FRI 0700-1700
da FL250 compreso in su. <p>Rotta alternata: M603-Q125-M732</p> <p>b) CDR3:</p> <ul style="list-style-type: none">- 21 SEP-20 JUN: MON-FRI 0700-1700;- 21 JUN-20 SEP, MON-FRI 0700-1700
da FL200 compreso fino a FL240
compreso. <p>2) Nel tratto CAR-QUENN gli aeromobili devono seguire strettamente l'asse centrale della rotta; eventuali deviazioni dovranno essere segnalate all'Ente ATC.</p> | <ul style="list-style-type: none">- 21 JUN-20 SEP: MON-FRI 0700-1700 from
FL250 included and above. <p>Alternate route: M603-Q125-M732</p> <p>b) CDR3:</p> <ul style="list-style-type: none">- 21 SEP-20 JUN: MON-FRI 0700-1700;- 21 JUN-20 SEP: MON-FRI 0700-1700 from
FL200 included up to FL240 included. <p>2) In the segment CAR-QUENN aircraft shall strictly follow the center line of the route; any deviation shall be notified to the ATC Unit.</p> |
|--|--|

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M135 (RNP 5)					
▲ LURAG 45°31'40"N 007°05'20"E Geneva ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	137° / 317° 18.9	FL335 _____ FL145	5	150 ↓	
▲ VEROB 45°17'44"N 007°23'22"E					
	29.9	FL335 _____ FL145	5	150 ↓	
▲ TORINO VOR/DME 'TOP' 44°55'31"N 007°51'42"E (TORINO NDB 'TOP') (44°55'29"N 007°51'38"E)					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M167 (RNP 5)					
▲ ROTAR 45°15'46"N 012°59'44"E Zagreb ACC/Padova ACC	For continuation see AIP CROATIA				
	247° / 067° 3.5	FL335 FL65	5	90 ↓	100 ↑
▲ LILEE 45°14'30"N 012°55'06"E					
	248° / 068° 19.2	FL335 5500ft	5	90 ↓	100 ↑
▲ BASOG 45°07'57"N 012°29'36"E					
	246° / 066° 9.7	FL335 5500ft	5	90 ↓	100 ↑
▲ CHIOGGIA VOR/DME 'CHI' 45°04'16"N 012°16'53"E (CHIOGGIA NDB 'CHI') (45°04'18"N 012°16'53"E)					
	219° / 038° 12.0	FL335 FL95	5	110 ↓	100 ↑
△ GOREP 44°55'06"N 012°05'59"E					
	218° / 038° 28.6	FL335 FL95	5	110 ↓	100 ↑
△ SUKOM 44°33'09"N 011°40'11"E					
	221° / 042° 24.8	FL335 FL105	5	110 ↓	120 ↑
▲ OTNUN 44°14'49"N 011°16'48"E Padova ACC/Roma ACC					
	222° / 041° 17.8	FL335 FL105	5	110 ↓	120 ↑
▲ FIRENZE VORTAC 'FRZ' 44°01'38"N 011°00'12"E					

NOTE/REMARKS

- 1) Il segmento GOREP-SUKOM deve essere considerato CDR1, a causa della zona LI R26 da FL240 compreso in su:

- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL esclusi.

Rotte alternate: M726-M859

- 2) Il segmento GOREP-SUKOM è utilizzabile purché sia disponibile il servizio radar. La navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC.

- 1) Segment GOREP-SUKOM to be considered CDR1, due to LI R26 zone, from FL240 included and above:

- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL excluded.

Alternate routes: M726-M859

- 2) Segment GOREP-SUKOM usable provided that radar service is available. Navigation shall be strictly referred to the centre-line: any deviation shall be immediately notified to the ATC Unit.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M169 (RNP 5)					
▲ ATRUP 42°20'56"N 013°35'44"E Roma ACC/Brindisi ACC					
	077° / 257° 26.7	FL335 FL135	5	150 ↓	
▲ PESCARA VOR/DME 'PES' 42°26'09"N 014°11'03"E					
	084° / 265° 6.6	FL335 FL75	5	90 ↓	80 ↑
▲ ESODU 42°26'34"N 014°19'53"E					
	38.7	FL335 FL75	5	90 ↓	80 ↑
▲ ERPOG 42°28'42"N 015°12'09"E					
	25.4	FL335 FL75	5	90 ↓	80 ↑
△ RIVAM 42°29'57"N 015°46'22"E					
	12.3	FL335 FL75	5	90 ↓	80 ↑
▲ KATTI 42°30'28"N 016°02'56"E Brindisi ACC/Zagreb ACC					
				For continuation see AIP CROATIA	

NOTE/REMARKS

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|---|---|
| <p>1) Il segmento ATRUP-PES è utilizzabile solo in direzione est.</p> <p>2) Il tratto ATRUP-PES deve essere considerato CDR1 da FL240 compreso in su, a causa della zona LI R51/B:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>3) Il tratto ERPOG-KATTI non è disponibile ai livelli e durante i periodi di attivazione delle aree SONNY e/o LION (vedi AIP ENR5 e relativi Notam).</p> | <p>1) Segment ATRUP-PES usable eastbound only.</p> <p>2) Segment ATRUP-PES to be considered CDR1 from FL240 included and above, due to LI R51/B zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>3) Segment ERPOG-KATTI not available at levels and during activation periods of SONNY and/or LION areas (see AIP ENR5 and relevant Notam).</p> |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M196 (RNP 5)					
▲ RIFEN 45°51'04"N 013°35'23"E Ljubljana ACC/Padova ACC	For continuation see AIP SLOVENIA				
	225° / 044° 33.9	FL335 FL195	5	210 ↓	
△ BADOP 45°27'44"N 013°00'15"E					
	248° / 068° 22.7	FL335 FL245	5	250 ↓	
▲ AKADO 45°20'00"N 012°30'00"E					
	252° / 072° 38.0	FL335 FL95	5	110 ↓	
▲ KOPER 45°09'14"N 011°38'29"E					
	250° / 071° 44.6	FL335 FL245	5	250 ↓	
▲ IBTOK 44°54'43"N 010°38'59"E Padova ACC/Milano ACC					
	251° / 069° 16.1	FL335 FL245	5	250 ↓	
▲ OSBUL 44°49'20"N 010°17'36"E					
	251° / 070° 81.1	FL335 FL245	5	250 ↓	
▲ LAGEN 44°23'39"N 008°29'53"E					

NOTE/REMARKS

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| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) Il tratto KOPER-OSBUL deve essere considerato CDR1 da FL250 compreso in su a causa della zona LI R68:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>Rotta alternata: L12-M859.</p> <p>3) In caso di indisponibilità della rotta M196 (tratto AKADO-IBTOK), durante i periodi di attivazione delle zone LI R68 e LI R103, la rotta Z388 (tratto CHI-EKPAL) è utilizzabile in direzione ovest su base tattica.</p> | <p>1) Route usable southbound only.</p> <p>2) Segment KOPER-OSBUL to be considered CDR1 from FL250 included and above due to LI R68 zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>Alternate route: L12-M859.</p> <p>3) When route M196 (segment AKADO-IBTOK) is not available, during activation periods of LI R68 and LI R103 zones, route Z388 (segment CHI-EKPAL) is usable westbound on tactical basis.</p> |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M198 (RNP 5)					
▲ TONDA 45°06'33"N 008°13'47"E					
	158° / 338° 58.5	FL335 — FL245	5		260 ↑
▲ ANAKI 44°12'04"N 008°43'32"E					
	167° / 347° 49.8	FL335 — FL245	5		260 ↑
▲ TORTU 43°23'18"N 008°57'30"E Milano ACC/Marseille ACC				For continuation see AIP FRANCE	

NOTE/REMARKS

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| 1) Rotta utilizzabile solo in direzione nord.
2) Nel tratto TORTU–ANAKI la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC. | 1) Route usable northbound only.
2) In the segment TORTU–ANAKI navigation shall be strictly referred to the centre-line: any deviation shall be immediately notified to the ATC Unit. |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M215 (RNP 5)					
▲ GIANO 38°52'09"N 012°26'51"E					
	161° / 342° 95.3	FL335 _____ FL195	5		200 ↑
▲ ADEXI 37°20'44"N 013°01'31"E Roma ACC/Malta ACC					
	152° / 332° 56.4	FL660 _____ FL195	5		200 ↑
▲ UPLIT 36°30'00"N 013°32'23"E					For continuation see AIP MALTA

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

2) Il segmento GIANO-ADEXI deve essere considerato CDR1, a causa delle zone LI R503A e LI R503B, fino a FL280 compreso:

- MON-FRI 0500-2200 (0400-2100);
- HOL esclusi.

Rotta alternata: SOPIR-M622-M726-L12

1) Route usable northbound only.

2) Segment GIANO-ADEXI to be considered CDR1, due to LI R503A and LI R503B zones, up to FL280 included:

- MON-FRI 0500-2200 (0400-2100);
- HOL excluded.

Alternate route: SOPIR-M622-M726-L12

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M395 (RNP 5)					
▲ SONAK 36°37'12"N 011°30'00"E Tunis ACC/Malta ACC	For continuation see AIP TUNISIA				
	156° / 336° 7.8	FL660 <hr/> FL195	5	210 ↓	
▲ PEGIT 36°30'00"N 011°33'41"E	For continuation see AIP MALTA				

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M600 (RNP 5)					
▲ DINO 38°43'27"N 019°00'00"E Athinai ACC/Brindisi ACC	For continuation see AIP GREECE				
	226° / 046° 13.5	FL335 FL195	5	200 ↓	210 ↑
△ TESPA 38°34'33"N 018°47'01"E					
	21.2	FL335 FL195	5	200 ↓	210 ↑
▲ MONIK 38°20'33"N 018°26'47"E Brindisi ACC/Roma ACC					
	33.5	FL335 FL195	5	200 ↓	210 ↑
△ AMREX 37°58'16"N 017°55'02"E					
	230° / 049° 23.4	FL335 FL195	5	200 ↓	210 ↑
△ SODMO 37°43'48"N 017°31'44"E					
	22.2	FL335 FL195	5	200 ↓	210 ↑
△ PESAR 37°30'00"N 017°09'47"E					
	30.4	FL335 FL195	5	200 ↓	210 ↑
△ ABAKO 37°11'02"N 016°39'58"E					
	31.1	FL335 FL195	5	200 ↓	210 ↑
▲ ERNAM 36°51'30"N 016°09'45"E					
	34.0	FL335 FL195	5	200 ↓	210 ↑
▲ LORED 36°30'00"N 015°37'00"E Roma ACC/Malta ACC	For continuation see AIP MALTA				

NOTE/REMARKS

1) Il tratto ABAKO-LORED deve essere considerato CDR3 fino a FL240 compreso durante gli orari di attivazione della zona LI D75.

1) Segment ABAKO-LORED to be considered CDR3 up to FL240 included during activation periods of LI D75 zone.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M601 (RNP 5)					
▲ GINOX 40°51'44"N 008°00'00"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	093° / 273° 5.0	FL335 FL95	5		100 ↑
▲ EPIKU 40°51'26"N 008°06'35"E					
	10.8	FL335 FL95	5		100 ↑
▲ MALAV 40°50'45"N 008°20'44"E					
	112° / 292° 25.8	FL335 FL95	5	110 ↓	
▲ ORVEX 40°40'37"N 008°52'02"E					
	110° / 291° 82.7	FL335 FL95	5	110 ↓	
▲ QUENN 40°09'54"N 010°32'37"E					
	103° / 286° 43.8	FL335 FL95	5	110 ↓	100 ↑
▲ VELEX 39°57'59"N 011°27'32"E					
	20.8	FL335 FL95	5	110 ↓	100 ↑
▲ RONAB 39°52'11"N 011°53'28"E					
	56.5	FL335 FL95	5	110 ↓	100 ↑
△ DORAS 39°35'56"N 013°03'36"E					
	35.8	FL335 FL95	5	110 ↓	100 ↑
▲ AMANO 39°25'18"N 013°47'48"E					
	23.0	FL335 FL95	5	110 ↓	100 ↑
▲ NERAR 39°18'15"N 014°16'01"E					
	095° / 276° 80.1	FL335 FL245	5	250 ↓	260 ↑
▲ SOMAS 39°07'35"N 015°58'08"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	21.3	FL335 FL245	5	250 ↓	260 ↑
▲ LAMEB 39°04'30"N 016°25'09"E Roma ACC/Brindisi ACC					
	31.4	FL335 FL245	5	250 ↓	260 ↑
▲ CROTONE VOR/DME 'CRN' 38°59'46"N 017°04'59"E					
	105° / 286° 32.0	FL335 FL95	5	110 ↓	100 ↑
▲ ADREN 38°50'18"N 017°44'09"E					
	23.9	FL335 FL95	5	110 ↓	100 ↑
△ TOMGI 38°43'05"N 018°13'17"E					
	27.8	FL335 FL95	5	110 ↓	100 ↑
▲ TESPA 38°34'33"N 018°47'01"E					
	10.8	FL335 FL95	5	110 ↓	100 ↑
▲ RUTOM 38°31'06"N 019°00'00"E Brindisi ACC/Athinai ACC					
				For continuation see AIP GREECE	

NOTE/REMARKS

- | | |
|---|---|
| <p>1) Il segmento GINOX-MALAV è utilizzabile solo direzione ovest.</p> <p>2) Il segmento MALAV-QUENN è utilizzabile solo direzione est.</p> <p>3) Il tratto ORVEX-RONAB deve essere considerato:</p> <p>a) CDR1:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN: MON-FRI 0500-0700, 1700- 2200; - 21 JUN-20 SEP: MON-FRI 0500-2200. <p>Rotta alternata: L12-M603</p> <p>b) CDR3:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN: MON-FRI 0700-1700. <p>4) Il tratto RONAB-DORAS deve essere considerato CDR1, a causa delle zone LI D84B, LI D84C e LI D84D, fino a FL270 compreso:</p> <ul style="list-style-type: none"> - H24. <p>Rotta alternata: L12-Q152-M742</p> | <p>1) Segment GINOX-MALAV usable westbound only.</p> <p>2) Segment MALAV-QUENN usable eastbound only</p> <p>3) Segment ORVEX-RONAB to be considered:</p> <p>a) CDR1:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN: MON-FRI 0500-0700, 1700- 2200; - 21 JUN-20 SEP: MON-FRI 0500-2200. <p>Alternate route: L12-M603</p> <p>b) CDR3:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN: MON-FRI 0700-1700. <p>4) Segment RONAB-DORAS to be considered CDR1, due to LI D84B, LI D84C and LI D84D zones, up to FL270 included:</p> <ul style="list-style-type: none"> - H24. <p>Alternate route: L12-Q152-M742</p> |
|---|---|

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M603 (RNP 5)					
▲ ELSAG 40°36'29"N 008°00'00"E	For continuation see AIP FRANCE				
	083° / 263° 11.2	FL335 FL95	5	100 ↓	
▲ ALGHERO VORTAC 'ALG' 40°37'41"N 008°14'38"E (ALGHERO NDB 'ALG') (40°38'24"N 008°17'30"E)					
	083° / 265° 10.0	FL335 FL95	5	100 ↓	
△ ARSIK 40°38'44"N 008°27'41"E					
	083° / 263° 12.0	FL335 FL95	5	100 ↓	
▲ MOROB 40°39'57"N 008°43'23"E					
	083° / 265° 6.6	FL335 FL95	5	100 ↓	110 ↑
△ ORVEX 40°40'37"N 008°52'02"E					
	26.3	FL335 FL95	5	100 ↓	110 ↑
▲ KOLUS 40°43'05"N 009°26'28"E					
	6.4	FL335 FL95	5	100 ↓	110 ↑
△ IDEPA 40°43'42"N 009°34'49"E					
	084° / 264° 15.1	FL335 FL95	5	100 ↓	110 ↑
▲ SUKUN 40°45'02"N 009°54'40"E					
	59.7	FL335 FL95	5	100 ↓	110 ↑
△ ROXAN 40°49'47"N 011°13'02"E					
	083° / 265° 8.3	FL335 FL95	5	100 ↓	110 ↑
△ POKAV 40°50'23"N 011°23'59"E					
	19.8	FL335 FL95	5	100 ↓	110 ↑
△ TURMO 40°51'40"N 011°49'58"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	21.6	FL335 FL95	5	100 ↓	110 ↑
▲ ROTUN 40°53'00"N 012°18'20"E					
	29.7	FL335 FL95	5	100 ↓	110 ↑
▲ PONZA VORTAC 'PNZ' 40°54'43"N 012°57'27"E					
	105° / 286° 44.5	FL335 FL85	5	90 ↓	100 ↑
▲ ISKIA 40°41'27"N 013°53'27"E					
	21.3	FL335 FL85	5	90 ↓	100 ↑
▲ SORRENTO DVOR/DME 'SOR' 40°34'57"N 014°20'06"E (SORRENTO NDB 'SOR') (40°34'57"N 014°20'08"E)					
	086° / 268° 51.9	FL335 FL195	5	210 ↓	200 ↑
▲ VEGAN 40°36'16"N 015°28'09"E Roma ACC/Brindisi ACC					
	31.9	FL335 FL195	5	210 ↓	200 ↑
△ MATED 40°36'38"N 016°10'06"E					
	46.0	FL335 FL195	5	210 ↓	200 ↑
△ MOKTO 40°36'52"N 017°10'27"E					
	37.9	FL335 FL195	5	210 ↓	200 ↑
▲ BRINDISI VORTAC 'BRD' 40°36'39"N 018°00'10"E (BRINDISI NDB 'BRD') (40°36'20"N 018°00'32"E)					
	088° / 268° 13.1	FL335 FL75	5	90 ↓	80 ↑
△ XAPAT 40°36'29"N 018°17'26"E					
	32.4	FL335 FL75	5	90 ↓	80 ↑
▲ GOKEL 40°35'54"N 019°00'00"E Brindisi ACC/Tirana ACC		For continuation see AIP ALBANIA			

NOTE/REMARKS	
1) Il tratto ELSAG-MOROB è utilizzabile solo in direzione est.	1) In the segment ELSAG-MOROB usable eastbound only.
2) Il tratto MATED-MOKTO deve essere considerato CDR3, a causa del CTR Gioia del Colle, fino a FL220 compreso: H24.	2) Segment MATED-MOKTO to be considered CDR3, due to Gioia del Colle CTR, up to FL220 included: H24.
3) Il segmento BRD-XAPAT deve essere considerato CDR1, fino a FL195 incluso, a causa della zona LI TRA426: H24 (HOL esclusi). Rotta alternata: - XAPAT DCT FASAN (Northbound) - - FASAN DCT XAPAT (Southbound)	3) Segment BRD-XAPAT to be considered CDR1, up to FL195 included, due to LI TRA426 zone: H24 (HOL excluded). Alternate route: - XAPAT DCT FASAN (Northbound) - FASAN DCT XAPAT (Southbound)
4) Il segmento XAPAT-GOKEL deve essere considerato CDR3, fino a FL100 compreso, durante i periodi di attivazione della zona LI D25A.	4) Segment XAPAT-GOKEL to be considered CDR3, up to FL100 included, during activation periods of LI D25A zone.
5) Nel tratto PNZ-SOR la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC.	5) In the segment PNZ-SOR navigation shall be strictly referred to the centreline: any deviation shall be immediately notified to the ATC Unit.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M616 (RNP 5)					
▲ DOBIM 42°57'14"N 009°45'00"E Marseille ACC/Roma ACC				For continuation see AIP FRANCE	
	113° / 294° 31.5	FL335 _____ FL75	5	90 ↓	80 ↑
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	154° / 335° 368.2	FL335 _____ FL195	5	210 ↓	
▲ MARON 37°07'25"N 013°39'11"E Roma ACC/Malta ACC					
	138° / 318° 49.0	FL660 _____ FL195	5	210 ↓	
▲ DIRKA 36°30'00"N 014°18'36"E				For continuation see AIP MALTA	

NOTE/REMARKS

- | | |
|---|--|
| <p>1) Il tratto ELB-DIRKA è utilizzabile solo in direzione sud.</p> <p>2) Il tratto ELB-DIRKA deve essere considerato:</p> <p>a) CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100); - SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso. <p>b) CDR1, a causa delle zone LI R502, LI TRA504A e LI TRA504B:</p> <ul style="list-style-type: none"> - MON-FRI 0500-0600 (0400-0500) 2100-2200 (nel solo periodo invernale); - HOL esclusi. <p>Rotta alternata: L12-M727-M732</p> <p>3) Il segmento ELB-MARON deve essere considerato CDR1, a causa della zona LI D84D, fino a FL270 compreso:</p> <ul style="list-style-type: none"> - 0000-0500 (0000-0400) e 2200-2400 (2100-2400) <p>Rotta alternata: L12</p> | <p>1) Segment ELB-DIRKA usable southbound only.</p> <p>2) Segment ELB-DIRKA to be considered:</p> <p>a) CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100); - SAT and SUN 0600-2100 (0500-2100) up to FL310 included. <p>b) CDR1 due to LI R502, LI TRA504A and LI TRA504B zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter period only); - HOL excluded. <p>Alternate route: L12-M727-M732</p> <p>3) Segment ELB-MARON to be considered CDR1, due to LI D84D zone, up to FL270 included:</p> <ul style="list-style-type: none"> - 0000-0500 (0000-0400) e 2200-2400 (2100-2400) <p>Alternate route: L12</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M620 (RNP 5)					
▲ POKAV 40°50'23"N 011°23'59"E					
	092° / 272° 58.5	FL335 FL195	5	210 ↓	200 ↑
△ UNIXO 40°46'31"N 012°40'54"E					
	096° / 277° 28.5	FL335 FL95	5	110 ↓	100 ↑
△ VEXUV 40°42'22"N 013°17'59"E					
	47.9	FL335 FL95	5	110 ↓	100 ↑
▲ SORRENTO DVOR/DME 'SOR' 40°34'57"N 014°20'06"E (SORRENTO NDB 'SOR') (40°34'57"N 014°20'08"E)					
	137° / 318° 34.7	FL335 FL85	5	90 ↓	100 ↑
▲ POLIT 40°08'48"N 014°50'00"E					
	137° / 317° 34.4	FL335 FL85	5	90 ↓	100 ↑
▲ EVINO 39°42'47"N 015°19'17"E					
	137° / 318° 34.3	FL335 5500ft	5	90 ↓	100 ↑
▲ ARBUM 39°16'43"N 015°48'09"E					
	12.0	FL335 5500ft	5	90 ↓	100 ↑
▲ SOMAS 39°07'35"N 015°58'08"E					
	29.1	FL335 FL95	5	110 ↓	100 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					
	151° / 332° 23.6	FL335 FL95	5	110 ↓	100 ↑
▲ RAPIS 38°24'12"N 016°35'42"E					
	20.2	FL335 FL95	5	110 ↓	100 ↑
△ MASOT 38°06'08"N 016°47'12"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	21.8	FL335 FL95	5	110 ↓	100 ↑
△ BADAV 37°46'35"N 016°59'28"E					
	18.5	FL335 FL95	5	110 ↓	100 ↑
△ PESAR 37°30'00"N 017°09'47"E					
	66.7	FL335 FL75	5	90 ↓	80 ↑
▲ TISAL 36°30'00"N 017°46'23"E Roma ACC/Malta ACC		For continuation see AIP MALTA			

NOTE/REMARKS

1) Il segmento POKAV-UNIXO deve essere considerato CDR3:

- MON-FRI 0600-2100 (0500-2100)
- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.

1) Segment POKAV-UNIXO to be considered CDR3:

- MON-FRI 0600-2100 (0500-2100)
- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M621 (RNP 5)					
▲ AOSTA 45°47'47"N 007°20'45"E	For continuation see AIP SWITZERLAND				
	141° / 322° 169.9	FL335 FL195	5		200 ↑
▲ BETEN 43°33'11"N 009°46'06"E Milano ACC/Roma ACC					
	143° / 323° 87.6	FL335 FL195	5		200 ↑
▲ GILIO 42°22'00"N 010°55'34"E					
	141° / 323° 219.6	FL335 FL195	5		200 ↑
▲ AMANO 39°25'18"N 013°47'48"E					
	141° / 322° 44.2	FL335 FL195	5		200 ↑
▲ TADIX 38°49'49"N 014°21'40"E					
	96.2	FL335 FL195	5		200 ↑
△ ABUKI 37°32'01"N 015°33'33"E					
	49.7	FL335 FL195	5		200 ↑
▲ ERNAM 36°51'30"N 016°09'45"E					
	145° / 325° 25.6	FL335 FL95	5		100 ↑
▲ ASKOT 36°30'00"N 016°27'05"E Roma ACC/Malta ACC	For continuation see AIP MALTA				

NOTE/REMARKS

- | | |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) Il tratto AOSTA-AMANO deve essere considerato CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100) - SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso. <p>3) Il segmento GILIO-AMANO deve essere considerato CDR1, a causa della zona LI D84D, fino a FL270 compreso:</p> <ul style="list-style-type: none"> - 0000-0600 (0000-0500) e 2100-2400 (2000-2400) <p>Rotta alternata: N982-M729</p> | <p>1) Route usable northbound only.</p> <p>2) Segment AOSTA-AMANO to be considered CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100) - SAT and SUN 0600-2100 (0500-2100) up to FL310 included. <p>3) Segment GILIO-AMANO to be considered CDR1, due to LI D84D zone, up to FL270 included</p> <ul style="list-style-type: none"> - 0000-0600 (0000-0500) and 2100-2400 (2000-2400) <p>Alternate route: N982-M729</p> |
|---|--|

NOTE/REMARKS

4) Il tratto ABUKI-ASKOT deve essere considerato CDR3 fino a FL240 compreso durante gli orari di attivazione della zona LI D75.

4) Segment ABUKI-ASKOT to be considered CDR3 up to FL240 included during activation periods of LI D75 zone.

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M622 (RNP 5)					
▲ MADKA 41°20'00"N 009°16'06"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	139° / 319° 6.4	FL335 FL95	5		100 ↑
▲ RUGOX 41°15'04"N 009°21'36"E					
	32.9	FL335 FL95	5		100 ↑
▲ OKIDO 40°49'50"N 009°49'26"E					
	6.2	FL335 FL95	5		100 ↑
▲ SUKUN 40°45'02"N 009°54'40"E					
	45.5	FL335 FL95	5	110 ↓	100 ↑
▲ QUENN 40°09'54"N 010°32'37"E					
	144° / 324° 21.3	FL335 FL95	5	110 ↓	100 ↑
△ ABKON 39°52'20"N 010°48'24"E					
	45.2	FL335 FL195	5		200 ↑
△ GERMO 39°14'59"N 011°21'25"E					
	144° / 325° 49.7	FL335 FL195	5		200 ↑
△ ADUKA 38°33'44"N 011°57'03"E					
	145° / 325° 14.8	FL335 FL165	5		180 ↑
▲ KAPIL 38°21'22"N 012°07'33"E					
	33.1	FL335 FL165	5		180 ↑
▲ TRAPANI VORTAC 'TRP' 37°53'46"N 012°30'48"E					
	142° / 322° 41.0	FL335 FL165	5		180 ↑
▲ ADEXI 37°20'44"N 013°01'31"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	13.7	FL660 FL165	5		180 ↑
▲ MABOX 37°09'42"N 013°11'39"E					
	142° / 323° 49.0	FL660 FL155	5		160 ↑
▲ SOPIR 36°30'00"N 013°47'37"E Roma ACC/Malta ACC	For continuation see AIP MALTA				

NOTE/REMARKS

- | | |
|---|---|
| <p>1) I tratti MADKA-SUKUN e ADUKA-SOPIR sono utilizzabili solo in direzione nord.</p> <p>2) Il tratto SUKUN-ADUKA deve essere considerato:</p> <p>a) CDR 1:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN, MON-FRI 0500-0700, 1700-2200; - 21 JUN-20 SEP, MON-FRI 0500-2200; - HOL esclusi. <p>Rotta alternata:</p> <ul style="list-style-type: none"> - L12-Z347 - M732-M733 <p>b) CDR3:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN, MON-FRI 0700-1700; - HOL esclusi. <p>3) Il tratto ADUKA-ADEXI deve essere considerato CDR1, a causa delle zone LI R503A e LI R503B, fino a FL280 compreso:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. <p>Rotta alternata: M726-L12-M601</p> <p>4) I livelli da FL200 a FL240 nel tratto RDL325/54NM TRP-MABOX sono utilizzabili previa autorizzazione di Trapani APP.</p> <p>5) In caso di indisponibilità della L12 (tratto PAL-EKOLA) durante i periodi di attivazione della zona LI R502 il segmento MABOX-SOPIR può essere utilizzato su base tattica in direzione sud.</p> <p>6) Il tratto MADKA-SUKUN deve essere considerato CDR3 da FL145 compreso a FL195 compreso: H24</p> | <p>1) Segments MADKA-SUKUN and ADUKA-SOPIR usable northbound only.</p> <p>2) Segment SUKUN-ADUKA to be considered:</p> <p>a) CDR 1:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN, MON-FRI 0500-0700, 1700-2200; - 21 JUN-20 SEP, MON-FRI 0500-2200; - HOL excluded. <p>Alternate route:</p> <ul style="list-style-type: none"> - L12-Z347 - M732-M733 <p>b) CDR3:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN, MON-FRI 0700-1700; - HOL excluded. <p>3) Segment ADUKA-ADEXI to be considered CDR1, due to LI R503A and LI R503B zones, up to FL280 included:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL excluded. <p>Alternate route: M726-L12-M601</p> <p>4) In the segment RDL325/54NM TRP- MABOX levels from FL200 up to FL240 are usable subject to Trapani APP clearance.</p> <p>5) When L12 (segment PAL-EKOLA) is closed during activation periods of LI R502 zone, it segment MABOX-SOPIR is available southbound on tactical basis.</p> <p>6) Segment MADKA-SUKUN to be considered CDR3 from FL145 included up to FL195 included: H24</p> |
|---|---|

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M623 (RNP 5)					
▲ MEDAM 45°15'52"N 006°56'24"E	For continuation see AIP FRANCE				
	173° / 353° 28.0				
▲ VEVAR 44°48'00"N 007°00'45"E					
	187° / 007° 39.7				
▲ BARSO 44°08'37"N 006°53'25"E					

NOTE/REMARKS

- | | |
|---|---|
| 1) Rotta utilizzabile solo in direzione sud. | 1) Route usable southbound only. |
| 2) La rotta è gestita da Ginevra ACC e Marsiglia ACC; per ulteriori informazioni vedere AIP Svizzera e AIP Francia. | 2) Route is under Geneva ACC and Marseille ACC jurisdiction; further information on AIP Switzerland and AIP France. |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M725 (RNP 5)					
▲ XOLTA 42°42'14"N 015°44'54"E Zagreb ACC/Brindisi ACC	For continuation see AIP CROATIA				
	205° / 024° 27.1	FL335 <hr/> FL95	5	110 ↓	100 ↑
△ RUPAX 42°18'03"N 015°28'18"E					
	66.7	FL335 <hr/> FL95	5	110 ↓	100 ↑
▲ MOLUX 41°18'24"N 014°48'25"E Brindisi ACC/Roma ACC					
	48.4	FL335 <hr/> FL95	5	110 ↓	100 ↑
▲ SORRENTO DVOR/DME 'SOR' 40°34'57"N 014°20'06"E (SORRENTO NDB 'SOR') (40°34'57"N 014°20'08"E)					
	219° / 038° 23.9	FL335 <hr/> FL95	5	110 ↓	100 ↑
▲ PEVIR 40°16'54"N 013°59'39"E					
	111.0	FL335 <hr/> FL95	5	110 ↓	100 ↑
▲ GIANO 38°52'09"N 012°26'51"E					
	220° / 039° 75.1	FL335 <hr/> FL95	5	110 ↓	100 ↑
△ PININ 37°55'47"N 011°23'40"E					
	20.3	FL335 <hr/> FL95	5	110 ↓	100 ↑
▲ SUSIP 37°40'25"N 011°06'50"E Roma ACC/Tunis ACC	For continuation see AIP TUNISIA				

NOTE/REMARKS

- 1) Il segmento XOLTA-RUPAX deve essere considerato non disponibile durante gli orari di attivazione dell'area SONNY fino a FL250 compreso (vedi AIP ENR 5 e relativi NOTAM).
- 2) Il segmento RUPAX-MOLUX:
 - a) deve essere considerato CDR3 a causa della zona LI R118A e del CTR di Amendola, fino a FL195 compreso: H24.
 - b) è utilizzabile fino a FL195 compreso solo su base tattica ed esclusivamente dal traffico da/per gli aeroporti di Bari e Pescara;

- 1) Segment XOLTA-RUPAX to be considered not available during activation periods of SONNY area up to FL250 included (see AIP ENR 5 and relevant NOTAM).
- 2) Segment RUPAX-MOLUX:
 - a) to be considered CDR3 due to LI R118A zone and Amendola CTR, up to FL195 included: H24.
 - b) usable up to FL195 included only on tactical basis and by traffic from/to Bari and Pescara aerodromes only;

NOTE/REMARKS

- c) deve essere considerato CDR1 a causa della zona LI R51 (settori D e E) da FL200 compreso in su:
- MON-FRI 0500-2200 (0400-2100);
 - SAT 0500-1300 (0400-1200);
 - HOL esclusi.

- 3) Il tratto GIANO-PININ deve essere considerato CDR1, a causa delle zone LI R503A e LI R503B, da FL150 compreso fino a FL280 compreso:

- MON-FRI 0500-2200 (0400-2100)
- HOL esclusi.

Rotta alternata: Q152-M738

- c) to be considered CDR1 due to LI R51 (D and E sectors) zone from FL200 included and above:

- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL esclusi.

- 3) Segment GIANO-PININ to be considered CDR1, due to LI R503A and LI R503B zones, from FL150 included up to FL280 included:

- MON-FRI 0500-2200 (0400-2100)
- HOL excluded.

Alternate route: Q152-M738

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M726 (RNP 5)					
▲ BRENO 46°58'48"N 011°22'36"E Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	183° / 003° 11.6	FL335 FL145	5	150 ↓	160 ↑
△ EKPIS 46°47'14"N 011°21'20"E					
	19.5	FL335 FL155	5	170 ↓	160 ↑
▲ NAXAV 46°27'50"N 011°19'20"E					
	171° / 351° 12.4	FL335 FL135	5	150 ↓	140 ↑
△ SUMIR 46°15'32"N 011°21'35"E					
	13.2	FL335 FL135	5	150 ↓	140 ↑
△ DIKEM 46°02'23"N 011°23'58"E					
	24.2	FL335 FL125	5	130 ↓	140 ↑
△ VADIK 45°38'24"N 011°28'17"E					
	12.9	FL335 FL95	5	110 ↓	100 ↑
▲ ALBET 45°25'36"N 011°30'33"E					
	37.0	FL335 FL95	5	110 ↓	100 ↑
▲ LUMAV 44°48'52"N 011°36'59"E					
	170° / 350° 15.9	FL335 FL155	5	170 ↓	160 ↑
△ SUKOM 44°33'09"N 011°40'11"E					
	19.7	FL335 FL155	5	170 ↓	160 ↑
▲ PELEG 44°13'40"N 011°44'07"E					
	20.4	FL335 FL155	5	170 ↓	160 ↑
▲ BAGNO 43°53'26"N 011°48'08"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	170° / 352° 6.9	FL335 FL95	5	110 ↓	100 ↑
▲ GAVRA 43°46'34"N 011°49'29"E Padova ACC / Roma ACC					
	160° / 338° 45.3	FL335 FL95	5		100 ↑
△ NIKMA 43°03'59"N 012°10'49"E					
	159° / 340° 11.5	FL335 FL95	5		100 ↑
△ IPGOR 42°53'08"N 012°16'09"E					
	160° / 339° 5.4	FL335 FL95	5		100 ↑
▲ GITOD 42°48'01"N 012°18'39"E					
	148° / 328° 53.6	FL335 FL245	5		260 ↑
▲ PEMAR 42°01'47"N 012°55'10"E					
	178° / 358° 29.3	FL335 FL195	5	210 ↓	200 ↑
▲ LATINA VOR/DME 'LAT' 41°32'28"N 012°55'05"E					
	147° / 327° 14.5	FL335 FL95	5	110 ↓	100 ↑
△ NEKPI 41°20'00"N 013°05'00"E					
	191° / 011° 25.9	FL335 FL95	5	110 ↓	100 ↑
▲ PONZA VORTAC 'PNZ' 40°54'43"N 012°57'27"E					
	175° / 355° 22.7	FL335 FL75	5		80 ↑
△ ENSOT 40°32'00"N 012°59'15"E					
	19.7	FL335 FL75	5		80 ↑
△ BEROL 40°12'17"N 013°00'47"E					
	36.4	FL335 FL75	5		80 ↑
△ DORAS 39°35'56"N 013°03'36"E					
	44.4	FL335 FL75	5		80 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ LURON 38°51'32"N 013°06'57"E					
	49.6	FL335 FL75	5		80 ↑
▲ PALERMO VOR/DME 'PAL' 38°02'01"N 013°10'39"E (PALERMO NDB 'PAL') (38°02'03"N 013°10'39"E)					
	177° / 357° 32.6	FL335 FL75	5	90 ↓	80 ↑
▲ PIVOP 37°29'23"N 013°11'17"E					
	8.6	FL335 FL75	5	90 ↓	80 ↑
▲ LONDI 37°20'44"N 013°11'27"E Roma ACC/Malta ACC					
	11.0	FL335 FL75	5		80 ↑
▲ MABOX 37°09'42"N 013°11'39"E					
	25.8	FL660 FL75	5		80 ↑
▲ RATOK 36°43'52"N 013°12'09"E					
	177° / 358° 13.8	FL660 FL75	5		80 ↑
▲ MADIR 36°30'00"N 013°12'25"E	For continuation see AIP MALTA				

NOTE/REMARKS

- | | |
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| <p>1) I tratti GAVRA-PEMAR, PNZ-PAL e LONDI-MADIR sono utilizzabili solo in direzione nord.</p> <p>2) Il tratto NAXAV-VADIK deve essere considerato CDR3 fino a FL140 incluso a causa di possibile traffico IFR da/per LIPB in attesa sul punto FORER (vedi ENR 3.6.1): H24.</p> <p>3) Il tratto GAVRA-PEMAR deve essere considerato CDR1 a causa della zona LI R51A, da FL250 compreso in su:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>Rotta alternata: L995-Z806</p> <p>4) Il segmento LAT-PNZ deve essere considerato CDR3 in direzione sud, fino a FL195 compreso: H24.</p> <p>5) Il tratto PAL-LONDI deve essere considerato CDR3 a FL190: H24.</p> <p>6) Il segmento BRENO-EKPIS è utilizzabile a FL150 solo in presenza del servizio radar.</p> <p>7) Nei tratti BRENO-EKPIS, LAT-PNZ e PAL-LONDI la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC</p> | <p>1) Segments GAVRA-PEMAR, PNZ-PAL e LONDI-MADIR usable northbound only.</p> <p>2) Segment NAXAV-VADIK to be considered CDR3 up to FL140 included due to possible IFR traffic to/from LIPB holding over FORER (see ENR 3.6.1): H24.</p> <p>3) Segment GAVRA-PEMAR to be considered CDR1 due to LI R51A zone, from FL250 included and above:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>Alternate route: L995-Z806</p> <p>4) Segment LAT-PNZ to be considered CDR3 southbound, up to FL195 included: H24</p> <p>5) Segment PAL-LONDI to be considered CDR3 at FL190: H24.</p> <p>6) Segment BRENO-EKPIS usable at FL150 provided that radar service is available.</p> <p>7) In the segments BRENO-EKPIS, LAT-PNZ and PAL-LONDI navigation shall be strictly referred to the centre-line: any deviation shall be immediately notified to the ATC Unit.</p> |
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NOTE/REMARKS

8) Il segmento LONDI-MABOX è utilizzabile in direzione sud solo in caso di indisponibilità delle rotte L12 e M742.

8) Segment LONDI-MABOX usable southbound only in case of unavailability of routes L12 and M742.

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M727 (RNP 5)					
▲ ODINA 46°06'16"N 008°39'54"E Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	150° / 330° 31.3	FL335 FL135	5	150 ↓	
▲ SARONNO VOR/DME 'SRN' 45°38'46"N 009°01'18"E (SARONNO NDB 'SRN') (45°38'48"N 009°01'22"E)					
	144° / 324° 84.9	FL335 FL245	5	250 ↓	
▲ EKPAL 44°29'03"N 010°09'45"E					
	139° / 319° 28.9	FL335 FL195	5	210 ↓	
▲ RUXOL 44°06'55"N 010°35'35"E Milano ACC / Roma ACC					
	139° / 320° 21.7	FL335 FL245	5	250 ↓	
△ OSMOX 43°50'14"N 010°54'47"E					
	140° / 319° 47.9	FL335 FL245	5	250 ↓	
▲ AMTEL 43°13'13"N 011°36'31"E					
	173° / 353° 60.5	FL335 FL195	5	210 ↓	
▲ TARQUINIA VOR/DME 'TAQ' 42°12'54"N 011°43'57"E (TARQUINIA NDB 'TAQ') (42°12'50"N 011°43'44"E)					
	159° / 339° 39.2	FL335 FL95	5	110 ↓	
▲ TORLI 41°35'48"N 012°01'06"E					
	162° / 342° 27.3	FL335 FL95	5	110 ↓	
▲ PEPHX 41°09'36"N 012°11'19"E					
	173° / 354° 137.9	FL335 FL95	5	110 ↓	
▲ GIANO 38°52'09"N 012°26'51"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	175° / 355° 58.4	FL335 FL165	5	170 ↓	
▲ TRAPANI VORTAC 'TRP' 37°53'46"N 012°30'48"E					
	176° / 356° 43.5	FL335 FL165	5	170 ↓	
▲ SENTI 37°10'17"N 012°32'59"E Roma ACC/Malta ACC					
	40.3	FL660 FL75	5	90 ↓	
▲ KOLEX 36°30'00"N 012°34'58"E					For continuation see AIP MALTA

NOTE/REMARKS

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| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) Il segmento AMTEL-TAQ deve essere considerato CDR1, a causa della zona LI R107B: H24.
Rotta alternata: L995-L865</p> <p>3) Il tratto PEPIX-GIANO deve essere considerato CDR1, a causa delle zone LI D84B, LI D84C e LI D84D, fino a FL270 compreso: H24.
Rotta alternata: TORLI-N737-L12</p> <p>4) Il segmento GIANO-SENTI deve essere considerato CDR1, a causa delle zone LI R503A e LI R503B, fino a FL280 compreso:
- MON-FRI 0500-2200 (0400-2100);
- HOL esclusi.
Rotta alternata: L12-Q723</p> <p>5) Il segmento OSMOX-AMTEL é navigabile solo in presenza di servizio radar.</p> | <p>1) Route usable southbound only.</p> <p>2) Segment AMTEL-TAQ to be considered CDR1, due to LI R107B zone: H24.
Alternate route: L995-L865</p> <p>3) Segment PEPIX-GIANO to be considered CDR1, due to LI D84B, LI D84C and LI D84D zones, up to FL270 included: H24.
Alternate route: TORLI-N737-L12</p> <p>4) Segment GIANO-SENTI to be considered CDR1, due to LI R503A and LI R503B zones, up to FL280 included:
- MON-FRI 0500-2200 (0400-2100);
- HOL excluded.
Alternate route: L12-Q723</p> <p>5) Segment OSMOX-AMTEL to be flown only provided that radar service is available.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M728 (RNP 5)					
▲ DOKAR 42°30'03"N 009°45'00"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	109° / 289° 29.9	FL335 FL195	5	210 ↓	
△ KISTO 42°19'50"N 010°22'59"E					
	133° / 315° 23.8	FL335 FL195	5	210 ↓	
△ VELAD 42°03'06"N 010°45'49"E					
	21.1	FL335 FL195	5	210 ↓	
△ MAMAR 41°48'14"N 011°05'51"E					
	77.6	FL335 FL195	5	210 ↓	
▲ ROTUN 40°53'00"N 012°18'20"E					
	130.8	FL335 FL195	5	210 ↓	
▲ NERAR 39°18'15"N 014°16'01"E					
	119° / 301° 138.5	FL335 FL195	5	210 ↓	200 ↑
△ MASOT 38°06'08"N 016°47'12"E					
	120° / 301° 29.1	FL335 FL95	5	110 ↓	
△ ORTIX 37°50'36"N 017°18'17"E					
	12.6	FL335 FL95	5	110 ↓	
△ SODMO 37°43'48"N 017°31'44"E					
	18.6	FL335 FL95	5	110 ↓	
△ ADMAS 37°33'44"N 017°51'29"E					
	65.3	FL335 FL95	5	110 ↓	
▲ BELIX 36°58'00"N 019°00'00"E Roma ACC/Athinai ACC	For continuation see AIP GREECE				

NOTE/REMARKS

- 1) Rotta utilizzabile solo in direzione sud-est nei tratti DOKAR-NERAR e MASOT-BELIX.
- 2) Il tratto ROTUN-NERAR deve essere considerato CDR1, a causa della zona LI D84D, fino a FL270 compreso:

- H24

Rotta alternata: M603-Q789-M601

- 1) Route usable south-east bound only in the segments DOKAR-NERAR and MASOT-BELIX.
- 2) Segment ROTUN-NERAR to be considered CDR1, due to LI D84D zone, up to FL270 included:

- H24

Alternate route: M603-Q789-M601

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M729 (RNP 5)					
▲ AOSTA 45°47'47"N 007°20'45"E Geneva ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	137° / 318° 23.6	FL335 FL195	5		200 ↑
▲ PIMOT 45°30'15"N 007°43'12"E					
	32.1	FL335 FL195	5		200 ↑
▲ TONDA 45°06'33"N 008°13'47"E					
	33.2	FL335 FL195	5		200 ↑
▲ DEVOX 44°41'46"N 008°44'49"E					
	21.7	FL335 FL195	5		200 ↑
▲ GENOVA VOR/DME 'GEN' 44°25'28"N 009°04'56"E (GENOVA NDB 'GEN') (44°25'26"N 009°05'00"E)					
	149° / 330° 19.7	FL335 7000ft	5		100 ↑
▲ LUKIM 44°08'24"N 009°18'31"E					
	10.7	FL335 7000ft	5		100 ↑
▲ IDONA 43°59'06"N 009°25'51"E					
	14.4	FL335 7000ft	5		100 ↑
▲ SPEZI 43°46'34"N 009°35'41"E					
	15.4	FL335 7000ft	5		100 ↑
▲ BETEN 43°33'11"N 009°46'06"E Milano ACC/Roma ACC					
	18.9	FL335 FL65	5		100 ↑
▲ NORNI 43°16'44"N 009°58'47"E					
	37.6	FL335 FL65	5		100 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	131° / 312° 32.1	FL335 FL75	5	90 ↓	80 ↑
▲ GILIO 42°22'00"N 010°55'34"E					
	27.5	FL335 FL75	5	90 ↓	80 ↑
▲ MEDAL 42°03'10"N 011°22'35"E					
	21.6	FL335 FL75	5	90 ↓	80 ↑
▲ RAVAL 41°48'17"N 011°43'38"E					
	8.9	FL335 FL75	5	90 ↓	80 ↑
▲ LUNAK 41°42'12"N 011°52'14"E					
	18.1	FL335 FL75	5	90 ↓	80 ↑
▲ ELVIN 41°29'38"N 012°09'41"E					
	23.3	FL335 FL75	5	90 ↓	80 ↑
▲ RIFFI 41°13'28"N 012°31'56"E					
	26.9	FL335 FL75	5	90 ↓	80 ↑
▲ PONZA VORTAC 'PNZ' 40°54'43"N 012°57'27"E					
	126° / 308° 19.9	FL335 FL75	5	90 ↓	80 ↑
△ VEXUV 40°42'22"N 013°17'59"E					
	16.7	FL335 FL75	5	90 ↓	80 ↑
▲ MALOG 40°31'59"N 013°35'06"E					
	10.6	FL335 FL75	5	90 ↓	80 ↑
▲ EDOPA 40°25'21"N 013°45'55"E					
	13.5	FL335 FL75	5	90 ↓	80 ↑
▲ PEVIR 40°16'54"N 013°59'39"E					
	9.2	FL335 FL75	5	90 ↓	80 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ DELER 40°11'06"N 014°08'57"E					
	35.8	FL335 FL95	5	110 ↓	100 ↑
▲ AGNIS 39°48'27"N 014°45'03"E					
	55.8	FL335 5500ft	5	110 ↓	100 ↑
▲ GIROV 39°12'48"N 015°40'30"E					
	16.5	FL335 5500ft	5	110 ↓	100 ↑
▲ APVAR 39°02'09"N 015°56'46"E					
	128° / 308° 26.0	FL335 FL95	5	110 ↓	100 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					
	120° / 301° 15.1	FL335 FL95	5	110 ↓	100 ↑
▲ DELIK 38°37'18"N 016°38'24"E					
	71.8	FL335 FL95	5	110 ↓	100 ↑
△ AMREX 37°58'16"N 017°55'02"E					
	61.9	FL335 FL95	5	110 ↓	100 ↑
▲ LORNO 37°24'00"N 019°00'00"E Roma ACC/Athinai ACC	For continuation see AIP GREECE				

NOTE/REMARKS

- | | |
|---|---|
| 1) Il tratto AOSTA-ELB è utilizzabile solo in direzione nord.

2) Nel tratto BETEN-GEN gli aeromobili devono seguire strettamente l'asse centrale della rotta; eventuali deviazioni dovranno essere segnalate all'Ente ATC. | 1) Segment AOSTA-ELB usable northbound only.

2) In the segment BETEN-GEN the aircraft shall strictly follow the center-line of the route; any deviation shall be notified to the ATC Unit. |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M730 (RNP 5)					
▲ ATMAD 45°13'09"N 007°00'09"E	For continuation see AIP SWITZERLAND				
	135° / 315° 9.5	FL660 FL195	5	210 ↓	
▲ NITAM 45°06'22"N 007°09'28"E Geneva ACC/Milano ACC					
	11.7	FL335 FL155	5	170 ↓	
▲ KUMIN 44°57'58"N 007°20'55"E					
	095° / 275° 13.8	FL335 FL135	5	150 ↓	
△ KODOK 44°56'33"N 007°40'11"E					
	096° / 277° 8.2	FL335 FL95	5	110 ↓	
▲ TORINO VOR/DME 'TOP' 44°55'31"N 007°51'42"E (TORINO NDB 'TOP') (44°55'29"N 007°51'38"E)					
	119° / 299° 39.6	FL335 FL85	5	90 ↓	100 ↑
▲ TESTO 44°35'50"N 008°39'56"E					
	20.7	FL335 FL85	5	90 ↓	100 ↑
▲ GENOVA VOR/DME 'GEN' 44°25'28"N 009°04'56"E (GENOVA NDB 'GEN') (44°25'26"N 009°05'00"E)					
	104° / 285° 22.9	FL335 FL105	5	110 ↓	120 ↑
▲ KALMO 44°19'18"N 009°35'39"E					
	105° / 286° 21.3	FL335 FL105	5	110 ↓	120 ↑
▲ MIVKI 44°13'27"N 010°04'14"E					
	106° / 285° 12.6	FL335 FL105	5	110 ↓	120 ↑
▲ BEROK 44°09'56"N 010°21'06"E					
	105° / 285° 10.9	FL335 FL110	5	110 ↓	120 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ RUXOL 44°06'55"N 010°35'35"E Milano ACC/Roma ACC					
	3.5	FL335 FL110	5	110 ↓	120 ↑
▲ BALUK 44°05'55"N 010°40'11"E					
	15.1	FL335 FL110	5	110 ↓	120 ↑
▲ FIRENZE VORTAC 'FRZ' 44°01'38"N 011°00'12"E					
	102° / 283° 27.6	FL335 FL105	5	110 ↓	120 ↑
▲ VABMO 43°55'18"N 011°37'27"E Roma ACC/Padova ACC					
	103° / 282° 7.9	FL335 FL105	5	110 ↓	120 ↑
▲ BAGNO 43°53'26"N 011°48'08"E					
	102° / 282° 18.5	FL335 FL105	5	110 ↓	120 ↑
△ PIDEP 43°49'04"N 012°13'03"E					
	103° / 283° 5.9	FL335 FL105	5	110 ↓	120 ↑
△ LIKNO 43°47'38"N 012°20'54"E					
	102° / 282° 2.3	FL335 FL105	5	110 ↓	120 ↑
▲ ASDOR 43°47'05"N 012°23'59"E					
	26.1	FL335 FL85	5	90 ↓	100 ↑
▲ SORUG 43°40'43"N 012°58'57"E					
	103° / 283° 4.0	FL335 FL85	5	90 ↓	100 ↑
▲ BIDMA 43°39'43"N 013°04'17"E					
	18.0	FL335 FL85	5	90 ↓	100 ↑
▲ ANCONA VOR/DME 'ANC' 43°35'11"N 013°28'16"E (ANCONA NDB 'ANC') (43°35'12"N 013°28'20"E)					
	090° / 270° 16.0	FL335 FL65	5	70 ↓	80 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ KEGED 43°34'44"N 013°50'16"E					
	12.8	FL335 FL65	5	70 ↓	80 ↑
▲ LSKO 43°34'17"N 014°07'56"E					
	12.8	FL335 FL65	5	70 ↓	80 ↑
▲ TORPO 43°33'51"N 014°25'29"E Padova ACC/Zagreb ACC				For continuation see AIP CROATIA	

NOTE/REMARKS

1) Il tratto ATMAD-TOP è utilizzabile solo in direzione est.

1) Segment ATMAD-TOP usable eastbound only.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M731 (RNP 5)					
▲ PELOS 41°09'43"N 008°09'41"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	155° / 335° 20.7	FL335 FL95	5	110 ↓	
▲ MALAV 40°50'45"N 008°20'44"E					
	13.1	FL335 FL95	5	110 ↓	
△ ARSIK 40°38'44"N 008°27'41"E					
	159° / 339° 41.0	FL335 FL95	5	110 ↓	
△ TEKSA 40°00'16"N 008°46'19"E					
	24.3	FL335 FL195	5	210 ↓	200 ↑
△ LUNAM 39°37'24"N 008°57'13"E					
	153° / 334° 90.9	FL335 FL195	5	210 ↓	200 ↑
▲ OSMAR 38°15'17"N 009°47'14"E Roma ACC/Tunis ACC	For continuation see AIP TUNISIA				

NOTE/REMARKS

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| <p>1) Il tratto PELOS-TEKSA è utilizzabile solo in direzione sud.</p> <p>2) Il tratto TEKSA-OSMAR deve essere considerato CDR3 in direzione nord fino a FL310 compreso:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100) - SAT e SUN 0600-2100 (0500-2100) | <p>1) Segment PELOS-TEKSA usable southbound only.</p> <p>2) The segment TEKSA-OSMAR to be considered CDR3 northbound up to FL310 included:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100) - SAT and SUN 0600-2100 (0500-2100) |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M732 (RNP 5)					
▲ GINOX 40°51'44"N 008°00'00"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	141° / 321° 17.9	FL335 FL85	5		100 ↑
▲ ALGHERO VORTAC 'ALG' 40°37'41"N 008°14'38"E (ALGHERO NDB 'ALG') (40°38'24"N 008°17'30"E)					
	146° / 327° 13.0	FL335 FL85	5	90 ↓	100 ↑
△ USEPI 40°26'47"N 008°23'56"E					
	12.0	FL335 FL85	5	90 ↓	100 ↑
▲ SODIO 40°16'40"N 008°32'31"E					
	19.5	FL335 FL85	5	90 ↓	100 ↑
△ TEKSA 40°00'16"N 008°46'19"E					
	14.3	FL335 FL85	5	90 ↓	100 ↑
△ RAMEN 39°48'14"N 008°56'21"E					
	11.3	FL335 FL85	5	90 ↓	100 ↑
▲ KOVAS 39°38'44"N 009°04'14"E					
	37.9	FL335 FL85	5	90 ↓	100 ↑
▲ CARBONARA DVOR/DME 'CAR' 39°06'41"N 009°30'29"E (CARBONARA NDB 'CAR') (39°06'42"N 009°30'33"E)					
	127° / 309° 13.0	FL335 FL85	5	90 ↓	100 ↑
▲ LUKAD 38°58'40"N 009°43'37"E					
	12.3	FL335 FL85	5	90 ↓	100 ↑
△ TIVUK 38°51'00"N 009°56'00"E					
	51.6	FL335 FL85	5	90 ↓	100 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
△ BULAR 38°18'51"N 010°47'34"E					
	36.6	FL335 FL85	5	90 ↓	100 ↑
△ PININ 37°55'47"N 011°23'40"E					
	15.6	FL335 FL85	5	90 ↓	100 ↑
△ OSDET 37°45'53"N 011°38'58"E					
	21.4	FL335 FL85	5	90 ↓	100 ↑
▲ MEGAN 37°32'17"N 011°59'46"E					
	34.4	FL335 FL85	5	90 ↓	100 ↑
▲ SENTI 37°10'17"N 012°32'59"E Roma ACC/Malta ACC					
	23.9	FL660 FL85	5	90 ↓	100 ↑
▲ ROBIM 36°54'53"N 012°55'54"E					
	128° / 309° 17.1	FL660 FL85	5	90 ↓	100 ↑
▲ RATOK 36°43'52"N 013°12'09"E					
	129° / 309° 21.4	FL660 FL85	5	90 ↓	100 ↑
▲ UPLIT 36°30'00"N 013°32'23"E	For continuation see AIP MALTA				

NOTE/REMARKS

- | | |
|---|--|
| 1) Il segmento GINOX-ALG è utilizzabile solo in direzione nord. | 1) Segment GINOX-ALG usable northbound only. |
| 2) Il segmento ALG-SODIO deve essere considerato CDR3 in direzione sud, da FL210 compreso in su: H24. | 2) Segment ALG-SODIO to be considered CDR3 southbound, from FL210 included and above: H24. |

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M733 (RNP 5)					
▲ CORSI 41°20'00"N 008°48'44"E Marseille ACC/Roma ACC		For continuation see AIP FRANCE			
	175° / 355° 30.9	FL335 FL195	5	210 ↓	200 ↑
▲ MINKA 40°49'09"N 008°51'20"E					
	27.8	FL335 FL195	5	210 ↓	200 ↑
▲ BOLOT 40°21'24"N 008°53'38"E					
	158° / 338° 32.0	FL335 FL195	5		200 ↑
△ DEXUL 39°51'32"N 009°08'32"E					
	47.9	FL335 FL255	5		260 ↑
▲ CARBONARA DVOR/DME 'CAR' 39°06'41"N 009°30'29"E (CARBONARA NDB 'CAR') (39°06'42"N 009°30'33"E)					
	164° / 345° 13.0	FL335 FL85	5	90 ↓	100 ↑
▲ PIRIX 38°54'05"N 009°34'42"E					
	40.0	FL335 FL85	5	90 ↓	100 ↑
▲ OSMAR 38°15'17"N 009°47'14"E Roma ACC/Tunis ACC		For continuation see AIP TUNISIA			

NOTE/REMARKS

1) Il segmento CAR-BOLOT è utilizzabile solo in direzione nord.

1) Segment CAR-BOLOT usable northbound only.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M734 (RNP 5)					
△ BETOT 40°23'09"N 011°37'54"E					
	190° / 010° 161.5	FL335 <hr/> FL95	5		100 ↑
▲ NIBEL 37°44'34"N 010°57'33"E Roma ACC/Tunis ACC	For continuation see AIP TUNISIA				

NOTE/REMARKS

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| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) La rotta deve essere considerata:</p> <p>a) CDR1</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN: MON-FRI 0500-0700, 1700-2200; - 21 JUN-20 SEP: MON-FRI 0500-2200. <p>Rotta alternata: M725-M738-L12</p> <p>b) CDR3</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN: MON-FRI 0700-1700. | <p>1) Route usable northbound only.</p> <p>2) Route to be considered:</p> <p>a) CDR1</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN: MON-FRI 0500-0700, 1700-2200; - 21 JUN-20 SEP: MON-FRI 0500-2200. <p>Alternate route: M725-M738-L12</p> <p>b) CDR3</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN: MON-FRI 0700-1700. |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M735 (RNP 5)					
▲ PONZA VORTAC 'PNZ' 40°54'43"N 012°57'27"E					
	189° / 009° 124.7	FL335 FL195	5		200 ↑
▲ GIANO 38°52'09"N 012°26'51"E					
	193° / 013° 82.6	FL335 FL195	5		200 ↑
▲ MEGAN 37°32'17"N 011°59'46"E					
	208° / 028° 48.1	FL335 FL195	5		200 ↑
▲ BABLO 36°50'23"N 011°30'00"E Roma ACC/Tunisi ACC					For continuation see AIP TUNISIA

NOTE/REMARKS

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| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) Il tratto PNZ-GIANO deve essere considerato CDR1, a causa delle zone LI D84B, LI D84C e LI D84D, fino a FL270 compreso:</p> <p style="margin-left: 40px;">- H24</p> <p>Rotta alternata L12-M738-M603</p> <p>3) Il segmento GIANO-MEGAN deve essere considerato CDR1, a causa delle zone LI R503A e LI R503B, fino a FL280 compreso:</p> <p style="margin-left: 40px;">- MON-FRI 0500-2200 (0400-2100);</p> <p style="margin-left: 40px;">- HOL esclusi.</p> <p>Rotta alternata: M732-M738-RONAB</p> | <p>1) Route usable northbound only.</p> <p>2) Segment PNZ-GIANO to be considered CDR1, due to LI D84B, LI D84C and LI D84D zones, up to FL270 included:</p> <p style="margin-left: 40px;">- H24</p> <p>Alternate route: L12-M738-M603</p> <p>3) Segment GIANO-MEGAN to be considered CDR1, due to LI R503A and LI R503B zones, up to FL280 included:</p> <p style="margin-left: 40px;">- MON-FRI 0500-2200 (0400-2100);</p> <p style="margin-left: 40px;">- HOL excluded.</p> <p>Alternate route: M732-M738-RONAB</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M736 (RNP 5)					
▲ OLPIX 47°01'02"N 011°41'25"E Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	203° / 023° 21.6	FL335 FL155	5	170 ↓	
△ EKPEB 46°41'25"N 011°28'19"E					
	14.9	FL335 FL155	5	170 ↓	
▲ NAXAV 46°27'50"N 011°19'20"E					
	198° / 017° 3.7	FL335 FL125	5	130 ↓	140 ↑
▲ BOLZANO VOR/DME 'OZE' 46°24'19"N 011°17'32"E					
	191° / 012° 22.8	FL335 FL135	5	150 ↓	140 ↑
▲ BORMI 46°02'10"N 011°10'00"E					
	193° / 013° 13.4	FL335 FL135	5	150 ↓	140 ↑
△ LEDKO 45°49'08"N 011°05'19"E					
	10.8	FL335 FL135	5	150 ↓	140 ↑
▲ ADOSA 45°38'40"N 011°01'35"E					
	137° / 317° 39.3	FL335 FL285	5	290 ↓	
▲ KOPER 45°09'14"N 011°38'29"E					
	138° / 319° 122.7	FL335 FL285	5	290 ↓	
▲ ANCONA VOR/DME 'ANC' 43°35'11"N 013°28'16"E (ANCONA NDB 'ANC') (43°35'12"N 013°28'20"E)					
	153° / 334° 16.0	FL335 FL85	5	90 ↓	100 ↑
▲ GERBU 43°20'39"N 013°37'26"E					
	6.2	FL335 FL85	5	90 ↓	100 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ UTENO 43°15'03"N 013°40'56"E Padova ACC/Brindisi ACC					
	36.7	FL335 FL85	5	90 ↓	100 ↑
▲ OTRET 42°41'40"N 014°01'36"E					
	7.5	FL335 FL85	5	90 ↓	100 ↑
△ NAVAG 42°34'49"N 014°05'48"E					
	9.5	FL335 FL85	5	90 ↓	100 ↑
▲ PESCARA VOR/DME 'PES' 42°26'09"N 014°11'03"E					
	186° / 006° 3.7	FL335 FL135	5	150 ↓	140 ↑
△ UTAPO 42°22'32"N 014°10'22"E					
	12.6	FL335 FL135	5	150 ↓	140 ↑
△ EKMIL 42°10'05"N 014°08'01"E					
	21.4	FL335 FL135	5	150 ↓	140 ↑
▲ KASTU 41°48'52"N 014°04'01"E Brindisi ACC/Roma ACC					
	11.6	FL335 FL125	5	130 ↓	140 ↑
△ ERIKA 41°37'22"N 014°01'52"E					
	19.7	FL335 FL105	5	110 ↓	120 ↑
▲ TEANO VOR/DME 'TEA' 41°17'48"N 013°58'14"E (TEANO NDB 'TEA') (41°17'45"N 013°58'18"E)					
	157° / 337° 45.9	FL335 FL105	5	110 ↓	120 ↑
▲ SORRENTO DVOR/DME 'SOR' 40°34'57"N 014°20'06"E (SORRENTO NDB 'SOR') (40°34'57"N 014°20'08"E)					
	124° / 305° 72.4	FL335 FL145	5	150 ↓	160 ↑
△ MAREP 39°52'02"N 015°36'14"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	125° / 305° 25.2	FL335 FL105	5	110 ↓	120 ↑
▲ ULKEN 39°36'54"N 016°02'21"E Roma ACC/Brindisi ACC					
	39.6	FL335 FL105	5	110 ↓	120 ↑
▲ DIPOK 39°12'53"N 016°43'05"E					
	21.5	FL335 FL105	5	110 ↓	120 ↑
▲ CROTONE VOR/DME 'CRN' 38°59'46"N 017°04'59"E					

NOTE/REMARKS

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|--|---|
| <p>1) I tratti OLPIX-NAXAV e ADOSA-ANC sono utilizzabile solo in direzione sud.</p> <p>2) Il tratto NAXAV-ADOSA deve essere considerato CDR3 fino a FL140 compreso a causa di possibile traffico IFR da/per LIPB in attesa sul punto FORER (vedi AIP ENR 3.6.1): H24.</p> <p>3) Il segmento KOPER-ANC deve essere considerato CDR1, a causa della zona LI R26, da FL290 compreso in su:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>Rotta alternata: L12-M726-M730</p> <p>4) Il tratto UTAPO-TEA deve essere considerato:</p> <p>a) CDR1, a causa della zona, LI R51/C da FL250 compreso in su:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200). - HOL esclusi. <p>Rotta alternata:</p> <ul style="list-style-type: none"> - L995-N982-L5 (northbound) - Z924-N982-L995 (southbound) <p>b) CDR3, a causa della zona LI R50 fino a FL240 compreso:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200). - HOL esclusi. <p>5) Il tratto MAREP-CRN deve essere considerato CDR1:</p> <p>a) fino a FL150 compreso, a causa della zona LI R404A: H24 (HOL esclusi);</p> <p>b) da FL160 compreso in su, a causa delle zone LI R404B, LI TRA414 e LI TSA420A:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. <p>Rotta alternata: SOR-M620-L869</p> <p>c) CDR1 fino a FL310 compreso, a causa delle zone LI R404B, e LI TRA414:</p> <ul style="list-style-type: none"> - SAT 0500-1300 (0400-1200); | <p>1) Segment OLPIX-NAXAV and ADOSA-ANC usable southbound only.</p> <p>2) Segment NAXAV-ADOSA to be considered CDR3 up to FL140 included due to possible IFR traffic to/from LIPB holding over FORER (see AIP ENR 3.6.1): H24.</p> <p>3) Segment KOPER-ANC to be considered CDR1, due to LI R26 zone, from FL290 included and above:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>Alternate route: L12-M726-M730</p> <p>4) Segment UTAPO-TEA to be considered:</p> <p>a) CDR1, due to LI R51/C zone from FL250 included and above:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200). - HOL excluded. <p>Alternate route:</p> <ul style="list-style-type: none"> - L995-N982-L5 (northbound) - Z924-N982-L995 (southbound) <p>b) CDR3, due to LI R50 zone, up to FL240 included:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200). - HOL excluded. <p>5) Segment MAREP-CRN to be considered CDR1:</p> <p>a) up to FL150 included, due to LI R404A: H24 (HOL excluded);</p> <p>b) CDR1 from FL160 included and above, due to LI R404B, LI TRA414 and LI TSA420A zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL excluded. <p>Alternate route: SOR-M620-L869</p> <p>c) CDR1 up to FL310 included, due to LI R404B and LI TRA414 zones:</p> <ul style="list-style-type: none"> - SAT 0500-1300 (0400-1200); |
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NOTE/REMARKS

- HOL esclusi.

Rotta alternata: Z910-L869

- 6) Nel tratto UTENO-NAVAG la navigazione tra FL120 e FL250 compresi, dovrà essere riferita strettamente all' asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all' ATC.

- HOL excluded.

Alternate route: Z910-L869

- 6) In the segment UTENO-NAVAG between FL120 and FL250 both included, navigation shall be strictly referred to the centerline: any deviation shall be immediately notified to ATC.

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M738 (RNP 5)					
▲ NATAG 46°51'29"N 010°37'08"E Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	162° / 342° 8.4	FL335 FL175	5	190 ↓	
△ LORLO 46°43'27"N 010°40'44"E					
	166° / 346° 31.0	FL335 FL165	5	170 ↓	
△ UNTAD 46°13'12"N 010°50'34"E					
	24.7	FL335 FL165	5	170 ↓	
△ NEGIK 45°49'08"N 010°58'16"E					
	10.7	FL335 FL115	5	130 ↓	
▲ ADOSA 45°38'40"N 011°01'35"E					
	169° / 349° 28.4	FL335 FL155	5	170 ↓	
▲ OSTEK 45°10'43"N 011°08'20"E					
	16.5	FL335 FL95	5	110 ↓	100 ↑
▲ BENUS 44°54'25"N 011°12'13"E					
	8.1	FL335 FL95	5	110 ↓	100 ↑
△ KREVA 44°46'28"N 011°14'06"E					
	14.5	FL335 FL95	5	110 ↓	100 ↑
▲ BOLOGNA DVOR/DME 'BOA' 44°32'13"N 011°17'26"E (BOLOGNA NDB 'BOA') (44°34'02"N 011°12'01"E)					
	169° / 350° 23.8	FL335 FL195	5	210 ↓	200 ↑
▲ OMAKU 44°08'48"N 011°23'11"E Padova ACC/Roma ACC					
	170° / 349° 56.4	FL335 FL195	5	210 ↓	200 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ AMTEL 43°13'13"N 011°36'31"E					
	173° / 353° 60.5	FL335 _____ FL195	5	210 ↓	
▲ TARQUINIA VOR/DME 'TAQ' 42°12'54"N 011°43'57"E (TARQUINIA NDB 'TAQ') (42°12'50"N 011°43'44"E)					
	175° / 355° 49.9	FL335 _____ FL95	5	110 ↓	
▲ ESINO 41°23'05"N 011°47'41"E					
	31.4	FL335 _____ FL95	5	110 ↓	100 ↑
△ TURMO 40°51'40"N 011°49'58"E					
	176° / 356° 59.5	FL335 _____ FL95	5	110 ↓	100 ↑
△ RONAB 39°52'11"N 011°53'28"E					
	190° / 010° 118.6	FL335 _____ FL95	5	110 ↓	100 ↑
△ PININ 37°55'47"N 011°23'40"E					
	192° / 012° 20.8	FL335 _____ FL95	5	110 ↓	
▲ TUNEX 37°35'34"N 011°17'39"E Roma ACC/Tunis ACC	For continuation see AIP TUNISIA				

NOTE/REMARKS

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| <p>1) I tratti NATAG-OSTEG, AMTEL-ESINO e PININ-TUNEX sono utilizzabili solo in direzione sud.</p> <p>2) Il segmento AMTEL-TAQ deve essere considerato CDR1 a causa della zona LI R107B: H24.
Rotta alternata: L995-L865</p> <p>3) Il segmento ESINO-TURMO deve essere considerato CDR3 northbound, fino a FL195 compreso: H24.</p> | <p>1) Segments NATAG-OSTEG, AMTEL-ESINO and PININ-TUNEX usable southbound only</p> <p>2) Segment AMTEL-TAQ to be considered CDR1 due to LI R107B zone: H24.
Alternate route: L995-L865</p> <p>3) Segment ESINO-TURMO to be considered CDR3 northbound, up to FL195 included: H24.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M739 (RNP 5)					
▲ TABOT 39°09'00"N 008°00'00"E Marseille ACC/Tunis ACC	For continuation see AIP FRANCE				
	131° / 311° 55.8	FL660 <hr/> FL215	5	230 ↓	220 ↑
▲ DOPEL 38°31'39"N 008°53'01"E					
////////////////////					
▲ SONAK 36°37'12"N 011°30'00"E Tunis ACC/Malta ACC					
	139° / 319° 9.3	FL660 <hr/> FL195	5	210 ↓	200 ↑
▲ ROLEV 36°30'00"N 011°37'23"E	For continuation see AIP MALTA				

NOTE/REMARKS

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| <p>1) Il segmento TABOT-DOPEL deve essere considerato CDR3:</p> <p>a) dal 1 JAN al 6 JAN, dal 22 JUN al 19 SEP e dal 22 DEC al 31 DEC:</p> <p>- MON-FRI: H24, HOL esclusi;</p> <p>b) dal 7 JAN al 21 JUN e dal 20 SEP al 21 DEC fino a FL250 incluso:</p> <p>- SAT 0001-1200 (0001-1100), HOL esclusi;</p> <p>- SUN 2300-2400 (2200-2400).</p> <p>2) MEL elevato a FL290 a causa delle zone LI D122A e LI D122B: MON-FRI 0700-1700.</p> | <p>1) Segment TABOT-DOPEL to be considered CDR3:</p> <p>a) from 1 JAN to 6 JAN, from 22 JUN to 19 SEP and from 22 DEC to 31 DEC:</p> <p>- MON-FRI: H24, HOL excluded;</p> <p>b) from 7 JAN to 21 JUN and from 20 SEP to 21 DEC, up to FL250 included:</p> <p>- SAT 0001-1200 (0001-1100), HOL excluded;</p> <p>- SUN 2300-2400 (2200-2400).</p> <p>2) MEL is raised up to FL290 due to LI D122A and LI D122B zones: MON-FRI 0700-1700.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M740 (RNP 5)					
△ RONAB 39°52'11"N 011°53'28"E					
	176° / 357° 78.4	FL335 FL85	5	90 ↓	100 ↑
△ ADUKA 38°33'44"N 011°57'03"E					
	61.4	FL335 FL85	5	90 ↓	100 ↑
▲ MEGAN 37°32'17"N 011°59'46"E					
	180° / 360° 29.4	FL335 FL85	5	90 ↓	100 ↑
▲ ROBET 37°02'51"N 011°58'32"E					
	14.0	FL335 FL85	5	90 ↓	100 ↑
▲ PANTELLERIA VOR/DME 'PAN' 36°48'52"N 011°57'57"E Roma ACC/Malta ACC (Al di sopra di/above FL115)					
	156° / 336° 14.0	FL660 FL85	5	90 ↓	100 ↑
▲ RUBRI 36°35'54"N 012°04'32"E					
	6.4	FL660 FL85	5	90 ↓	100 ↑
▲ DOBIX 36°30'00"N 012°07'37"E Roma ACC/Malta ACC (A o al di sotto di/at or below FL115)					
				For continuation see AIP MALTA	

NOTE/REMARKS

- 1) Il segmento ADUKA-MEGAN deve essere considerato CDR1, a causa delle zone LI R503A e LI R503B, da FL150 compreso fino a FL280 compreso:

- MON-FRI 0500-2200 (0400-2100);
- HOL esclusi.

Rotta alternata: M738-M732

- 1) Segment ADUKA-MEGAN to be considered CDR1, due to LI R503A and LI R503B zones, from FL150 included up to FL280 included:

- MON-FRI 0500-2200 (0400-2100);
- HOL excluded.

Alternate route: M738-M732

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M742 (RNP 5)					
▲ PAPIZ 40°53'30"N 018°57'06"E					
	266° / 086° 69.4	FL335 FL95	5	110 ↓	100 ↑
▲ FASAN 40°51'50"N 017°25'37"E					
	262° / 081° 25.5	FL335 FL95	5	110 ↓	100 ↑
▲ LUXIL 40°49'09"N 016°52'15"E					
	261° / 080° 55.1	FL335 FL105	5	110 ↓	120 ↑
△ BUMOK 40°42'51"N 015°40'11"E					
	11.6	FL335 FL105	5	110 ↓	120 ↑
▲ LUNAR 40°41'26"N 015°25'02"E Roma ACC/Brindisi ACC					
	23.9	FL335 FL105	5	110 ↓	120 ↑
▲ GALTİ 40°38'24"N 014°53'57"E					
	26.0	FL335 FL105	5	110 ↓	120 ↑
▲ SORRENTO DVOR/DME 'SOR' 40°34'57"N 014°20'06"E (SORRENTO NDB 'SOR') (40°34'57"N 014°20'08"E)					
	198° / 017° 25.3	FL335 FL75	5	90 ↓	80 ↑
▲ DELER 40°11'06"N 014°08'57"E					
	48.6	FL335 FL75	5	90 ↓	80 ↑
▲ AMANO 39°25'18"N 013°47'48"E					
	36.3	FL335 FL75	5	90 ↓	80 ↑
▲ ROSAS 38°51'02"N 013°32'22"E					
	51.8	FL335 FL75	5	90 ↓	80 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ PALERMO VOR/DME 'PAL' 38°02'01"N 013°10'39"E (PALERMO NDB 'PAL') (38°02'03"N 013°10'39"E)					
	188° / 008° 41.9	FL335 — FL165		170 ↓	180 ↑
▲ ADEXI 37°20'44"N 013°01'31"E Roma ACC/Malta ACC					
	26.2	FL660 — FL75	5	90 ↓	100 ↑
▲ ROBIM 36°54'53"N 012°55'54"E					
	25.2	FL660 — FL75	5	90 ↓	100 ↑
▲ NIBLO 36°30'00"N 012°50'32"E		For continuation see AIP MALTA			

NOTE/REMARKS

- 1) Il segmento PAPIZ-FASAN deve essere considerato CDR3 durante gli orari di attivazione delle zone LI D25B e LI D25C
- 2) Il tratto PAL-NIBLO deve essere considerato CDR3 northbound fino a FL195 compreso: H24.
- 3) Il segmento PAL-ROBIM deve essere considerato CDR1, a causa delle zone LI R503A e LI R503B, da FL150 compreso fino a FL280 compreso:

- MON-FRI 0500-2200 (0400-2100)
- HOL esclusi.

Rotta alternata: M726-Q723

- 1) Segment PAPIZ-FASAN to be considered CDR3 during activation periods of LI D25B and LI D25C zones.
- 2) Segment PAL-NIBLO to be considered CDR3 northbound, up to FL195 included: H24.
- 3) Segment PAL-ROBIM to be considered CDR1, due to LI R503A and LI R503B zones, from FL150 included up to FL280 included:

- MON-FRI 0500-2200 (0400-2100)
- HOL excluded.

Alternate route: M726-Q723

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M858 (RNP 5)					
▲ CANNE 46°10'00"N 008°52'52"E Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	168° / 348° 31.8	FL165 FL125	5	130 ↓	140 ↑
▲ SARONNO VOR/DME 'SRN' 45°38'46"N 009°01'18"E (SARONNO NDB 'SRN') (45°38'48"N 009°01'22"E)					
	182° / 002° 41.0	FL335 FL105	5	110 ↓	120 ↑
▲ VOGHERA VOR/DME 'VOG' 44°57'52"N 008°58'13"E (VOGHERA NDB 'VOG') (44°57'50"N 008°58'20"E)					
	171° / 351° 32.8	FL335 FL105	5	110 ↓	120 ↑
▲ GENOVA VOR/DME 'GEN' 44°25'28"N 009°04'56"E (GENOVA NDB 'GEN') (44°25'26"N 009°05'00"E)					
	184° / 004° 13.8	FL335 6000ft	5	7000ft ↓	6000ft ↑
△ OTMUV 44°11'41"N 009°03'17"E					
	15.1	FL335 6000ft	5	7000ft ↓	6000ft ↑
▲ UNITA 43°56'40"N 009°01'30"E					
	8.1	FL335 FL105	5	110 ↓	120 ↑
△ OLETI 43°48'36"N 009°00'31"E					
	16.0	FL335 FL105	5	110 ↓	120 ↑
△ LIGUR 43°32'37"N 008°58'39"E Milano ACC/Bastia APP (A o al di sotto di/at or below FL155)					
	9.3	FL335 FL105	5	110 ↓	120 ↑
▲ TORTU 43°23'18"N 008°57'30"E Milano ACC/Marseille ACC (Al di sopra di/above FL155)					

NOTE/REMARKS	
1) Il tratto CORSI-BOLOT deve essere considerato CDR3 in direzione nord fino a FL195 compreso: H24.	1) Segment CORSI-BOLOT to be considered CDR3 northbound up to FL195 included: H24.

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M859 (RNP 5)					
▲ TUTIV 45°42'31"N 013°49'36"E	For continuation see AIP SLOVENIA				
	238° / 058° 14.8	FL335 FL95	5		140 ↑
▲ BARPI 45°35'09"N 013°31'22"E Ljubljana ACC/Padova ACC					
	5.0	FL335 FL135	5	150 ↓	140 ↑
△ UMBEK 45°32'40"N 013°25'11"E					
	6.9		5		
△ MONFA 45°29'14"N 013°16'45"E					
	20.5	FL335 FL135	5	150 ↓	140 ↑
▲ ROSKA 45°18'51"N 012°51'42"E					
	3.6	FL335 FL105	5	110 ↓	120 ↑
▲ TULIK 45°17'02"N 012°47'21"E					
	238° / 057° 25.0	FL335 FL105	5	110 ↓	120 ↑
▲ CHIOGGIA VOR/DME 'CHI' 45°04'16"N 012°16'53"E (CHIOGGIA NDB 'CHI') (45°04'18"N 012°16'53"E)					
	240° / 060° 18.6	FL335 5500ft	5	90 ↓	100 ↑
▲ ROVIG 44°55'26"N 011°53'51"E					
	13.7	FL335 5500ft	5	90 ↓	100 ↑
▲ LUMAV 44°48'52"N 011°36'59"E					
	219° / 038° 21.7	FL335 4500ft	5	5000ft ↓	6000ft ↑
▲ BOLOGNA DVOR/DME 'BOA' 44°32'13"N 011°17'26"E (BOLOGNA NDB 'BOA') (44°34'02"N 011°12'01"E)					
	265° / 086° 13.2	FL335 FL85	5	90 ↓	100 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ LURUT 44°31'25"N 010°59'00"E Padova ACC / Milano ACC					
	266° / 086° 11.2	FL335 FL85	5	90 ↓	100 ↑
▲ UVOKI 44°30'41"N 010°43'21"E					
	266° / 085° 6.1	FL335 FL85	5	90 ↓	100 ↑
▲ LUPOS 44°30'17"N 010°34'53"E					
	265° / 084° 11.5	FL335 FL95	5	110 ↓	100 ↑
△ EVKIV 44°29'30"N 010°18'51"E					
	264° / 085° 6.5	FL335 FL105	5	110 ↓	120 ↑
▲ EKPAL 44°29'03"N 010°09'45"E					
	265° / 085° 13.5	FL335 FL105	5	110 ↓	120 ↑
▲ KALIK 44°28'06"N 009°50'53"E					
	264° / 084° 9.9	FL335 FL105	5	110 ↓	120 ↑
▲ GOLAS 44°27'18"N 009°37'03"E					
	265° / 084° 23.1	FL335 FL105	5	110 ↓	120 ↑
▲ GENOVA VOR/DME 'GEN' 44°25'28"N 009°04'56"E (GENOVA NDB 'GEN') (44°25'26"N 009°05'00"E)					
	265° / 085° 25.2	FL335 FL85	5	90 ↓	100 ↑
▲ LAGEN 44°23'39"N 008°29'53"E					
	248° / 067° 40.5	FL335 FL195	5	210 ↓	
▲ VAMTU 44°08'44"N 007°37'31"E Milano ACC/Marseille ACC					
					For continuation see AIP FRANCE

NOTE/REMARKS

- 1) Il segmento TUTIV-BARPI è utilizzabile solo in direzione est.
- 2) Il segmento LAGEN-VAMTU è utilizzabile solo in direzione ovest.

- 1) Segment TUTIV-BARPI usable eastbound only.
- 2) Segment LAGEN-VAMTU usable westbound only.

NOTE/REMARKS

- | | |
|---|---|
| <p>3) Il segmento LAGEN-VAMTU deve essere considerato CDR1 a causa delle zone LI R4 e LI R64</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. <p>Rotta alternata: Z185</p> <p>4) In caso di avaria di BOA VOR/DME:</p> <ul style="list-style-type: none"> a) Segmento LUMAV-BOA NDB Track (MAG) 229°/049° Dist. (NM) 23.2 Upper/Lower vertical limits 195/95 MNM FL Odd 110 MNM FL Even 100 b) Tratto BOA NDB-LUPOS Track (MAG) 261°/080° Dist. (NM) 26.8 Upper/Lower vertical limits 195/95 MNM FL Odd 110 MNM FL Even 100 <p>5) Per i limiti verticali ed i livelli minimi del segmento UMBEK-MONFA consultare AIP Croatia.</p> | <p>3) Segment LAGEN-VAMTU to be considered CDR1 due to LI R4 and LI R64 zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL excluded. <p>Alternate route: Z185</p> <p>4) In case of BOA VOR/DME failure:</p> <ul style="list-style-type: none"> a) Segment LUMAV-BOA NDB Track (MAG) 229°/049° Dist. (NM) 23.2 Upper/Lower vertical limits 195/95 MNM FL Odd 110 MNM FL Even 100 b) Segment BOA NDB-LUPOS Track (MAG) 261°/080° Dist. (NM) 26.8 Upper/Lower vertical limits 195/95 MNM FL Odd 110 MNM FL Even 100 <p>5) Segment UMBEK-MONFA: for vertical limits and minimum FL see AIP Croatia.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M871 (RNP 5)					
▲ XATOS 39°41'55"N 008°00'00"E Roma ACC/Marseilles ACC	For continuation see AIP FRANCE				
	115° / 296° 78.5	FL335 FL195	5	210 ↓	200 ↑
▲ CARBONARA DVOR/DME 'CAR' 39°06'41"N 009°30'29"E (CARBONARA NDB 'CAR') (39°06'42"N 009°30'33"E)					
	108° / 290° 13.0	FL335 FL85	5	90 ↓	100 ↑
▲ NEVOT 39°02'22"N 009°46'13"E					
	58.7	FL335 FL85	5	90 ↓	100 ↑
△ ADAMI 38°42'17"N 010°56'56"E					
	59.2	FL335 FL85	5	90 ↓	100 ↑
▲ KAPIL 38°21'22"N 012°07'33"E					
	53.4	FL335 FL85	5	90 ↓	100 ↑
▲ PALERMO VOR/DME 'PAL' 38°02'01"N 013°10'39"E (PALERMO NDB 'PAL') (38°02'03"N 013°10'39"E)					
	110° / 291° 25.1	FL335 FL85	5	90 ↓	100 ↑
▲ BEKIV 37°52'39"N 013°40'05"E					
	16.9	FL335 FL85	5	90 ↓	100 ↑
△ ENEPA 37°46'24"N 013°59'58"E					
	24.0	FL335 FL85	5	90 ↓	100 ↑
▲ LIBRO 37°37'17"N 014°27'53"E					
	26.0	FL335 FL85	5	90 ↓	100 ↑
▲ NOTRI 37°27'22"N 014°58'10"E					
	120° / 300° 67.5	FL335 FL195	5	210 ↓	200 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ ERNAM 36°51'30"N 016°09'45"E					
	120° / 301° 39.8	FL335 — FL95	5	110 ↓	100 ↑
▲ SUBOK 36°30'00"N 016°51'26"E Roma ACC/Malta ACC	For continuation see AIP MALTA				

NOTE/REMARKS

- 1) Il segmento XATOS-CAR deve essere considerato CDR3 a causa della zona LI R54:

- MON-FRI: H24;
- HOL esclusi.

- 2) Il tratto ADAMI-PAL deve essere considerato CDR1, a causa delle zone LI R503A e LI R503B, da FL150 compreso fino a FL280 compreso:

- MON-FRI: 0500-2200 (0400-2100);
- HOL esclusi.

- 3) Il tratto PAL-LIBRO deve essere considerato CDR1, a causa delle zone LI TRA504A e LI TRA504B, da FL200 incluso in su:

- MON-FRI: 0500-2200, (0400-2100);
- HOL esclusi.
- Escluso il traffico da/per LICJ, LICC, LICZ e LICB (vedi AIP ENR 5.1.4).

Rotta alternata:

- Q152-N982 (Southbound)
- M621-Q152 (Northbound)

- 4) Il tratto ERNAM-SUBOK deve essere considerato CDR3 fino a FL195 compreso durante gli orari di attivazione della zona LI D75

- 5) Nel tratto ADAMI – CAR gli aeromobili devono seguire strettamente l'asse centrale della rotta; eventuali deviazioni dovranno essere segnalate all'Ente ATC.

- 6) Il tratto PAL-LIBRO è disponibile, su richiesta di Roma ACC, quale alternata alla rotta P167 (vedi AIP ENR 5.1.4).

- 1) Segment XATOS-CAR to be considered CDR3 due to LI R54 zone:

- MON-FRI: H24;
- HOL excluded.

- 2) Segment ADAMI-PAL to be considered CDR1, due to LI R503A and LI R503B zones, from FL150 included up to FL280 included:

- MON-FRI: 0500-2200 (0400-2100);
- HOL excluded.

- 3) Segment PAL-LIBRO to be considered CDR1, due to LI TRA504A and LI TRA504B zones, from FL200 included and above:

- MON-FRI: 0500-2200, (0400-2100);
- HOL excluded.
- Traffic to/from LICJ, LICC, LICZ and LICB excluded (see AIP ENR 5.1.4).

Alternate route:

- Q152-N982 (Southbound)
- M621-Q152 (Northbound)

- 4) Segment ERNAM-SUBOK to be considered CDR3 up to FL195 included during activation periods of LI D75 zone.

- 5) In the segment ADAMI-CAR aircraft shall strictly follow the center line of the route; any deviation shall be notified to the ATC Unit.

- 6) Segment PAL-LIBRO is available, on Roma ACC request, as alternate to the route P167, (see AIP ENR 5.1.4).

ENR 3.1 - ATS ROUTES						
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels		
				MNM FL	MNM FL	
1	2	3	4	5		
M872 (RNP 5)						
▲ CERVI 45°58'12"N 007°32'43"E Geneva ACC/Milano ACC	For continuation see AIP SWITZERLAND					
	123° / 303° 10.3	FL335 FL195	5		200	↑
△ GARLO 45°52'28"N 007°45'01"E						
	14.8	FL335 FL195	5		200	↑
▲ OMETO 45°44'12"N 008°02'34"E						
	127° / 308° 58.2	FL335 FL245	5	250 ↓	260	↑
△ BOTAL 45°08'01"N 009°07'22"E						
	128° / 310° 87.9	FL335 FL245	5	250 ↓	260	↑
▲ EKDIR 44°12'17"N 010°42'36"E Milano ACC/Roma ACC						
	130° / 309° 16.6	FL335 FL245	5	250 ↓	260	↑
▲ FIRENZE VORTAC 'FRZ' 44°01'38"N 011°00'12"E						
	102° / 283° 27.6	FL335 FL245	5	250 ↓	260	↑
▲ VABMO 43°55'18"N 011°37'27"E Roma ACC/Padova ACC						
	103° / 282° 7.9	FL335 FL245	5	250 ↓	260	↑
▲ BAGNO 43°53'26"N 011°48'08"E						
	102° / 282° 18.5	FL335 FL195	5	210 ↓	200	↑
△ PIDEP 43°49'04"N 012°13'03"E						
	103° / 283° 5.9	FL335 FL195	5	210 ↓	200	↑
△ LIKNO 43°47'38"N 012°20'54"E						
	133° / 313° 26.1	FL335 FL155	5	170 ↓	160	↑
△ GUBIN 43°29'13"N 012°46'27"E						

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	16.3	FL335 FL115	5	130 ↓	120 ↑
△ ERDON 43°17'42"N 013°02'12"E					
	18.2	FL335 FL115	5	130 ↓	120 ↑
▲ NORKI 43°04'47"N 013°19'43"E Padova ACC/Brindisi ACC					
	133° / 316° 22.9	FL335 FL115	5	130 ↓	120 ↑
△ GUDPO 42°48'29"N 013°41'34"E					
	136° / 313° 12.9	FL335 FL115	5	130 ↓	120 ↑
▲ AMGOK 42°39'18"N 013°53'46"E					
	133° / 314° 18.3	FL335 FL115	5	130 ↓	120 ↑
▲ PESCARA VOR/DME 'PES' 42°26'09"N 014°11'03"E					
	125° / 305° 55.9	FL335 FL105	5	110 ↓	120 ↑
▲ URIPI 41°52'33"N 015°11'05"E					
	37.0	FL335 FL105	5	110 ↓	120 ↑
▲ DIVKU 41°30'00"N 015°50'16"E					
	128° / 309° 62.1	FL335 FL195	5	210 ↓	200 ↑
▲ LUXIL 40°49'09"N 016°52'15"E					
	129° / 309° 18.5	FL335 FL195	5	210 ↓	200 ↑
△ MOKTO 40°36'52"N 017°10'27"E					
	15.2	FL335 FL195	5	210 ↓	200 ↑
▲ GROTTAGLIE L 'GRT' 40°26'45"N 017°25'20"E					
	130° / 311° 85.4	FL335 FL195	5	210 ↓	200 ↑
△ LUPAL 39°28'11"N 018°46'10"E					
	132° / 312° 15.1	FL335 FL95	5	110 ↓	100 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ LATAN 39°17'36"N 019°00'00"E Brindisi ACC/Athinai ACC				For continuation see AIP GREECE	

NOTE/REMARKS					
1)	Il tratto OMETO-CERVI è utilizzabile solo in direzione nord.		1)	Segment OMETO-CERVI usable northbound only.	
2)	Il tratto LIKNO-PES deve essere considerato CDR3 da FL125 compreso fino a FL240 compreso, a causa della zona LI R48:		2)	Segment LIKNO-PES to be considered CDR3 from FL125 included up to FL240 included due to LI R48 zone:	
	- MON-FRI 0500-2200 (0400-2100);			- MON-FRI 0500-2200 (0400-2100);	
	- SAT 0500-1300 (0400-1200);			- SAT 0500-1300 (0400-1200);	
	- HOL esclusi.			- HOL excluded.	
3)	Il tratto PES-LUXIL deve essere considerato CDR1 a causa della zona LI R51 (settore D), da FL200 compreso in su:		3)	Segment PES-LUXIL to be considered CDR1 due to LI R51 (D sector) zone, from FL200 included and above:	
	- MON-FRI 0500-2200 (0400-2100);			- MON-FRI 0500-2200 (0400-2100);	
	- SAT 0500-1300 (0400-1200);			- SAT 0500-1300 (0400-1200);	
	- HOL esclusi.			- HOL excluded.	
	Rotta alternata: M736-Z904-L995			Alternate route: M736-Z904-L995	
4)	Il tratto PES-DIVKU:		4)	Segment PES-DIVKU:	
a)	deve essere considerato CDR3 a causa delle zone LI R308A/B e del CTR di Amendola, fino a FL195 compreso: H24;		a)	to be considered CDR3 due to LI R308A/B zones and Amendola CTR, up to FL195 included: H24;	
b)	è utilizzabile esclusivamente dal traffico da/ per gli aeroporti di Bari e Pescara.		b)	usable by traffic from/to Bari and Pescara aerodromes only.	
5)	Il tratto MOKTO-LUPAL deve essere considerato:		5)	Segment MOKTO-LUPAL to be considered:	
a)	CDR2 fino a FL250 compreso, a causa delle zone LI R405D, LI R406B e LI R408B: H24 (HOL esclusi);		a)	CDR2 up to FL250 included due to LI R405D, LI R406B and LI R408B zones: H24 (HOL excluded);	
b)	CDR1 da FL260 compreso in su, a causa delle zone LI TRA415, LI TRA416, LI TRA418 e LI TSA422A:		b)	CDR1 from FL260 included and above due to LI TRA415, LI TRA416, LI TRA418 e LI TSA422A zones:	
	- MON-FRI 0500-2200 (0400-2100);			- MON-FRI 0500-2200 (0400-2100);	
	- HOL esclusi.			- HOL excluded.	
c)	CDR1 da FL260 compreso a FL310 compreso, a causa delle zone LI TRA415, LI TRA416 e LI TRA418:		c)	CDR1 from FL260 included to FL310 included, due to LI TRA415, LI TRA416 and LI TRA418 zones:	
	- SAT 0500-1300 (0400-1200);			- SAT 0500-1300 (0400-1200);	
	- HOL esclusi;			- HOL excluded;	
	Rotta alternata:			Alternate route:	
	- M603-L612-NOSTO (Southbound)			- M603-L612-NOSTO (Southbound)	
	- TIGRA-L995-M603 (Northbound)			- TIGRA-L995-M603 (Northbound)	
6)	Il tratto LUPAL-LATAN deve essere considerato:		6)	Segment LUPAL-LATAN to be considered:	
a)	CDR2 fino a FL150 compreso, a causa della zona LI R408A: H24 (HOL esclusi);		a)	CDR2 up to FL150 included, due to LI R408A zone: H24 (HOL excluded);	
b)	CDR2 da FL160 compreso fino a FL250 compreso, a causa della zona LI R408B:		b)	CDR2 from FL160 included up to FL250 included due to LI R408B zone:	
	- MON-FRI 0500-2200 (0400-2100);			- MON-FRI 0500-2200 (0400-2100);	
	- SAT 0500-1300 (0400-1200);			- SAT 0500-1300 (0400-1200);	
	- HOL esclusi;			- HOL excluded;	
c)	CDR1 da FL260 compreso in su, a causa delle zone LI TRA418 e LI TSA422A:		c)	CDR1 from FL260 included and above due to LI TRA418 and LI TSA422A zones:	
	- MON-FRI 0500-2200 (0400-2100);			- MON-FRI 0500-2200 (0400-2100);	
	- HOL esclusi;			- HOL excluded;	
d)	CDR1 da FL260 compreso a FL310 compreso, a causa della zona LI TRA418:		d)	CDR1 from FL260 included to FL310 included, due to LI TRA418 zone:	
	- SAT 0500-1300 (0400-1200);			- SAT 0500-1300 (0400-1200);	

NOTE/REMARKS

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| <ul style="list-style-type: none">- HOL esclusi. <p>Rotta alternata:</p> <ul style="list-style-type: none">- M603-L612-NOSTO (Southbound);- TIGRA-L995-M603 (Northbound). <p>7) Tratto LUXIL-GRT: i livelli di volo 200-210-220 possono essere utilizzati previa autorizzazione di Gioia APP.</p> | <ul style="list-style-type: none">- HOL excluded; <p>Alternate route:</p> <ul style="list-style-type: none">- M603-L612-NOSTO (Southbound);- TIGRA-L995-M603 (Northbound). <p>7) Segment LUXIL-GRT: flights levels 200-210-220 are usable subject to Gioia APP clearance.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M978 (RNP 5)					
▲ SONAK 36°37'12"N 011°30'00"E Tunis ACC/Malta ACC	For continuation see AIP TUNISIA				
	102° / 282° 31.1	FL660 <hr/> FL155	5	170 ↓	160 ↑
▲ DOBIX 36°30'00"N 012°07'37"E	For continuation see AIP MALTA				

NOTE/REMARKS	
NIL	NIL

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M979 (RNP 5)					
▲ SONAK 36°37'12"N 011°30'00"E Tunis ACC/Malta ACC	For continuation see AIP TUNISIA				
	113° / 294° 17.1	FL660 <hr/> FL195	5	200 ↓	210 ↑
▲ DINUX 36°30'00"N 011°49'20"E	For continuation see AIP MALTA				

NOTE/REMARKS	
NIL	NIL

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M984 (RNP 5)					
▲ DETSA 46°48'09"N 012°16'52"E Wien ACC/Padova ACC	For continuation see AIP AUSTRIA				
	241° / 061° 25.6	FL335 FL145	5	150 ↓	
△ BAKOR 46°36'32"N 011°43'43"E					
	19.0	FL335 FL145	5	150 ↓	
▲ NAXAV 46°27'50"N 011°19'20"E					
	242° / 062° 21.3	FL335 FL155	5	170 ↓	
△ RENTA 46°18'20"N 010°51'49"E					
	20.2	FL335 FL155	5	170 ↓	
△ ATPED 46°09'15"N 010°25'49"E					
	14.7	FL335 FL155	5	170 ↓	
▲ LUSIL 46°02'35"N 010°07'00"E Padova ACC/Milano ACC Padova ACC/Milano ACC					
	233° / 052° 37.7	FL335 FL195	5	210 ↓	
△ RODRU 45°40'15"N 009°23'36"E					
	33.4	FL335 FL195	5	210 ↓	
△ EVANO 45°20'15"N 008°45'39"E					
	214° / 033° 46.8	FL335 FL195	5	210 ↓	
▲ NEDED 44°41'38"N 008°08'26"E					
	39.7	FL335 FL195	5	210 ↓	
▲ VAMTU 44°08'44"N 007°37'31"E Milano ACC/Marseille ACC	For continuation see AIP FRANCE				

NOTE/REMARKS

- 1) Rotta utilizzabile solo in direzione ovest.
- 2) Il segmento NEDED-VAMTU deve essere considerato CDR1 a causa delle zone LI R4 e LI R64:

- MON-FRI 0500-2200 (0400-2100);
- HOL esclusi.

Rotta alternata: Z185

- 1) Route usable westbound only.
- 2) Segment NEDED-VAMTU to be considered CDR1 due to LI R4 and LI R64 zones:

- MON-FRI 0500-2200 (0400-2100);
- HOL excluded.

Alternate route: Z185

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M985 (RNP 5)					
▲ MALUG 46°42'22"N 012°35'51"E Wien ACC/Padova ACC	For continuation see AIP AUSTRIA				
	241° / 060° 41.1	FL335 FL145	5		160 ↑
△ VESAL 46°23'24"N 011°42'59"E					
	14.7	FL335 FL145	5		160 ↑
▲ ALESE 46°16'30"N 011°24'14"E					
	2.1	FL335 FL145	5		160 ↑
△ SUMIR 46°15'32"N 011°21'35"E					
	234° / 053° 15.0	FL335 FL135	5		140 ↑
▲ DIBAX 46°06'59"N 011°03'51"E					
	19.1	FL335 FL135	5		140 ↑
△ TAGIP 45°56'01"N 010°41'24"E					
	13.5	FL335 FL135	5		140 ↑
▲ NESTI 45°48'14"N 010°25'37"E Padova ACC/Milano ACC					
	16.0	FL335 FL125	5		140 ↑
▲ OSKOR 45°38'57"N 010°07'00"E					
	210° / 029° 20.4	FL335 FL195	5		200 ↑
△ GIBLO 45°21'30"N 009°52'00"E					
	11.5	FL335 FL195	5		200 ↑
△ ROBAS 45°11'37"N 009°43'34"E					
	39.6	FL335 FL195	5		200 ↑
△ MONEB 44°37'35"N 009°15'02"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	210° / 030° 14.1	FL335 FL105	5		120 ↑
▲ GENOVA VOR/DME 'GEN' 44°25'28"N 009°04'56"E (GENOVA NDB 'GEN') (44°25'26"N 009°05'00"E)					
	238° / 058° 11.5	FL335 FL105	5		120 ↑
▲ DORAV 44°19'35"N 008°51'08"E					
	31.7	FL335 FL105	5		120 ↑
▲ ALBENGA NDB 'ABN' 44°03'22"N 008°13'16"E					
	234° / 054° 24.7	FL335 FL195	5		200 ↑
▲ NOSTA 43°49'10"N 007°45'19"E Milano ACC/Marseille ACC					
	6.5		5		200 ↑
▲ EKSID 43°45'25"N 007°37'58"E	For continuation see AIP FRANCE				

NOTE/REMARKS

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| <p>1) Rotta utilizzabile solo in direzione nordest.</p> <p>2) Il tratto SUMIR-NESTI deve essere considerato CDR3 da FL135 compreso a FL140 compreso a causa di possibile traffico IFR da/per LIPB in attesa sul punto FORER (vedi AIP ENR 3.6.1).</p> <p>3) Nel tratto MALUG-SUMIR la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'ATC.</p> <p>4) Il segmento NOSTA-EKSID è gestito da Marseille ACC; per ulteriori informazione vedere AIP Francia.</p> | <p>1) Route usable north-eastbound only.</p> <p>2) Segment SUMIR-NESTI to be considered CDR3 from FL135 included to FL140 included due to possible IFR traffic to/from LIPB holding over FORER (see AIP ENR 3.6.1).</p> <p>3) In the segment MALUG-SUMIR navigation shall be strictly referred to the centre-line: any deviation shall be immediately notified to ATC.</p> <p>4) Segment NOSTA-EKSID under Marseille ACC/Nice APP jurisdiction; further information on AIP France.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
M986 (RNP 5)					
▲ IBENI 44°00'51"N 013°55'18"E Zagreb ACC/Padova ACC	For continuation see AIP CROATIA				
	215° / 035° 32.3	FL335 _____ FL245	5		260 ↑
▲ ANCONA VOR/DME 'ANC' 43°35'11"N 013°28'16"E (ANCONA NDB 'ANC') (43°35'12"N 013°28'20"E)					
	278° / 098° 72.6	FL335 _____ FL95	5	110 ↓	100 ↑
▲ GAVRA 43°46'34"N 011°49'29"E Padova ACC / Roma ACC					

NOTE/REMARKS

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|---|---|
| 1) Il segmento IBENI-ANC è utilizzabile solo in direzione nord-est.

2) Il segmento IBENI-ANC deve essere considerato CDR3 fino a FL280 compreso a causa dell'area SPEEDY:
- MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100);
- FRI 0730-1030 (0600-0900). | 1) Segment IBENI-ANC usable north-eastbound only.

2) Segment IBENI-ANC to be considered CDR3 up to FL280 included due to SPEEDY area:
- MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100);
- FRI 0730-1030 (0600-0900). |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
N1 (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E Zurich ACC/Padova ACC					
	134° / 317° 161.8	FL335 FL195	5	210 ↓	200 ↑
▲ BELOV 44°32'33"N 012°42'48"E					
	136° / 315° 104.5	FL335 FL195	5	210 ↓	200 ↑
▲ BEDEG 43°16'38"N 014°22'11"E Padova ACC/Brindisi ACC					
	135° / 316° 110.6	FL335 FL315	5	330 ↓	320 ↑
▲ VIESTE VOR/DME 'VIE' 41°54'46"N 016°02'57"E (VIESTE NDB 'VIE') (41°54'48"N 016°03'04"E)					
	136° / 318° 207.0	FL335 FL315	5	330 ↓	320 ↑
▲ LATAN 39°17'36"N 019°00'00"E Brindisi ACC/Athinai ACC	For continuation see AIP GREECE				

NOTE/REMARKS

1) Il segmento RESIA-BELOV deve essere considerato CDR1, a causa delle zone LI-LS CBA660 e LI R26:

- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL esclusi.

2) Segmento VIE-LATAN deve essere considerato CDR1, a causa della zona LI TSA422A:

- MON-FRI 0500-2200 (0400-2100);
- HOL esclusi.

1) 1) Segment RESIA-BELOV to be considered CDR1, due to LI-LS CBA660 and LI R26 zones:

- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL excluded.

2) Segment VIE-LATAN to be considered CDR1, due to LI TSA422A zone:

- MON-FRI 0500-2200 (0400-2100);
- HOL excluded.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
N138 (RNP 5)					
▲ GISAM 41°55'07"N 017°45'31"E Zagreb ACC/Brindisi ACC	For continuation see AIP CROATIA				
	143° / 324° 30.0		5		
▲ CRAYE 41°30'10"N 018°07'45"E					
////////////////////////////////////					
△ GONOT 41°14'00"N 018°23'30"E					
	141° / 321° 47.1	FL335 <hr/> FL195	5		200 ↑
▲ GOKEL 40°35'54"N 019°00'00"E Brindisi ACC/Tirana ACC	For continuation see AIP ALBANIA				

NOTE/REMARKS

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|---|---|
| <p>1) Il segmento GONOT-GOKEL è utilizzabile solo in direzione nord.</p> <p>2) Segmento GISAM - CRAYE non disponibile ai livelli e durante i periodi di attivazione dell'area LION (vedi AIP ENR5 e relativi Notam) e/o dell'area PAM (vedi AIP Croatia e AIP Serbia/Montenegro).</p> <p>3) Nel segmento GISAM - CRAYE i servizi ATS sono temporaneamente forniti da Brindisi ACC/FIC. Per i limiti verticali ed i livelli minimi consultare AIP Croatia.</p> | <p>1) Segment GONOT-GOKEL usable northbound only.</p> <p>2) Segment GISAM - CRAYE not available at levels and during activation periods of LION area (see AIP ENR5 and relevant Notam) and/or PAM (see AIP Croatia and AIP Serbia/Montenegro)</p> <p>3) In the segment GISAM - CRAYE ATS services are temporarily provided by Brindisi ACC/FIC. For vertical limits and minimum FL see AIP Croatia.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
N157 (RNP 5)					
△ DEDOM 42°07'00"N 010°26'00"E					
	176° / 356° 117.1	FL335 FL195	5	210 ↓	
▲ QUENN 40°09'54"N 010°32'37"E					
	177° / 357° 136.5	FL335 FL195	5	210 ↓	
▲ ABDAB 37°53'21"N 010°37'43"E Roma ACC/Tunis ACC				For continuation see AIP TUNISIA	

NOTE/REMARKS

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| <p>1) La rotta è utilizzabile solo in direzione sud.</p> <p>2) Il segmento DEDOM-QUEEN deve essere considerato CDR3, a causa della zona LI D67:</p> <p style="padding-left: 40px;">- MON-FRI 0630-1630 (0530-1530).</p> <p>3) Il segmento QUEEN-ABDAB deve essere considerato:</p> <p style="padding-left: 20px;">a) CDR1: MON-FRI</p> <p style="padding-left: 40px;">- 0500-0700, 1700-2200;</p> <p style="padding-left: 40px;">- 21 JUN-20 SEP, da FL250 incluso ed oltre 0500-2200.</p> <p style="padding-left: 40px;">Rotta alternata: L12-M738-M725</p> <p style="padding-left: 20px;">b) CDR3: MON-FRI</p> <p style="padding-left: 40px;">- 21 SEP-20 JUN, 0700-1700.</p> <p style="padding-left: 40px;">- 21 JUN-20 SEP, da FL200 incluso fino a FL240 incluso 0700-1700.</p> | <p>1) Route usable southbound only.</p> <p>2) Segment DEDOM-QUEEN to be considered CDR3 due to LI D67 zone:</p> <p style="padding-left: 40px;">- MON-FRI 0630-1630 (0530-1530).</p> <p>3) Segment QUEEN-ABDAB to be considered:</p> <p style="padding-left: 20px;">a) CDR1: MON-FRI</p> <p style="padding-left: 40px;">- 0500-0700, 1700-2200;</p> <p style="padding-left: 40px;">- 21 JUN-20 SEP, from FL250 included and above 0500-2200.</p> <p style="padding-left: 40px;">Alternate route: L12-M738-M725</p> <p style="padding-left: 20px;">b) CDR3: MON-FRI</p> <p style="padding-left: 40px;">- 21 SEP-20 JUN, 0700-1700.</p> <p style="padding-left: 40px;">- 21 JUN-20 SEP, from FL200 up to FL240 included 0700-1700.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
N163 (RNP 5)					
▲ CORSI 41°20'00"N 008°48'44"E Marseille ACC/Roma ACC					
	147° / 328° 251.2	FL335 FL195	5		200 ↑
△ OSDET 37°45'53"N 011°38'58"E					
	164° / 344° 58.9	FL335 FL195	5	210 ↓	200 ↑
▲ PANTELLERIA VOR/DME 'PAN' 36°48'52"N 011°57'57"E Roma ACC/Malta ACC					
	166° / 346° 19.3	FL660 FL195	5	210 ↓	
▲ NUPMA 36°30'00"N 012°03'12"E					For continuation see AIP MALTA

NOTE/REMARKS	
1) Il segmento CORSI-OSDET è utilizzabile solo in direzione nord.	1) Segment CORSI-OSDET usable northbound only.
2) Il segmento PAN-NUPMA è utilizzabile solo in direzione sud.	2) Segment PAN-NUPMA usable southbound only.
3) Il tratto CORSI-PAN deve essere considerato CDR3:	3) Segment CORSI-PAN to be considered CDR3:
- MON-FRI 0600-2100 (0500-2100)	- MON-FRI 0600-2100 (0500-2100)
- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.	- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.
4) Il segmento CORSI-OSDET deve essere considerato:	4) Segment CORSI-OSDET to be considered:
a) CDR3, a causa della zona LI D115A fino a FL240 compreso:	a) CDR3 due to LI D115A zone up to FL240 included:
- MON-FRI 0500-0600 (nel solo periodo invernale) e 2100-2200 (2100-2200);	- MON-FRI 0500-0600 (winter period only) and 2100-2200 (2100-2200);
- HOL esclusi.	- HOL excluded.
b) CDR1, a causa delle zone LI D115B e LI D115C da FL250 compreso in su:	b) CDR1, due to LI D115B and LI D115C zones from FL250 included and above:
- MON-FRI 0500-0600 (nel solo periodo invernale) e 2100-2200 (2100-2200);	- MON-FRI 0500-0600 (winter period only) and 2100-2200 (2100-2200);
- HOL esclusi.	- HOL excluded.
Rotta alternata: M732-M733	Alternate route: M732-M733

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
N503 (RNP 5)					
▲ LIKDA 47°01'01"N 011°45'03"E Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	181° / 001° 24.5	FL335 FL155	5	170 ↓	
△ BAKOR 46°36'32"N 011°43'43"E					
	13.2	FL335 FL145	5	150 ↓	
△ VESAL 46°23'24"N 011°42'59"E					
	17.1	FL335 FL145	5	150 ↓	
△ LAMPO 46°06'21"N 011°42'05"E					
	10.2	FL335 FL125	5	130 ↓	
▲ ROKIB 45°56'08"N 011°41'32"E					
	17.9	FL335 FL125	5	130 ↓	
▲ VICENZA VOR/DME 'VIC' 45°38'14"N 011°40'35"E (VICENZA NDB 'VIC') (45°38'13"N 011°40'29"E)					
	141° / 321° 16.9	FL335 5500ft	5	90 ↓	100 ↑
△ INBUT 45°24'48"N 011°55'03"E					
	10.2	FL335 5500ft	5	90 ↓	100 ↑
▲ LAREN 45°16'41"N 012°03'42"E					
	15.5	FL335 5500ft	5	90 ↓	100 ↑
▲ CHIOGGIA VOR/DME 'CHI' 45°04'16"N 012°16'53"E (CHIOGGIA NDB 'CHI') (45°04'18"N 012°16'53"E)					
	203° / 023° 11.0	FL335 FL95	5	110 ↓	100 ↑
▲ LOBSI 44°54'18"N 012°10'21"E					
	20.9	FL335 FL95	5	110 ↓	100 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
△ GIPUK 44°35'19"N 011°58'00"E					
	23.8	FL335 — FL95	5	110 ↓	100 ↑
▲ PELEG 44°13'40"N 011°44'07"E					
	211° / 032° 16.0	FL335 — FL155	5		160 ↑
▲ BIKTU 44°00'08"N 011°32'21"E Padova ACC / Roma ACC					

NOTE/REMARKS

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| <p>1) Il tratto LIKDA-VIC utilizzabile solo in direzione sud.</p> <p>2) Il segmento PELEG-BIKTU è utilizzabile solo in direzione nord.</p> <p>3) Il tratto LOBSI-PELEG deve essere considerato CDR1 a causa della zona LI R21B, da FL160 compreso fino a FL240 compreso:</p> <ul style="list-style-type: none"> - MON, WED: 0700-2200; - TUE, THU: 0700-1700; - FRI: 0700-1300. <p>Rotta alternata:</p> <ul style="list-style-type: none"> - M726-M859 (northbound); - M859-Q58 (southbound). <p>4) Nel tratto VIC-CHI livelli di volo inferiori a FL90 saranno assegnati da Padova ACC, Treviso APP o Venezia APP in base al QNH locale.</p> <p>5) Nel tratto BAKOR-VIC la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC.</p> | <p>1) Segment LIKDA-VIC usable southbound only.</p> <p>2) Segment PELEG-BIKTU usable northbound only.</p> <p>3) Segment LOBSI-to be considered CDR1 due to LI R21B zone, from FL160 included up to FL240 included:</p> <ul style="list-style-type: none"> - MON, WED: 0700-2200; - TUE, THU: 0700-1700; - FRI: 0700-1300. <p>Alternate route:</p> <ul style="list-style-type: none"> - M726-M859 (northbound); - M859-Q58 (southbound). <p>4) In the segment VIC-CHI flight level below FL90 will be assigned by Padova ACC, Treviso APP or Venezia APP on basis of the local QNH.</p> <p>5) In the segment BAKOR-VIC navigation shall be strictly referred to the centerline: any deviation shall be immediately notified to the ATC Unit.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
N573 (RNP 5)					
△ AMREX 37°58'16"N 017°55'02"E					
	247° / 066° 181.1	FL335 _____ FL195	5	210 ↓	
▲ NELDA 36°51'46"N 014°23'34"E Roma ACC/Malta ACC					
	241° / 060° 46.6	FL660 _____ FL195	5	210 ↓	
▲ UPLIT 36°30'00"N 013°32'23"E					For continuation see AIP MALTA

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione ovest.

2) Il segmento NELDA-UPLIT deve essere considerato CDR1, a causa della zona LI R502:

- MON-FRI 0500-2200 (0400-2100);
- HOL esclusi.

Rotta alternata: N982-L30

1) Route usable westbound only.

2) Segment NELDA-UPLIT to be considered CDR1, due to LI R502:

- MON-FRI 0500-2200 (0400-2100);
- HOL excluded.

Alternate route: N982-L30

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
N604 (RNP 5)					
▲ DOKAR 42°30'03"N 009°45'00"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	118° / 298° 41.6	FL335 FL245	5	250 ↓	
△ BATBO 42°09'36"N 010°33'54"E					
	115° / 298° 270.3	FL335 FL245	5	250 ↓	
▲ INGAB 40°00'58"N 015°48'27"E Roma ACC/Brindisi ACC					
	118° / 300° 173.7	FL335 FL245	5	250 ↓	
▲ RUTOM 38°31'06"N 019°00'00"E Brindisi ACC/Athinai ACC	For continuation see AIP GREECE				

NOTE/REMARKS	
1) Rotta utilizzabile solo in direzione sud.	1) Route usable southbound only.
2) La rotta deve essere considerata CDR3: - MON-FRI 0600-2100 (0500-2100) - SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.	2) Route to be considered CDR3: - MON-FRI 0600-2100 (0500-2100) - SAT and SUN 0600-2100 (0500-2100) up to FL310 included.
3) Il segmento BATBO-INGAB deve essere considerato CDR1, a causa delle zone LI R7, LI R62A, LI R62B, LI TRA410, LI TRA412 e LI TSA420A: - MON-FRI 0000-0600 (0000-0500) e 2100-2400 (2100-2400); - SAT 0000-0600 (0000-0500); - HOL esclusi. Rotta alternata: P126-M603-M620-M601	3) Segment BATBO-INGAB to be considered CDR1, due to LI R7, LI R62A, LI R62B, LI TRA410, LI TRA412 and LI TSA420A zones: - MON-FRI 0000-0600 (0000-0500) e 2100-2400 (2100-2400); - SAT 0000-0600 (0000-0500); - HOL excluded. Alternate route: P126-M603-M620-M601
4) Il segmento INGAB-RUTOM deve essere considerato: a) CDR1, a causa delle zone LI TRA410, LI TRA412, LI TRA413, LI TRA417 e LI TSA420A: - MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale); - HOL esclusi. b) CDR1, a causa delle zone LI TRA410, LI TRA412, LI TRA413 e LI TRA417 fino a FL310 compreso: - SAT 0500-0600 (0400-0500); - HOL esclusi. Rotta alternata: P126-M603-M620-M601	4) Segment INGAB-RUTOM to be considered: a) CDR1, due to LI TRA410, LI TRA412, LI TRA413, LI TRA417 and LI TSA420A: - MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter period only); - HOL excluded. b) CDR1 due to LI TRA410, LI TRA412, LI TRA 413 and LI TRA417 zones, up to FL310 included: - SAT 0500-0600 (0400-0500); - HOL excluded. Alternate route: P126-M603-M620-M601

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
N606 (RNP 5)					
▲ GIRIS 46°46'18"N 010°53'03"E Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	134° / 314° 10.6	FL335 FL175	5	190 ↓	
▲ TISAX 46°38'43"N 011°03'54"E					
	15.2	FL335 FL175	5	190 ↓	
▲ NAXAV 46°27'50"N 011°19'20"E					
	128° / 309° 52.4	FL335 FL285	5	290 ↓	
△ NIVAS 45°54'00"N 012°16'53"E					
	129° / 309° 40.2	FL335 FL285	5	290 ↓	
△ BADOP 45°27'44"N 013°00'15"E					
	6.9	FL335 FL285	5	290 ↓	300 ↑
△ BABAG 45°23'13"N 013°07'37"E					
	6.8	FL335 FL285	5	290 ↓	300 ↑
▲ PEVAL 45°18'41"N 013°14'51"E Padova ACC/Zagreb ACC	For continuation see AIP CROATIA				

NOTE/REMARKS

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| <p>1) Il tratto GIRIS-BADOP è utilizzabile solo in direzione sud.</p> <p>2) Il tratto NAXAV-BADOP deve essere considerato CDR1, a causa delle zone LI R49E e LI 49F:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. <p>Rotta alternata:</p> <ul style="list-style-type: none"> - L615 - Z906 (northbound); - Z906 - L614 (southbound). | <p>1) Segment GIRIS BADOP usable southbound only.</p> <p>2) Segment NAXAV-BADOP to be considered CDR1, due to LI R49E and LI 49F zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL excluded. <p>Alternate route:</p> <ul style="list-style-type: none"> - L615 - Z906 (northbound); - Z906 - L614 (southbound). |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
N736 (RNP 5)					
▲ EVANO 45°20'15"N 008°45'39"E					
	208° / 028° 89.9	FL195 — FL135	5	150 ↓	
▲ BORDI 44°01'23"N 007°45'07"E Milano ACC/Marseille ACC (Al di sopra/Above FL175) Milano ACC/Nice APP (A o al di sotto/At or below FL 175)					
	214° / 034° 17.0		5		
▲ IVLAM 43°47'22"N 007°31'45"E	For continuation see AIP FRANCE				

NOTE/REMARKS

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| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) Il segmento EVANO-BORDI deve essere considerato CDR1 a causa della zona LI-R64.</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - HOL esclusi. <p>3) Il segmento BORDI-IVLAM è gestito da Marseille ACC/Nice APP; per ulteriori informazione vedere AIP Francia.</p> | <p>1) Route usable southbound only.</p> <p>2) Segment EVANO-BORDI to be considered CDR1 during activation periods of LI-R64.</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - HOL esclusi. <p>3) Segment BORDI-IVLAM under Marseille ACC/Nice APP jurisdiction; further information on AIP France.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
N737 (RNP 5)					
▲ BAXON 44°24'59"N 013°27'47"E Zagreb ACC/Padova ACC	For continuation see AIP CROATIA				
	202° / 022° 30.1	FL335 FL245	5	250 ↓	
▲ LANLI 43°57'26"N 013°10'50"E					
	210° / 032° 13.2	FL335 FL245	5	250 ↓	
△ AMSED 43°46'16"N 013°01'07"E					
	212° / 030° 20.1	FL335 FL205	5	210 ↓	
△ GUBIN 43°29'13"N 012°46'27"E					
	210° / 032° 10.2	FL335 FL95	5	110 ↓	
▲ EVNEK 43°20'34"N 012°39'07"E Padova ACC/Roma ACC					
	212° / 031° 32.2	FL335 FL95	5	110 ↓	
△ IPGOR 42°53'08"N 012°16'09"E					
	211° / 031° 8.7	FL335 FL95	5	110 ↓	
△ ETPOK 42°45'41"N 012°10'00"E					
	211° / 030° 10.0	FL335 FL95	5	110 ↓	
▲ GIKIN 42°37'06"N 012°02'55"E					
	180° / 360° 61.3	FL335 FL285	5	290 ↓	
▲ TORLI 41°35'48"N 012°01'06"E					
	179° / 359° 18.2	FL335 FL285	5	290 ↓	
▲ KONUT 41°17'34"N 012°01'00"E					
	182° / 002° 85.5	FL335 FL95	5	110 ↓	
△ RONAB 39°52'11"N 011°53'28"E					

NOTE/REMARKS

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| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) Il tratto BAXON-AMSED deve essere considerato CDR3, a causa dell' area SPEEDY:</p> <p>a) fino a FL250 compreso:</p> <ul style="list-style-type: none"> - MON-THU 0000-0730 (0000-0600), 1030-1700 (0900-1800), 2000-2400 (2100-2400); - FRI 0000-0730 (0000-0600), 1030-1500 (0900-1500). <p>b) fino a FL280 compreso:</p> <ul style="list-style-type: none"> - MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100); - FRI 0730-1030 (0600-0900). <p>3) Il tratto AMSED-IPGOR deve essere considerato:</p> <p>a) CDR3, a causa della zona LI R48, da FL125 compreso fino a FL240 compreso:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>b) CDR1, a causa della zona LI R51 (settore A), da FL250 compreso in su:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. | <p>1) Route usable southbound only.</p> <p>2) Segment BAXON-AMSED to be considered CDR3 due to SPEEDY area:</p> <p>a) up to FL250 included:</p> <ul style="list-style-type: none"> - MON-THU 0000-0730 (0000-0600), 1030-1700 (0900-1800), 2000-2400 (2100-2400); - FRI 0000-0730 (0000-0600), 1030-1500 (0900-1500). <p>b) up to FL280 included:</p> <ul style="list-style-type: none"> - MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100); - FRI 0730-1030 (0600-0900). <p>3) Segment AMSED-IPGOR to be considered:</p> <p>a) CDR3, due to LI R48 zone, from FL125 included up to FL240 included:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>b) CDR1, due to LI R51 (sector A) zone, from FL250 included and above:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
N748 (RNP 5)					
▲ XAMIT 43°18'42"N 014°47'52"E Zagreb ACC/Brindisi ACC	For continuation see AIP CROATIA				
	199° / 019° 35.1	FL285 <hr/> FL195	5	210 ↓	
▲ SUTOB 42°45'59"N 014°30'22"E					
	200° / 020° 20.9	FL335 <hr/> FL195	5	210 ↓	200 ↑
△ ESODU 42°26'34"N 014°19'53"E					
	206° / 026° 18.7	FL335 <hr/> FL195	5	210 ↓	200 ↑
△ EKMIL 42°10'05"N 014°08'01"E					

NOTE/REMARKS

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| <p>1) Il segmento XAMIT-SUTOB è utilizzabile solo in direzione sud.</p> <p>2) Il segmento ESODU-EKMIL deve essere considerato:</p> <p>a) CDR1 da FL250 compreso in su, a causa della zona LI R51/C:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>b) CDR3 fino a FL240 compreso, a causa della zona LI R50:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. | <p>1) Segment XAMIT-SUTOB usable southbound only.</p> <p>2) Segment ESODU-EKMIL to be considered:</p> <p>a) CDR1 from FL250 included and above, due to LI R51/C zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>b) CDR3 up to FL240 included, due to LI R50 zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
N850 (RNP 5)					
▲ ODINA 46°06'16"N 008°39'54"E Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	174° / 354° 46.2	FL335 _____ FL195	5	210 ↓	
▲ EVANO 45°20'15"N 008°45'39"E					
	175° / 355° 33.8	FL335 _____ FL195	5	210 ↓	
▲ LESAN 44°46'30"N 008°48'44"E					
	27.0	FL335 _____ FL105	5	110 ↓	
▲ DORAV 44°19'35"N 008°51'08"E					
	189° / 009° 11.7	FL335 _____ FL105	5	110 ↓	
▲ IXITO 44°08'05"N 008°48'13"E					
	185° / 005° 40.5	FL335 _____ FL195	5	210 ↓	
▲ TALEP 43°27'44"N 008°42'44"E Milano ACC/Marseille ACC	For continuation see AIP FRANCE				

NOTE/REMARKS

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| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) Il tratto IXITO-TALEP deve essere considerato CDR1 fino a FL240 compreso, a causa della zona LI D91bis</p> <ul style="list-style-type: none"> - MON-FRI 0900-2400 (0800-2400); - HOL esclusi. <p>Rotta alternata: L50-M858</p> | <p>1) Route usable southbound only.</p> <p>2) Segment IXITO-TALEP to be considered CDR1 up to FL240 included, due to LI D91bis zone:</p> <ul style="list-style-type: none"> - MON-FRI 0900-2400 (0800-2400); - HOL excluded. <p>Alternate route: L50-M858</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
N851 (RNP 5)					
▲ ABESI 46°09'35"N 009°02'34"E Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	173° / 353° 10.6	FL335 <hr/> FL135	5		140 ↑
△ PEPAG 45°59'02"N 009°04'17"E					
	20.4	FL335 <hr/> FL135	5		140 ↑
△ DESIP 45°38'45"N 009°07'33"E					
	174° / 354° 61.4	FL335 <hr/> FL135	5		140 ↑
△ MONEB 44°37'35"N 009°15'02"E					
	29.3	FL335 <hr/> FL135	5		140 ↑
▲ LUKIM 44°08'24"N 009°18'31"E					
	198° / 017° 47.6	FL335 <hr/> FL135	5		140 ↑
▲ TORTU 43°23'18"N 008°57'30"E Milano ACC/Marseille ACC	For continuation see AIP FRANCE				

NOTE/REMARKS

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| 1) Rotta utilizzabile solo in direzione nord. | 1) Route usable northbound only. |
| 2) In caso di indisponibilità della rotta a nord di ABESI (vedi AIP Switzerland), rotta alternata: Z651 - CANNE. | 2) When route is not available north of ABESI (see AIP Switzerland): alternate route: Z651 - CANNE. |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
N982 (RNP 5)					
△ GENI 42°23'45"N 013°03'21"E					
	166° / 346° 14.1	FL335 FL245	5	250 ↓	260 ↑
△ TINIX 42°09'57"N 013°07'22"E					
	175° / 355° 10.3	FL335 FL195	5	210 ↓	200 ↑
▲ DESUK 41°59'41"N 013°08'09"E					
	158° / 338° 11.1	FL335 FL195	5	210 ↓	200 ↑
△ INSOX 41°49'18"N 013°13'20"E					
	166° / 346° 79.0	FL335 FL195	5	210 ↓	200 ↑
▲ MALOG 40°31'59"N 013°35'06"E					
	170° / 350° 67.3	FL335 FL195	5	210 ↓	200 ↑
▲ AMANO 39°25'18"N 013°47'48"E					
	153° / 333° 38.9	FL335 FL95	5	110 ↓	
△ VAKOR 38°50'10"N 014°09'13"E					
	166° / 347° 74.3	FL335 FL95	5	110 ↓	
▲ LIBRO 37°37'17"N 014°27'53"E					
	182° / 002° 24.7	FL335 FL95	5	110 ↓	100 ↑
▲ OBAXU 37°12'39"N 014°25'32"E					
	20.9	FL335 FL95	5		100 ↑
▲ NELDA 36°51'46"N 014°23'34"E Roma ACC/Malta ACC					
	189° / 009° 22.1	FL660 FL75	5	90 ↓	80 ↑
▲ DIRKA 36°30'00"N 014°18'36"E					
					For continuation see AIP MALTA

NOTE/REMARKS

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| <p>1) Il tratto AMANO-LIBRO è utilizzabile solo in direzione sud</p> <p>2) Il segmento OBAXU-NELDA è utilizzabile solo in direzione nord.</p> <p>3) Il segmento GENGI-TINIX ed il tratto TINIX-INSOX (da FL240 compreso in su) devono essere considerati CDR1, a causa delle zone LI R51/A e LI R51/B:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>Rotta alternata: L995</p> <p>4) Il segmento INSOX-MALOG deve essere considerato CDR1 a causa della zona LI R62: H24.</p> <p>Rotta alternata: M729-M726</p> <p>5) Il segmento VAKOR-NELDA é navigabile solo in presenza di servizio radar.</p> | <p>1) Segment AMANO-LIBRO usable southbound only</p> <p>2) Segment OBAXU-NELDA usable northbound only.</p> <p>3) Segment GENGI-TINIX and segment TINIX-INSOX (from FL240 included and above) to be considered CDR1, due to LI R51/A and LI R51/B zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>Alternate route: L995</p> <p>4) Segment INSOX-MALOG to be considered CDR1 due to LI R62 zone: H24.</p> <p>Alternate route: M729-M726</p> <p>5) Segment VAKOR-NELDA to be flown only provided that radar service is available.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P3 (RNP 5)					
▲ NERAR 39°18'15"N 014°16'01"E					
	136° / 317° 98.0	FL335 FL245	5	250 ↓	
▲ REGGIO CALABRIA DVOR/DME 'RCA' 38°04'36"N 015°38'43"E (REGGIO CALABRIA NDB 'RCA') (38°00'46"N 015°39'01"E)					
	135° / 316° 38.5	FL335 FL245	5	250 ↓	
△ DODEL 37°36'06"N 016°11'32"E					
	136° / 316° 33.8	FL335 FL245	5	250 ↓	
△ ABAKO 37°11'02"N 016°39'58"E					
	54.9	FL335 FL245	5	250 ↓	
▲ VENIM 36°30'00"N 017°25'33"E Roma ACC/Malta ACC	For continuation see AIP MALTA				

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P28 (RNP 5)					
▲ RONCHI DEI LEGIONARI TVOR/DME 'RCH' 45°49'47"N 013°28'49"E					
	171° / 351° 14.8	FL135 <hr/> 4500ft	5	5000ft ↓	80 ↑
▲ BARPI 45°35'09"N 013°31'22"E Padova ACC/Ljubljana ACC	For continuation see AIP SLOVENIA				

NOTE/REMARKS

1) Livelli di volo inferiori a FL80 saranno assegnati da Ronchi APP in base al QNH locale.

1) Flight level below FL80 will be assigned by Ronchi APP on basis of the local QNH.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P66 (RNP 5)					
▲ SOTOV 46°56'38"N 011°12'38"E Münich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	146° / 326° 4.2	FL335 <hr/> FL195	5		200 ↑
△ ATRIG 46°53'07"N 011°15'56"E					
	142° / 323° 14.5	FL335 <hr/> FL175	5		180 ↑
△ EKPEB 46°41'25"N 011°28'19"E					
	137° / 317° 21.3	FL335 <hr/> FL175	5		180 ↑
△ MOBDO 46°25'28"N 011°48'42"E					
	137° / 318° 76.3	FL335 <hr/> FL285	5		300 ↑
△ BADOP 45°27'44"N 013°00'15"E					

NOTE/REMARKS

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| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) Il tratto MOBDO-BADOP deve essere considerato CDR1, a causa delle zone LI R49E e LI R49F:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. <p>Rotta alternata: L615-Z906-Z468</p> | <p>1) Route usable northbound only.</p> <p>2) Segment MOBDO-BADOP to be considered CDR1, due to LI R49E and LI 49F zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL excluded. <p>Alternate route: L615-Z906-Z468</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P92 (RNP 5)					
▲ DIVKU 41°30'00"N 015°50'16"E					
	114° / 294° 47.5	FL335 FL105	5	110 ↓	120 ↑
▲ BARI VOR/DME 'BAR' 41°08'39"N 016°46'35"E					
	117° / 297° 34.0	FL335 FL85	5	90 ↓	100 ↑
▲ FASAN 40°51'50"N 017°25'37"E					
	30.3	FL335 4500ft	5	90 ↓	80 ↑
▲ BRINDISI VORTAC 'BRD' 40°36'39"N 018°00'10"E (BRINDISI NDB 'BRD') (40°36'20"N 018°00'32"E)					
	071° / 251° 30.4	FL335 FL75	5	90 ↓	80 ↑
▲ ABADI 40°45'19"N 018°38'30"E					
	057° / 237° 16.3	FL335 FL95	5	110 ↓	100 ↑
▲ PAPIZ 40°53'30"N 018°57'06"E Brindisi ACC/Tirana ACC				For continuation see AIP ALBANIA	

NOTE/REMARKS

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| <p>1) Il tratto DIVKU-BAR deve essere considerato CDR1 causa della zona LI R51 (settore D):</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>2) Il tratto BRD-PAPIZ deve essere considerato CDR3 durante gli orari di attivazione della zona LI D25B.</p> <p>3) Il segmento BRD-ABADI deve essere considerato CDR1, a causa della zona LI TRA426, fino a FL195 compreso: H24 (HOL esclusi).
Rotta alternata: M742.</p> <p>4) Nel segmento FASAN-BRD livelli di volo inferiori a FL80 saranno assegnati da Brindisi ACC o Apulia APP in base al QNH locale.</p> <p>5) Il tratto DIVKU-BAR:</p> <ul style="list-style-type: none"> a) è utilizzabile esclusivamente dal traffico da/per gli aeroporti di Bari e Pescara; b) deve essere considerato CDR3 a causa della zona LI R116A e del CTR di Amendola: H24 | <p>1) Segment DIVKU-BAR to be considered CDR1 due to LI R51 (sector D) zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>2) Segment BRD-PAPIZ to be considered CDR3 during activation periods of LI D25B zone.</p> <p>3) Segment BRD-ABADI to be considered CDR1, due to LI TRA426 zone, up to FL195 included: H24 (HOL excluded).
Alternate route: M742</p> <p>4) In the segment FASAN-BRD flight level below FL80 will be assigned by Brindisi ACC or Apulia APP on basis of the local QNH.</p> <p>5) Segment DIVKU-BAR:</p> <ul style="list-style-type: none"> a) a) usable by traffic from/to Bari and Pescara aerodromes only; b) to be considered CDR3 due to LI R116A zone and Amendola CTR: H24 |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P125 (RNP 5)					
▲ ARNOS 46°32'29"N 013°34'10"E	For continuation see AIP AUSTRIA				
	189° / 009° 7.7	FL335 FL125	5	130 ↓	140 ↑
▲ URAVA 46°24'58"N 013°31'56"E					
	12.1	FL335 FL125	5	130 ↓	140 ↑
▲ TIBRO 46°13'06"N 013°28'22"E Padova ACC/Ljubljana ACC					
	13.0	FL335 FL105	5	110 ↓	120 ↑
▲ LUPIN 46°00'22"N 013°24'43"E					
	10.9	FL335 FL85	5	90 ↓	100 ↑
▲ RONCHI DEI LEGIONARI L 'RON' 45°49'44"N 013°21'37"E					
	212° / 032° 13.7	FL335 FL85	5	90 ↓	100 ↑
▲ OSLOP 45°38'25"N 013°10'37"E					
	12.9	FL335 FL85	5	90 ↓	100 ↑
△ BADOP 45°27'44"N 013°00'15"E					
	10.8	FL335 FL85	5	90 ↓	100 ↑
▲ ROSKA 45°18'51"N 012°51'42"E					
	238° / 058° 3.6	FL335 FL105	5	110 ↓	120 ↑
▲ TULIK 45°17'02"N 012°47'21"E					
	252° / 072° 26.5	FL335 FL95	5	110 ↓	
△ ARVOD 45°09'28"N 012°11'23"E					
	247° / 067° 25.6	FL335 FL95	5	110 ↓	
△ EKLAP 45°00'07"N 011°37'49"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	15.6	FL335 FL95	5	110 ↓	
▲ BAMEK 44°54'19"N 011°17'22"E					

NOTE/REMARKS

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|---|--|
| <p>1) Il tratto TULIK-BAMEK è utilizzabile solo in direzione ovest.</p> <p>2) Nel tratto TIBRO-ROSKA la navigazione dovrà essere riferita strettamente all'asse centrale della rotta; eventuali deviazioni dovranno essere segnalate immediatamente all'Ente ATC.</p> | <p>1) Segment TULIK-BAMEK usable westbound only.</p> <p>2) In the segment TIBRO-ROSKA navigation shall be strictly referred to the center line; any deviation shall be immediately notified to the ATC Unit.</p> |
|---|--|

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P126 (RNP 5)					
▲ BATBO 42°09'36"N 010°33'54"E					
	123° / 303° 89.9	FL335 FL315	5	330 ↓	
▲ ABDEN 41°18'39"N 012°12'47"E					
	123° / 304° 41.4	FL335 FL315	5	330 ↓	
▲ PONZA VORTAC 'PNZ' 40°54'43"N 012°57'27"E					
	166° / 346° 126.5	FL335 FL195	5		200 ↑
▲ ROSAS 38°51'02"N 013°32'22"E					
	167° / 348° 112.4	FL335 FL195	5		200 ↑
▲ DILIN 37°00'32"N 013°58'52"E Roma ACC/Malta ACC					
	168° / 348° 31.0	FL660 FL115	5		120 ↑
▲ SUSOM 36°30'00"N 014°05'57"E		For continuation see AIP MALTA			

NOTE/REMARKS	
1) Il tratto BATBO-PNZ è utilizzabile solo in direzione sud.	1) Segment BATBO-PNZ usable southbound only.
2) Il tratto PNZ-SUSOM è utilizzabile solo in direzione nord.	2) Segment PNZ-SUSOM usable northbound only.
3) Il tratto BATBO-PNZ deve essere considerato CDR3: - MON-FRI 0600-2100 (0500-2100).	3) Segment BATBO-PNZ to be considered CDR3: - MON-FRI 0600-2100 (0500-2100).
4) Il tratto ROSAS-SUSOM deve essere considerato a causa delle zone LI R501, LI R502, LI TRA504A e LI TRA504B: - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. Rotta alternata: - M622-M726-M742	4) Segment ROSAS-SUSOM to be considered CDR1, due to LI R501, LI R502, LI TRA504A and LI TRA504B zones: - MON-FRI 0500-2200 (0400-2100); - HOL excluded. Alternate route: - M622-M726-M742

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P131 (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E Zurich ACC/Padova ACC	For continuation see AIP SWITZERLAND				
	139° / 319° 25.3	FL335 FL165	5	170 ↓	180 ↑
△ ATPED 46°09'15"N 010°25'49"E					
	17.1	FL335 FL155	5	170 ↓	160 ↑
△ TAGIP 45°56'01"N 010°41'24"E					
	8.9	FL335 FL135	5	150 ↓	140 ↑
△ MOVOR 45°49'08"N 010°49'26"E					
	139° / 320° 13.5	FL335 FL115	5	130 ↓	120 ↑
▲ ADOSA 45°38'40"N 011°01'35"E					
	152° / 332° 23.6	FL335 FL195	5	210 ↓	200 ↑
▲ VABOK 45°17'37"N 011°16'41"E					
	32.1	FL335 FL95	5	110 ↓	100 ↑
▲ LUMAV 44°48'52"N 011°36'59"E					
	151° / 331° 68.9	FL335 FL245	5	250 ↓	260 ↑
△ LIKNO 43°47'38"N 012°20'54"E					

NOTE/REMARKS	
1) Il segmento VABOK-LUMAV è utilizzabile solo in direzione sud.	1) Segment VABOK-LUMAV usable southbound only.
2) Il segmento RESIA-ATPED deve essere considerato CDR1, a causa della zona LI-LS CBA660, da FL190 compreso in su	2) Segment RESIA-ATPED to be considered CDR1, due to LI-LS CBA660 zone, from FL190 included and above:
- MON 0900-1100 (0800 - 1000) e 1230 - 1600 (1130 - 1500);	- MON 0900-1100 (0800 - 1000) and 1230 - 1600 (1130 - 1500);
- TUE-FRI 0730-1100 (0630 - 1000) e 1230 - 1600 (1130 - 1500).	- TUE-FRI 0730-1100 (0630 - 1000) and 1230 - 1600 (1130 - 1500).
3) Il segmento VABOK-LUMAV deve essere considerato CDR3 in direzione nord, fino a FL195 compreso: H24.	3) Segment VABOK-LUMAV to be considered CDR3 northbound, up to FL195 included: H24.
4) Il tratto RESIA-LUMAV è utilizzabile solo in presenza di servizio radar.	4) Segment RESIA-LUMAV usable under radar control only.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P161 (RNP 5)					
▲ CARBONARA DVOR/DME 'CAR' 39°06'41"N 009°30'29"E (CARBONARA NDB 'CAR') (39°06'42"N 009°30'33"E)					
	149° / 329° 74.0	FL335 <hr/> FL85	5	90 ↓	
▲ NOLSI 38°02'20"N 010°17'11"E Roma ACC/Tunis ACC	For continuation see AIP TUNISIA				

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P167 (RNP 5)					
▲ GINOX 40°51'44"N 008°00'00"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	121° / 301° 24.7	FL335 FL285	5		300 ↑
▲ ARSIK 40°38'44"N 008°27'41"E					
	109° / 289° 46.0	FL335 FL285	5	290 ↓	300 ↑
▲ LABOM 40°22'56"N 009°24'16"E					
	108° / 288° 23.3	FL335 FL285	5	290 ↓	300 ↑
△ LULIX 40°15'21"N 009°53'07"E					
	117° / 297° 48.3	FL335 FL285	5	290 ↓	300 ↑
△ ABKON 39°52'20"N 010°48'24"E					
	117° / 298° 123.4	FL335 FL285	5	290 ↓	300 ↑
▲ LURON 38°51'32"N 013°06'57"E					
	116° / 299° 285.8	FL335 FL305	5	310 ↓	320 ↑
▲ ORTAP 36°30'00"N 018°20'00"E Roma ACC/Malta ACC	For continuation see AIP MALTA				

NOTE/REMARKS	
1) Il segmento GINOX-ARSIK è utilizzabile solo in direzione nord-ovest.	1) Segment GINOX-ARSIK usable north-westbound only.
2) Il tratto LABOM-LURON deve essere considerato CDR1: - - MON-FRI 0500-2200; - HOL esclusi. Rotta alternata: - Z923-L12-Z347-Q182-M601 (northbound); - M603-L12-Z923 (southbound).	2) Segment LABOM-LURON to be considered CDR1: - - MON-FRI 0500-2200; - HOL excluded. Alternate route: - Z923-L12-Z347-Q182-M601 (northbound); - M603-L12-Z923 (southbound).
3) Il segmento LURON-ORTAP deve essere considerato CDR1, a causa della zona LI R501: - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. Rotta alternata: - M732-M871-Q789 (vedi AIP ENR 5.1.4)	3) Segment LURON-ORTAP to be considered CDR1, due to LI R501 zone: - MON-FRI 0500-2200 (0400-2100); - HOL excluded. Alternate route: - M732-M871-Q789 (see AIP ENR 5.1.4)

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P623 (RNP 5)					
▲ ADEXI 37°20'44"N 013°01'31"E Roma ACC/Malta ACC					
	201° / 021° 55.0	FL660 _____ FL195	5	210 ↓	200 ↑
▲ KOLEX 36°30'00"N 012°34'58"E	For continuation see AIP MALTA				

NOTE/REMARKS	
NIL	NIL

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P735 (RNP 5)					
▲ VICENZA VOR/DME 'VIC' 45°38'14"N 011°40'35"E (VICENZA NDB 'VIC') (45°38'13"N 011°40'29"E)					
	079° / 260° 76.7	FL335 FL195	5		200 ↑
▲ RONCHI DEI LEGIONARI TVOR/DME 'RCH' 45°49'47"N 013°28'49"E					
	072° / 252° 4.8	FL335 FL85	5	90 ↓	100 ↑
▲ RIFEN 45°51'04"N 013°35'23"E	For continuation see AIP SLOVENIA				

NOTE/REMARKS

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| <p>1) Il segmento VIC-RCH è utilizzabile solo in direzione ovest.</p> <p>2) Il segmento VIC-RCH deve essere considerato:</p> <p>a) CDR3 fino a FL280 incluso, a causa delle zone LI R49E e LI R49F: H24</p> <p>b) CDR1 da FL290 incluso in su a causa delle zone LI R49E e LI R49F:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. <p>Rotta alternata:</p> <ul style="list-style-type: none"> - N503-Q561-M859 (Eastbound) - M196-L615 (Westbound) | <p>1) Segment VIC-RCH usable westbound only.</p> <p>2) Segment VIC-RCH to be considered:</p> <p>a) CDR3 up to FL280 included due to LI R49E and LI R49F zones: H24</p> <p>b) CDR1 from FL290 included and above due to LI R49E and LI R49F:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL excluded. <p>Alternate route:</p> <ul style="list-style-type: none"> - N503-Q561-M859 (Eastbound) - M196-L615 (Westbound) |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P748 (RNP 5)					
▲ AIOSA 41°55'42"N 017°14'54"E Zagreb ACC/Brindisi ACC	For continuation see AIP CROATIA				
	219° / 039° 16.0	FL335 FL95	5	110 ↓	100 ↑
▲ BANAV 41°43'43"N 017°00'40"E					
	29.6	FL335 FL195	5	210 ↓	200 ↑
△ OSDAX 41°21'29"N 016°34'35"E					
	32.3	FL335 FL195	5	210 ↓	200 ↑
▲ TOPNO 40°57'06"N 016°06'28"E					
	232° / 052° 24.5	FL335 FL95	5	110 ↓	100 ↑
△ BUMOK 40°42'51"N 015°40'11"E					
	11.3	FL335 FL105	5	110 ↓	120 ↑
▲ VEGAN 40°36'16"N 015°28'09"E Brindisi ACC/Roma ACC					
	225° / 045° 16.2	FL335 FL105	5	110 ↓	120 ↑
△ KUTID 40°25'13"N 015°12'42"E					
	225° / 044° 23.9	FL335 FL105	5	110 ↓	120 ↑
▲ POLIT 40°08'48"N 014°50'00"E					
	226° / 046° 11.9	FL335 FL105	5	110 ↓	120 ↑
▲ VARAL 40°00'51"N 014°38'29"E					
	11.3	FL335 FL95	5	110 ↓	100 ↑
△ NAXES 39°53'16"N 014°27'32"E					
	41.5	FL335 FL95	5	110 ↓	100 ↑
▲ AMANO 39°25'18"N 013°47'48"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	216° / 035° 141.2	FL335 FL195	5	210 ↓	200 ↑
▲ MEGAN 37°32'17"N 011°59'46"E					
	274° / 094° 33.7	FL335 FL195	5	210 ↓	200 ↑
▲ TUNEX 37°35'34"N 011°17'39"E Tunisi ACC/Roma ACC	For continuation see AIP TUNISIA				

NOTE/REMARKS

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| <p>1) Il segmento AIOSA-BANAV non è disponibile ai livelli e durante i periodi di attivazione dell'area LION (vedi AIP ENR5 e relativi Notam).</p> <p>2) Il tratto BANAV-TOPNO deve essere considerato CDR1 a causa della zona LI R51/D:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>Rotta alternata:</p> <ul style="list-style-type: none"> - T527 <p>3) Il tratto AMANO-MEGAN deve essere considerato CDR1, a causa delle zone LI R503A e LI R503B, fino a FL280 compreso:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. <p>4) Nel tratto BUMOK-POLIT, al di sotto di FL230, la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC.</p> | <p>1) Segment AIOSA-BANAV not available at levels and during activation periods of LION area (see AIP ENR5 and relevant Notam).</p> <p>2) Segment BANAV-TOPNO to be considered CDR1 due to LI R51/D zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>Alternate route:</p> <ul style="list-style-type: none"> - T527 <p>3) Segment AMANO-MEGAN to be considered CDR1, due to LI TSA505 and LI R503A and LI R503B zones, up to FL280 included:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL excluded. <p>4) In the segment BUMOK-POLIT below FL230 navigation shall be strictly referred to the centre-line: any deviation shall be immediately notified to the ATC Unit.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P860 (RNP 5)					
▲ RONOP 45°11'09"N 007°09'23"E Geneva ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	117° / 297° 3.8	FL335 ————— FL195	5		200 ↑
▲ IXUSA 45°09'27"N 007°14'13"E					
	30.0	FL335 ————— FL195	5		200 ↑
▲ TORINO VOR/DME 'TOP' 44°55'31"N 007°51'42"E (TORINO NDB 'TOP') (44°55'29"N 007°51'38"E)					
	109° / 289° 40.2	FL335 ————— FL95	5		100 ↑
▲ DEVOX 44°41'46"N 008°44'49"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione ovest.

1) Route usable westbound only.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P872 (RNP 5)					
▲ OKIVA 41°20'00''N 009°06'23''E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	199° / 019° 32.9	FL335 <hr/> FL85	5		100 ↑
▲ MINKA 40°49'09''N 008°51'20''E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
P980 (RNP 5)					
▲ OKIVA 41°20'00''N 009°06'23''E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	161° / 342° 24.3	FL335 ————— FL85	5		100 ↑
▲ POZZO 40°56'45''N 009°15'59''E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q19 (RNP 5)					
▲ ROSKA 45°18'51"N 012°51'42"E					
	215° / 034° 81.0	FL335 <hr/> FL155	5		160 ↑
▲ PELEG 44°13'40"N 011°44'07"E					

NOTE/REMARKS

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|---|--|
| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) La rotta deve essere considerata CDR1 a causa delle zone LI R10, LI R21A, LI R21B e LI R26:</p> <ul style="list-style-type: none"> - MON 0500-2200 (0400-2200); - TUE-WED-THU 0500-2300 (0400-2200); - FRI 0500-2200 (0500-2100). - SAT 0500-1300 (0400-1200), da FL240 compreso in su, HOL esclusi. <p>Rotta alternata: M726-M859</p> | <p>1) Route usable northbound only.</p> <p>2) Route to be considered CDR1, due to LI R10, LI R21A, LI R21B and LI R26:</p> <ul style="list-style-type: none"> - MON 0500-2200 (0400-2200); - TUE-WED-THU 0500-2300 (0400-2200); - FRI 0500-2200 (0500-2100). - SAT 0500-1300 (0400-1200), from FL240 included and above, HOL excluded. <p>Alternate route: M726-M859</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q25 (RNP 5)					
▲ FIRENZE VORTAC 'FRZ' 44°01'38"N 011°00'12"E					
	145° / 325° 15.6	FL145 <hr/> FL105	5	110 ↓	120 ↑
▲ PERETOLA VOR/DME 'PRT' 43°48'35"N 011°12'02"E					
////////////////////					
△ VERUN 43°16'53"N 011°55'17"E					
	131° / 311° 11.2	FL195 <hr/> FL95	5	110 ↓	100 ↑
▲ LAKOX 43°09'20"N 012°06'32"E					

NOTE/REMARKS

NIL

NIL

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q48 (RNP 5)					
▲ ARBIP 43°08'33"N 013°27'30"E Padova ACC/Brindisi ACC					
	159° / 339° 84.1	FL335 <hr/> FL295	5		300 ↑
▲ KASTU 41°48'52"N 014°04'01"E Brindisi ACC/Roma ACC					
	158° / 339° 337.4	FL335 <hr/> FL315	5		320 ↑
▲ ASKOT 36°30'00"N 016°27'05"E Roma ACC/Malta ACC					

NOTE/REMARKS

- | | |
|--|---|
| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) Il segmento ARBIP-KASTU deve essere considerato CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100) - SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso. <p>3) Il segmento KASTU-ASKOT deve essere considerato CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100) <p>4) La rotta deve essere considerata CDR1, a causa delle zone LI R51A, LI R51B e LI R51C:</p> <ul style="list-style-type: none"> - MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale); - SAT 0500-0600 (0400-0500); - SAT 0600-1300 (0500-1200) da FL320 compreso in su; - HOL esclusi. | <p>1) Route usable northbound only.</p> <p>2) Segment ARBIP-KASTU to be considered CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100) - SAT and SUN 0600-2100 (0500-2100) up to FL310 included. <p>3) Segment KASTU-ASKOT to be considered CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100) <p>4) Route to be considered CDR1, due to LI R51A, LI R51B and LI R51C zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter period only); - SAT 0500-0600 (0400-0500); - SAT 0600-1300 (0500-1200) from FL320 included and above; - HOL excluded. |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q49 (RNP 5)					
△ LORLO 46°43'27"N 010°40'44"E					
	172° / 352° 54.7	FL335 ————— FL165	5	170 ↓	
△ MOVOR 45°49'08"N 010°49'26"E					

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione sud.

1) Route usable southbound only.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q58 (RNP 5)					
▲ LUMAV 44°48'52"N 011°36'59"E					
	182° / 004° 32.8	FL335 FL95	5	110 ↓	100 ↑
△ GOXIN 44°16'11"N 011°33'52"E					
	184° / 004° 6.7	FL335 FL95	5	110 ↓	100 ↑
▲ OGAPU 44°09'30"N 011°33'14"E					
	9.4	FL335 FL95	5	110 ↓	100 ↑
▲ BIKTU 44°00'08"N 011°32'21"E Padova ACC / Roma ACC					
	176° / 356° 12.0	FL335 FL95	5	110 ↓	100 ↑
△ NUKNI 43°48'13"N 011°33'25"E					
	176° / 355° 35.1	FL335 FL95	5	110 ↓	100 ↑
▲ AMTEL 43°13'13"N 011°36'31"E					
////////////////////					
▲ GIKIN 42°37'06"N 012°02'55"E					
	147° / 328° 75.4	FL335 FL285	5	290 ↓	
▲ LATINA VOR/DME 'LAT' 41°32'28"N 012°55'05"E					
	130° / 310° 86.3	FL335 FL105	5	110 ↓	120 ↑
▲ SORRENTO DVOR/DME 'SOR' 40°34'57"N 014°20'06"E (SORRENTO NDB 'SOR') (40°34'57"N 014°20'08"E)					
	155° / 336° 36.9	FL335 FL85	5	90 ↓	100 ↑
▲ VARAL 40°00'51"N 014°38'29"E					
	156° / 336° 13.4	FL335 FL85	5	90 ↓	100 ↑
▲ AGNIS 39°48'27"N 014°45'03"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	46.8	FL335 FL95	5	110 ↓	100 ↑
▲ SOBRI 39°05'04"N 015°07'48"E					
	18.4	FL335 FL115	5	130 ↓	120 ↑
▲ VULKA 38°48'00"N 015°16'36"E					
	7.2	FL335 FL115	5	130 ↓	120 ↑
△ REGSO 38°41'20"N 015°20'02"E					
	9.1	FL335 FL75	5	90 ↓	80 ↑
▲ PIGER 38°32'55"N 015°24'22"E					
	30.5	FL335 FL95	5	110 ↓	100 ↑
▲ REGGIO CALABRIA DVOR/DME 'RCA' 38°04'36"N 015°38'43"E (REGGIO CALABRIA NDB 'RCA') (38°00'46"N 015°39'01"E)					
	159° / 339° 31.8	FL335 FL95	5	110 ↓	100 ↑
▲ PIMOR 37°34'27"N 015°51'38"E					
	45.3	FL335 FL95	5	110 ↓	100 ↑
▲ ERNAM 36°51'30"N 016°09'45"E					

NOTE/REMARKS

- | | |
|---|--|
| <p>1) Il segmento GIKIN-LAT è utilizzabile solo in direzione sud.</p> <p>2) Il segmento LAT-SOR deve essere considerato, a causa della zona LI R62:</p> <p>a) CDR3 fino a FL220 incluso: H24;</p> <p>b) CDR1 da FL230 incluso in su: H24.</p> <p>Rotta alternata: M736-Z803</p> <p>3) In caso di avaria di RCA VOR/DME:</p> <p>a) Segmento PIGER-RCA NDB Dist. (NM) 34.1</p> <p>b) Segmento RCA NDB-PIMOR Track (MAG) 157°/337° Dist. (NM) 28.1</p> | <p>1) Segment GIKIN-LAT usable southbound only.</p> <p>2) Segment LAT-SOR to be considered, due to LI R62 zone:</p> <p>a) CDR3 up to FL220 included: H24;</p> <p>b) CDR1 from FL230 included and above: H24.</p> <p>Alternate route: M736-Z803</p> <p>3) In case of RCA VOR/DME failure:</p> <p>a) PIGER-RCA NDB Dist. (NM) 34.1</p> <p>b) RCA NDB-PIMOR Track (MAG) 157°/337° Dist. (NM) 28.1</p> |
|---|--|

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q64 (RNP 5)					
▲ OSBUL 44°49'20"N 010°17'36"E					
	158° / 340° 41.7	FL195 _____ FL115	5		120 ↑
▲ BIBNO 44°10'15"N 010°37'58"E Milano ACC / Roma ACC					
	160° / 338° 4.6	FL195 _____ FL115	5		120 ↑
▲ BALUK 44°05'55"N 010°40'11"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q72 (RNP 5)					
▲ AMREX 37°58'16"N 017°55'02"E					
	253° / 072° 30.1	FL335 FL95	5	110 ↓	100 ↑
△ ORTIX 37°50'36"N 017°18'17"E					
	15.4	FL335 FL95	5	110 ↓	100 ↑
△ BADAV 37°46'35"N 016°59'28"E					
	39.5	FL335 FL95	5	110 ↓	100 ↑
△ DODEL 37°36'06"N 016°11'32"E					
	262° / 082° 15.9	FL335 FL95	5	110 ↓	100 ↑
▲ PIMOR 37°34'27"N 015°51'38"E					
	258° / 078° 14.6	FL335 FL95	5	110 ↓	100 ↑
△ ABUKI 37°32'01"N 015°33'33"E					
	9.9	FL335 FL95	5	110 ↓	100 ↑
▲ BERMI 37°30'19"N 015°21'19"E					
	3.2	FL335 FL95	5	110 ↓	100 ↑
▲ INDAX 37°29'47"N 015°17'21"E					
	11.0	FL335 FL95	5	110 ↓	100 ↑
▲ CATANIA/Fontanarossa VOR/DME 'CTF' 37°27'52"N 015°03'44"E					
	262° / 082° 4.5	FL335 FL95	5	110 ↓	100 ↑
▲ NOTRI 37°27'22"N 014°58'10"E					

NOTE/REMARKS

NIL

NIL

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q81 (RNP 5)					
▲ EKTOL 41°06'28"N 015°10'17"E					
	091° / 273° 172.2	FL335 _____ FL105	5	110 ↓	120 ↑
▲ PAPIZ 40°53'30"N 018°57'06"E					

NOTE/REMARKS

1) La rotta deve essere considerata CDR3 durante gli orari di attivazione delle zone LI D25B e LI D25C.

1) Route to be considered CDR3 during activation periods of LI D25B and LI D25C zones.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q85 (RNP 5)					
▲ AMTEL 43°13'13"N 011°36'31"E					
	098° / 279° 22.3	FL195 <hr/> FL85	5	90 ↓	100 ↑
▲ LAKOX 43°09'20"N 012°06'32"E					

NOTE/REMARKS	
NIL	NIL

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q95 (RNP 5)					
▲ TREZZO TVOR/DME 'TZO' 45°33'33"N 009°30'26"E (TREZZO NDB 'TZO') (45°33'30"N 009°30'34"E)					
	127° / 309° 39.0	FL335 FL195	5		200 ↑
▲ BAPLU 45°09'18"N 010°13'41"E					
	129° / 308° 23.1	FL335 FL195	5		200 ↑
▲ IBTOK 44°54'43"N 010°38'59"E Milano ACC/Padova ACC					
	128° / 308° 35.5	FL335 FL195	5		200 ↑
▲ BOLOGNA DVOR/DME 'BOA' 44°32'13"N 011°17'26"E (BOLOGNA NDB 'BOA') (44°34'02"N 011°12'01"E)					
	133° / 313° 4.2	FL335 FL95	5		100 ↑
▲ LUTOR 44°29'17"N 011°21'39"E					
	132° / 313° 8.8	FL335 FL95	5		100 ↑
△ PIGAK 44°23'11"N 011°30'29"E					
	133° / 313° 3.3	FL335 FL125	5		140 ↑
△ PETAS 44°20'53"N 011°33'47"E					
	10.3	FL335 FL125	5		140 ↑
▲ PELEG 44°13'40"N 011°44'07"E					
	132° / 313° 37.2	FL335 FL125	5		140 ↑
△ LIKNO 43°47'38"N 012°20'54"E					
	117° / 298° 66.7	FL335 FL315	5	330 ↓	320 ↑
▲ UTENO 43°15'03"N 013°40'56"E Padova ACC/Brindisi ACC					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	53.0	FL335 FL315	5	330 ↓	320 ↑
△ ETRAM 42°48'54"N 014°43'46"E					
	118° / 300° 221.6	FL335 FL315	5	330 ↓	320 ↑
▲ PAPIZ 40°53'30"N 018°57'06"E					

NOTE/REMARKS

- | | |
|--|---|
| 1) Il tratto TZO-LIKNO è utilizzabile solo in direzione nord. | 1) Segment TZO-LIKNO usable northbound only. |
| 2) Il tratto TZO-BOA deve essere considerato CDR3, fino a FL240 incluso, a causa della zona LI R65: H24. | 2) Segment TZO-BOA to be considered CDR3, up to FL240 included, due to LI R65 zone: H24. |
| 3) Il segmento PELEG-LIKNO deve essere considerato CDR3, fino a FL240 incluso, a causa della zona LI R21 (settore A): H24. | 3) Segment PELEG-LIKNO to be considered CDR3, up to FL240 included, due to LI R21 (sector A) zone: H24. |
| 4) Il tratto LIKNO-PAPIZ deve essere considerato CDR3:
- MON-FRI 0600-2100 (0500-2100) | 4) Segment LIKNO-PAPIZ to be considered CDR3:
- MON-FRI 0600-2100 (0500-2100) |
| 5) Il tratto TZO-BOA è utilizzabile solo in presenza di servizio radar. | 5) Segment TZO-BOA usable only if radar service is provided |

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q123 (RNP 5)					
△ USEPI 40°26'47"N 008°23'56"E					
	098° / 279° 44.0	FL335 FL95	5		100 ↑
△ VEKET 40°19'39"N 009°20'44"E					
	099° / 279° 25.1	FL335 FL95	5		100 ↑
△ LULIX 40°15'21"N 009°53'07"E					
	30.8	FL335 FL95	5		100 ↑
▲ QUENN 40°09'54"N 010°32'37"E					

NOTE/REMARKS

- | | |
|---|---|
| <p>1) La rotta è utilizzabile solo in direzione ovest.</p> <p>2) Il tratto VEKET-QUENN deve essere considerato:</p> <p>a) CDR 1:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN, MON-FRI 0500-0700, 1700-2200; - 21 JUN-20 SEP, MON-FRI 0500-2200; - HOL esclusi. <p>Rotta alternata:</p> <ul style="list-style-type: none"> - Q182-L12-M603. <p>b) CDR3:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN, MON-FRI 0700-1700; - HOL esclusi. | <p>1) Route usable westbound only.</p> <p>2) Segment VEKET-QUENN to be considered:</p> <p>a) CDR 1:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN, MON-FRI 0500-0700, 1700-2200; - 21 JUN-20 SEP, MON-FRI 0500-2200; - HOL excluded. <p>Alternate route:</p> <ul style="list-style-type: none"> - Q182-L12-M603. <p>b) CDR 3:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN, MON-FRI 0700-1700; - HOL excluded. |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q125 (RNP 5)					
△ SUKOM 44°33'09"N 011°40'11"E					
	205° / 027° 27.2	FL335 FL95	5	110 ↓	100 ↑
▲ OMAKU 44°08'48"N 011°23'11"E Padova ACC / Roma ACC					
	207° / 027° 6.7	FL335 FL95	5	110 ↓	100 ↑
▲ OKMAP 44°02'53"N 011°18'56"E					
	207° / 025° 88.7	FL335 FL95	5	110 ↓	100 ↑
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	194° / 014° 22.8	FL335 FL95	5	110 ↓	100 ↑
△ NEMIT 42°21'50"N 010°15'29"E					
	35.4	FL335 FL95	5	110 ↓	100 ↑
▲ IBROS 41°47'41"N 010°02'53"E					
	33.3	FL335 FL95	5	110 ↓	100 ↑
▲ OLBEK 41°15'32"N 009°51'14"E					
	200° / 020° 10.3	FL335 FL95	5	110 ↓	100 ↑
△ ROMPO 41°05'56"N 009°46'15"E					
	21.5	FL335 FL95	5	110 ↓	100 ↑
△ ADRUX 40°45'52"N 009°35'56"E					
	2.3	FL335 FL95	5	110 ↓	100 ↑
△ IDEPA 40°43'42"N 009°34'49"E					
	4.6	FL335 FL95	5	110 ↓	100 ↑
▲ VAVAX 40°39'25"N 009°32'38"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	17.7	FL335 FL95	5	110 ↓	100 ↑
▲ LABOM 40°22'56"N 009°24'16"E					
	33.6	FL335 FL100	5	110 ↓	100 ↑
▲ DEXUL 39°51'32"N 009°08'32"E					
	194° / 013° 13.2	FL335 FL100	5	110 ↓	100 ↑
▲ KOVAS 39°38'44"N 009°04'14"E					
	194° / 014° 17.5	FL335 FL285	5	290 ↓	300 ↑
▲ DECIMOMANNU NDB 'DEC' 39°21'49"N 008°58'27"E					

NOTE/REMARKS

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|---|---|
| <p>1) Il tratto NEMIT-ROMPO deve essere considerato CDR3, a causa della LI D67:</p> <p style="padding-left: 40px;">- MON-FRI 0630-1630 (0530-1530).</p> <p>2) Nel tratto LABOM-KOVAS gli aeromobili devono seguire strettamente l'asse centrale della rotta; eventuali deviazioni dovranno essere segnalate all'Ente ATC.</p> | <p>1) Segment NEMIT-ROMPO to be considered CDR3, due to LI D67 zone:</p> <p style="padding-left: 40px;">- MON-FRI 0630-1630 (0530-1530).</p> <p>2) In the segment LABOM-KOVAS aircraft shall strictly follow the center line of the route; any deviation shall be notified to the ATC Unit.</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q152 (RNP 5)					
▲ CARBONARA DVOR/DME 'CAR' 39°06'41"N 009°30'29"E (CARBONARA NDB 'CAR') (39°06'42"N 009°30'33"E)					
	094° / 275° 73.1	FL335 FL95	5	110 ↓	100 ↑
△ GISIG 38°59'32"N 011°03'49"E					
	65.2	FL335 FL95	5	110 ↓	100 ↑
▲ GIANO 38°52'09"N 012°26'51"E					
	089° / 271° 31.3	FL335 FL95	5	110 ↓	100 ↑
▲ LURON 38°51'32"N 013°06'57"E					
	19.9	FL335 FL95	5	110 ↓	100 ↑
▲ ROSAS 38°51'02"N 013°32'22"E					
	28.8	FL335 FL95	5	110 ↓	100 ↑
△ VAKOR 38°50'10"N 014°09'13"E					
	9.7	FL335 FL95	5	110 ↓	100 ↑
▲ TADIX 38°49'49"N 014°21'40"E					
	43.0	FL335 FL95	5	110 ↓	100 ↑
▲ VULKA 38°48'00"N 015°16'36"E					
	51.3	FL335 FL95	5	110 ↓	100 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					

NOTE/REMARKS

1) Il segmento CAR-GIANO deve essere considerato:

a) CDR1:

- 21 SEP-20 JUN: MON-FRI 0500-0700, 1700-2200;
- 21 JUN-20 SEP: MON-FRI 0500-2200;
- HOL esclusi.

Rotta alternata: L869-M871

1) Segment CAR-GIANO to be considered:

a) CDR1:

- 21 SEP-20 JUN: MON-FRI 0500-0700, 1700-2200;
- 21 JUN-20 SEP: MON-FRI 0500-2200;
- HOL excluded.

Alternate route: L869-M871

NOTE/REMARKS

- b) CDR3:

- 21 SEP-20 JUN: MON-FRI 0700-1700.
- c) CDR3:

- 21 SEP-20 JUN: MON-FRI 0700-1700.

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q156 (RNP 5)					
▲ ADEXI 37°20'44"N 013°01'31"E Roma ACC/Malta ACC					
	132° / 313° 72.4	FL660 _____ FL195	5		200 ↑
▲ SUSOM 36°30'00"N 014°05'57"E	For continuation see AIP MALTA				

NOTE/REMARKS

- | | |
|--|--|
| 1) Rotta utilizzabile solo in direzione nord.
2) La rotta deve essere considerata CDR3:
- MON-SAT 0500-2300 (0400-2200);
- HOL esclusi. | 1) Route usable northbound only.
2) Route to be considered CDR3:
- MON-SAT 0500-2300 (0400-2200);
- HOL excluded. |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q160 (RNP 5)					
△ NEMIT 42°21'50"N 010°15'29"E					
	109° / 290° 5.9	FL195 FL65	5	70 ↓	80 ↑
△ KISTO 42°19'50"N 010°22'59"E					
	9.2	FL335 FL65	5	70 ↓	80 ↑
▲ PODOX 42°16'38"N 010°34'37"E					
	9.9	FL335 FL65	5	70 ↓	80 ↑
△ ROTIR 42°13'09"N 010°47'09"E					
	28.2	FL335 FL65	5	70 ↓	80 ↑
▲ MEDAL 42°03'10"N 011°22'35"E					
	41.4	FL335 FL65	5	70 ↓	80 ↑
▲ OSTIA VOR/DME 'OST' 41°48'14"N 012°14'15"E (OSTIA NDB 'OST') (41°48'19"N 012°14'11"E)					

NOTE/REMARKS

NIL

NIL

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q182 (RNP 5)					
△ MALAV 40°50'45"N 008°20'44"E					
	093° / 273° 23.3	FL335 FL95	5		100 ↑
▲ MINKA 40°49'09"N 008°51'20"E					
	102° / 282° 27.4	FL335 FL95	5		100 ↑
▲ KOLUS 40°43'05"N 009°26'28"E					
	108° / 290° 114.9	FL335 FL95	5		100 ↑
△ RUVIP 40°03'38"N 011°47'44"E					
	123.1	FL335 FL95	5		100 ↑
▲ NERAR 39°18'15"N 014°16'01"E Roma ACC/Brindisi ACC					
	106° / 287° 42.4	FL335 FL95	5	110 ↓	100 ↑
▲ SOBRI 39°05'04"N 015°07'48"E					
	17.8	FL335 FL95	5	110 ↓	100 ↑
▲ BAGIX 38°59'25"N 015°29'28"E					
	43.5	FL335 FL95	5	110 ↓	100 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					
	127° / 309° 164.7	FL335 FL195	5	210 ↓	
▲ BELIX 36°58'00"N 019°00'00"E Roma ACC/Athina ACC					

NOTE/REMARKS

- | | |
|--|--|
| 1) Il tratto NERAR-MALAV è utilizzabile solo in direzione nord-ovest.
2) Il segmento CDC-BELIX è utilizzabile solo in direzione sud.
3) Il tratto KOLUS-RUVIP deve essere considerato:
a) CDR1: MON-FRI (HOL esclusi)
- 21 SEP-20 JUN, 0500-0700, 1700-2200; | 1) Segment NERAR-MALAV usable north-westbound only.
2) The segment CDC-BELIX usable southbound only.
3) Segment KOLUS-RUVIP to be considered:
a) CDR1: MON-FRI (HOL excluded)
- 21 SEP-20 JUN, 0500-0700, 1700-2200; |
|--|--|

NOTE/REMARKS

- | | |
|--|---|
| <ul style="list-style-type: none"> - 21 JUN-20 SEP, 0500-2200. <p>Rotta alternata:</p> <ul style="list-style-type: none"> - L12-M603. <p>b) CDR3: MON-FRI (HOL esclusi)</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN, 0700-1700. <p>4) Il tratto RUVIP-NERAR deve essere considerato CDR1, a causa delle zone LI D84B, LI D84C e LI D84D, fino a FL270 compreso:</p> <ul style="list-style-type: none"> - H24 <p>Rotta alternata:</p> <ul style="list-style-type: none"> - M601-M742-Q152-L12 <p>5) Il segmento CDC-BELIX deve essere considerato CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100) - SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso. | <ul style="list-style-type: none"> - 21 JUN-20 SEP, 0500-2200. <p>Alternate route:</p> <ul style="list-style-type: none"> - L12-M603. <p>b) CDR3: MON-FRI (HOL excluded)</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN, 0700-1700. <p>4) Segment RUVIP-NERAR to be considered CDR1, due to LI D84B, LI D84C and LI D84D zones, up to FL270 included:</p> <ul style="list-style-type: none"> - H24 <p>Alternate route:</p> <ul style="list-style-type: none"> - M601-M742-Q152-L12 <p>5) Segment CDC-BELIX to be considered CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100) - SAT and SUN 0600-2100 (0500-2100) up to FL310 included. |
|--|---|

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q195 (RNP 5)					
▲ BAKRO 43°11'17"N 009°53'15"E					
	136° / 316° 67.3	FL335 — FL315	5	330 ↓	
▲ GILIO 42°22'00"N 010°55'34"E					
	071° / 252° 52.1	FL335 — FL95	5	110 ↓	
▲ GIKIN 42°37'06"N 012°02'55"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud-est.

1) Route usable south-eastbound only.

2) Il segmento BAKRO-GILIO deve essere considerato CDR3:

2) Segment BAKRO-GILIO to be considered CDR3:

- MON-FRI 0600-2100 (0500-2100)

- MON-FRI 0600-2100 (0500-2100)

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q213 (RNP 5)					
▲ CORSI 41°20'00"N 008°48'44"E Marseille ACC/Roma ACC				For continuation see AIP FRANCE	
	165° / 345° 190.0	FL335 _____ FL295	5		300 ↑
▲ OSMAR 38°15'17"N 009°47'14"E Roma ACC/Tunis ACC				For continuation see AIP TUNISIA	

NOTE/REMARKS

- | | |
|---|---|
| 1) Rotta utilizzabile solo in direzione nord.
2) La rotta deve essere considerata CDR3:
- MON-FRI 0600-2100 (0500-2100)
- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso. | 1) Route usable northbound only.
2) Route to be considered CDR3:
- MON-FRI 0600-2100 (0500-2100)
- SAT and SUN 0600-2100 (0500-2100) up to FL310 included. |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q217 (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E Zurich ACC/Padova ACC	For continuation see AIP SWITZERLAND				
	096° / 276° 50.7	FL335 <hr/> FL195	5	210 ↓	
△ IXOGU 46°22'20"N 011°15'14"E					
	098° / 280° 99.7	FL335 <hr/> FL285	5	290 ↓	
▲ KUBUD 46°03'33"N 013°36'11"E Padova ACC/Ljubljana ACC					

NOTE/REMARKS

- | | |
|---|---|
| <p>1) Rotta utilizzabile solo in direzione est.</p> <p>2) Il segmento RESIA-IXOGU deve essere considerato CDR1 a causa delle zone LI-LS CBA60 e LI-LS CBA660:</p> <ul style="list-style-type: none"> - MON 0900-1100 (0800-1000) e 1230-1600 (1130-1500); - TUE-FRI 0730-1100 (0630-1000) e 1230-1600 (1130-1500). <p>3) Il segmento IXOGU-KUBUD deve essere considerato CDR1 a causa delle zone LI R49E e LI R49F:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL esclusi. <p>Rotta alternata: P131-L612-M859</p> | <p>1) Route usable eastbound only.</p> <p>2) Segment RESIA-IXOGU to be considered CDR1, due to LI-LS CBA60 and LI-LS CBA660 zones:</p> <ul style="list-style-type: none"> - MON 0900-1100 (0800-1000) and 1230-1600 (1130-1500); - TUE-FRI 0730-1100 (0630-1000) and 1230-1600 (1130-1500). <p>3) Segment IXOGU-KUBUD to be considered CDR1, due to LI R49E and LI R49F zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL excluded. <p>Alternate route: P131-L612-M859</p> |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q223 (RNP 5)					
▲ LURAG 45°31'40"N 007°05'20"E Geneva ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	121° / 301° 14.0	FL335 _____ FL195	5	210 ↓	
▲ OBUXA 45°24'16"N 007°22'14"E					
	125° / 305° 47.9	FL335 _____ FL195	5	210 ↓	
▲ ASTIG 44°56'30"N 008°17'25"E					
	122° / 303° 67.1	FL335 _____ FL195	5	210 ↓	
▲ KALMO 44°19'18"N 009°35'39"E					
	128° / 309° 41.2	FL335 _____ FL195	5	210 ↓	
▲ EROVI 43°53'14"N 010°20'00"E Milano ACC/Roma ACC					
	129° / 308° 11.7	FL335 _____ FL195	5	210 ↓	
▲ TINKU 43°45'48"N 010°32'26"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q330 (RNP 5)					
▲ ABESI 46°09'35"N 009°02'34"E Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	201° / 020° 150.7	FL335 ————— FL315	5		320 ↑
▲ NOSTA 43°49'10"N 007°45'19"E Milano ACC/Marseille ACC					

NOTE/REMARKS

- | | |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) La rotta deve essere considerata:</p> <p>a) CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100); <p>b) CDR1, a causa della zona LI R4:</p> <ul style="list-style-type: none"> - MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale); - SAT 0500-1300 (0400-1200) da FL320 compreso in su; - HOL esclusi. | <p>1) Route usable northbound only.</p> <p>2) Route to be considered:</p> <p>a) CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100); <p>b) CDR1, due to LI R4 zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter period only); - SAT 0400-1300 (0400-1200) from FL320 included and above; - HOL excluded. |
|---|--|

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q331 (RNP 5)					
▲ ODINA 46°06'16"N 008°39'54"E	For continuation see AIP SWITZERLAND				
	157° / 337° 160.8	FL335 <hr/> FL315	5	330 ↓	
▲ IRBAK 43°37'14"N 010°04'44"E Milano ACC/Roma ACC					
	155° / 336° 363.4	FL335 <hr/> FL315	5	330 ↓	
▲ PALERMO VOR/DME 'PAL' 38°02'01"N 013°10'39"E (PALERMO NDB 'PAL') (38°02'03"N 013°10'39"E)					

NOTE/REMARKS

- | | |
|---|--|
| 1) Rotta utilizzabile solo in direzione sud. | 1) Route usable southbound only. |
| 2) La rotta deve essere considerata CDR3:
- MON-FRI 0600-2100 (0500-2100). | 2) Route to be considered CDR3
- MON-FRI 0600-2100 (0500-2100). |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q333 (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E Zurich ACC/Padova ACC	For continuation see AIP SWITZERLAND				
	114° / 294° 36.7	FL335 FL195	5	210 ↓	200 ↑
△ UNTAD 46°13'12"N 010°50'34"E					
	113° / 294° 25.6	FL335 FL195	5	210 ↓	200 ↑
△ DIKEM 46°02'23"N 011°23'58"E					
	115° / 296° 13.8	FL335 FL285	5	290 ↓	300 ↑
▲ ROKIB 45°56'08"N 011°41'32"E					
	117° / 297° 68.8	FL335 FL285	5	290 ↓	300 ↑
△ BABAG 45°23'13"N 013°07'37"E					

NOTE/REMARKS

- 1) Il segmento RESIA-UNTAD deve essere considerato CDR1 a causa delle zone LI CBA60 e LI CBA660:

- MON 0900-1100 (0800-1000) e 1230-1600 (1130-1500);
- TUE-FRI 0730-1100 (0630-1000) e 1230-1600 (1130-1500).

- 2) Il tratto DIKEM-BABAG deve essere considerato CDR1 a causa delle zone LI R49E e LI R49F:

- MON-FRI 0500-2200 (0400-2100)
- SAT 0500-1300 (0400-1200)
- HOL esclusi.

Rotta alternata:

- P131-L615 (northbound)
- P131-L612-L614 (southbound)

- 1) Segment RESIA-UNTAD to be considered CDR1, due to LI CBA60 and LI CBA660 zones:

- MON 0900-1100 (0800-1000) and 1230-1600 (1130-1500);
- TUE-FRI 0730-1100 (0630-1000) and 1230-1600 (1130-1500).

- 2) Segment DIKEM-BABAG to be considered CDR1, due to LI 49E and LI R49F zones:

- MON-FRI 0500-2200 (0400-2100)
- SAT 0500-1300 (0400-1200)
- HOL excluded.

Alternate route:

- P131-L615 (northbound)
- P131-L612-L614 (southbound)

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q336 (RNP 5)					
▲ ULGOD 46°28'55"N 009°16'31"E	For continuation see AIP SWITZERLAND				
	131° / 312° 15.6	FL660 FL245	5		260 ↑
▲ ABREG 46°18'25"N 009°33'05"E Zurich ACC/Milano ACC					

NOTE/REMARKS

- | | |
|---|----------------------------------|
| 1) Rotta utilizzabile solo in direzione nord. | 1) Route usable northbound only. |
| 2) La rotta deve essere considerata: | 2) Route to be considered: |
| a) CDR1: 2200-0500 (2100-0400); | a) CDR1: 2200-0500 (2100-0400); |
| b) CDR3: 0500-2200 (0400-2100). | b) CDR3: 0500-2200 (0400-2100). |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q341 (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E Zurich ACC / Padova ACC	For continuation see AIP SWITZERLAND				
	123° / 304° 156.3	FL335 <hr/> FL315	5	330 ↓	
▲ LABIN 44°59'09"N 013°05'29"E Padova ACC / Zagreb ACC					

NOTE/REMARKS

- | | |
|--|--|
| 1) Rotta utilizzabile solo in direzione sud. | 1) Route usable southbound only. |
| 2) La rotta deve essere considerata CDR3:
- MON-FRI 0600-2100 (0500-2100) | 2) Route to be considered CDR3:
- MON-FRI 0600-2100 (0500-2100) |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q343 (RNP 5)					
▲ ODINA 46°06'16"N 008°39'54"E Zurich ACC / Milano ACC	For continuation see AIP SWITZERLAND				
	162° / 342° 160.2	FL335 _____ FL315	5	330 ↓	
▲ BETEN 43°33'11"N 009°46'06"E Milano ACC / Roma ACC					
	165° / 345° 22.5	FL335 _____ FL315	5	330 ↓	
▲ BAKRO 43°11'17"N 009°53'15"E					
	164° / 345° 393.9	FL335 _____ FL315	5	330 ↓	
▲ PANTELLERIA VOR/DME 'PAN' 36°48'52"N 011°57'57"E Roma ACC / Malta ACC					

NOTE/REMARKS	
1) Rotta utilizzabile sono in direzione sud.	1) Route usable southbound only.
2) La rotta deve essere considerata CDR3: - MON-FRI 0600-2100 (0500-2100)	2) Route to be considered CDR3: - MON-FRI 0600-2100 (0500-2100)
3) Il segmento BAKRO-PAN deve essere considerato CDR1 a causa della zona LI D115B: - MON-FRI 0600-2100 (0500-2100) - HOL esclusi.	3) Segment BAKRO-PAN to be considered CDR1 due to LI D115B zone: - MON-FRI 0600-2100 (0500-2100) - HOL excluded.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q411 (RNP 5)					
▲ AMTEL 43°13'13"N 011°36'31"E					
	140° / 322° 28.3	FL335 _____ FL95	5	110 ↓	
△ UPONO 42°50'57"N 012°00'17"E					
	142° / 322° 11.4	FL335 _____ FL95	5	110 ↓	
▲ RITEB 42°41'55"N 012°09'49"E					

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q549 (RNP 5)					
▲ KATAR 43°03'06"N 012°40'40"E					
	182° / 002° 34.9	FL335 FL165	5		180 ↑
△ INTUD 42°28'17"N 012°37'14"E					
	13.4	FL335 FL145	5		160 ↑
▲ TIBER 42°14'56"N 012°35'56"E					

NOTE/REMARKS

- | | |
|---|---|
| <p>1) Rotta utilizzabile solo in direzione nord</p> <p>2) La rotta deve essere considerata:</p> <p>a) CDR3 a causa della zona LI R48, fino a FL240 compreso:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL esclusi. <p>b) CDR1, a causa della zona LI R51A, da FL250 compreso in su:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL esclusi. | <p>1) Route usable northbound only</p> <p>2) Route to be considered:</p> <p>a) CDR3 due to LI R48 zone, up to FL240 included:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL excluded. <p>b) CDR1, due to LI R51A zone, from FL250 included and above:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL excluded. |
|---|---|

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q561 (RNP 5)					
△ MONFA 45°29'14"N 013°16'45"E					
	253° / 072° 34.2	FL335 FL105	5		120 ↑
▲ AKADO 45°20'00"N 012°30'00"E					
	258° / 078° 18.9	FL335 FL105	5		120 ↑
▲ LAREN 45°16'41"N 012°03'42"E					
	270° / 090° 33.2	FL335 FL105	5		120 ↑
▲ VABOK 45°17'37"N 011°16'41"E					

NOTE/REMARKS

- | | |
|---|--|
| 1) La rotta è utilizzabile solo in direzione est. | 1) Route usable eastbound only. |
| 2) La rotta è utilizzabile solo in presenza di servizio radar fino a FL195 incluso. | 2) Route usable provided that radar service is available up to FL195 included. |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q702 (RNP 5)					
▲ VAKON 45°28'41"N 010°00'00"E					
	102° / 284° 27.7	FL335 _____ FL95	5	110 ↓	
▲ USOBU 45°22'11"N 010°38'10"E Milano ACC/Padova ACC					
	104° / 283° 72.0	FL335 _____ FL95	5	110 ↓	
▲ CHIOGGIA VOR/DME 'CHI' 45°04'16"N 012°16'53"E (CHIOGGIA NDB 'CHI') (45°04'18"N 012°16'53"E)					

NOTE/REMARKS

- 1) Rotta utilizzabile solo in direzione est.
- 2) La rotta deve essere considerata:
- a) CDR3 fino a FL160 compreso: H24.
 - b) CDR1 da FL170 incluso in su: H24.
- Rotta alternata:
L615 - L612

- 1) Route usable eastbound only.
- 2) Route to be considered:
- a) CDR3 up to FL160 included: H24.
 - b) CDR1 from FL170 included and above: H24.
- Alternate route:
L615 - L612

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q703 (RNP 5)					
▲ KALMO 44°19'18"N 009°35'39"E					
	152° / 333° 47.0	FL335 _____ FL235	5		240 ↑
▲ IRBAK 43°37'14"N 010°04'44"E Roma ACC/Milano ACC					
	42.9	FL335 _____ FL235	5		240 ↑
△ KARDU 42°58'47"N 010°30'39"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

2) La rotta deve essere considerata CDR3, a causa delle zone LI D37B e LI P3:

2) Route to be considered CDR3 due to LI D37B and LI P3 zones:

- dal 1 SEP al 30 JUN:
MON-FRI 0800-1700 (0700-1600)

- from 1 SEP to 30 JUN:
MON-FRI 0800-1700 (0700-1600)

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q704 (RNP 5)					
▲ KALMO 44°19'18"N 009°35'39"E					
	123° / 303° 27.8	FL335 FL215	5		220 ↑
△ GIPIX 44°03'43"N 010°07'42"E					
	152° / 334° 15.2	FL335 FL215	5		220 ↑
▲ EMBOS 43°50'07"N 010°17'00"E Milano ACC / Roma ACC					
	169° / 348° 52.3	FL335 FL215	5		220 ↑
△ KARDU 42°58'47"N 010°30'39"E					
	152° / 332° 41.1	FL335 FL195	5		200 ↑
▲ GILIO 42°22'00"N 010°55'34"E					

NOTE/REMARKS

- | | |
|---|---|
| 1) Rotta utilizzabile solo in direzione nord. | 1) Route usable northbound . |
| 2) Nel tratto KALMO-EMBOS gli aeromobili devono seguire strettamente l'asse centrale della rotta; eventuali deviazioni dovranno essere segnalate immediatamente all'ente ATC. | 2) In the segment KALMO-EMBOS aircraft shall strictly follow the centre line of the route; any deviation shall be immediately notified to the ATC unit. |
| 3) La rotta è utilizzabile solo in presenza di servizio radar. | 3) Route usable only provided that radar service is available. |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	<u>Upper</u> lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q705 (RNP 5)					
▲ EKPAL 44°29'03"N 010°09'45"E					
	156° / 336° 20.8	FL335 FL195	5	210 ↓	
▲ BEROK 44°09'56"N 010°21'06"E					
	160° / 340° 11.6	FL335 FL195	5	210 ↓	
▲ OGLAK 43°59'00"N 010°26'16"E Milano ACC / Roma ACC					
	13.9	FL335 FL195	5	210 ↓	
▲ TINKU 43°45'48"N 010°32'26"E					
	61.1	FL335 FL215	5	230 ↓	
▲ XIBIL 42°47'49"N 010°59'02"E					
	5.8	FL335 FL215	5	230 ↓	
△ ROSKI 42°42'19"N 011°01'31"E					

NOTE/REMARKS

- | | |
|---|--|
| 1) Rotta utilizzabile solo in direzione sud. | 1) Route usable southbound only. |
| 2) Il tratto BEROK-ROSKI deve essere considerato CDR3, a causa della zona LI R107A, fino a FL240 compreso: H24. | 2) Segment BEROK-ROSKI to be considered CDR3, due to LI R107A zone, up to FL240 included: H24. |
| 3) Il tratto BEROK-ROSKI è utilizzabile solo in presenza di servizio radar. | 3) Segment BEROK-ROSKI usable only if radar service is provided. |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q707 (RNP 5)					
▲ TIBRO 46°13'06"N 013°28'22"E Padova ACC/Ljubljana ACC	For continuation see AIP SLOVENIA				
	247° / 067° 7.5	FL335 _____ FL125	5	130 ↓	140 ↑
△ GIKUS 46°10'24"N 013°18'16"E					
	244° / 064° 5.3	FL335 _____ FL125	5	130 ↓	140 ↑
△ GOTEK 46°08'17"N 013°11'20"E					
	10.4	FL335 _____ FL125	5	130 ↓	140 ↑
△ RISOM 46°04'05"N 012°57'39"E					

NOTE/REMARKS

NIL

NIL

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q710 (RNP 5)					
△ TINTO 41°28'41"N 011°04'04"E					
	230° / 050° 41.3	FL335 FL95	5	110 ↓	100 ↑
▲ PIDUL 41°02'54"N 010°21'20"E					
	11.5	FL335 FL95	5	110 ↓	100 ↑
▲ GITRI 40°55'39"N 010°09'29"E					
	267° / 086° 98.3	FL335 FL95	5	110 ↓	
▲ GINOX 40°51'44"N 008°00'00"E Marseille ACC/Roma ACC					

NOTE/REMARKS

1) Il segmento GITRI-GINOX è utilizzabile solo in direzione ovest.

1) Segment GITRI-GINOX usable westbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q712 (RNP 5)					
▲ VOGHERA VOR/DME 'VOG' 44°57'52"N 008°58'13"E (VOGHERA NDB 'VOG') (44°57'50"N 008°58'20"E)					
	210° / 029° 13.2	FL335 FL85	5	90 ↓	100 ↑
▲ LESAN 44°46'30"N 008°48'44"E					
	5.5	FL335 FL85	5	90 ↓	100 ↑
▲ DEVOX 44°41'46"N 008°44'49"E					
	6.9	FL335 FL85	5	90 ↓	100 ↑
▲ TESTO 44°35'50"N 008°39'56"E					
	14.1	FL335 FL85	5	90 ↓	100 ↑
▲ LAGEN 44°23'39"N 008°29'53"E					
	235° / 055° 10.0	FL335 FL105	5	110 ↓	120 ↑
▲ ENOBA 44°17'59"N 008°18'23"E					

NOTE/REMARKS

NIL

NIL

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q713 (RNP 5)					
▲ GENOVA VOR/DME 'GEN' 44°25'28"N 009°04'56"E (GENOVA NDB 'GEN') (44°25'26"N 009°05'00"E)					
	214° / 034° 21.1	FL335 <hr/> FL105	5	110 ↓	
▲ IXITO 44°08'05"N 008°48'13"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q714 (RNP 5)					
△ ROMPO 41°05'56"N 009°46'15"E					
	259° / 079° 81.7	FL335 _____ FL95	5	110 ↓	
▲ GINOX 40°51'44"N 008°00'00"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione ovest.

1) Route usable westbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q723 (RNP 5)					
▲ LONDI 37°20'44"N 013°11'27"E Roma ACC/Malta ACC					
	204° / 024° 28.6	FL660 _____ FL75	5	90 ↓	80 ↑
▲ ROBIM 36°54'53"N 012°55'54"E					
	212° / 032° 30.0	FL660 _____ FL75	5	90 ↓	80 ↑
▲ KOLEX 36°30'00"N 012°34'58"E				For continuation see AIP MALTA	

NOTE/REMARKS

NIL

NIL

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q727 (RNP 5)					
▲ KUMIN 44°57'58"N 007°20'55"E					
	125° / 306° 138.9	FL335 FL315		330 ↓	
▲ GUDLU 43°35'26"N 009°56'25"E Milano ACC/Roma ACC					
	122° / 305° 299.9	FL335 FL315		330 ↓	
▲ LUNAR 40°41'26"N 015°25'02"E Roma ACC/Brindisi ACC					
	125° / 307° 211.1	FL335 FL315		330 ↓	
▲ RUTOM 38°31'06"N 019°00'00"E Brindisi ACC/Athinai ACC					

NOTE/REMARKS	
1) Rotta utilizzabile solo in direzione sud.	1) Route usable southbound only.
2) Il segmento KUMIN-GUDLU deve essere considerato CDR1, a causa della zona LI R4: - 0500-2200 (0400-2100) Rotta alternata: M730-L50-M729-M603-M736-M601	2) Segment KUMIN-GUDLU to be considered CDR1, due to LI R4 zone: - 0500-2200 (0400-2100) Alternate route: M730-L50-M729-M603-M736-M601
3) Il segmento GUDLU-LUNAR deve essere considerato CDR1, a causa delle zone LI R107B, LI R51B e LI R51C: H24. Rotta alternata: M730-L50-M729-M603-M736-M601	3) Segment GUDLU-LUNAR to be considered CDR1, due to LI R107B, LI R51B and LI R51C zones: H24 Alternate route: M730-L50-M729-M603-M736-M601
4) Il segmento LUNAR-RUTOM deve essere considerato CDR1, a causa delle zone LI TSA420A e LI TSA421A: - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. Rotta alternata: M730-L50-M729-M603-M736-M601	4) Segment LUNAR-RUTOM to be considered CDR1, due to LI TSA420A and LI TSA421A zones: - MON-FRI 0500-2200 (0400-2100); - HOL excluded. Alternate route: M730-L50-M729-M603-M736-M601

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q772 (RNP 5)					
▲ DIPEP 43°20'30"N 014°29'31"E Padova ACC/Brindisi ACC					
	131° / 313° 233.5	FL335 _____ FL265	5	270 ↓	
△ XAPAT 40°36'29"N 018°17'26"E					
	133° / 313° 49.0	FL335 _____ FL95	5	110 ↓	100 ↑
▲ TIGRA 40°03'24"N 019°00'00"E Brindisi ACC/Athinai ACC					

NOTE/REMARKS

- | | |
|--|--|
| 1) Rotta utilizzabile solo in direzione sud. | 1) Route usable southbound only. |
| 2) Il segmento XAPAT-TIGRA deve essere considerato CDR3 in direzione nord, da FL200 compreso in su: H24. | 2) Segment XAPAT-TIGRA to be considered CDR3 northbound, from FL200 included and above: H24. |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q789 (RNP 5)					
▲ GIKIN 42°37'06"N 012°02'55"E					
	156° / 337° 110.2	FL335 FL195	5	210 ↓	
▲ PONZA VORTAC 'PNZ' 40°54'43"N 012°57'27"E					
	154° / 335° 40.2	FL335 FL145	5	150 ↓	
△ TAGEL 40°17'52"N 013°18'40"E					
	57.1	FL335 FL145	5	150 ↓	
▲ AMANO 39°25'18"N 013°47'48"E					
	153° / 333° 38.9	FL335 FL145	5	150 ↓	
△ VAKOR 38°50'10"N 014°09'13"E					
	33.2	FL335 FL145	5	150 ↓	
▲ PELEN 38°20'05"N 014°27'14"E					
	34.5	FL335 FL145	5	150 ↓	
▲ COBBA 37°48'44"N 014°45'43"E					
	23.5	FL335 FL145	5	150 ↓	
▲ NOTRI 37°27'22"N 014°58'10"E					
	107° / 288° 171.6	FL335 FL195	5	210 ↓	200 ↑
▲ ORTAP 36°30'00"N 018°20'00"E Roma ACC/Malta ACC				For continuation see AIP MALTA	

NOTE/REMARKS

- | | |
|--|---|
| <p>1) Il tratto GIKIN-NOTRI è utilizzabile solo in direzione sud.</p> <p>2) Il tratto GIKIN-PNZ deve essere considerato CDR3:</p> <p>a) dal 1 SEP al 30 JUN:</p> <ul style="list-style-type: none"> - MON-TUE-WED-FRI-SAT e SUN 0600-2100 (0500-2100); - THU 0600-2200 (0500-2100); <p>b) dal 1 JUL al 31 AUG:</p> | <p>1) Segment GIKIN-NOTRI usable southbound only.</p> <p>2) Segment GIKIN-PNZ to be considered CDR3:</p> <p>a) from 1 SEP to 30 JUN:</p> <ul style="list-style-type: none"> - MON-TUE-WED-FRI-SAT and SUN 0600-2100 (0500-2100); - THU 0600-2200 (0500-2100); <p>b) from 1 JUL to 31 AUG:</p> |
|--|---|

NOTE/REMARKS			
-	0600-2100 (0500-2100)	-	0600-2100 (0500-2100)

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q865 (RNP 5)					
▲ TOPNO 40°57'06"N 016°06'28"E					
	170° / 350° 20.6	FL195 FL115	5	130 ↓	120 ↑
△ MATED 40°36'38"N 016°10'06"E					
	173° / 353° 22.9	FL195 FL115	5	130 ↓	120 ↑
△ UPLAD 40°13'45"N 016°12'38"E					
	64.2	FL195 FL145	5	150 ↓	160 ↑
▲ LODPA 39°09'44"N 016°19'34"E Brindisi ACC/Roma ACC					
	24.4	FL195 FL145	5	150 ↓	160 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					

NOTE/REMARKS

- 1) Il tratto MATED-LODPA deve essere considerato CDR2:
- a) fino a FL150 compreso, a causa delle zone LI R400A, LI R402A e LI R404A: H24 (HOL esclusi)
 - b) da FL160 compreso in su, a causa delle zone LI R400B, LI R402B e LI R404B:
 - MON-FRI: 0500-2200 (0400-2100);
 - SAT 0500-1300 (0400-1200);
 - HOL esclusi.

- 1) Segment MATED-LODPA to be considered CDR2:
- a) up to FL150 included, due to LI R400A, LI R402A and LI R404A zones: H24 (HOL excluded)
 - b) from FL160 included and above, due to LI R400B, LI R402B and LI R404B zones:
 - MON-FRI: 0500-2200 (0400-2100);
 - SAT 0500-1300 (0400-1200);
 - HOL excluded.

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q914 (RNP 5)					
▲ SUXAN 46°33'44"N 010°28'45"E Zurich ACC/Padova ACC					
	140° / 323° 153.5	FL335 _____ FL315			320 ↑
▲ BELOV 44°32'33"N 012°42'48"E					
	143° / 322° 103.8	FL335 _____ FL315			320 ↑
▲ NUTRO 43°09'36"N 014°08'57"E Padova ACC/Brindisi ACC					
	142° / 324° 324.3	FL335 _____ FL315			320 ↑
△ TOMGI 38°43'05"N 018°13'17"E					

NOTE/REMARKS

- | | |
|--|--|
| <p>1) Rotta utilizzabile solo in direzione nord</p> <p>2) Il segmento SUXAN-BELOV deve essere considerato CDR1, a causa della zona LI R26:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL esclusi. <p>3) Il segmento NUTRO-TOMGI deve essere considerato CDR1, a causa delle zone LI R51D, LI R51E, LI TSA420A e LI TSA421A:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL esclusi. | <p>1) Route usable northbound only</p> <p>2) Segment SUXAN-BELOV to be considered CDR1 due to LI R26 zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL excluded. <p>3) Segment NUTRO-TOMGI to be considered CDR1 due to LI R51D, LI R51E, LI TSA420A and LI TSA421A zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL excluded. |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q920 (RNP 5)					
▲ KALIK 44°28'06"N 009°50'53"E					
	122° / 302° 38.5	FL335 FL115	5		120 ↑
▲ RUXOL 44°06'55"N 010°35'35"E Milano ACC / Roma ACC					
	122° / 303° 133.0	FL335 FL245	5		260 ↑
▲ PREKI 42°52'39"N 013°07'09"E Roma ACC/Brindisi ACC					
	117° / 298° 54.1	FL335 FL245	5		260 ↑
▲ PESCARA VOR/DME 'PES' 42°26'09"N 014°11'03"E					
	108° / 289° 88.9	FL335 FL195	5	210 ↓	200 ↑
▲ VIESTE VOR/DME 'VIE' 41°54'46"N 016°02'57"E (VIESTE NDB 'VIE') (41°54'48"N 016°03'04"E)					
	117° / 298° 40.3	FL335 FL85	5	90 ↓	100 ↑
▲ BIRSU 41°34'34"N 016°49'34"E					
	118° / 298° 5.7	FL335 FL85	5	90 ↓	100 ↑
▲ PERAV 41°31'42"N 016°56'06"E					
	38.5	FL335 FL85	5	90 ↓	100 ↑
▲ ENOXA 41°12'05"N 017°40'08"E					
	118° / 299° 51.7	FL335 FL195	5	210 ↓	200 ↑
▲ ABADI 40°45'19"N 018°38'30"E					
	117° / 297° 18.9	FL335 FL195	5	210 ↓	200 ↑
▲ GOKEL 40°35'54"N 019°00'00"E Brindisi ACC/Tirana ACC					
					For continuation see AIP ALBANIA

NOTE/REMARKS

1) Il segmento KALIK-PES è utilizzabile solo in direzione nord.

2) Il segmento RUXOL-PREKI deve essere considerato CDR1 a causa della zona LI R51A, da FL250 compreso in su:

- MON-FRI 0500-2200 (0400-2100)
- SAT 0500-1300 (0400-1200)
- HOL esclusi.

Rotta alternata: M736-Q95-M730

3) Il tratto ENOXA-GOKEL deve essere considerato non disponibile durante gli orari di attivazione delle zone LI D25B e LI D25C.

4) Nel segmento PES-VIE la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'ATC.

5) Il tratto VIE-GOKEL è utilizzabile purché sia disponibile il servizio radar.

1) Segment KALIK-PES usable northbound only.

2) Segment RUXOL- PREKI to be considered CDR1, due to LI R51A zone from FL250 included and above:

- MON-FRI 0500-2200 (0400-2100)
- SAT 0500-1300 (0400-1200)
- HOL excluded.

Alternate route: M736-Q95-M730

3) Segment ENOXA-GOKEL to be considered not available during activation periods of LI D25B and LI D25C zones.

4) In the segment PES-VIE navigation shall be strictly referred to the centre-line: any deviation shall be immediately notified to ATC.

5) Segment VIE-GOKEL usable provided that radar service is available.

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q984 (RNP 5)					
▲ DETSA 46°48'09"N 012°16'52"E Wien ACC/Padova ACC	For continuation see AIP AUSTRIA				
	237° / 057° 29.5	FL335 <hr/> FL285	5	290 ↓	
△ ASVUT 46°32'54"N 011°40'09"E					
	237° / 056° 20.2	FL335 <hr/> FL285	5	290 ↓	
△ IXOGU 46°22'20"N 011°15'14"E					
	236° / 056° 49.2	FL335 <hr/> FL285	5	290 ↓	
▲ LEVSI 45°56'16"N 010°15'13"E Padova ACC/Milano ACC					
	222° / 041° 79.7	FL335 <hr/> FL285	5	290 ↓	
▲ VOGHERA VOR/DME 'VOG' 44°57'52"N 008°58'13"E (VOGHERA NDB 'VOG') (44°57'50"N 008°58'20"E)					
	229° / 048° 75.8	FL335 <hr/> FL285	5	290 ↓	
▲ VAMTU 44°08'44"N 007°37'31"E Milano ACC/Marseille ACC	For continuation see AIP FRANCE				

NOTE/REMARKS

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| 1) Rotta utilizzabile solo in direzione ovest.
2) Il tratto LEVSI-VAMTU deve essere considerato CDR1, a causa della zona LI R4:
- MON-FRI 0500-2200 (0400-2100)
- SAT 0500-1300 (0400-1200)
- HOL esclusi. | 1) Route usable westbound only.
2) Segment LEVSI-VAMTU to be considered CDR1, due to LI R4 zone:
- MON-FRI 0500-2200 (0400-2100)
- SAT 0500-1300 (0400-1200)
- HOL excluded. |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Q985 (RNP 5)					
▲ MALUG 46° 42'22"N 012° 35'51"E Wien ACC/Padova ACC	For continuation see AIP AUSTRIA				
	235° / 053° 101.9	FL335 <hr/> FL295	5		300 ↑
▲ ETPUB 45° 45'00"N 010° 34'29"E Milano ACC/Padova ACC Milano ACC/Padova ACC					
	224° / 043° 142.8	FL335 <hr/> FL135	5		140 ↑
▲ ALBENGA NDB 'ABN' 44° 03'22"N 008° 13'16"E					

NOTE/REMARKS

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| <p>1) Rotta utilizzabile solo in direzione est.</p> <p>2) la rotta deve essere considerata CDR1, a causa delle zone LI R49E e LI R68:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL esclusi. | <p>1) Route usable eastbound only.</p> <p>2) Segment MALUG-ETPUB to be considered CDR1, due to LI R49E and LI R68 zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL excluded. |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T75 (RNP 5)					
▲ EKTOL 41°06'28"N 015°10'17"E Roma ACC/Brindisi ACC					
	106° / 288° 186.0	FL335 <hr/> FL245	5	250 ↓	260 ↑
▲ TIGRA 40°03'24"N 019°00'00"E Brindisi ACC/Athinai ACC	For continuation see AIP GREECE				

NOTE/REMARKS

1) La rotta deve essere considerata:

a) CDR3:

- MON-FRI 0600-2100 (0500-2100);
- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.

b) CDR1, a causa delle zone LI TRA415, LI TRA416 e LI TSA422A:

- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale);
- HOL esclusi.

c) CDR1, a causa delle zone LI TRA415 e LI TRA416, fino a FL310 compreso:

- SAT 0500-0600 (0400-0500);
- HOL esclusi.

Rotta alternata: L995

1) Route to be considered CDR3:

a) CDR3:

- MON-FRI 0600-2100 (0500-2100);
- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.

b) CDR1, due to LI TRA415, LI TRA416 and LI TSA422A zones:

- MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter period only);
- HOL excluded.

c) CDR1, due to LI TRA415, LI TRA416 and LI TSA422A zones:

- SAT 0500-0600 (0400-0500);
- HOL excluded.

Alternate route: L995

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T92 (RNP 5)					
▲ SORRENTO DVOR/DME 'SOR' 40°34'57"N 014°20'06"E (SORRENTO NDB 'SOR') (40°34'57"N 014°20'08"E)					
	170° / 350° 42.0	FL335 FL105	5		120 ↑
△ NAXES 39°53'16"N 014°27'32"E					
	19.6	FL335 FL105	5		120 ↑
▲ DIRED 39°33'51"N 014°30'57"E					
	180° / 360° 73.8	FL335 FL285	5		300 ↑
▲ PELEN 38°20'05"N 014°27'14"E					
	177° / 357° 42.8	FL335 FL285	5		300 ↑
▲ LIBRO 37°37'17"N 014°27'53"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T101 (RNP 5)					
▲ SOTOV 46°56'38"N 011°12'38"E Münich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	169° / 349° 3.9	FL335 FL155	5		160 ↑
▲ BEXOR 46°52'49"N 011°13'31"E					
	25.3	FL335 FL155	5		160 ↑
▲ NAXAV 46°27'50"N 011°19'20"E					
	142° / 322° 21.0	FL335 FL195	5	210 ↓	200 ↑
△ GIKEB 46°10'57"N 011°37'15"E					
	5.7	FL335 FL195	5	210 ↓	200 ↑
△ LAMPO 46°06'21"N 011°42'05"E					
	57.2	FL335 FL285	5	290 ↓	300 ↑
▲ AKADO 45°20'00"N 012°30'00"E					

NOTE/REMARKS

- | | |
|---|---|
| <p>1) Il tratto SOTOV-NAXAV è utilizzabile solo in direzione nord.</p> <p>2) Il segmento LAMPO-AKADO deve essere considerato CDR1, a causa della zona LI R49E:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. <p>Rotta alternata:</p> <ul style="list-style-type: none"> - Z906-L615 (southbound) - L615-Z906-Z468 (northbound) | <p>1) Segment SOTOV-NAXAV usable northbound only.</p> <p>2) Segment LAMPO-AKADO to be considered CDR1, due to LI R49E zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL excluded. <p>Alternate route:</p> <ul style="list-style-type: none"> - Z906-L615 (southbound) - L615-Z906-Z468 (northbound) |
|---|---|

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T102 (RNP 5)					
▲ IVKAL 46°47'39"N 011°02'15"E Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	171° / 351° 9.0	FL335 _____ FL165	5		180 ↑
△ TISAX 46°38'43"N 011°03'54"E					
	207° / 026° 57.1	FL335 _____ FL165	5		180 ↑
▲ NESTI 45°48'14"N 010°25'37"E					
	221° / 041° 50.7	FL335 _____ FL255	5		260 ↑
△ KOXUD 45°10'46"N 009°37'01"E					
	221° / 040° 90.1	FL335 _____ FL255	5		260 ↑
▲ ALBENGA NDB 'ABN' 44°03'22"N 008°13'16"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T111 (RNP 5)					
▲ DELER 40°11'06"N 014°08'57"E					
	153° / 334° 40.9	FL335 FL115	5		120 ↑
▲ DIRED 39°33'51"N 014°30'57"E					
	156° / 336° 70.3	FL335 FL115	5		120 ↑
△ BUDIN 38°28'35"N 015°04'48"E					
	36.4	FL335 FL115	5		120 ↑
▲ SOPOM 37°54'42"N 015°21'57"E					
	12.5	FL335 FL115	5		120 ↑
▲ PEKOD 37°43'04"N 015°27'46"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T118 (RNP 5)					
▲ SODIO 40°16'40"N 008°32'31"E					
	153° / 333° 43.6	FL335 <hr/> FL195	5	210 ↓	200 ↑
△ LUNAM 39°37'24"N 008°57'13"E					

NOTE/REMARKS

NIL

NIL

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T128 (RNP 5)					
△ RASUG 45°40'59"N 012°55'16"E					
	185° / 005° 22.3	FL335 FL225	5	230 ↓	
▲ ROSKA 45°18'51"N 012°51'42"E					
	186° / 006° 18.0	FL335 FL195	5	210 ↓	
△ AGOMO 45°01'01"N 012°48'07"E					
	186° / 008° 28.7	FL335 FL265	5	270 ↓	
▲ BELOV 44°32'33"N 012°42'48"E					
	195° / 015° 64.1	FL335 FL245	5	250 ↓	
▲ DISBA 43°30'33"N 012°20'15"E Padova ACC/Roma ACC					
	195° / 013° 27.4	FL335 FL95	5	110 ↓	
▲ NIKMA 43°03'59"N 012°10'49"E					
	191° / 011° 27.5	FL335 FL95	5	110 ↓	
▲ GIKIN 42°37'06"N 012°02'55"E					

NOTE/REMARKS

- | | |
|---|--|
| <p>1) La rotta è utilizzabile solo in direzione sud.</p> <p>2) Il segmento AGOMO-BELOV deve essere considerato CDR3 fino a FL280 compreso a causa dell'area SPEEDY:</p> <ul style="list-style-type: none"> - MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100); - FRI 0730-1030 (0600-0900). <p>3) Il segmento BELOV-DISBA deve essere considerato CDR1 da FL250 compreso in su a causa della zona LI R26:</p> <ul style="list-style-type: none"> - MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100); - FRI 0730-1030 (0600-0900). <p>4) Il tratto DISBA-GIKIN deve essere considerato:</p> <p>a) CDR3, a causa della zona LI R48, fino a FL240 compreso:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. | <p>1) Route usable suothbound only.</p> <p>2) Segment AGOMO-BELOV to be considered CDR3 up to FL280 included due to SPEEDY area:</p> <ul style="list-style-type: none"> - MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100); - FRI 0730-1030 (0600-0900). <p>3) Segment BELOV-DISBA to be considered CDR1 from FL250 included and above due to LI R26 zone:</p> <ul style="list-style-type: none"> - MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100); - FRI 0730-1030 (0600-0900). <p>4) Segment DISBA-GIKIN to be considered:</p> <p>a) CDR3, due to LI R48 zone, up to FL240 included:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. |
|---|--|

NOTE/REMARKS

b) CDR1, a causa della zona LI R51A da FL250
compreso in su:

- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL esclusi.

b) CDR1, due to LI R51A from FL250 included and
above:

- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL excluded.

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T132 (RNP 5)					
△ UPIRO 45°37'33"N 012°44'33"E					
	163° / 343° 19.4	FL335 FL235	5		240 ↑
▲ ROSKA 45°18'51"N 012°51'42"E					
	117° / 297° 6.5	FL335 FL235	5		240 ↑
▲ ROTAR 45°15'46"N 012°59'44"E Padova ACC/Zagreb ACC		For continuation see AIP CROATIA			

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione nord.

1) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T134 (RNP 5)					
▲ DIBAX 46°06'59"N 011°03'51"E					
	150° / 329° 6.6	FL335 FL115	5	130 ↓	
▲ TRENTO VOR/DME 'TNT' 46°01'13"N 011°08'24"E					
	154° / 336° 24.8	FL335 FL115	5	130 ↓	
△ IBUGO 45°38'28"N 011°22'36"E					
	156° / 335° 14.0	FL335 FL115	5	130 ↓	
▲ ALBET 45°25'36"N 011°30'33"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T147 (RNP 5)					
▲ SOVOX 45°58'06"N 013°35'50"E Ljubljana ACC/Padova ACC					
	260° / 079° 126.1	FL335 <hr/> FL285			290 ↑
▲ ELTAR 45°38'51"N 010°37'40"E Padova ACC/Milano ACC					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione est

1) Route usable eastbound only

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T214 (RNP 5)					
▲ VIESTE VOR/DME 'VIE' 41°54'46"N 016°02'57"E (VIESTE NDB 'VIE') (41°54'48"N 016°03'04"E)					
	112° / 293° 144.6	FL335 <hr/> FL125	5	130 ↓	140 ↑
▲ PAPIZ 40°53'30"N 018°57'06"E Brindisi ACC/Tirana ACC	For continuation see AIP ALBANIA				

NOTE/REMARKS

1) La rotta deve essere considerata CDR3 durante gli orari di attivazione della zona LI D25C.

1) Route to be considered CDR3 during activation periods of LI D25C.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T237 (RNP 5)					
▲ DOGUS 41°01'12"N 015°42'12"E					
	201° / 021° 27.1	FL335 <hr/> FL95	5	110 ↓	100 ↑
▲ VEGAN 40°36'16"N 015°28'09"E Brindisi ACC/Roma ACC					

NOTE/REMARKS

1) La navigazione dovrà essere riferita strettamente all'asse centrale della rotta: eventuali deviazioni dovranno essere comunicate immediatamente all' ATC.

1) Navigation shall be strictly referred to the route centre-line: any deviation shall be immediately reported to the ATC unit.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T246 (RNP 5)					
▲ MIRSA 42°49'22"N 009°45'00"E Roma ACC/Marseille ACC					
	130° / 311° 49.1	FL335 <hr/> FL95	5		100 ↑
▲ PODOX 42°16'38"N 010°34'37"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione ovest.

1) Route usable westbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T292 (RNP 5)					
▲ VICENZA VOR/DME 'VIC' 45°38'14"N 011°40'35"E (VICENZA NDB 'VIC') (45°38'13"N 011°40'29"E)					
	136° / 318° 183.3	FL335 _____ FL315	5		320 ↑
▲ DIPEP 43°20'30"N 014°29'31"E Padova ACC/Brindisi ACC					
	133° / 315° 226.9	FL335 _____ FL195	5	210 ↓	200 ↑
▲ BRINDISI VORTAC 'BRD' 40°36'39"N 018°00'10"E (BRINDISI NDB 'BRD') (40°36'20"N 018°00'32"E)					

NOTE/REMARKS

- | | |
|---|--|
| <p>1) Il segmento VIC-DIPEP è utilizzabile solo in direzione nord.</p> <p>2) La rotta deve essere considerata CDR3:
- MON-FRI 0600-2100 (0500-2100);</p> <p>3) Il segmento DIPEP-BRD deve essere considerato CDR3: SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.</p> | <p>1) Segment VIC-DIPEP usable northbound only.</p> <p>2) Route to be considered CDR3:
- MON-FRI 0600-2100 (0500-2100);</p> <p>3) Segment DIPEP-BRD to be considered CDR3: SAT and SUN 0600-2100 (0500-2100) up to FL310 included.</p> |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T293 (RNP 5)					
▲ LURAG 45°31'40"N 007°05'20"E					
	109° / 291° 140.8	FL335 _____ FL175	5	190 ↓	
▲ LOGDI 44°42'47"N 010°11'46"E					
	108° / 289° 35.6	FL335 _____ FL95	5	110 ↓	
▲ LURUT 44°31'25"N 010°59'00"E Milano ACC / Padova ACC					

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T305 (RNP 5)					
▲ NITAM 45°06'22"N 007°09'28"E Geneva ACC/Milano ACC					
	114° / 294° 23.9	FL335 FL315		330 ↓	
△ KODOK 44°56'33"N 007°40'11"E					
	114° / 295° 132.1	FL335 FL315		330 ↓	
▲ OGLAK 43°59'00"N 010°26'16"E Milano ACC/Roma ACC					
	123° / 304° 169.8	FL335 FL315		330 ↓	
▲ ATRUP 42°20'56"N 013°35'44"E Roma ACC/Brindisi ACC					
	123° / 306° 306.8	FL335 FL315		330 ↓	
▲ LATAN 39°17'36"N 019°00'00"E Brindisi ACC/Athinai ACC					

NOTE/REMARKS	
1) Rotta utilizzabile solo in direzione sud	1) Route usable southbound only
2) Il segmento OGLAK-ATRUP deve essere considerato CDR1, a causa delle zone LI R51A, LI R51B, LI R51C e LI R51D: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200) - HOL esclusi. Rotta alternata: M730-M872	2) Segment OGLAK-ATRUP to be considered CDR1 due to LI R51A, LI R51B, LI R51C and LI R51D zones: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200) - HOL excluded. Alternate route: M730-M872
3) Il segmento ATRUP-LATAN deve essere considerato CDR1, a causa delle zone LI TSA421A e LI TSA422A: - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. Rotta alternata: M730-M872	3) Segment ATRUP-LATAN to be considered CDR1 due to LI TSA421A and LI TSA422A zones: - MON-FRI 0500-2200 (0400-2100); - HOL excluded. Alternate route: M730-M872

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T307 (RNP 5)					
▲ OTRES 47°01'24"N 010°44'33"E Münich ACC/Padova Acc	For continuation see AIP AUSTRIA				
	132° / 312° 18.2				
▲ DIRAB 46°48'49"N 011°03'44"E					
	132° / 314° 128.3	FL335 <hr/> FL285	5	290 ↓	
▲ PEVAL 45°18'41"N 013°14'51"E Padova ACC/Zagreb ACC	For continuation see AIP CROATIA				

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

2) Il segmento DIRAB-PEVAL deve essere considerato:

a) CDR3:

- MON-FRI 0600-2100 (0500-2100);
- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.

b) CDR1, a causa delle zone LI R49E e LI R49F:

- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale);
- SAT 0500-1300 (0400-1200) da FL320 compreso in su;
- HOL esclusi.

1) Route usable southbound only.

2) The segment DIRAB-PEVAL to be considered:

a) CDR3:

- MON-FRI 0600-2100 (0500-2100);
- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.

b) CDR1, due to LI R49E and LI R49F zones:

- MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter period only);
- SAT 0500-1300 (0400-1200) from FL320 included and above;
- HOL excluded.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T313 (RNP 5)					
▲ ASVOL 43°10'44"N 010°27'36"E					
	186° / 005° 27.0	FL195 <hr/> FL85	5	90 ↓	
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	146° / 326° 31.3	FL335 <hr/> FL95	5		100 ↑
▲ NEMBO 42°17'27"N 010°46'38"E					

NOTE/REMARKS

- | | |
|---|--|
| 1) Il segmento ASVOL-ELB è utilizzabile solo in direzione sud. | 1) Segment ASVOL-ELB usable southbound only. |
| 2) Il segmento ELB-NEMBO è utilizzabile solo in direzione nord. | 2) Segment ELB-NEMBO usable northbound only. |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T340 (RNP 5)					
▲ TORINO VOR/DME 'TOP' 44°55'31"N 007°51'42"E (TORINO NDB 'TOP') (44°55'29"N 007°51'38"E)					
	130° / 311° 120.2	FL335 FL315		330 ↓	320 ↑
▲ GUDLU 43°35'26"N 009°56'25"E Milano ACC/Roma ACC					
	131° / 312° 180.4	FL335 FL315		330 ↓	320 ↑
▲ LATINA VOR/DME 'LAT' 41°32'28"N 012°55'05"E					
	134° / 315° 230.4	FL335 FL315		330 ↓	320 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					
	135° / 316° 82.4	FL335 FL315		330 ↓	320 ↑
▲ SODMO 37°43'48"N 017°31'44"E					
	137° / 318° 96.5	FL335 FL315		330 ↓	320 ↑
▲ LEVDI 36°30'00"N 018°49'32"E Roma ACC/Malta ACC	For continuation see AIP MALTA				

NOTE/REMARKS

- 1) Il segmento GUDLU-CDC deve essere considerato CDR1, a causa delle zone LI R107B, LI R62A e LI R62B: H24.
Rotta alternata: L50-Y751

- 1) Segment GUDLU-CDC to be considered CDR1, due to LI R107B, LI R62A and LI R62B zones: H24.

Alternate route: L50-Y751

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T345 (RNP 5)					
▲ ABULO 45°34'27"N 006°59'42"E					
	125° / 305° 4.8	FL195 _____ FL175			
▲ LURAG 45°31'40"N 007°05'20"E Geneva ACC/Milano ACC					
	121° / 303° 170.5	FL335 _____ FL315		330 ↓	
▲ OGLAK 43°59'00"N 010°26'16"E Milano ACC/Roma ACC					

NOTE/REMARKS

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| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) Segmento ABULO-LURAG: MNM ENRT IFR FL determinato da Ginevra ACC in base alle informazioni disponibili fornite da Ginevra MET. Ginevra ACC informerà Milano ACC di qualunque variazione del minimo livello di sicurezza praticabile sulle Alpi</p> | <p>1) Route usable southbound only.</p> <p>2) Segment ABULO-LURAG: MNM ENRT IFR FL determined by Geneva ACC according to INFO available from Geneva MET office. GenevaACC shall inform Milano ACC of any change of minimum safe level available over the Alps</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T369 (RNP 5)					
▲ VICENZA VOR/DME 'VIC' 45°38'14"N 011°40'35"E (VICENZA NDB 'VIC') (45°38'13"N 011°40'29"E)					
	170° / 352° 120.5	FL335 FL315	5		320 ↑
▲ ASVIM 43°38'57"N 012°04'12"E Padova ACC/Roma ACC					
	172° / 351° 35.3	FL335 FL235	5		240 ↑
△ NIKMA 43°03'59"N 012°10'49"E					
	180° / 002° 18.3	FL335 FL95	5	110 ↓	
△ ETPOK 42°45'41"N 012°10'00"E					
	182° / 002° 3.8	FL335 FL95	5	110 ↓	
▲ RITEB 42°41'55"N 012°09'49"E					

NOTE/REMARKS

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| <p>1) Il tratto VIC-NIKMA è utilizzabile solo in direzione nord.</p> <p>2) Il tratto NIKMA-RITEB è utilizzabile solo in direzione sud.</p> <p>3) Il segmento VIC-ASVIM deve essere considerato CDR1 a causa della zona LI R26:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL esclusi. <p>Rotta alternata: M726-L12</p> <p>4) Il segmento ASVIM-NIKMA deve essere considerato:</p> <ul style="list-style-type: none"> a) CDR3, fino a FL300 incluso: H24; b) CDR1, da FL320 compreso in su: <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL esclusi. <p>Rotta alternata: M726-L12</p> | <p>1) Segment VIC-NIKMA usable northbound only.</p> <p>2) Segment NIKMA-RITEB usable southbound only.</p> <p>3) Segment VIC-ASVIM to be considered CDR1 due to LI R26 zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL excluded. <p>Alternate route: M726-L12</p> <p>4) Segment ASVIM-NIKMA to be considered :</p> <ul style="list-style-type: none"> a) CDR3, up to FL300 included: H24; b) CDR1, from FL320 included and above: <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL excluded. <p>Alternate route: M726-L12</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T378 (RNP 5)					
▲ DOBIM 42°57'14"N 009°45'00"E Roma ACC/Marseille ACC					
	137° / 317° 54.7	FL335 _____ FL95	5		100 ↑
▲ PODOX 42°16'38"N 010°34'37"E					
	147° / 327° 15.9	FL335 _____ FL195	5		200 ↑
△ VELAD 42°03'06"N 010°45'49"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione ovest.

1) Route usable westbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T415 (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E Zurich ACC/Padova ACC					
	132° / 314° 246.3	FL335 FL195	5	210 ↓	
▲ LSKO 43°34'17"N 014°07'56"E					
	129° / 309° 20.9	FL335 FL195	5	210 ↓	
▲ DIPEP 43°20'30"N 014°29'31"E Padova ACC/Brindisi ACC					
	139° / 319° 110.0	FL335 FL195	5	210 ↓	200 ↑
▲ VIESTE VOR/DME 'VIE' 41°54'46"N 016°02'57"E (VIESTE NDB 'VIE') (41°54'48"N 016°03'04"E)					
	142° / 322° 36.7	FL335 FL85	5	90 ↓	100 ↑
▲ EKMUR 41°24'52"N 016°31'24"E					
	4.2	FL335 4500ft	5	90 ↓	80 ↑
△ OSDAX 41°21'29"N 016°34'35"E					
	15.7	FL335 4500ft	5	90 ↓	80 ↑
▲ BARI VOR/DME 'BAR' 41°08'39"N 016°46'35"E					
	148° / 328° 36.6	FL335 FL225	5	230 ↓	240 ↑
△ MOKTO 40°36'52"N 017°10'27"E					

NOTE/REMARKS

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| <p>1) Il segmento RESIA-DIPEP è utilizzabile solo in direzione sud.</p> <p>2) Il segmento RESIA-DIPEP deve essere considerato CDR1, a causa delle zone LI-LS CBA660 e LI R26:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL esclusi. <p>3) Il tratto DIPEP-VIE non è disponibile ai livelli e durante gli orari di attivazione delle aree LION e SONNY (vedi AIP ENR5 e relativi Notam).</p> | <p>1) Segment RESIA-DIPEP usable southbound only.</p> <p>2) Segment RESIA-DIPEP to be considered CDR1, due to LI-LS CBA660 e LI R26 zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL excluded. <p>3) Segment DIPEP-VIE not available at levels and during activation periods of LION and SONNY areas (see AIP ENR5 and relevant Notam).</p> |
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NOTE/REMARKS

- 4) Nel tratto VIE-BAR livelli di volo inferiori a FL80 saranno assegnati da Brindisi ACC o Apulia APP in base al QNH locale.
- 5) Nel tratto VIE-BAR la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC.

- 4) In the segment VIE-BAR flight level below FL80 will be assigned by Brindisi ACC or Apulia APP on basis of the local QNH.
- 5) In the segment VIE-BAR navigation shall be strictly referred to the centre line: any deviation shall be immediately notified to the ATC Unit.

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T416 (RNP 5)					
△ MATED 40°36'38"N 016°10'06"E					
	154° / 335° 105.6	FL335 — FL245	5	250 ↓	
▲ CROTONE VOR/DME 'CRN' 38°59'46"N 017°04'59"E					
	22.0	FL335 — FL195	5	210 ↓	
▲ KUPIR 38°39'32"N 017°16'06"E Brindisi ACC/Roma ACC					
	71.4	FL335 — FL195	5	210 ↓	
△ ADMAS 37°33'44"N 017°51'29"E					

NOTE/REMARKS

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| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) Il segmento MATED-CRN deve essere considerato:</p> <p>a) CDR1, a causa delle zone LI TRA410, LI TRA411, LI TRA412, LI TRA413, LI TRA414 e LI TSA420A:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - HOL esclusi. <p>b) CDR1 fino a FL310 compreso, a causa delle zone LI TRA410, LI TRA411, LI TRA412, LI TRA413 e LI TRA414:</p> <ul style="list-style-type: none"> - SAT 0500-1300 (0400-1200) - HOL esclusi. <p>Rotta alternata: DOGUS-T237-P748-Z910-L869</p> | <p>1) Route usable southbound only.</p> <p>2) Segment MATED-CRN to be considered:</p> <p>a) CDR1, due to LI TRA410, LI TRA411, LI TRA412, LI TRA413, LI TRA414 and LI TSA420A zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - HOL excluded. <p>b) CDR1 up to FL310 included, due to LI TRA410, LI TRA411, LI TRA412, LI TRA413 and LI TRA414 zones:</p> <ul style="list-style-type: none"> - SAT 0500-1300 (0400-1200) - HOL excluded. <p>Alternate route: DOGUS-T237-P748-Z910-L869</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T445 (RNP 5)					
▲ TONDA 45°06'33"N 008°13'47"E					
	164° / 344° 44.4	FL335 ————— FL95	5	110 ↓	100 ↑
▲ LAGEN 44°23'39"N 008°29'53"E					

NOTE/REMARKS	
NIL	NIL

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T484 (RNP 5)					
▲ VAKON 45°28'41"N 010°00'00"E					
	119° / 300° 31.3	FL335 FL245	5	250 ↓	
▲ GOXES 45°13'02"N 010°38'26"E Milano ACC/Padova ACC					
	120° / 299° 27.6	FL335 FL245	5	250 ↓	
▲ NISIL 44°59'04"N 011°12'01"E					
	121° / 303° 9.6	FL335 FL245	5	250 ↓	
△ NEVMO 44°53'50"N 011°23'23"E					
	123° / 303° 142.5	FL335 FL285	5	290 ↓	
▲ LISKO 43°34'17"N 014°07'56"E					

NOTE/REMARKS

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|---|--|
| <p>1) La rotta è utilizzabile solo in direzione sud.</p> <p>2) Il tratto VAKON-NEVMO deve essere considerato CDR1 a causa della zona LI R68:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL esclusi. <p>3) Il tratto NEVMO-LISKO deve essere considerato CDR1 a causa della zona LI R26:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL esclusi. <p>Rotta alternata: Q702-L614-L613</p> | <p>1) Route usable southbound only.</p> <p>2) Segment VAKON-NEVMO to be considered CDR1, due to LI R68 zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL esclusi. <p>3) Segment NEVMO-LISKO to be considered CDR1, due to LI R26 zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100) - SAT 0500-1300 (0400-1200) - HOL esclusi. <p>Alternate route: Q702-L614-L613</p> |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T492 (RNP 5)					
▲ ALBET 45°25'36"N 011°30'33"E					
	195° / 015° 32.7	FL335 _____ FL95	5	110 ↓	
▲ BAMEK 44°54'19"N 011°17'22"E					
	8.2	FL335 _____ FL95	5	110 ↓	
△ KREVA 44°46'28"N 011°14'06"E					

NOTE/REMARKS

- | | |
|---|---|
| 1) Rotta utilizzabile solo in direzione sud. | 1) Route usable southbound only |
| 2) La navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC | 2) Navigation shall be strictly referred to the center-line: any deviation shall be immediately notified to the ATC Unit. |
| 3) Rotta utilizzabile solo in presenza di servizio radar. | 3) Route usable only provided that radar service is available. |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T527 (RNP 5)					
▲ BANAV 41°43'43"N 017°00'40"E					
	194° / 014° 36.6	FL335 _____ FL95	5	110 ↓	100 ↑
▲ BARI VOR/DME 'BAR' 41°08'39"N 016°46'35"E					
	247° / 067° 32.5	FL335 _____ FL95	5	110 ↓	100 ↑
▲ TOPNO 40°57'06"N 016°06'28"E					

NOTE/REMARKS	
NIL	NIL

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T543 (RNP 5)					
△ TINTO 41°28'41"N 011°04'04"E					
	196° / 015° 82.3	FL335 FL95	5	110 ↓	100 ↑
▲ QUENN 40°09'54"N 010°32'37"E					
	184° / 004° 128.0	FL335 FL195	5	210 ↓	
▲ NOLSI 38°02'20"N 010°17'11"E Roma ACC/Tunis ACC	For continuation see AIP TUNISIA				

NOTE/REMARKS

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| <p>1) Il segmento QUENN-NOLSI è utilizzabile solo in direzione sud.</p> <p>2) Il segmento TINTO-QUENN deve essere considerato:</p> <p>a) CDR1:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN, MON-FRI 0500-0700, 1700- 2200; - 21 JUN-20 SEP, MON-FRI 0500-2200. <p>Rotta alternata: L5-Q125-M732</p> <p>b) CDR3:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN, MON-FRI 0700-1700. <p>3) Il segmento QUENN-NOLSI deve essere considerato:</p> <p>a) CDR1:</p> <ul style="list-style-type: none"> - MON-FRI 0500-0700, 1700- 2200; - 21 JUN-20 SEP, MON-FRI 0700-1700 da FL250 compreso in su. <p>Rotta alternata: L12-M738-M725</p> <p>b) CDR3:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN: MON-FRI 0700-1700. - 21 JUN-20 SEP, MON-FRI 0700-1700 fino a FL240 compreso. | <p>1) Segment QUENN-NOLSI usable southbound only.</p> <p>2) Segment TINTO-QUENN to be considered:</p> <p>a) CDR1:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN, MON-FRI 0500-0700, 1700- 2200; - 21 JUN-20 SEP, MON-FRI 0500-2200. <p>Alternate route: L5-Q125-M732</p> <p>b) CDR3:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN, MON-FRI 0700-1700. <p>3) Segment QUENN-NOLSI to be considered:</p> <p>a) CDR1:</p> <ul style="list-style-type: none"> - MON-FRI 0500-0700, 1700- 2200; - 21 JUN-20 SEP, MON-FRI 0700-1700 from FL250 included and above. <p>Alternate route: L12-M738-M725</p> <p>b) CDR3:</p> <ul style="list-style-type: none"> - 21 SEP-20 JUN: MON-FRI 0700-1700. - 21 JUN-20 SEP, MON-FRI 0700-1700 up to FL240 included. |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T558 (RNP 5)					
▲ LUMAV 44°48'52"N 011°36'59"E					
	192° / 014° 41.3	FL335 _____ FL125	5	130 ↓	140 ↑
▲ OMAKU 44°08'48"N 011°23'11"E Padova ACC / Roma ACC					

NOTE/REMARKS	
NIL	NIL

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T648 (RNP 5)					
▲ GOLAS 44°27'18"N 009°37'03"E					
	124° / 306° 23.9	FL335 <hr/> FL105	5		120 ↑
▲ MIVKI 44°13'27"N 010°04'14"E					

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione nord.

1) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T678 (RNP 5)					
▲ PIKOT 45°11'13"N 009°44'14"E					
	103° / 282° 15.2	FL335 FL95	5	110 ↓	
△ IBNAN 45°07'26"N 010°05'00"E					
	103° / 286° 24.9	FL335 FL95	5	110 ↓	
▲ NUVLA 45°00'41"N 010°38'47"E Milano ACC / Padova ACC					
	102° / 282° 32.4	FL335 FL95	5	110 ↓	
△ NEVMO 44°53'50"N 011°23'23"E					

NOTE/REMARKS

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| 1) La rotta è utilizzabile solo in direzione est.
2) Il tratto IBNAN–NEVMO deve essere considerato CDR3, a causa delle zone LI R65 e LI R103, fino a FL195 compreso: H24. | 1) Route usable eastbound only.
2) Segment IBNAN–NEVMO to be considered CDR3, due to LI R65 and LI R103 zones, up to FL195 included: H24. |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T876 (RNP 5)					
△ EKPIS 46°47'14"N 011°21'20"E					
	207° / 027° 25.2	FL335 — FL175	5		180 ↑
△ GUNGO 46°25'05"N 011°03'53"E					
	33.0	FL335 — FL175	5		180 ↑
△ TAGIP 45°56'01"N 010°41'24"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T897 (RNP 5)					
▲ BOLZANO VOR/DME 'OZE' 46°24'19"N 011°17'32"E					
	217° / 037° 2.5	FL335 FL145	5	150 ↓	
△ IXOGU 46°22'20"N 011°15'14"E					
	205° / 026° 17.3	FL335 FL145	5	150 ↓	
△ DIBAX 46°06'59"N 011°03'51"E					
	208° / 028° 20.5	FL335 FL145	5	150 ↓	
△ MOVOR 45°49'08"N 010°49'26"E					
	180° / 360° 10.4	FL335 FL115	5	130 ↓	
▲ IDREK 45°38'46"N 010°49'10"E					

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
T939 (RNP 5)					
▲ GIRIS 46°46'18"N 010°53'03"E					
	145° / 325° 60.4	FL335 FL315		330 ↓	
▲ ROKIB 45°56'08"N 011°41'32"E					
	145° / 326° 197.1	FL335 FL315		330 ↓	320 ↑
▲ NUTRO 43°09'36"N 014°08'57"E Padova ACC/Brindisi ACC					
	148° / 329° 313.8	FL335 FL315		330 ↓	320 ↑
▲ IBMAK 38°35'35"N 017°31'06"E Brindisi ACC/Roma ACC					
	150° / 332° 140.1	FL335 FL315		330 ↓	320 ↑
▲ LEVDI 36°30'00"N 018°49'32"E Roma ACC/Malta ACC					

NOTE/REMARKS	
1) Il segmento GIRIS-ROKIB è utilizzabile solo in direzione sud.	1) Segment GIRIS-ROKIB usable southbound only.
2) Il segmento ROKIB-NUTRO deve essere considerato CDR1, a causa della zona LI R49E:	2) Segment ROKIB-NUTRO to be considered CDR1 due to LI R49E zone:
- MON-FRI 0500-2200 (0400-2100)	- MON-FRI 0500-2200 (0400-2100)
- SAT 0500-1300 (0400-1200)	- SAT 0500-1300 (0400-1200)
- HOL esclusi.	- HOL excluded.
3) Il segmento NUTRO-IBMAK deve essere considerato CDR1, a causa delle zone LI R51D, LI R51E e LI TSA420A:	3) Segment NUTRO-IBMAK to be considered CDR1 due to LI R51D, LI R51E and LI TSA420A zones:
- MON-FRI 0500-2200 (0400-2100)	- MON-FRI 0500-2200 (0400-2100)
- SAT 0500-1300 (0400-1200)	- SAT 0500-1300 (0400-1200)
- HOL esclusi.	- HOL excluded.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
W36 (RNP 5)					
▲ PINUK 41°51'56"N 018°35'24"E Beograd ACC/Brindisi ACC	For continuation see AIP SERBIA				
	221° / 041° 10.4		5		
▲ TEPKO 41°44'27"N 018°25'41"E					
	19.6		5		
▲ CRAYE 41°30'10"N 018°07'45"E					
	226° / 046° 27.6	FL335 FL95	5	110 ↓	100 ↑
▲ ENOXA 41°12'05"N 017°40'08"E					
	263° / 082° 40.6	FL335 FL95	5	110 ↓	100 ↑
▲ BARI VOR/DME 'BAR' 41°08'39"N 016°46'35"E					

NOTE/REMARKS	
1) Il tratto PINUK – CRAYE non è disponibile ai livelli e durante i periodi di attivazione dell'area PAM e/o del corridoio CLASKO (vedi AIP Croatia e AIP Serbia /Montenegro).	1) Segment PINUK – CRAYE not available at levels and during activation periods of PAM area and/or CLASKO corridor (see AIP Croatia and AIP Serbia/Montenegro).
2) Nel tratto PINUK – CRAYE i livelli da FL200 a FL250 compreso non utilizzabili e riservati al traffico militare.	2) In the segment PINUK – CRAYE levels from FL200 up to FL250 included not usable and reserved for military traffic.
3) Per i limiti verticali ed i livelli minimi del tratto PINUK-CRAYE consultare AIP Croatia e AIP Serbia /Montenegro.	3) For vertical limits and minimum FL in the segment PINUK-CRAYE see AIP Croatia and AIP Serbia/Montenegro.
4) Nel tratto PINUK - CRAYE i servizi ATS sono temporaneamente forniti da Brindisi ACC/FIC.	4) In the segment PINUK - CRAYE ATS services are temporarily provided by Brindisi ACC/FIC.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y9 (RNP 5)					
▲ SUXAN 46°33'44"N 010°28'45"E Zurigo ACC/Padova ACC	For continuation see AIP SWITZERLAND				
	098° / 278° 35.4	FL335 _____ FL245	5		260 ↑
▲ NAXAV 46°27'50"N 011°19'20"E					
	095° / 275° 20.4	FL335 _____ FL245	5		260 ↑
△ MOBDO 46°25'28"N 011°48'42"E					
	098° / 279° 70.2	FL335 _____ FL245	5		260 ↑
▲ TIBRO 46°13'06"N 013°28'22"E Padova ACC/Ljubljana ACC	For continuation see AIP SLOVENIA				

NOTE/REMARKS

- | | |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione ovest.</p> <p>2) Il tratto MOBDO-TIBRO deve essere considerato:</p> <p>a) CDR3 fino a FL280 incluso, a causa delle zone LI R49E e LI R49F: H24</p> <p>b) CDR1 da FL290 incluso in su a causa delle zone LI R49E e LI R49F:</p> <p>- MON-FRI 0500-2200 (0400-2100),</p> <p>- HOL esclusi.</p> <p>Rotta alternata: M196-L613</p> | <p>1) Route usable westbound only.</p> <p>2) Segment MOBDO-TIBRO to be considered:</p> <p>a) CDR3 up to FL280 included due to LI R49E and LI R49F zones: H24</p> <p>b) CDR1 from FL290 included and above due to LI R49E and LI R49F:</p> <p>- MON-FRI 0500-2200 (0400-2100),</p> <p>- HOL excluded.</p> <p>Alternate route: M196-L613</p> |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y11 (RNP 5)					
▲ ROBEX 45°06'54"N 006°35'38"E	For continuation see AIP FRANCE				
	129° / 309° 10.1	FL500 FL195	5	210 ↓	
▲ BLONA 45°00'31"N 006°46'38"E					
	095° / 276° 8.8	FL660 FL195	5	210 ↓	
▲ TOSMI 44°59'38"N 006°58'56"E					
	7.6	FL660 FL195	5	210 ↓	
▲ LAPRI 44°58'49"N 007°09'36"E Geneva ACC/Milano ACC					
	8.1	FL335 FL145	5	150 ↓	
▲ KUMIN 44°57'58"N 007°20'55"E					
	13.8	FL335 FL195	5	210 ↓	
△ KODOK 44°56'33"N 007°40'11"E					
	096° / 276° 8.2	FL335 FL195	5	210 ↓	
▲ TORINO VOR/DME 'TOP' 44°55'31"N 007°51'42"E (TORINO NDB 'TOP') (44°55'29"N 007°51'38"E)					
	098° / 281° 135.7	FL335 FL195	5	210 ↓	200 ↑
▲ LURUT 44°31'25"N 010°59'00"E Milano ACC/Padova ACC					
	113° / 293° 27.1	FL335 FL195	5	210 ↓	200 ↑
△ PETAS 44°20'53"N 011°33'47"E					
	112° / 292° 120.7	FL335 FL195	5	210 ↓	200 ↑
▲ LSKO 43°34'17"N 014°07'56"E					

NOTE/REMARKS

- 1) Il tratto ROBEX-TOP è utilizzabile solo in direzione sud.
- 2) Il segmento PETAS-LISKO deve essere considerato CDR1 a causa della zona LIR26:
 - MON-FRI 0500-2200 (0400-2100),
 - SAT 0500-1300 (0400-1200);
 - HOL esclusi.Rotta alternata: Z904-M730
- 3) Il tratto ROBEX-LAPRI è gestito da Ginevra ACC e Marsiglia ACC; per ulteriori informazioni vedere AIP Svizzera e AIP Francia.

- 1) 1)Segment ROBEX-TOP usable southbound only.
- 2) Segment PETAS-LISKO to be considered CDR1, due to LI R26 zone:
 - MON-FRI 0500-2200 (0400-2100),
 - SAT 0500-1300 (0400-1200);
 - HOL excluded.Alternate route: Z904-M730
- 3) Segment ROBEX-LAPRI under Geneva ACC and Marseille ACC jurisdiction: further information on AIP Switzerland and AIP France.

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y15 (RNP 5)					
▲ GENOVA VOR/DME 'GEN' 44°25'28"N 009°04'56"E (GENOVA NDB 'GEN') (44°25'26"N 009°05'00"E)					
	228° / 048° 20.4	FL335 FL95	5		100 ↑
▲ ANAKI 44°12'04"N 008°43'32"E					
	247° / 067° 23.5	FL335 FL95	5		100 ↑
▲ ALBENGA NDB 'ABN' 44°03'22"N 008°13'16"E					
	228° / 048° 14.9	FL195 FL95	5		100 ↑
▲ BASIP 43°53'32"N 007°57'42"E Marseille ACC/Milano ACC (Al di sopra/Above FL175) Nice APP/Milano ACC (A o al di sotto/At or below FL 175)					
	10.3	FL195 FL95	5		100 ↑
▲ TIVNO 43°46'44"N 007°47'01"E					
	4.0	FL195 FL95	5		100 ↑
▲ USANO 43°44'03"N 007°42'50"E	For continuation see AIP FRANCE				

NOTE/REMARKS

- | | |
|---|---|
| 1) Rotta utilizzabile solo in direzione nord/est. | 1) Route usable north/eastbound only. |
| 2) Il tratto USANO-BASIP, da FL95 A FL115 compresi, è classificato "D". | 2) The route segment USANO-BASIP, from FL95 to FL115, both included, is classified "D". |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y19 (RNP 5)					
▲ PELOS 41°09'43"N 008°09'41"E Marseille ACC/Roma ACC				For continuation see AIP FRANCE	
	140° / 321° 260.2	FL335 _____ FL195	5	210 ↓	
△ OSDET 37°45'53"N 011°38'58"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

2) La rotta deve essere considerata:

a) CDR3:

- MON-FRI 0600-2100 (0500-2100);
- MON-FRI 0500-0600 (nel solo periodo invernale) e 2100-2200 (2100-2200) fino a FL240 compreso, HOL esclusi;
- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.

b) CDR1, a causa delle zone LI D115B e LI D115C:

- MON-FRI 0500-0600 (nel solo periodo invernale) e 2100-2200 (2100-2200) da FL250 compreso in su;
- HOL esclusi.

Rotta alternata: M732-M733

1) Route usable southbound only.

2) Route to be considered:

a) CDR3:

- MON-FRI 0600-2100 (0500-2100);
- MON-FRI 0500-0600 (winter period only) and 2100-2200 (2100-2200), up to FL240 included, HOL excluded;
- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.

b) CDR1, due to LI D115B and LI D115C:

- MON-FRI 0500-0600 (winter period only) and 2100-2200 (2100-2200), from FL250 included and above;
- HOL excluded.

Alternate route: M732-M733

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y24 (RNP 5)					
▲ VEGAR 44°48'00"N 007°00'45"E	For continuation see AIP SWITZERLAND				
	170° / 350° 62.6		5		
▲ Nice VOR/DME 'NIZ' 43°46'14"N 007°15'16"E	For continuation see AIP FRANCE				

NOTE/REMARKS

1) Rotta gestita da Ginevra ACC e Marsiglia ACC:
per ulteriori informazioni vedere AIP Francia.

1) Route under Geneva ACC and Marseille ACC
jurisdiction: further information on AIP France.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y66 (RNP 5)					
△ VEKEN 46°33'49"N 013°22'46"E Wien ACC/Ljubljana ACC					
	123° / 303° 12.7	FL335 <hr/> FL115	5	130 ↓	
△ KANIN 46°26'26"N 013°37'43"E	For continuation see AIP SLOVENIA				

NOTE/REMARKS

- | | |
|--|--|
| 1) Rotta utilizzabile solo in direzione sud-est. | 1) Route usable south-eastbound only. |
| 2) Servizi ATS forniti da Ljubljana ACC. | 2) ATS services provided by Ljubljana ACC. |
| 3) I voli che utilizzano la rotta devono indirizzare il messaggio di piano di volo anche a LIPWYWYX. | 3) Flights using route shall address their Flight Plan message also to LIPWYWYX. |

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y93 (RNP 5)					
▲ REGGIO CALABRIA DVOR/DME 'RCA' 38°04'36"N 015°38'43"E (REGGIO CALABRIA NDB 'RCA') (38°00'46"N 015°39'01"E)					
	200° / 020° 15.0	FL195 _____ FL95	5	110 ↓	100 ↑
▲ NATOV 37°50'38"N 015°31'37"E					
	8.1	FL195 _____ FL95	5	110 ↓	100 ↑
▲ PEKOD 37°43'04"N 015°27'46"E					
	13.7	FL195 _____ FL95	5	110 ↓	100 ↑
▲ BERMI 37°30'19"N 015°21'19"E					

NOTE/REMARKS

1) In caso di avaria di RCA VOR/DME:

- a) Tratto RCA NDB-NATOV Track (MAG) 208°/
028° Dist. (NM) 11.7

1) In case of RCA VOR/DME failure:

- a) Segment RCA NDB-NATOV Track (MAG) 208°/
028° Dist. (NM) 11.7

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y99 (RNP 5)					
▲ BAMVU 42°31'11"N 010°59'05"E					
	196° / 014° 9.5	FL195 _____ FL75	5	90 ↓	80 ↑
▲ GILIO 42°22'00"N 010°55'34"E					

NOTE/REMARKS	
NIL	NIL

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y106 (RNP 5)					
▲ DETSA 46°48'09"N 012°16'52"E Wien ACC/Padova ACC	For continuation see AIP AUSTRIA				
	178° / 358° 54.2	FL335 FL285	5	290 ↓	
△ NIVAS 45°54'00"N 012°16'53"E					
	49.8	FL335 FL285	5	290 ↓	
▲ CHIOGGIA VOR/DME 'CHI' 45°04'16"N 012°16'53"E (CHIOGGIA NDB 'CHI') (45°04'18"N 012°16'53"E)					
	180° / 000° 39.9	FL335 FL265	5	270 ↓	
△ DITUM 44°24'21"N 012°14'50"E					
	35.3	FL335 FL245	5	250 ↓	
△ PIDEP 43°49'04"N 012°13'03"E					
	180° / 002° 14.4	FL335 FL245	5	250 ↓	
▲ MOMOD 43°34'42"N 012°12'20"E Padova ACC / Roma ACC					
	182° / 000° 30.7	FL335 FL115	5	130 ↓	
▲ NIKMA 43°03'59"N 012°10'49"E					
	159° / 340° 11.5	FL335 FL105	5	110 ↓	120 ↑
△ IPGOR 42°53'08"N 012°16'09"E					
	160° / 339° 5.4	FL335 FL105	5	110 ↓	120 ↑
▲ GITOD 42°48'01"N 012°18'39"E					
	157° / 337° 35.5	FL335 FL105	5	110 ↓	120 ↑
▲ TIBER 42°14'56"N 012°35'56"E					
	115° / 295° 18.7	FL335 FL105	5	110 ↓	120 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ OKUNO 42°06'26"N 012°58'21"E					
	100° / 280° 14.1	FL335 — FL125	5		140 ↑
▲ MOPUV 42°03'35"N 013°16'55"E					

NOTE/REMARKS

- | | |
|---|--|
| <p>1) Il tratto DETSA-NIKMA è utilizzabile solo in direzione sud.</p> <p>2) Il segmento OKUNO-MOPUV è utilizzabile solo in direzione ovest.</p> <p>3) Il tratto DETSA-CHI deve essere considerato CDR1, a causa della zona LI R49E:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. <p>Rotta alternata: M984-N503-Z906</p> <p>4) Il tratto CHI-PIDEP deve essere considerato CDR1, a causa della zona LI R26:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>Rotta alternata: M859-Q58-M738-L995</p> <p>5) Il tratto PIDEP-TIBER deve essere considerato CDR1, a causa della zona LI R51A:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>Rotta alternata: M859-Q58-M738-L995</p> <p>6) Il segmento MOMOD-NIKMA deve essere considerato CDR3, fino a FL240 compreso, a causa della zona LI R48:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>7) Il segmento NIKMA-GITOD deve essere considerato CDR3 in direzione nord, da FL200 compreso fino a FL240 compreso: H24.</p> <p>8) Il segmento OKUNO-MOPUV deve essere considerato CDR1, a causa della zona LI R51/B, da FL240 compreso in su:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>9) Nel tratto NIKMA-GITOD, fra FL210 compreso e FL240 compreso, la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC.</p> <p>10) Il tratto NIKMA-TIBER è utilizzabile purché sia disponibile il servizio radar.</p> | <p>1) Segment DETSA-NIKMA usable southbound only.</p> <p>2) Segment OKUNO-MOPUV usable westbound only.</p> <p>3) Segment DETSA-CHI to be considered CDR1, due to LI R49E zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL excluded. <p>Alternate route: M984-N503-Z906</p> <p>4) Segment CHI-PIDEP to be considered CDR1, due to LI R26 zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>Alternate route: M859-Q58-M738-L995</p> <p>5) Segment PIDEP-TIBER to be considered CDR1, due to LI R51A zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>Alternate route: M859-Q58-M738-L995</p> <p>6) Segment MOMOD-NIKMA to be considered CDR3, up to FL240 included, due to LI R48 zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>7) Segment NIKMA-GITOD to be considered CDR3 northbound, from FL200 included up to FL240 included: H24.</p> <p>8) Segment OKUNO-MOPUV to be considered CDR1, due to LI R51/B zone, from FL240 included and above:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>9) In the segment NIKMA-GITOD, between FL210 included and FL240 included, navigation shall be strictly referred to the centre-line: any deviation shall be immediately notified to the ATC Unit.</p> <p>10) Segment NIKMA-TIBER usable provided that radar service is available.</p> |
|---|--|

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y107 (RNP 5)					
▲ TOBSO 47°00'58"N 011°51'27"E Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	191° / 011° 25.0	FL335 <hr/> FL155	5	170 ↓	
△ BAKOR 46°36'32"N 011°43'43"E					
	212° / 032° 4.4	FL335 <hr/> FL155	5	170 ↓	
△ ASVUT 46°32'54"N 011°40'09"E					
	19.8	FL335 <hr/> FL155		170 ↓	
▲ ALESE 46°16'30"N 011°24'14"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y108 (RNP 5)					
▲ GOGEM 47°01'06"N 011°31'35"E Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	185° / 005° 19.8	FL335 <hr/> FL155	5	170 ↓	
△ EKPEB 46°41'25"N 011°28'19"E					
	25.1	FL335 <hr/> FL135	5	150 ↓	
▲ ALESE 46°16'30"N 011°24'14"E					
	179° / 359° 14.1	FL335 <hr/> FL135	5	150 ↓	
△ DIKEM 46°02'23"N 011°23'58"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y138 (RNP 5)					
▲ LUPOS 44°30'17"N 010°34'53"E					
	205° / 025° 22.6	FL195 FL115	5	130 ↓	
▲ BEROK 44°09'56"N 010°21'06"E					
	128° / 309° 9.9	FL335 FL195	5	210 ↓	
▲ GAPMI 44°03'43"N 010°31'48"E Milano ACC / Roma ACC					
	129° / 309° 21.4	FL335 FL195	5	210 ↓	
△ OSMOX 43°50'14"N 010°54'47"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y140 (RNP 5)					
▲ SARONNO VOR/DME 'SRN' 45°38'46"N 009°01'18"E (SARONNO NDB 'SRN') (45°38'48"N 009°01'22"E)					
	124° / 306° 84.8	FL335 <hr/> FL315	5		320 ↑
▲ GIXUL 44°49'43"N 010°39'07"E Milano ACC/Padova ACC					
	125° / 305° 161.7	FL335 <hr/> FL315	5		320 ↑
▲ UTENO 43°15'03"N 013°40'56"E Padova ACC/Brindisi ACC					
	123° / 305° 151.1	FL335 <hr/> FL215	5		220 ↑
△ TIMPU 41°45'49"N 016°25'47"E					
	125° / 306° 148.1	FL335 <hr/> FL215	5		220 ↑
▲ OLGAT 40°14'41"N 019°00'00"E Brindisi ACC/Athinai ACC	For continuation see AIP GREECE				

NOTE/REMARKS

- | | |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) Il tratto SRN-UTENO deve essere considerato:</p> <p>a) CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100); <p>b) CDR1, a causa delle zone LI R26 e LI R68:</p> <ul style="list-style-type: none"> - MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>3) Il tratto UTENO-OLGAT deve essere considerato CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100); - SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso. | <p>1) Route usable northbound only.</p> <p>2) Segment SRN-UTENO to be considered:</p> <p>a) CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100); <p>b) CDR1, due to LI R26 and LI R68 zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-0600 (0400-0500) e 2100-2200 (winter period only); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>3) Segment UTENO-OLGAT to be considered CDR3:</p> <ul style="list-style-type: none"> - MON-FRI 0600-2100 (0500-2100); - SAT and SUN 0600-2100 (0500-2100) up to FL310 included. |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y159 (RNP 5)					
△ SIRGI 40°07'50"N 016°42'13"E					
	282° / 101° 51.5	FL335 FL245	5	260 ↓	250 ↑
▲ NILTO 40°20'40"N 015°37'07"E Brindisi ACC/Roma ACC					
	60.5	FL335 FL245	5	260 ↓	250 ↑
▲ SORRENTO DVOR/DME 'SOR' 40°34'57"N 014°20'06"E (SORRENTO NDB 'SOR') (40°34'57"N 014°20'08"E)					
	248° / 066° 27.8	FL335 FL95	5	110 ↓	100 ↑
▲ EDOPA 40°25'21"N 013°45'55"E					
	22.1	FL335 FL95	5	110 ↓	100 ↑
△ TAGEL 40°17'52"N 013°18'40"E					
	14.8	FL335 FL95	5	110 ↓	100 ↑
△ BEROL 40°12'17"N 013°00'47"E					
	55.5	FL335 FL95	5	110 ↓	100 ↑
▲ RONAB 39°52'11"N 011°53'28"E					
	76.6	FL335 FL95	5	110 ↓	100 ↑
△ BELOK 39°23'23"N 010°21'39"E					
	30.1	FL335 FL95	5	110 ↓	100 ↑
▲ TUTIP 39°11'47"N 009°45'52"E					
	13.0	FL335 FL95	5	110 ↓	100 ↑
▲ CARBONARA DVOR/DME 'CAR' 39°06'41"N 009°30'29"E (CARBONARA NDB 'CAR') (39°06'42"N 009°30'33"E)					

NOTE/REMARKS

1) Il segmento SIRGI-SOR deve essere considerato:

a) CDR1 a causa delle sone LI TRA410, LI TRA411 e LI TSA420A:

- MON-FRI 0500-2200 (0400-2100);
- HOL esclusi;

b) CDR1 fino a FL310 compreso, a causa delle zone LI TRA410 e LI TRA411:

- SAT 0500-1300 (0400-1200);
- HOL esclusi.

Rotta alternata: GEMVI-L869-M620

2) Il segmento RONAB-CAR deve essere considerato:

a) CDR1:

- MON-FRI 0500-0700, 1700-2200.
- 21 JUN-20 SEP: MON-FRI 0700-1700 da FL250 compreso in su;

Rotta alternata: M732-Q125-M603

b) CDR3:

- 21 SEP-20 JUN: MON-FRI 0700-1700;
- 21 JUN-20 SEP: MON-FRI 0700-1700 fino a FL240 compreso.

3) Il tratto BEROL-RONAB deve essere considerato CDR1, a causa delle zone LI D84B, LI D84C e LI D84D, fino a FL270 compreso:

- H24

Rotta alternata: TORLI-N737-L12

4) Il segmento NILTO-SOR è usabile solo in presenza di servizio radar.

1) Segment SIRGI-SOR to be considered:

a) CDR1 due to LI TRA410, LI TRA411 and, LI TSA420A zones:

- MON-FRI 0500-2200 (0400-2100);
- HOL excluded;

b) CDR1 up to FL310 included, due to LI TRA410 e LI TRA411 zones:

- SAT 0500-1300 (0400-1200);
- HOL excluded.

Alternate route: GEMVI-L869-M620

2) Segment RONAB-CAR to be considered:

a) CDR1:

- MON-FRI 0500-0700, 1700-2200.
- 21 JUN-20 SEP: MON-FRI 0700-1700 from FL250 included and above;

Alternate route: M732-Q125-M603

b) CDR3:

- 21 SEP-20 JUN: MON-FRI 0700-1700;
- 21 JUN-20 SEP: MON-FRI 0700-1700 up to FL240 included.

3) Segment BEROL-RONAB to be considered CDR1, due to LI D84B, LI D84C and LI D84D zones, up to FL270 included:

- H24

Alternate route: TORLI-N737-L12

4) Segment NILTO-SOR usable only if radar service is provided.

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y170 (RNP 5)					
▲ ABREG 46°18'25"N 009°33'05"E Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	166° / 346° 20.4	FL335 ————— FL160	5		160 ↑
▲ DILEB 45°58'30"N 009°39'44"E					
	20.0	FL335 ————— FL125	5		140 ↑
▲ LEGLO 45°39'01"N 009°46'10"E					

NOTE/REMARKS

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|---|--|
| 1) Rotta utilizzabile solo in direzione nord.
2) La rotta deve essere considerata CDR3, a causa delle zone LI R108A, LI R108B, LI-LS CBA60 e LI-LS CBA660:
- MON-FRI 0700-1600 (0600-1500). | 1) Route usable northbound only.
2) Route to be considered CDR3, due to LI R108A, LI R108B, LI-LS CBA60 and LI-LS CBA660 zones:
- MON-FRI 0700-1600 (0600-1500). |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y177 (RNP 5)					
▲ VEKEN 46°33'49"N 013°22'46"E Wien ACC/Ljubljana ACC	For continuation see AIP AUSTRIA				
	112° / 292° 14.5	FL335 ————— FL115	5	130 ↓	
▲ DEGUM 46°27'57"N 013°41'57"E	For continuation see AIP SLOVENIA				

NOTE/REMARKS

- 1) Rotta utilizzabile solo in direzione sud/est
2) Servizi ATS forniti da Ljubljana ACC

- 1) Route usable south/estbound only
2) ATS services provided by Ljubljana ACC

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y239 (RNP 5)					
▲ NIGSO 44°23'35"N 010°42'40"E					
	265° / 085° 7.0	FL335 — FL115	5		120 ↑
▲ OLNUK 44°23'00"N 010°32'56"E					
	265° / 083° 41.3	FL335 — FL115	5		120 ↑
▲ KALMO 44°19'18"N 009°35'39"E					

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione est.

1) Route usable eastbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y246 (RNP 5)					
△ TISAX 46°38'43"N 011°03'54"E					
	179° / 359° 13.6	FL335 _____ FL175	5		180 ↑
△ GUNGO 46°25'05"N 011°03'53"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y265 (RNP 5)					
△ INBUT 45°24'48"N 011°55'03"E					
	099° / 279° 25.1	FL195 ————— FL105	5		120 ↑
▲ AKADO 45°20'00"N 012°30'00"E					

NOTE/REMARKS

1) Il segmento INBUT-AKADO è utilizzabile solo in direzione ovest.

1) Segment INBUT-AKADO usable westbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y345 (RNP 5)					
▲ GAVRA 43°46'34"N 011°49'29"E Padova ACC / Roma ACC					
	167° / 347° 66.3	FL335 _____ FL115	5	130 ↓	
▲ RITEB 42°41'55"N 012°09'49"E					

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y504 (RNP 5)					
▲ OSBUL 44°49'20"N 010°17'36"E					
	110° / 292° 24.3	FL335 FL95	5		100 ↑
▲ BETMU 44°40'22"N 010°49'20"E Milano ACC / Padova ACC					
	112° / 291° 21.7	FL335 FL95	5		100 ↑
▲ BOLOGNA DVOR/DME 'BOA' 44°32'13"N 011°17'26"E (BOLOGNA NDB 'BOA') (44°34'02"N 011°12'01"E)					
	059° / 239° 7.9	FL335 FL95	5	100 ↓	
△ ADBAL 44°36'08"N 011°26'59"E					
	21.3	FL335 FL95	5	100 ↓	
△ NIMUM 44°46'42"N 011°53'00"E					

NOTE/REMARKS	
1) Il tratto OSBUL-BOA è utilizzabile solo in direzione nord-ovest.	1) Segment OSBUL-BOA usable north-westbound only.
2) Il segmento BOA-NIMUM è utilizzabile solo in direzione nord-est.	2) Segment BOA-NIMUM usable north-eastbound only.
3) Il tratto OSBUL-BOA deve essere considerato CDR3 a causa della zona LI R103 e del CTR Verona, fino a FL195 compreso: H24.	3) Segmento OSBUL-BOA to be considered CDR3 due to LI R103 zone and Verona CTR, up to FL195 included: H24.
4) Il segmento BOA-NIMUM deve essere considerato CDR1, a causa della zona LI R26, da FL240 compreso in su: <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200) - HOL esclusi. Rotta alternata: M726-M859	4) 4)Segment BOA-NIMUM to be considered CDR1, due to LI R26 zone, from FL240 included and above: <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. Alternate route: M726-M859
5) Nel segmento BOA-NIMUM gli aeromobili devono seguire strettamente l'asse centrale della rotta; eventuali deviazioni dovranno essere immediatamente segnalate all'Ente ATC.	5) Along the segment BOA-NIMUM aircraft shall strictly follow the centre-line of the route; any deviation shall immediately be notified to the ATC Unit.
6) La rotta è utilizzabile solo in presenza di servizio radar.	6) Route usable provided that radar service is available.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y510 (RNP 5)					
▲ AMTEL 43°13'13"N 011°36'31"E					
	127° / 309° 20.8	FL235 _____ FL95	5	110 ↓	
△ OKBIS 43°00'08"N 011°58'32"E					
	129° / 308° 19.1	FL235 _____ FL95	5	110 ↓	
▲ GITOD 42°48'01"N 012°18'39"E					

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y526 (RNP 5)					
▲ RIFEN 45°51'04"N 013°35'23"E Padova ACC/Ljubljana ACC					
	260° / 080° 9.7	FL195 ————— FL85	5	90 ↓	100 ↑
▲ RONCHI DEI LEGIONARI L 'RON' 45°49'44"N 013°21'37"E					

NOTE/REMARKS	
NIL	NIL

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y567 (RNP 5)					
△ POKAV 40°50'23"N 011°23'59"E					
	260° / 078° 139.1	FL335 <hr/> FL95	5	110 ↓	
△ USEPI 40°26'47"N 008°23'56"E					

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione ovest.

2) La rotta deve essere considerata:

a) CDR1:

- 21 SEP-20 JUN: MON-FRI 0500-0700, 1700-2200;
- 21 JUN-20 SEP: MON-FRI 0500-2200
- HOL esclusi.

Rotta alternata: L12-M603

b) CDR3

- 21 SEP-20 JUN: MON-FRI 0700-1700;
- HOL esclusi.

1) Route usable westbound only.

2) Route to be considered:

a) CDR1:

- 21 SEP-20 JUN: MON-FRI 0500-0700, 1700-2200;
- 21 JUN-20 SEP: MON-FRI 0500-2200
- HOL excluded.

Alternate route: L12-M603

b) CDR3

- 21 SEP-20 JUN: MON-FRI 0700-1700;
- HOL excluded.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y579 (RNP 5)					
▲ NUTRO 43°09'36"N 014°08'57"E Padova ACC/Brindisi ACC					
	176° / 356° 19.5	FL335 _____ 4500ft	5	90 ↓	80 ↑
▲ INKIM 42°50'09"N 014°09'55"E					
	24.0	FL335 _____ 4500ft	5	90 ↓	
▲ PESCARA VOR/DME 'PES' 42°26'09"N 014°11'03"E					

NOTE/REMARKS

- | | |
|--|---|
| 1) Il segmento INKIM-PES è utilizzabile solo in direzione sud.

2) Il segmento NUTRO-INKIM deve essere considerato CDR3 in direzione nord, da FL200 compreso in su: H24.

3) Livelli di volo inferiori a FL80 saranno assegnati da Brindisi ACC o Pescara APP in base al QNH locale. | 1) Segment INKIM-PES usable southbound only.

2) Segment NUTRO-INKIM to be considered CDR3 northbound, from FL200 included and above: H24.

3) Flight levels below FL80 will be assigned by Brindisi ACC o Pescara APP on basis of the local QNH. |
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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y663 (RNP 5)					
▲ LOGDI 44°42'47"N 010°11'46"E					
	144° / 324° 37.6	FL335 ————— FL115	5	130 ↓	
▲ EKDIR 44°12'17"N 010°42'36"E Milano ACC / Roma ACC					

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y664 (RNP 5)					
▲ CHIOGGIA VOR/DME 'CHI' 45°04'16"N 012°16'53"E (CHIOGGIA NDB 'CHI') (45°04'18"N 012°16'53"E)					
	193° / 011° 64.2	FL335 FL125	5	130 ↓	
△ EKTUK 44°02'03"N 011°54'51"E					
	191° / 014° 16.0	FL335 FL95	5	110 ↓	
▲ GAVRA 43°46'34"N 011°49'29"E Padova ACC / Roma ACC					
	225° / 043° 25.2	FL335 FL95	5	110 ↓	
▲ IBRID 43°28'40"N 011°25'03"E					

NOTE/REMARKS

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|---|--|
| <p>1) La rotta è utilizzabile solo in direzione sud.</p> <p>2) Il segmento CHI-EKTUK deve essere considerato:</p> <p>a) CDR3 fino a FL210 incluso, a causa delle zone LI R10, LI R21A, LI R21B e LI R26:</p> <ul style="list-style-type: none"> - MON 0500-2200 (0400-2200); - TUE-WED-THU 0500-2300 (0400-2200); - FRI 0500-2200 (0400-2100); - HOL esclusi. <p>b) CDR1 da FL220 compreso in su, a causa delle zone LI R21A, LI R21B e LI R26:</p> <ul style="list-style-type: none"> - MON, WED 0500-2200 (0400-2200); - TUE, THU, FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200). | <p>1) Route usable southbound only.</p> <p>2) Segment CHI-EKTUK to be considered:</p> <p>a) CDR3 up to FL210 included, due to LI R10, LI R21A, LI R21B and LI R26 zones:</p> <ul style="list-style-type: none"> - MON 0500-2200 (0400-2200); - TUE-WED-THU 0500-2300 (0400-2200); - FRI 0500-2200 (0400-2100); - HOL excluded. <p>b) CDR1 from FL220 included and above, due to LI R21A, LI R21B and LI R26 zones:</p> <ul style="list-style-type: none"> - MON, WED 0500-2200 (0400-2200); - TUE, THU, FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200). |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y740 (RNP 5)					
▲ NATAG 46°51'29"N 010°37'08"E Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	161° / 341° 8.4	FL335 <hr/> FL175	5	190 ↓	
△ LORLO 46°43'27"N 010°40'44"E					
	195° / 015° 35.7	FL335 <hr/> FL165	5	170 ↓	
△ ATPED 46°09'15"N 010°25'49"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

2) Rotta utilizzabile purché sia disponibile il servizio radar; la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'ente ATC.

1) Route usable southbound only.

2) Route usable provided that radar service is available; navigation shall be strictly referred to the center-line: any deviation shall be immediately notified to the ATC Unit.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y751 (RNP 5)					
▲ AGNIS 39°48'27"N 014°45'03"E					
	134° / 315° 139.7	FL335 _____ FL195	5		200 ↑
△ MASOT 38°06'08"N 016°47'12"E					
	132° / 313° 136.9	FL335 _____ FL195	5	210 ↓	200 ↑
▲ LEVDI 36°30'00"N 018°49'32"E Roma ACC/Malta ACC	For continuation see AIP MALTA				

NOTE/REMARKS

1) Il segmento AGNIS-MASOT è utilizzabile solo in direzione nord.

1) Segment AGNIS-MASOT usable northbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y765 (RNP 5)					
▲ OSBUL 44°49'20"N 010°17'36"E					
	116° / 297° 29.1	FL335 FL195	5	210 ↓	
▲ INDIR 44°36'04"N 010°53'58"E Padova ACC / Milano ACC					
	116° / 298° 32.3	FL335 FL195	5	210 ↓	
△ PETAS 44°20'53"N 011°33'47"E					
	118° / 299° 71.9	FL335 FL245	5	250 ↓	
△ AMSED 43°46'16"N 013°01'07"E					
	119° / 298° 22.6	FL335 FL245	5	250 ↓	
▲ ANCONA VOR/DME 'ANC' 43°35'11"N 013°28'16"E (ANCONA NDB 'ANC') (43°35'12"N 013°28'20"E)					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud-est.

1) Route usable south-eastbound only.

2) Il tratto PETAS-ANC deve essere considerato CDR1 a causa della zona LI R26:

2) Segment PETAS-ANC to be considered CDR1, due to LI R26 zone:

- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL esclusi.

- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL excluded.

Rotta alternata: Z904-M730

Alternate route: Z904-M730

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y941 (RNP 5)					
▲ AKADO 45°20'00"N 012°30'00"E					
	180° / 360° 12.1	FL335 — FL95	5	110 ↓	
▲ BASOG 45°07'57"N 012°29'36"E					
	177° / 357° 20.1	FL335 — FL95	5	110 ↓	
△ ARDAM 44°47'52"N 012°30'21"E					

NOTE/REMARKS

- | | |
|--|---|
| <p>1) La rotta è utilizzabile solo in direzione sud.</p> <p>2) Il segmento BASOG-ARDAM deve essere considerato CDR1, a causa della zona LI R21/A, da FL125 compreso in su:</p> <ul style="list-style-type: none"> - MON, WED: 0700-2200; - TUE, THU: 0700-1700; - FRI: 0700-1300. | <p>1) Route usable southbound only.</p> <p>2) Segment BASOG-ARDAM to be considered CDR1, due to LI R21/A zone, from FL125 included and above:</p> <ul style="list-style-type: none"> - MON, WED: 0700-2200; - TUE, THU: 0700-1700; - FRI: 0700-1300. |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y973 (RNP 5)					
▲ NUTRO 43°09'36"N 014°08'57"E Padova ACC/Brindisi ACC					
	145° / 327° 327.3	FL335 _____ FL315		330 ↓	
▲ VEMUD 38°29'43"N 017°53'05"E Brindisi ACC/Roma ACC					
	147° / 328° 105.9	FL335 _____ FL315		330 ↓	
▲ BELIX 36°58'00"N 019°00'00"E Roma ACC/Athinai ACC					

NOTE/REMARKS

- | | |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione sud</p> <p>2) Il segmento NUTRO-VEMUD deve essere considerato CDR1, a causa delle zone LI R51D, LI R51E e LI TSA420A:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. | <p>1) Route usable southbound only</p> <p>2) Segment NUTRO-VEMUD to be considered CDR1 due to LI R51D, LI R51E e LI TSA420A zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. |
|---|--|

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Y974 (RNP 5)					
△ ROBAS 45°11'37"N 009°43'34"E					
	123° / 303° 18.2	FL195 ————— FL95	5	110 ↓	
▲ MISPO 45°01'26"N 010°04'50"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z43 (RNP 5)					
△ NIMUM 44°46'42"N 011°53'00"E					
	203° / 024° 33.4	FL335 <hr/> FL155	5		160 ↑
△ GOXIN 44°16'11"N 011°33'52"E					

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione nord.

2) La rotta deve essere considerata CDR1, a causa della zona LI R26, da FL200 compreso in su:

- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL esclusi.

Rotta alternata: Q58-M859-ROVIG

1) Route usable northbound only.

2) Route to be considered CDR1, due to LI R26 zone, from FL200 included and above:

- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL excluded.

Alternate route: Q58-M859-ROVIG

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z50 (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E Zurich ACC/Padova ACC	For continuation see AIP SWITZERLAND				
	136° / 318° 265.3	FL335 <hr/> FL315		330 ↓	320 ↑
▲ NUTRO 43°09'36"N 014°08'57"E Padova ACC/Brindisi ACC					
	138° / 321° 355.2	FL335 <hr/> FL315		330 ↓	320 ↑
▲ RUTOM 38°31'06"N 019°00'00"E Brindisi ACC/Athinai ACC					

NOTE/REMARKS	
1) Il segmento RESIA-NUTRO deve essere considerato CDR1, a causa delle zone LI-LS CBA660 e LI R26:	1) Segment RESIA-NUTRO to be considered CDR1 due to LI-LS CBA660 and LI R26 zones:.
- MON-FRI 0500-2200 (0400-2100);	- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);	- SAT 0500-1300 (0400-1200);
- HOL esclusi.	- HOL excluded.
2) Il segmento NUTRO-RUTOM deve essere considerato CDR1, a causa delle zone, LI R51E, LI TSA421A e LI TSA422A:	2) Segment NUTRO-RUTOM to be considered CDR1 due to LI R51E, LI TSA421A and LI TSA422A zones:
- MON-FRI 0500-2200 (0400-2100);	- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);	- SAT 0500-1300 (0400-1200);
- HOL esclusi.	- HOL excluded.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z71 (RNP 5)					
▲ SOVUB 44°55'14"N 012°01'08"E					
	213° / 032° 10.3	FL335 — FL75	5		80 ↑
△ NIMUM 44°46'42"N 011°53'00"E					
	16.3	FL335 — FL155	5		160 ↑
△ SUKOM 44°33'09"N 011°40'11"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

2) La rotta deve essere considerato CDR1, a causa della zona LI R26, da FL240 compreso in su:

- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL esclusi.

Rotta alternata: M726-M859

1) Route usable northbound only.

2) Route to be considered CDR1, due to LI R26 zone, from FL240 included and above:

- MON-FRI 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL excluded.

Alternate route: M726-M859

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z83 (RNP 5)					
▲ ULGOD 46°28'55"N 009°16'31"E		For continuation see AIP SWITZERLAND			
	102° / 282° 7.9	FL195 — FL155	5	170 ↓	160 ↑
▲ ROSGO 46°27'10"N 009°27'41"E		For continuation see AIP SWITZERLAND			

NOTE/REMARKS

- | | |
|--|---|
| 1) La rotta deve essere considerata CDR3: H24. | 1) Route to be considered CDR3: H24. |
| 2) Rotta gestita da ACC Zurigo. | 2) Route under Zurich ACC jurisdiction. |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z122 (RNP 5)					
▲ LAREN 45°16'41"N 012°03'42"E					
	114° / 294° 20.3	FL335 _____ FL95	5	110 ↓	
▲ BASOG 45°07'57"N 012°29'36"E					
	107° / 287° 26.9	FL335 _____ FL95	5	110 ↓	
▲ LABIN 44°59'09"N 013°05'29"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione est.

1) Route usable eastbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z154 (RNP 5)					
▲ GISPA 41°48'19"N 011°20'32"E					
	268° / 088° 58.1	FL145 — FL95	5	100 ↓	
▲ IBROS 41°47'41"N 010°02'53"E					
	13.4	FL145 — FL95	5	100 ↓	
▲ ASKAG 41°47'25"N 009°45'00"E				For continuation see AIP FRANCE	

NOTE/REMARKS

- | | |
|---|--|
| 1) Rotta utilizzabile solo in direzione ovest.
2) La rotta deve essere considerata CDR3, a causa della zona LI D67:
- MON-FRI 0630-1630 (0530-1530) | 1) Route usable westbound only.
2) Route to be considered CDR3 due to LI D67 zone:
- MON-FRI 0630-1630 (0530-1530) |
|---|--|

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z185 (RNP 5)					
△ EVANO 45°20'15"N 008°45'39"E					
	196° / 016° 65.2	FL335 FL195	5	210 ↓	
▲ ENOBA 44°17'59"N 008°18'23"E					
	235° / 054° 18.5	FL335 FL125	5	130 ↓	
▲ ASBOP 44°07'27"N 007°57'12"E					
	234° / 054° 10.6	FL335 FL125	5	130 ↓	
▲ BORDI 44°01'23"N 007°45'07"E Milano ACC/Marseille ACC					
	242° / 062° 4.3		5		
▲ BADBA 43°59'24"N 007°39'48"E	For continuation see AIP FRANCE				

NOTE/REMARKS

- | | |
|---|---|
| <p>1) Rotta utilizzabile solo in direzione sud ovest.</p> <p>2) Nel segmento ENOBA-BORDI la navigazione dovrà essere condotta rigorosamente lungo l'asse centrale della rotta durante gli orari di attivazione della LI R64. Eventuali deviazioni dovranno essere comunicate immediatamente all' ATC.</p> <p>3) Il segmento BORDI-BADBA è gestito da Marseille ACC; per ulteriori informazione vedere AIP Francia</p> | <p>1) Route usable southwest-bound only.</p> <p>2) In the segment ENOBA-BORDI navigation shall be strictly referred to the route center line during activation periods of LI R64 zone. Any deviation shall be immediately reported to ATC.</p> <p>3) Segment BORDI-BADBA under Marseille ACC jurisdiction; further information on AIP France.</p> |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z242 (RNP 5)					
△ SOVAN 42°50'05"N 011°53'30"E					
	177° / 358° 20.5	FL335 FL95	5		100 ↑
▲ TIMOV 42°29'37"N 011°53'57"E					
	202° / 022° 18.3	FL335 FL95	5		100 ↑
▲ TARQUINIA VOR/DME 'TAQ' 42°12'54"N 011°43'57"E (TARQUINIA NDB 'TAQ') (42°12'50"N 011°43'44"E)					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z254 (RNP 5)					
▲ GOVGO 43°10'39"N 010°20'41"E					
	175° / 354° 26.9	FL195 FL85	5	90 ↓	
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	176° / 356° 36.9	FL335 FL95	5	110 ↓	100 ↑
△ DEDOM 42°07'00"N 010°26'00"E					
	192° / 012° 55.6	FL335 FL95	5	110 ↓	100 ↑
▲ BATOX 41°12'46"N 010°09'23"E					
	212° / 032° 27.4	FL335 FL95	5	110 ↓	
▲ OKIDO 40°49'50"N 009°49'26"E					

NOTE/REMARKS

- | | |
|---|--|
| <p>1) I segmenti GOVGO-ELB e BATOX-OKIDO sono utilizzabili solo in direzione sud.</p> <p>2) Il tratto ELB-BATOX deve essere considerato CDR3, a causa della LI D67:</p> <p style="padding-left: 40px;">- MON-FRI 0630-1630 (0530-1530).</p> | <p>1) Segments GOVGO-ELB and BATOX-OKIDO usable southbound only.</p> <p>2) Segment ELB-BATOX to be considered CDR3, due to LI D67:</p> <p style="padding-left: 40px;">- MON-FRI 0630-1630 (0530-1530).</p> |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z306 (RNP 5)					
▲ UNIMI 46°51'39"N 011°03'55"E					
	168° / 350° 187.9	FL335 _____ FL315	5		320 ↑
▲ GAVRA 43°46'34"N 011°49'29"E Padova ACC/Roma ACC					
	169° / 349° 349.8	FL335 _____ FL295	5	310 ↓	300 ↑
▲ PALERMO VOR/DME 'PAL' 38°02'01"N 013°10'39"E (PALERMO NDB 'PAL') (38°02'03"N 013°10'39"E)					

NOTE/REMARKS

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| <p>1) Il segmento UNIMI-GAVRA è utilizzabile solo in direzione nord.</p> <p>2) La rotta deve essere considerata CDR3:
- MON-FRI 0600-2100 (0500-2100).</p> <p>3) Il segmento GAVRA-PAL deve essere considerato CDR3: SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.</p> | <p>1) Segment UNIMI-GAVRA usable northbound only.</p> <p>2) Route to be considered CDR3:
- MON-FRI 0600-2100 (0500-2100).</p> <p>3) Segment GAVRA-PAL to be considered CDR3: SAT and SUN 0600-2100 (0500-2100) up to FL310 included.</p> |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	<u>Upper</u> lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z347 (RNP 5)					
▲ POKAV 40°50'23"N 011°23'59"E					
	269° / 088° 71.8	FL335 _____ FL95	5	110 ↓	
▲ OKIDO 40°49'50"N 009°49'26"E					
	268° / 088° 44.1	FL335 _____ FL95	5	110 ↓	
▲ MINKA 40°49'09"N 008°51'20"E					

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione ovest.

1) Route usable westbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z388 (RNP 5)					
▲ CHIOGGIA VOR/DME 'CHI' 45°04'16"N 012°16'53"E (CHIOGGIA NDB 'CHI') (45°04'18"N 012°16'53"E)					
	248° / 068° 66.7	FL335 FL95	5		100 ↑
▲ BETMU 44°40'22"N 010°49'20"E Milano ACC/Padova ACC					
	247° / 067° 30.5	FL335 FL105	5		120 ↑
▲ EKPAL 44°29'03"N 010°09'45"E					
	26.3	FL335 FL105	5	110 ↓	120 ↑
▲ KALMO 44°19'18"N 009°35'39"E					
	251° / 071° 24.5	FL335 FL105	5	110 ↓	120 ↑
△ OTMUV 44°11'41"N 009°03'17"E					
	11.4	FL335 FL95	5	110 ↓	100 ↑
▲ IXITO 44°08'05"N 008°48'13"E					
	259° / 078° 25.6	FL335 FL95	5		100 ↑
▲ ALBENGA NDB 'ABN' 44°03'22"N 008°13'16"E					

NOTE/REMARKS

- | | |
|---|--|
| <p>1) I tratti CHI-EKPAL e IXITO-ABN utilizzabili solo in direzione est.</p> <p>2) Nel tratto CHI-OTMUV gli aeromobili devono seguire strettamente l'asse centrale della rotta; eventuali deviazioni dovranno essere immediatamente segnalate all'Ente ATC.</p> <p>3) Il tratto CHI-EKPAL è utilizzabile in direzione ovest su base tattica solo in caso di indisponibilità della M196 (tratto AKADO-IBTOK) durante i periodi di attivazione delle zone LI R68 e LI R103.</p> | <p>1) Segments CHI-EKPAL and IXITO-ABN usable eastbound only.</p> <p>2) Along the segment CHI-OTMUV aircraft shall strictly follow the center-line of the route; any deviation shall immediately be notified to the ATC Unit.</p> <p>3) Segment CHI-EKPAL is usable westbound on tactical basis only when M196 (segment AKADO-IBTOK) is not available during activation periods of LI R68 and LI R103 zones.</p> |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z424 (RNP 5)					
▲ BASGO 46°16'23"N 008°28'20"E	For continuation see AIP SWITZERLAND				
	173° / 353° 9.8	FL335 ————— FL175	5	190 ↓	
▲ AKASU 46°06'35"N 008°29'44"E Zurich ACC/Milano ACC					

NOTE/REMARKS

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|--|--|
| 1) Rotta utilizzabile solo in direzione sud. | 1) Route usable southbound only. |
| 2) La rotta deve essere considerata CDR1: H24
Rotta alternata: N850 | 2) Route to be considered CDR1: H24
Alternate route: N850 |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z427 (RNP 5)					
△ EKPEB 46°41'25"N 011°28'19"E					
	107° / 288° 87.7	FL335 <hr/> FL245	5		260 ↑
▲ TIBRO 46°13'06"N 013°28'22"E Padova ACC/Ljubljana ACC	For continuation see AIP SLOVENIA				

NOTE/REMARKS	
1) Rotta utilizzabile solo in direzione ovest.	1) Route usable westbound only.
2) La rotta deve essere considerata:	2) Route to be considered:
a) CDR3 fino a FL280 compreso a causa delle zone LI R49E e LI R49F: H24	a) CDR3 up to FL280 included due to LI R49E and LI R49F zones: H24
b) CDR1 da FL290 compreso in su a causa delle zone LI R49E e LI R49F:	b) CDR1 from FL290 included and above due to LI R49E and LI R49F zones:
- MON-FRI 0500-2200 (0400-2100);	- MON-FRI 0500-2200 (0400-2100);
- HOL esclusi.	- HOL excluded.
Rotta alternata: M196-Z906-Z468	Alternate route: M196-Z906-Z468

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z456 (RNP 5)					
▲ LOBSI 44°54'18"N 012°10'21"E					
	113° / 293° 15.6	FL195 ———— FL75	3		80 ↑
△ ARDAM 44°47'52"N 012°30'21"E					

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione ovest.

1) Route usable westbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z468 (RNP 5)					
▲ BRENO 46°58'48"N 011°22'36"E Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	166° / 346° 17.8	FL335 ————— FL155	5		160 ↑
△ EKPEB 46°41'25"N 011°28'19"E					
	167° / 347° 31.1	FL335 ————— FL145	5		160 ↑
△ GIKEB 46°10'57"N 011°37'15"E					
	15.1	FL335 ————— FL135	5		140 ↑
▲ ROKIB 45°56'08"N 011°41'32"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z495 (RNP 5)					
▲ ETAKO 45°39'08"N 013°52'43"E	For continuation see AIP SLOVENIA				
	253° / 073° 15.5	FL335 FL95	5		100 ↑
▲ BARPI 45°35'09"N 013°31'22"E Ljubljana ACC/Padova ACC					
	271° / 090° 77.8	FL335 FL195	5		200 ↑
▲ VICENZA VOR/DME 'VIC' 45°38'14"N 011°40'35"E (VICENZA NDB 'VIC') (45°38'13"N 011°40'29"E)					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione est.

1) Route usable eastbound only.

2) Il segmento BARPI-VIC deve essere considerato:

2) Segment BARPI-VIC to be considered:

a) CDR3 fino a FL280 compreso a causa delle zone LI R49E e LI R49F: H24.

a) CDR3 up to FL280 included due to LI R49E and LI R49F zones: H24.

b) CDR1 da FL290 compreso in su a causa delle zone LI R49E e LI R49F:

b) CDR1 from FL290 included and above due to LI R49E and LI R49F zones:

- MON-FRI 0500-2200 (0400-2100);

- MON-FRI 0500-2200 (0400-2100);

- HOL esclusi.

- HOL excluded.

Rotta alternata: N503-Q561-M859

Alternate route: N503-Q561-M859

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z613 (RNP 5)					
▲ SAFFA 46°44'13"N 010°24'16"E Zurich ACC/Padova ACC	For continuation see AIP SWITZERLAND				
	112° / 292° 41.4	FL335 <hr/> FL245			260 ↑
▲ NAXAV 46°27'50"N 011°19'20"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione ovest.

1) Route usable westbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z637 (RNP 5)					
▲ BANKO 45°49'12"N 007°03'17"E					
	096° / 276° 12.3	FL660 — FL175			
▲ AOSTA 45°47'47"N 007°20'45"E Geneva ACC/Milano ACC					

NOTE/REMARKS	
1) Rotta utilizzabile solo in direzione nord-ovest.	1) Route usable northwest-bound only.
2) Nel segmento BANKO-AOSTA MNM ENRT IFR FL determinato da Ginevra ACC in base alle informazioni disponibili fornite da Ginevra MET. Ginevra ACC informerà Milano ACC di qualunque variazione del MNM livello di sicurezza praticabile sulle Alpi.	2) Segment BANKO-AOSTA MNM ENRT IFR FL determined by Geneva ACC according to information available from Geneva MET office. Geneva ACC shall inform Milano ACC of any change of MNM safe level available over the Alps.
3) Rotta gestita da Ginevra ACC: per ulteriori informazioni vedere AIP Svizzera.	3) Route under Geneva ACC jurisdiction; further information on AIP Switzerland.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z651 (RNP 5)					
▲ CANNE 46°10'00"N 008°52'52"E Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	161° / 341° 32.9	FL335 ————— FL135	5		140 ↑
△ DESIP 45°38'45"N 009°07'33"E					
	201° / 021° 102.9	FL335 ————— FL315	5		320 ↑
▲ ALBENGA NDB 'ABN' 44°03'22"N 008°13'16"E					

NOTE/REMARKS

- | | |
|---|---|
| 1) Rotta utilizzabile solo in direzione nord. | 1) Route usable northbound only. |
| 2) Utilizzabile quale rotta alternata in caso di indisponibilità della N851 a nord di ABESI (vedi AIP Switzerland). | 2) Usable as alternate route when N851 is not available north of ABESI (see AIP Switzerland). |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z803 (RNP 5)					
▲ ROMA VOR/DME 'ROM' 41°48'17"N 012°35'17"E					
	135° / 315° 21.7	FL195 FL95	5		100 ↑
▲ LATINA VOR/DME 'LAT' 41°32'28"N 012°55'05"E					
	097° / 278° 34.8	FL335 FL105	5	110 ↓	120 ↑
▲ SIPRO 41°26'46"N 013°40'50"E					
	122° / 302° 15.9	FL335 FL105	5	110 ↓	120 ↑
▲ TEANO VOR/DME 'TEA' 41°17'48"N 013°58'14"E (TEANO NDB 'TEA') (41°17'45"N 013°58'18"E)					

NOTE/REMARKS

1) Il tratto ROM-LAT è utilizzabile solo in direzione nord.

1) Segment ROM-LAT usable northbound only

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z804 (RNP 5)					
▲ AOSTA 45°47'47"N 007°20'45"E Geneva ACC/Milano ACC					
	126° / 309° 171.0	FL335 FL315			320 ↑
▲ GAPMI 44°03'43"N 010°31'48"E Milano ACC/Roma ACC					
	127° / 308° 180.2	FL335 FL315			320 ↑
▲ ASPIR 42°11'20"N 013°44'15"E Brindisi ACC/Roma ACC					
	128° / 309° 144.9	FL335 FL315			320 ↑
△ MATED 40°36'38"N 016°10'06"E					

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord

1) Route usable northbound only

2) Il tratto GAPMI-MATED deve essere considerato CDR1, a causa delle zone LI R51A, LI R51B, LI R51C e LI R51D:

2) Segment GAPMI-MATED to be considered CDR1 due LI R51A, LI R51B, LI R51C and LI R51D zones:

- MON-FRI: 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL esclusi.

- MON-FRI: 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);
- HOL excluded.

Rotta alternata: Z904-Q920-M730-M729

Alternate route: Z904-Q920-M730-M729

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z805 (RNP 5)					
▲ BIBAN 45°55'32"N 007°27'03"E Geneva ACC/Milano ACC					
	126° / 309° 171.5	FL335 FL315		330 ↓	
▲ BIBNO 44°10'15"N 010°37'58"E Milano ACC/Roma ACC					
	129° / 309° 169.7	FL335 FL315		330 ↓	
▲ ATRUP 42°20'56"N 013°35'44"E Roma ACC/Brindisi ACC					
	129° / 310° 156.0	FL335 FL315		330 ↓	
△ MATED 40°36'38"N 016°10'06"E					
	130° / 312° 181.6	FL335 FL315		330 ↓	320 ↑
▲ RUTOM 38°31'06"N 019°00'00"E Brindisi ACC/Athinai ACC					

NOTE/REMARKS	
1) Il tratto BIBAN-MATED è utilizzabile solo in direzione sud	1) Segment BIBAN-MATED usable southbound only.
2) Il tratto BIBNO-MATED deve essere considerato CDR1, a causa delle zone LI R51A, LI R51B, LI R51C e LI R51D: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi.	2) Segment BIBNO-MATED to be considered CDR1 due LI R51A, LI R51B, LI R51C and LI R51D zones: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded.
Rotta alternata: L612-L153-L995-Z910-M736-M601	Alternate route: L612-L153-L995-Z910-M736-M601
3) Il tratto MATED-RUTOM deve essere considerato CDR1, a causa delle zone LI TSA420A e LI TSA421A: - MON-FRI: 0500-2200 (0400-2100); - HOL esclusi.	3) Segment MATED-RUTOM to be considered CDR1 due LI TSA420A and LI TSA421A zones: - MON-FRI: 0500-2200 (0400-2100); - HOL excluded.
Rotta alternata: L612-L153-L995-Z910-M736-M601	Alternate route: L612-L153-L995-Z910-M736-M601

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z806 (RNP 5)					
▲ GAVRA 43°46'34"N 011°49'29"E Padova ACC / Roma ACC					
	172° / 350° 30.0	FL335 FL95	5	110 ↓	100 ↑
△ VERUN 43°16'53"N 011°55'17"E					
	170° / 352° 16.9	FL335 FL95	5	110 ↓	100 ↑
△ OKBIS 43°00'08"N 011°58'32"E					
	172° / 352° 9.3	FL335 FL95	5	110 ↓	100 ↑
△ UPONO 42°50'57"N 012°00'17"E					
	172° / 350° 14.0	FL335 FL95	5	110 ↓	100 ↑
▲ GIKIN 42°37'06"N 012°02'55"E					
	220° / 040° 10.0	FL335 FL95	5		100 ↑
▲ TIMOV 42°29'37"N 011°53'57"E					
	35.2	FL335 FL95	5		100 ↑
▲ MEDAL 42°03'10"N 011°22'35"E					

NOTE/REMARKS

1) Il tratto GIKIN-MEDAL è utilizzabile solo in direzione nord-est.

1) Segment GIKIN-MEDAL usable north-eastbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z810 (RNP 5)					
▲ KATAR 43°03'06"N 012°40'40"E					
	168° / 348° 62.2	FL335 FL145	5		160 ↑
▲ PEMAR 42°01'47"N 012°55'10"E					

NOTE/REMARKS

- | | |
|---|--|
| <p>1) Rotta utilizzabile sono in direzione nord.</p> <p>2) La rotta deve essere considerata:</p> <p>a) CDR3 a causa della zona LI R48, fino a FL240 compreso:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>b) CDR1, a causa delle zone LI R51A e LI R51B, da FL250 compreso in su:</p> <ul style="list-style-type: none"> - MON-FRI: 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. | <p>1) Route usable northbound only.</p> <p>2) Route to be considered:</p> <p>a) CDR3 due to LI R48 zone, up to FL240 included:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>b) CDR1, due to LI R51A and LI R51B zones, from FL250 included and above:</p> <ul style="list-style-type: none"> - MON-FRI: 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. |
|---|--|

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z854 (RNP 5)					
▲ AGNIS 39°48'27"N 014°45'03"E					
	143° / 323° 59.9	FL335 <hr/> FL95	5		100 ↑
▲ BAGIX 38°59'25"N 015°29'28"E					

NOTE/REMARKS

1) Rotta utilizzabile sono in direzione nord.

1) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z904 (RNP 5)					
▲ LUPOS 44°30'17"N 010°34'53"E					
	133° / 314° 18.8	FL335 FL115	5		120 ↑
▲ OKTAV 44°17'08"N 010°53'38"E Milano ACC/Roma ACC					
	134° / 315° 12.1	FL335 FL115	5		120 ↑
△ DOBOG 44°08'40"N 011°05'37"E					
	135° / 316° 28.7	FL335 FL195	5		200 ↑
△ NUKNI 43°48'13"N 011°33'25"E					
	129° / 308° 88.1	FL335 FL245	5		260 ↑
▲ PREKI 42°52'39"N 013°07'09"E Roma ACC/Brindisi ACC					
	131° / 312° 46.8	FL335 FL245	5		260 ↑
△ LANNO 42°20'31"N 013°53'18"E					
	132° / 312° 15.1	FL335 FL245	5		260 ↑
△ EKMIL 42°10'05"N 014°08'01"E					
	41.9	FL335 FL245	5	250 ↓	260 ↑
△ EKMOT 41°40'59"N 014°48'26"E					
	45.7	FL335 FL195	5	210 ↓	200 ↑
△ VEBOX 41°09'00"N 015°31'47"E					
	132° / 313° 11.1	FL335 FL105	5	110 ↓	120 ↑
▲ DOGUS 41°01'12"N 015°42'12"E					
	137° / 317° 32.4	FL335 FL245	5	250 ↓	260 ↑
△ MATED 40°36'38"N 016°10'06"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	37.8	FL335 FL245	5	250 ↓	260 ↑
△ SIRGI 40°07'50"N 016°42'13"E					
	137° / 318° 53.1	FL335 FL245	5	250 ↓	260 ↑
△ ALIXI 39°27'08"N 017°26'34"E					
	138° / 318° 26.4	FL335 FL155	5	170 ↓	160 ↑
▲ GEMVI 39°06'46"N 017°48'19"E					
	30.7	FL335 FL155	5	170 ↓	160 ↑
△ TOMGI 38°43'05"N 018°13'17"E					
	152° / 332° 24.9	FL335 FL155	5		160 ↑
▲ MONIK 38°20'33"N 018°26'47"E Brindisi ACC/Roma ACC					
	152° / 333° 62.3	FL335 FL155	5		160 ↑
▲ LORNO 37°24'00"N 019°00'00"E Roma ACC/Athina ACC		For continuation see AIP GREECE			

NOTE/REMARKS

- 1) Il tratto LUPOS-EKMIL è utilizzabile solo in direzione nord.
- 2) Il tratto TOMGI-LORNO è utilizzabile solo in direzione nord.
- 3) Il tratto EKMIL-VEBOX deve essere considerato CDR1, a causa della zona LI R51E:
- MON-FRI 0500-2200 (0400-2100);
 - SAT 0500-1300 (0400-1200);
 - HOL esclusi.

Rotte alternate:

- M872
- L995-M736 (solo Northbound)

- 4) Il tratto MATED-ALIXI deve essere considerato:
- a) CDR1 a causa delle zone LI TRA410, LI TRA411, LI TRA413, LI TRA417 e LI TSA420A:
- MON-FRI: 0500-2200 (0400-2100);
 - HOL esclusi.
- b) CDR1 fino a FL310 compreso, a causa delle zone LI TRA410, LI TRA411 e LI TRA417:
- SAT 0500-1300 (0400-1200);
 - HOL esclusi.

Rotta alternata: DOGUS-L995-M872

- 5) Il tratto ALIXI-GEMVI deve essere considerato:

- 1) Segment LUPOS-EKMIL usable northbound only.
- 2) Segment TOMGI-LORNO usable northbound only.
- 3) Segment EKMIL-VEBOX to be considered CDR1, due to LI R51E zone:
- MON-FRI 0500-2200 (0400-2100);
 - SAT 0500-1300 (0400-1200);
 - HOL excluded.

Alternate routes:

- M872
- L995-M736 (Northbound only)

- 4) Segment MATED-ALIXI to be considered:
- a) CDR1, due to LI TRA410, LI TRA411, LI TRA413, LI TRA417 and LI TSA420A zones:
- MON-FRI: 0500-2200 (0400-2100);
 - HOL excluded.
- b) CDR1 up to FL310 included, due to LI TRA410, LI TRA411 and LI TRA417 zones:
- SAT 0500-1300 (0400-1200);
 - HOL excluded.

Alternate route: DOGUS-L995-M872

- 5) Segment ALIXI-GEMVI to be considered:

NOTE/REMARKS

- a) CDR2 fino a FL250 compreso, a causa della zona LI R407B:
- MON-FRI: 0500-2200 (0400-2100);
 - SAT 0500-1300 (0400-1200);
 - HOL esclusi.
- b) CDR1 da FL260 compreso in su, a causa delle zone LI TRA417 e TSA420A:
- MON-FRI: 0500-2200 (0400-2100);
 - HOL esclusi.
- c) CDR1 da FL260 compreso a FL310 compreso, a causa della zona LI TRA417:
- SAT 0500-1300 (0400-1200);
 - HOL esclusi.

Rotta alternata: DOGUS-L995-M872

- 6) Il tratto SIRGI-ALIXI non sarà disponibile in caso di esercitazioni di tiri a fuoco delle unità navali nelle zone LI R405D, LI TRA415 (vedi AIP ENR 5.1.4-2) e LI TSA421A (vedi AIP ENR 5.1.4-8).

Rotte alternate:

- MATED DCT UPLAD DCT ALIXI (southbound)
- ALIXI DCT UPLAD DCT MATED (northbound)

- a) CDR2 up to FL250 included, due to LI R407B zone:
- MON-FRI: 0500-2200 (0400-2100);
 - SAT 0500-1300 (0400-1200);
 - HOL excluded.
- b) CDR1 from FL260 included and above, due to LI TRA417 and LI TSA420A zones:
- MON-FRI: 0500-2200 (0400-2100);
 - HOL excluded.
- c) CDR1 from FL260 included to FL310 included, due to LI TRA417 zone:
- SAT 0500-1300 (0400-1200);
 - HOL excluded.

Alternate route: DOGUS-L995-M872

- 6) Segment SIRGI-ALIXI not available in case of navy units firing exercises in LI R405D, LI TRA415 (see AIP ENR 5.1.4-2) and LI TSA421A (see AIP ENR 5.1.4-8).

Alternate routes:

- MATED DCT UPLAD DCT ALIXI (southbound)
- ALIXI DCT UPLAD DCT MATED (northbound)

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z905 (RNP 5)					
▲ GIRIS 46°46'18"N 010°53'03"E					
	152° / 333° 48.9	FL335 FL175	5	190 ↓	
△ DIKEM 46°02'23"N 011°23'58"E					
	153° / 333° 26.8	FL335 FL145	5	150 ↓	
▲ VICENZA VOR/DME 'VIC' 45°38'14"N 011°40'35"E (VICENZA NDB 'VIC') (45°38'13"N 011°40'29"E)					
	48.7	FL335 FL245	5	250 ↓	260 ↑
▲ LOBSI 44°54'18"N 012°10'21"E					
	150° / 332° 77.2	FL335 FL245	5	250 ↓	260 ↑
△ AMSED 43°46'16"N 013°01'07"E					
	153° / 331° 42.3	FL335 FL245	5	250 ↓	260 ↑
▲ ARBIP 43°08'33"N 013°27'30"E Padova ACC / Brindisi ACC					
	151° / 333° 22.6	FL335 FL245	5		260 ↑
△ GUDPO 42°48'29"N 013°41'34"E					
	153° / 331° 43.1	FL335 FL245	5		260 ↑
△ EKMIL 42°10'05"N 014°08'01"E					
	156° / 338° 49.9	FL335 FL245	5		260 ↑
▲ ODETO 41°23'42"N 014°32'46"E Brindisi ACC / Roma ACC					
	158° / 336° 13.2	FL335 FL245	5		260 ↑
▲ AKAMO 41°11'27"N 014°39'12"E					

NOTE/REMARKS

- | | |
|--|--|
| 1) Il tratto GIRIS-VIC è utilizzabile solo in direzione sud. | 1) Segment GIRIS-VIC usable southbound only. |
| 2) Il tratto ARBIP-AKAMO è utilizzabile solo in direzione nord. | 2) Segment ARBIP-AKAMO usable northbound only. |
| 3) Il tratto VIC-AMSED deve essere considerato CDR1, a causa della zona LI R26: <ul style="list-style-type: none">- MON-FRI 0500-2200 (0400-2100);- SAT 0500-1300 (0400-1200);- HOL esclusi. | 3) Segment VIC-AMSED to be considered CDR1, due to LI R26 zone: <ul style="list-style-type: none">- MON-FRI 0500-2200 (0400-2100);- SAT 0500-1300 (0400-1200);- HOL excluded. |
| 4) Il tratto AMSED-AKAMO deve essere considerato CDR1, a causa delle zone LI R51A, LI R51C e LI R51E: <ul style="list-style-type: none">- MON-FRI 0500-2200 (0400-2100);- SAT 0500-1300 (0400-1200);- HOL esclusi. | 4) Segment AMSED-AKAMO to be considered CDR1, due to LI R51A, LI R51C and LI R51E zones: <ul style="list-style-type: none">- MON-FRI 0500-2200 (0400-2100);- SAT 0500-1300 (0400-1200);- HOL excluded. |

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z906 (RNP 5)					
▲ NAXAV 46°27'50"N 011°19'20"E					
	152° / 333° 35.3	FL335 FL125	5	130 ↓	140 ↑
▲ ROKIB 45°56'08"N 011°41'32"E					
	27.1	FL335 FL125	5	130 ↓	140 ↑
△ LAPAB 45°31'46"N 011°58'18"E					
	30.5	FL335 FL125	5	130 ↓	140 ↑
▲ CHIOGGIA VOR/DME 'CHI' 45°04'16"N 012°16'53"E (CHIOGGIA NDB 'CHI') (45°04'18"N 012°16'53"E)					
	136° / 317° 120.2	FL335 FL255	5		260 ↑
▲ LISKO 43°34'17"N 014°07'56"E					
	147° / 327° 20.5	FL335 FL315	5		320 ↑
▲ BEDEG 43°16'38"N 014°22'11"E					
	144° / 326° 324.5	FL335 FL315	5		320 ↑
△ TOMGI 38°43'05"N 018°13'17"E					

NOTE/REMARKS

- | | |
|--|---|
| <p>1) Il tratto CHI-TOMGI è utilizzabile solo in direzione nord</p> <p>2) Il segmento CHI-LISKO deve essere considerato CDR3, a causa dell'area SPEEDY, fino a FL280 compreso:</p> <ul style="list-style-type: none"> - MON-THU 0730-1030 (0600-0900) e 1700-2000 (1800-2100); - FRI 0730-1030 (0600-0900). <p>3) Il segmento BEDEG-TOMGI deve essere considerato CDR1, a causa delle zone LI R51D, LI R51E, LI TSA420A e LI TSA421A:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>4) Nel tratto NAXAV-LAPAB la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'ATC.</p> | <p>1) Segment CHI-TOMGI usable northbound only.</p> <p>2) Segment CHI-LISKO to be considered CDR3 due to SPEEDY area up to FL280 included:</p> <ul style="list-style-type: none"> - MON-THU 0730-1030 (0600-0900) and 1700-2000 (1800-2100); - FRI 0730-1030 (0600-0900). <p>3) Segment BEDEG-TOMGI to be considered CDR1 due to LI R51D, LI R51E, LI TSA420A and LI TSA421A zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>4) In the segment NAXAV-LAPAB navigation shall be strictly referred to the centreline: any deviation shall be immediately notified to ATC.</p> |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z909 (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E Zurich ACC / Padova ACC	For continuation see AIP SWITZERLAND				
	146° / 326° 59.6	FL335 <hr/> FL195	5	210 ↓	200 ↑
▲ IDREK 45°38'46"N 010°49'10"E					
	160° / 340° 55.2	FL335 <hr/> FL195	5	210 ↓	200 ↑
△ KREVA 44°46'28"N 011°14'06"E					
	161° / 341° 18.0	FL335 <hr/> FL195	5	210 ↓	200 ↑
▲ LUTOR 44°29'17"N 011°21'39"E					
	164° / 345° 30.2	FL335 <hr/> FL195	5	210 ↓	200 ↑
▲ BIKTU 44°00'08"N 011°32'21"E Padova ACC/Roma ACC					

NOTE/REMARKS

- 1) Il segmento RESIA-IDREK deve essere considerato CDR1, a causa delle zone LI-LS CBA60 e LI-LS CBA660:

- MON 0900-1100 (0800-1000) e 1230-1600 (1130-1500);
- TUE-0730-1100 (0630-1000) e 1230-1600 (1130-1500).

- 2) Il tratto IDREK-LUTOR deve essere considerato:

- a) CDR1 da FL250 compreso in su, a causa della zona LI R68:

- MON-FRI: 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);

Rotta alternata: Q58-P131

- b) CDR3 fino a FL240 compreso, a causa della zona LI R65: H24.

- 1) Segment RESIA-IDREK to be considered CDR1, due to LI-LS CBA60 and LI-LS CBA660 zones:

- MON 0900-1100 (0800-1000) and 1230-1600 (1130-1500);
- TUE-0730-1100 (0630-1000) and 1230-1600 (1130-1500).

- 2) Segment IDREK-LUTOR to be considered:

- a) CDR1 from FL250 included and above, due to LI R68 zone:

- MON-FRI: 0500-2200 (0400-2100);
- SAT 0500-1300 (0400-1200);

Alternate route: Q58-P131

- b) CDR3 up to FL240 included, due to LI R65 zone: H24.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z910 (RNP 5)					
▲ FIRENZE VORTAC 'FRZ' 44°01'38"N 011°00'12"E					
	136° / 317° 60.0	FL335 FL245	5	250 ↓	260 ↑
△ VERUN 43°16'53"N 011°55'17"E					
	137° / 317° 17.2	FL335 FL245	5	250 ↓	260 ↑
△ NIKMA 43°03'59"N 012°10'49"E					
	134° / 315° 55.8	FL335 FL245	5	250 ↓	260 ↑
△ GENGI 42°23'45"N 013°03'21"E					
	135° / 315° 18.8	FL335 FL245	5	250 ↓	260 ↑
△ EVULI 42°10'08"N 013°20'44"E					
	44.9	FL335 FL135	5	150 ↓	140 ↑
△ ERIKA 41°37'22"N 014°01'52"E					
	130° / 311° 28.2	FL335 FL115	5	130 ↓	120 ↑
△ NEBAS 41°18'15"N 014°29'29"E					
	10.0	FL335 FL95	5	110 ↓	100 ↑
▲ AKAMO 41°11'27"N 014°39'12"E					
	149° / 329° 52.7	FL335 FL245	5	250 ↓	260 ↑
△ KUTID 40°25'13"N 015°12'42"E					
	37.7	FL335 FL245	5	250 ↓	260 ↑
△ MAREP 39°52'02"N 015°36'14"E					
	75.6	FL335 FL245	5	250 ↓	260 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					
	197° / 017° 74.8	FL335 FL95	5	110 ↓	100 ↑

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ PIMOR 37°34'27"N 015°51'38"E					

NOTE/REMARKS

- | | |
|---|--|
| <p>1) Il tratto VERUN-AKAMO deve essere considerato CDR1, a causa delle zone LI R50, LI R51A, LI R51B e LI R51C:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>Rotte alternate:</p> <ul style="list-style-type: none"> - Q58-L995 - N982-L995 | <p>1) Segment VERUN-AKAMO to be considered CDR1, due to LI R50, LI R51A, LI R51B and LI R51C zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>Alternate routes:</p> <ul style="list-style-type: none"> - Q58 - L995 - N982-L995 |
| <p>2) Il tratto EVULI-AKAMO, fino a FL195 compreso, è utilizzabile purché sia disponibile il servizio radar.</p> | <p>2) Segment EVULI-AKAMO, up to FL195 included, usable provided that radar service is available.</p> |
| <p>3) In assenza di servizio radar la rotta non sarà disponibile per traffico con destinazione Napoli Capodichino (LIRN).</p> | <p>3) Route not available for traffic with destination Napoli Capodichino (LIRN) if radar service is not provided.</p> |

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z911 (RNP 5)					
△ OLETI 43°48'36"N 009°00'31"E					
	165° / 345° 29.6	FL335 FL105	5		120 ↑
▲ MEGER 43°19'54"N 009°10'33"E Milano ACC/Marseille ACC	For continuation see AIP FRANCE				

NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z923 (RNP 5)					
△ RONAB 39°52'11"N 011°53'28"E					
	135° / 315° 83.2	FL335 _____ FL95	5	110 ↓	100 ↑
▲ LURON 38°51'32"N 013°06'57"E					

NOTE/REMARKS

- 1) La rotta deve essere considerata CDR3:
- H24

- 1) Route to be considered CDR3:
- H24

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z924 (RNP 5)					
▲ VELUG 42°54'27"N 015°26'15"E Brindisi ACC/Zagreb ACC	For continuation see AIP CROATIA				
	238° / 058° 27.6	FL335 FL95	5	100 ↓	
△ ARSOB 42°40'45"N 014°53'46"E					
	9.0	FL335 FL95	5	100 ↓	
▲ ETRIN 42°36'21"N 014°43'12"E					
	19.8	FL335 FL95	5	100 ↓	
△ ESODU 42°26'34"N 014°19'53"E					
	8.1	FL335 FL95	5	100 ↓	
△ UTAPO 42°22'32"N 014°10'22"E					
	22.4	FL335 FL115	5	120 ↓	
▲ ASPIR 42°11'20"N 013°44'15"E Brindisi ACC/Roma ACC					
	247° / 067° 21.8	FL335 FL130	5	130 ↓	
▲ MOPUV 42°03'35"N 013°16'55"E					
	237° / 057° 7.6	FL335 FL120	5	130 ↓	
▲ DESUK 41°59'41"N 013°08'09"E					
	70.5	FL335 FL105	5	110 ↓	
▲ ESINO 41°23'05"N 011°47'41"E					
	249° / 068° 68.7	FL335 FL95	5	110 ↓	
▲ ABIDU 40°59'19"N 010°22'14"E					
	10.3	FL335 FL95	5	110 ↓	
▲ GITRI 40°55'39"N 010°09'29"E					

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	16.3	FL335 FL95	5	110 ↓	
▲ OKIDO 40°49'50"N 009°49'26"E					
	11.0	FL335 FL95	5	110 ↓	
▲ ADRUX 40°45'52"N 009°35'56"E					
	7.7	FL335 FL95	5	110 ↓	
▲ KOLUS 40°43'05"N 009°26'28"E					
	250° / 070° 50.3	FL335 FL95	5	110 ↓	
△ USEPI 40°26'47"N 008°23'56"E					
	265° / 085° 7.3	FL335 FL95	5	110 ↓	
▲ GOKMI 40°26'16"N 008°14'22"E					
	11.0	FL335 FL95	5	110 ↓	
▲ SUPUX 40°25'29"N 008°00'00"E Roma ACC/Marseille ACC	For continuation see AIP FRANCE				

NOTE/REMARKS

- | | |
|---|---|
| <p>1) Rotta utilizzabile solo in direzione ovest.</p> <p>2) Il tratto UTAPO-DESK deve essere considerato CDR1 da FL240 compreso in su, a causa della zona LI R51B:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>3) Il segmento VELUG-ARSOB non è disponibile ai livelli e durante gli orari di attivazione dell'area SONNY (vedi AIP ENR5 e relativi Notam).</p> | <p>1) Route usable westbound only.</p> <p>2) Segment UTAPO-DESK to be considered CDR1 from FL240 included and above, due to LI R51B zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>3) Segment VELUG-ARSOB not available a levels and during activation periods of SONNY area (see AIP ENR5 and relevant Notam).</p> |
|---|---|

ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z925 (RNP 5)					
▲ AMANO 39°25'18"N 013°47'48"E					
	173° / 353° 99.2	FL335 _____ FL105	5	110 ↓	120 ↑
△ ENEPA 37°46'24"N 013°59'58"E					

NOTE/REMARKS

1) La rotta deve essere considerata CDR3 (H24) ed è utilizzabile solo dal traffico da/per LICC e LICZ.

1) Route to be considered CDR3 (H24) and usable by traffic from/to LICC and LICZ only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z926 (RNP 5)					
▲ AOSTA 45°47'47"N 007°20'45"E Geneva ACC/Milano ACC					
	123° / 306° 170.6	FL335 <hr/> FL315			320 ↑
▲ BIBNO 44°10'15"N 010°37'58"E Milano ACC/Roma ACC					
	125° / 305° 133.4	FL335 <hr/> FL315			320 ↑
▲ PREKI 42°52'39"N 013°07'09"E Roma ACC/Brindisi ACC					

NOTE/REMARKS

- | | |
|--|---|
| <p>1) Rotta utilizzabile solo in direzione nord</p> <p>2) Il segmento BIBNO-PREKI deve essere considerato CDR1, a causa della zona LI R51A:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>Rotta alternata: Z904-L995-Z982-L615</p> | <p>1) Route usable northbound only</p> <p>2) Segment BIBNO-PREKI to be considered CDR1 due to LI R51A zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>Alternate route: Z904-L995-Z982-L615</p> |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z927 (RNP 5)					
▲ BIBAN 45°55'32"N 007°27'03"E Geneva ACC/Milano ACC					
	125° / 308° 172.8	FL335 FL315		330 ↓	
▲ EKDIR 44°12'17"N 010°42'36"E Milano ACC/Roma ACC					
	126° / 306° 131.9	FL335 FL315		330 ↓	
▲ PREKI 42°52'39"N 013°07'09"E Roma ACC/Brindisi ACC					
	125° / 308° 342.5	FL335 FL315		330 ↓	320 ↑
▲ LATAN 39°17'36"N 019°00'00"E Brindisi ACC/Athinai ACC					

NOTE/REMARKS

- | | |
|--|--|
| <p>1) Il tratto BIBAN-PREKI è utilizzabile solo in direzione sud</p> <p>2) Il segmento EKDIR-PREKI deve essere considerato CDR1, a causa della zona LI R51A:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi. <p>3) Il segmento PREKI-LATAN deve essere considerato CDR1, a causa delle zone LI TSA421A e LI TSA422A:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL esclusi. | <p>1) Segment BIBAN-PREKI usable southbound only</p> <p>2) Segment EKDIR-PREKI to be considered CDR1, due to LI R51A zone:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded. <p>3) Segment PREKI-LATAN to be considered CDR1 due to LI TSA421A e LI TSA422A zones:</p> <ul style="list-style-type: none"> - MON-FRI 0500-2200 (0400-2100); - HOL excluded. |
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Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z929 (RNP 5)					
△ ALBENGA NDB 'ABN' 44°03'22"N 008°13'16"E					
	109° / 289° 44.8	FL195 <hr/> FL95	5	110 ↓	
△ TIDKA 43°48'00"N 009°11'31"E					

NOTE/REMARKS

- | | |
|---|--|
| 1) Rotta utilizzabile solo in direzione est. | 1) Route usable eastbound only. |
| 2) La rotta deve essere considerata CDR3 durante gli orari di attivazione della zona LI-D91bis. | 2) Route to be considered CDR3 during activation periods of LI-D91bis. |

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z963 (RNP 5)					
▲ ABTIM 44°37'30"N 010°36'56"E					
	267° / 087° 6.0	FL335 FL95	5		100 ↑
▲ RIPDU 44°37'21"N 010°28'30"E					
	269° / 090° 26.9	FL335 FL95	5		100 ↑
△ ELBUK 44°37'20"N 009°50'48"E					
	269° / 087° 50.6	FL335 FL95	5		100 ↑
▲ TESTO 44°35'50"N 008°39'56"E					

NOTE/REMARKS

1) La rotta è utilizzabile solo in direzione est.

1) Route usable eastbound only.

Intenzionalmente bianca

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ENR 3.1 - ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
Z982 (RNP 5)					
▲ SARONNO VOR/DME 'SRN' 45°38'46"N 009°01'18"E (SARONNO NDB 'SRN') (45°38'48"N 009°01'22"E)					
	103° / 283° 21.1	FL335 FL245	5	250 ↓	260 ↑
▲ TREZZO TVOR/DME 'TZO' 45°33'33"N 009°30'26"E (TREZZO NDB 'TZO') (45°33'30"N 009°30'34"E)					
	115° / 297° 53.5	FL335 FL245	5	250 ↓	260 ↑
▲ RIDVA 45°09'57"N 010°38'32"E Milano ACC/Padova ACC					
	117° / 297° 35.7	FL335 FL195	5	210 ↓	200 ↑
△ NEVMO 44°53'50"N 011°23'23"E					
	117° / 296° 10.9	FL335 FL195	5	210 ↓	200 ↑
▲ LUMAV 44°48'52"N 011°36'59"E					
	130° / 311° 20.2	FL335 FL95	5	110 ↓	100 ↑
△ GIPUK 44°35'19"N 011°58'00"E					
	131° / 311° 16.3	FL335 FL95	5	110 ↓	100 ↑
△ DITUM 44°24'21"N 012°14'50"E					
	20.3	FL335 FL95	5	110 ↓	100 ↑
△ BAKEP 44°10'37"N 012°35'41"E					
	52.0	FL335 FL245	5	250 ↓	260 ↑
▲ ANCONA VOR/DME 'ANC' 43°35'11"N 013°28'16"E (ANCONA NDB 'ANC') (43°35'12"N 013°28'20"E)					

NOTE/REMARKS

1) Il tratto TZO-LUMAV deve essere considerato CDR1, da FL250 compreso in su, a causa delle zone LI R68:

- MON-FRI: 0500-2200 (0400-2100);

1) Segment TZO-LUMAV to be considered CDR1, from FL250 included and above, due to LI R68 zone:

- MON-FRI: 0500-2200 (0400-2100);

NOTE/REMARKS

- | | |
|---|--|
| <ul style="list-style-type: none"> - SAT: 0500-1300 (0400-1200); - HOL esclusi. <p>Rotte alternate: L615-P131</p> <p>2) Il tratto RIDVA-LUMAV deve essere considerato CDR3 fino a FL240 compreso, a causa della zona LI R65: H24.</p> <p>3) Il tratto LUMAV-ANC deve essere considerato CDR1, da FL250 compreso in su, a causa della zona LI R26:</p> <ul style="list-style-type: none"> - MON-FRI: 0500-2200 (0400-2100); - SAT: 0500-1300 (0400-1200); - HOL esclusi. <p>Rotte alternate</p> <ul style="list-style-type: none"> - M730-Q95 (northbound); - L153-Z904-M730 (southbound). <p>4) Il segmento LUMAV-GIPUK deve essere considerato CDR1, da FL115 compreso fino a FL240 compreso, a causa delle zone LI R21A e LI R21B:</p> <ul style="list-style-type: none"> - MON, WED: 0700-2200; - TUE, THU 0700-1700; - FRI 0700-1300. <p>5) Il tratto GIPUK-BAKEP deve essere considerato CDR1:</p> <p>a) fino a FL195 compreso, a causa della zona LI D87: H24.</p> <p>b) da FL200 compreso fino a FL240 compreso, a causa delle zone LI R21A e LI R21B:</p> <ul style="list-style-type: none"> - MON, WED: 0700-2200; - TUE, THU 0700-1700; - FRI 0700-1300. | <ul style="list-style-type: none"> - SAT: 0500-1300 (0400-1200); - HOL excluded. <p>Alternate routes: L615-P131</p> <p>2) Segment RIDVA-LUMAV to be considered CDR3 up to FL240 included, due to LI R65 zone: H24.</p> <p>3) Segment LUMAV-ANC to be considered CDR1, from FL250 included and above, due to LI R26 zone:</p> <ul style="list-style-type: none"> - MON-FRI: 0500-2200 (0400-2100); - SAT: 0500-1300 (0400-1200); - HOL excluded. <p>Alternate routes:</p> <ul style="list-style-type: none"> - M730-Q95 (northbound); - L153-Z904-M730 (southbound). <p>4) Segment LUMAV-GIPUK to be considered CDR1, from FL115 included up to FL 240 included, due to LI R21A and LI R21B zones:</p> <ul style="list-style-type: none"> - MON, WED: 0700-2200; - TUE, THU 0700-1700; - FRI 0700-1300. <p>5) Segment GIPUK-BAKEP to be considered CDR1:</p> <p>a) up to FL195 included, due to LI D87 zone: H24.</p> <p>b) from FL200 included up to FL240 included, due to LI R21A and LI R21B zones:</p> <ul style="list-style-type: none"> - MON, WED: 0700-2200; - TUE, THU 0700-1700; - FRI 0700-1300. |
|---|--|