

## ENR 3.2 SPAZIO AEREO SUPERIORE/ROTTE ATS UPPER AIRSPACE/ATS ROUTES

### GUIDA PER LA LETTURA DELL' ENR 3.2

- 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 causa del previsto arrotondamento matematico dei valori di distanza al decimo di miglio, potrebbe riscontrarsi in alcuni casi una lieve differenza tra medesimi segmenti di rotta presenti sia nello spazio aereo inferiore che superiore.

- 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 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 3.2

- 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.

- (3) Due to required mathematical rounding (tenth of mile) of distance values, some minor difference might arise between same route segments published both in the upper and in the lower airspace.

- 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 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.**

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UA48 (RNP 5)					
▲ BEVIS 41°55'58"N 018°11'40"E  Zagreb ACC/Brindisi ACC	For continuation see AIP CROATIA				
	184° / 004° 26.0	FL460 ————— FL195	5	210     ↓	200     ↑
▲ CRAYE 41°30'10"N 018°07'45"E					
	34.3	FL460 ————— FL195	5	210     ↓	200     ↑
▲ OKIMO 40°56'02"N 018°02'51"E					
	19.5	FL460 ————— 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

- 1) Nel segmento BEVIS – CRAYE i servizi ATS sono temporaneamente forniti da Brindisi ACC/FIC.
- 2) 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/corridoio CLASKO come pubblicati e attivati nelle pubblicazioni aeronautiche Croate.

- 1) In the segment BEVIS – CRAYE ATS services are temporarily provided by Brindisi ACC/FIC.
- 2) Segment BEVIS – CRAYE not available at levels and during activation periods of LION area (see AIP ENR5 and relevant Notam) and/or PAM area/CLASKO corridor as published and activated by Croatian aeronautical publications.

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UA482</b> (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	FL460 FL195	5	210 ↓	200 ↑
▲ BANAV 41°43'43"N 017°00'40"E					
	25.7	FL460 FL195	5	210 ↓	200 ↑
△ LUMAR 41°37'07"N 017°33'50"E					
	26.4	FL460 FL195	5	210 ↓	200 ↑
▲ CRAYE 41°30'10"N 018°07'45"E					
	090° / 270° 9.5	FL245 FL195	5	210 ↓	200 ↑
▲ LOKDI 41°29'42"N 018°20'22"E					
	15.6				
▲ BALEM 41°28'52"N 018°41'09"E Brindisi ACC/Beograd ACC					For continuation see AIP SERBIA

## NOTE/REMARKS

- 1) Nel tratto CRAYE – BALEM i servizi ATS sono temporaneamente forniti da Brindisi ACC/FIC.
- 2) Tratto CRAYE – BALEM non disponibile ai livelli e durante i periodi di attivazione dell'area PAM pubblicata in AIP Croazia e AIP Serbia/Montenegro.

- 1) In the segment CRAYE - BALEM ATS services are temporarily provided by Brindisi ACC/FIC.
- 2) Segment CRAYE – BALEM not available at levels and during activation periods of PAM area as published by AIP Croatia and AIP Serbia/Montenegro.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UL5</b> (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	FL460 FL195	5	200 ↓	
▲ MINKA 40°49'09"N 008°51'20"E					
	20.2	FL460 FL195	5	200 ↓	210 ↑
▲ POZZO 40°56'45"N 009°15'59"E					
	24.7	FL460 FL195	5	200 ↓	210 ↑
▲ ROMPO 41°05'56"N 009°46'15"E					
	11.6	FL460 FL195	5	200 ↓	210 ↑
△ RUXOP 41°10'09"N 010°00'34"E					
	7.2	FL460 FL195	5	200 ↓	210 ↑
▲ BATOX 41°12'46"N 010°09'23"E					
	44.2	FL460 FL195	5	200 ↓	210 ↑
▲ TINTO 41°28'41"N 011°04'04"E					
	17.0	FL460 FL195	5	200 ↓	210 ↑
▲ VALMA 41°34'38"N 011°25'17"E					
	21.6	FL460 FL195	5	200 ↓	210 ↑
▲ LUNAK 41°42'12"N 011°52'14"E					
	17.6	FL460 FL195	5	200 ↓	210 ↑
▲ 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	FL460 FL195	5	210 ↓	
▲ OKUNO 42°06'26"N 012°58'21"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	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	FL460 FL195	5	210 ↓	
△ TINIX 42°09'57"N 013°07'22"E					
	060° / 241° 23.8	FL460 FL195	5	210 ↓	
▲ ATRUP 42°20'56"N 013°35'44"E Roma ACC/Brindisi ACC					
	056° / 236° 26.2	FL460 FL195	5	210 ↓	
△ NAVAG 42°34'49"N 014°05'48"E					
	21.3	FL460 FL195	5	210 ↓	
▲ SUTOB 42°45'59"N 014°30'22"E					
	058° / 239° 26.9	FL460 FL195	5	210 ↓	
△ INKUB 42°59'13"N 015°02'16"E					
	059° / 239° 8.5	FL460 FL195	5	210 ↓	
▲ VAPUP 43°03'21"N 015°12'20"E Brindisi ACC/Zagreb ACC					
					For continuation see AIP CROATIA

## NOTE/REMARKS

- Il tratto OKUNO-NAVAG deve essere considerato CDR1 da FL240 compreso in su, a causa delle zone LI R51/B e LI TSA74-A:
  - MON-FRI 0500-2200 (0400-2100);
  - SAT 0500-1300 (0400-1200);
  - HOL esclusi.
- Il tratto NAVAG-INKUB deve essere considerato CDR1 da FL360 compreso in su, a causa della zona LI TSA74-A:
  - MON-FRI 0500-2200 (0400-2100);
  - SAT 0500-1300 (0400-1200);
  - HOL esclusi.
- I tratti ALG-MINKA e OST-VAPUP sono utilizzabili solo in direzione est.

- Segment OKUNO-NAVAG to be considered CDR1 from FL240 included and above, due to LI R51/B and LI TSA74-A zones:
  - MON-FRI 0500-2200 (0400-2100);
  - SAT 0500-1300 (0400-1200);
  - HOL excluded.
- Segment NAVAG-INKUB to be considered CDR1 from FL360 included and above, due to LI TSA74-A zone:
  - MON-FRI 0500-2200 (0400-2100);
  - SAT 0500-1300 (0400-1200);
  - HOL excluded.
- Segments ALG-MINKA and OST-VAPUP usable eastbound only.



ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UL12 (RNP 5)					
▲ UNIMI 46°51'39"N 011°03'55"E  Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	154° / 335° 26.1	FL460 FL195	5		200 ↑
▲ NAXAV 46°27'50"N 011°19'20"E					
	162° / 342° 11.8	FL460 FL195	5	210 ↓	200 ↑
▲ ALESE 46°16'30"N 011°24'14"E					
	39.9	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ KOPER 45°09'14"N 011°38'29"E					
	20.4	FL460 FL195	5	210 ↓	200 ↑
▲ LUMAV 44°48'52"N 011°36'59"E					
	208° / 028° 22.4	FL460 FL195	5	210 ↓	200 ↑
▲ LUTOR 44°29'17"N 011°21'39"E					
	208° / 029° 12.6	FL460 FL195	5	210 ↓	200 ↑
▲ TIPNI 44°18'18"N 011°13'05"E  Padova ACC / Roma ACC					
	209° / 029° 11.0	FL460 FL195	5	210 ↓	200 ↑
△ DOBOG 44°08'40"N 011°05'37"E					
	209° / 028° 8.0	FL460 FL195	5	210 ↓	200 ↑
▲ FIRENZE VORTAC 'FRZ' 44°01'38"N 011°00'12"E					
	198° / 019° 12.1	FL460 FL195	5	210 ↓	200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
△ OSMOX 43°50'14"N 010°54'47"E					
	199° / 018° 13.0	FL460 FL195	5	210 ↓	200 ↑
▲ GINAR 43°37'57"N 010°48'58"E					
	198° / 018° 22.2	FL460 FL195	5	210 ↓	200 ↑
▲ MAREL 43°16'55"N 010°39'05"E					
	198° / 017° 34.9	FL460 FL195	5	210 ↓	200 ↑
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	157° / 337° 43.9	FL460 FL195	5	210 ↓	200 ↑
△ VELAD 42°03'06"N 010°45'49"E					
	37.0	FL460 FL195	5	210 ↓	200 ↑
▲ TINTO 41°28'41"N 011°04'04"E					
	41.1	FL460 FL195	5	210 ↓	200 ↑
▲ POKAV 40°50'23"N 011°23'59"E					
	29.2	FL460 FL195	5	210 ↓	200 ↑
△ BETOT 40°23'09"N 011°37'54"E					
	20.9	FL460 FL195	5	210 ↓	200 ↑
△ RUVIP 40°03'38"N 011°47'44"E					
	12.3	FL460 FL195	5	210 ↓	200 ↑
▲ RONAB 39°52'11"N 011°53'28"E					
	155° / 335° 65.3	FL460 FL195	5	210 ↓	200 ↑
▲ GIANO 38°52'09"N 012°26'51"E					
	144° / 324° 60.8	FL460 FL195	5	210 ↓	200 ↑
▲ PALERMO VOR/DME 'PAL' 38°02'01"N 013°10'39"E (PALERMO NDB 'PAL') (38°02'03"N 013°10'39"E)					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	156° / 336° 48.0	FL460 FL195	5	210 ↓	
△ ALOKU 37°17'41"N 013°33'54"E					
	11.1	FL460 FL195	5	210 ↓	
▲ MARON 37°07'25"N 013°39'11"E Roma ACC/Malta ACC					
	40.4	FL460 FL195	5	210 ↓	
▲ EKOLA 36°30'00"N 013°58'20"E					For continuation see AIP MALTA

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione nord nel segmento UNIMI-NAXAV</p> <p>2) Rotta utilizzabile solo in direzione sud nel tratto PAL-EKOLA.</p> <p>3) Il tratto VIC-FRZ deve essere considerato CDR1, a causa della zona LI TSA73, da FL360 compreso in su.</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>4) Il tratto PAL-EKOLA deve essere considerato CDR1, a causa delle zone LI R502, LI TRA504A e LI TRA504B:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>Rotte alternate:</p> <ul style="list-style-type: none"> <li>- GIANO-UM727-UM732 (traffico da FL250 a FL370)</li> <li>- PAL-UM726-UM622 (traffico a/o al di sotto di FL230 e traffico a tutti i livelli solo se provenienti da SOR)</li> </ul> | <p>1) Route usable northbound only in the segment UNIMI-NAXAV</p> <p>2) Route usable southbound only in the segment PAL-EKOLA.</p> <p>3) Segment VIC-FRZ to be considered CDR1, due to LI TSA73 zone, from FL360 included and above.</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>4) Segment PAL-EKOLA to be considered CDR1, due to LI R502, LI TRA504A and LI TRA504B zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> <p>Alternate routes:</p> <ul style="list-style-type: none"> <li>- GIANO-UM727-UM732 (traffic from FL250 up to FL370)</li> <li>- PAL-UM726-UM622 (traffic at/or below FL230 and traffic at all levels if coming from SOR)</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UL44</b> (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	FL460 FL195	5	210 ↓	200 ↑
▲ KONUT 41°17'34"N 012°01'00"E					
	27.2	FL460 FL195	5	210 ↓	200 ↑
△ TURMO 40°51'40"N 011°49'58"E					
	29.9	FL460 FL195	5	210 ↓	200 ↑
△ BETOT 40°23'09"N 011°37'54"E					
	26.4	FL460 FL195	5	210 ↓	
▲ VELEX 39°57'59"N 011°27'32"E					
	61.2	FL460 FL195	5	210 ↓	
△ GISIG 38°59'32"N 011°03'49"E					
	18.1	FL460 FL195	5	210 ↓	
△ ADAMI 38°42'17"N 010°56'56"E					
	24.5	FL460 FL195	5	210 ↓	
△ BULAR 38°18'51"N 010°47'34"E					
	26.6	FL460 FL195	5	210 ↓	
▲ ABDAB 37°53'21"N 010°37'43"E Roma ACC/Tunis ACC	For continuation see AIP TUNISIA				

## NOTE/REMARKS

1) Il tratto BETOT-ADAMI deve essere considerato:

a) CDR1:

- 21 SEP-20 JUN: MON-FRI 0500-0659, 1701- 2200;
- 21 JUN-20 SEP: MON-FRI 0500-2200.

Rotta alternata:

1) Segment BETOT-ADAMI to be considered:

a) CDR1:

- 21 SEP-20 JUN: MON-FRI 0500-0659, 1701- 2200;
- 21 JUN-20 SEP: MON-FRI 0500-2200.

Alternate route:

## NOTE/REMARKS

- |    |   |    |   |
|----|---|----|---|
| -  | UL12-UM738-UM725.   | -  | UL12-UM738-UM725.                           |
| b) | CDR3:   | b) | CDR3:                                       |
| -  | 21 SEP-20 JUN: MON-FRI 0700-1700.                           | -  | 21 SEP-20 JUN: MON-FRI 0700-1700.           |
| 2) | Il tratto BETOT-ABDAB è utilizzabile solo in direzione sud. | 2) | Segment BETOT-ABDAB usable southbound only. |

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UL50</b> (RNP 5)					
▲ BANKO 45°49'12"N 007°03'17"E	For continuation see AIP SWITZERLAND				
	147° / 327° 11.9	FL460 FL195	5		
▲ KUKEV 45°39'10"N 007°12'29"E  Geneva ACC/Milano ACC					
	6.7	FL460 FL195	5		200 ↑
△ ADISO 45°33'33"N 007°17'36"E					
	24.0	FL460 FL195	5		200 ↑
△ TUPUP 45°13'17"N 007°35'52"E					
	21.0	FL460 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)					
	138° / 320° 18.3	FL460 FL195	5	210 ↓	200 ↑
▲ NEDED 44°41'38"N 008°08'26"E					
	23.6	FL460 FL195	5	210 ↓	200 ↑
▲ LAGEN 44°23'39"N 008°29'53"E					
	15.2	FL460 FL195	5	210 ↓	200 ↑
▲ ANAKI 44°12'04"N 008°43'32"E					
	5.2	FL460 FL195	5	210 ↓	200 ↑
▲ IXITO 44°08'05"N 008°48'13"E					
	14.9	FL460 FL195	5	210 ↓	200 ↑
▲ UNITA 43°56'40"N 009°01'30"E					
	11.3	FL460 FL195	5	210 ↓	200 ↑
△ TIDKA 43°48'00"N 009°11'31"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 FL195	5	210 ↓	200 ↑
▲ KONER 43°30'17"N 009°31'48"E Milano ACC/Roma ACC					
	24.6	FL460 FL195	5	210 ↓	200 ↑
△ BAKRO 43°11'17"N 009°53'15"E					
	35.4	FL460 FL195	5	210 ↓	200 ↑
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	149° / 329° 35.2	FL460 FL195	5	210 ↓	200 ↑
△ ROTIR 42°13'09"N 010°47'09"E					
	133° / 314° 35.2	FL460 FL195	5	210 ↓	200 ↑
▲ GISPA 41°48'19"N 011°20'32"E					
	43.2	FL460 FL195	5	210 ↓	200 ↑
▲ KONUT 41°17'34"N 012°01'00"E					
	11.1	FL460 FL195	5	210 ↓	200 ↑
▲ PEPX 41°09'36"N 012°11'19"E					
	32.2	FL460 FL195	5	210 ↓	200 ↑
△ UNIXO 40°46'31"N 012°40'54"E					
	20.1	FL460 FL195	5	210 ↓	200 ↑
△ ENSOT 40°32'00"N 012°59'15"E					
	132° / 312° 20.5	FL460 FL195	5	210 ↓	
△ TAGEL 40°17'52"N 013°18'40"E					
	126° / 308° 70.9	FL460 FL195	5	210 ↓	
▲ DIRED 39°33'51"N 014°30'57"E					
	137.9	FL460 FL285	5	290 ↓	



ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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) 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.	1) 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.
2) Tratto BANKO-TOP: è utilizzabile solo in direzione nord-ovest.	2) Segment TOP-BANKO: usable North-Westbound only.
3) Il tratto TOP-LAGEN deve essere considerato CDR1, a causa della zona LI TSA73bis, da FL360 compreso in su: <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100)</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL esclusi.</li> </ul>	3) Segment TOP-LAGEN to be considered CDR1, due to LI TSA73bis zone, from FL360 included and above: <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100)</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL excluded.</li> </ul>
4) Il tratto ENSOT-MASOT è utilizzabile solo in direzione sud.	4) Segment ENSOT-MASOT usable southbound only.
5) Il tratto ELB-MASOT è utilizzabile purchè sia disponibile il servizio radar.	5) Segment ELB-MASOT usable provided that radar service is available.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UL53</b> (RNP 5)					
△ GARGA 42°16'00"N 016°07'00"E					
	130° / 310° 94.6	FL460 FL195	5	210 ↓	200 ↑
▲ ENOXA 41°12'05"N 017°40'08"E					
	130° / 311° 23.5	FL460 FL195	5		200 ↑
▲ OKIMO 40°56'02"N 018°02'51"E					
	60.0	FL460 FL195	5		200 ↑
▲ 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.<br>2) Il segmento OLGAT-OKIMO non è disponibile durante i periodi di attivazione delle aree LI D25B o LI D25C.<br>3) Rotta utilizzabile purchè sia disponibile il servizio radar.<br>4) Il tratto GARGA-ENOXA non è disponibile ai livelli e durante gli orari di attivazione delle aree LION e SONNY (vedi AIP ENR5 e relativi Notam). | 1) Segment ENOXA-OLGAT usable northbound only.<br>2) Segment OLGAT-OKIMO not available during activation periods of LI D25B or LI D25C zones.<br>3) Route usable provided that radar service is available.<br>4) Segment GARGA-ENOXA not available at levels and during activation periods of LION and SONNY areas (see AIP ENR5 and relevant Notam). |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UL55 (RNP 5)					
▲ RILIP 45°02'33"N 006°18'35"E	For continuation see AIP FRANCE				
	095° / 275° 20.0	FL460 <hr/> FL195	5	210 ↓	
▲ BLONA 45°00'31"N 006°46'38"E					

## NOTE/REMARKS

1) Rotta utilizzabile solo in direzione est.

1) Route usable eastbound only.

2) Rotta gestita da Ginevra ACC e Marsiglia ACC;  
per ulteriori informazioni vedere AIP Svizzera e  
AIP Francia.2) Route under Geneva ACC and Marseille ACC  
jurisdiction: further information on AIP Switzerland  
and AIP France.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UL127</b> (RNP 5)					
▲ MIRSA 42°49'22"N 009°45'00"E  Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	100° / 280° 29.1	FL460 <hr/> FL195	5		200    ↑
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					

NOTE/REMARKS

- 1)    Rotta utilizzabile solo in direzione ovest.
- 1)    Route usable westbound only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UL137</b> (RNP 5)					
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					
	218° / 037° 23.0	FL460 FL195	5	210 ↓	200 ↑
▲ GIMEL 38°27'42"N 016°03'14"E					
	30.1	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ DIVAR 37°46'18"N 015°18'44"E					
	25.0	FL460 FL195	5	210 ↓	200 ↑
▲ NOTRI 37°27'22"N 014°58'10"E					
	216° / 036° 16.6	FL460 FL195	5	210 ↓	200 ↑
▲ ROMSU 37°14'15"N 014°45'20"E					
	28.4	FL460 FL195	5	210 ↓	200 ↑
▲ NELDA 36°51'46"N 014°23'34"E  Roma ACC/Malta ACC					For continuation see AIP MALTA

## NOTE/REMARKS

1) Il tratto GIMEL-NELDA deve essere considerato CDR1, a causa delle zone LI TSA505, LI TSA506, LI TSA507 e LI TSA508, da FL360 compreso in su:

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

1) Segment GIMEL-NELDA to be considered CDR1, due to LI TSA505, LI TSA506, LI TSA507 and LI TSA508 zones, from FL360 included and above:

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

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UL146</b> (RNP 5)					
▲ MOULE 42°37'17"N 009°45'00"E  Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	076° / 256° 29.3	FL460 _____ FL195	5	210 ↓	
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	092° / 272° 11.0	FL460 _____ FL195	5	210 ↓	200 ↑
▲ ELKAP 42°43'16"N 010°38'39"E					
	16.9	FL460 _____ FL195	5	210 ↓	200 ↑
△ ROSKI 42°42'19"N 011°01'31"E					

## NOTE/REMARKS

1) Il segmento MOULE-ELB utilizzabile solo in direzione est.

1) Segment MOULE-ELB usable eastbound only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UL153</b> (RNP 5)					
▲ PUNSA 46°04'43"N 008°01'33"E  Geneva ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	121° / 301° 17.1	FL460 FL195	5		200 ↑
▲ ARLES 45°55'46"N 008°22'30"E					
	10.6	FL460 FL195	5		200 ↑
▲ IXORA 45°50'12"N 008°35'20"E					
	21.5	FL460 FL195	5		200 ↑
▲ 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	FL460 FL195	5	210 ↓	
△ ROBAS 45°11'37"N 009°43'34"E					
	32.9	FL460 FL195	5	210 ↓	
▲ OSBUL 44°49'20"N 010°17'36"E					
	175° / 355° 39.5	FL460 FL195	5	210 ↓	200 ↑
▲ BEROK 44°09'56"N 010°21'06"E					
	14.4	FL460 FL195	5	210 ↓	
▲ OLKIS 43°55'33"N 010°22'13"E  Milano ACC/Roma ACC					
	15.0	FL460 FL195	5	210 ↓	
▲ PISA DVOR/DME 'PIS' 43°40'36"N 010°23'30"E					
	153° / 333° 26.3	FL460 FL245	5	250 ↓	
▲ MAREL 43°16'55"N 010°39'05"E					
	152° / 332° 32.6	FL460 FL245	5	250 ↓	

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 _____ 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.<br><br>2) I tratti SRN-OSBUL e BEROK-ROSKI sono utilizzabili solo in direzione sud.<br><br>3) Il tratto SRN-BEROK deve essere considerato CDR1, a causa della zona LI TSA73, da FL360 compreso in su:<br>- MON-FRI 0500-2200 (0400-2100)<br>- SAT 0500-1300 (0400-1200)<br>- HOL esclusi.<br><br>4) Il segmento PIS-MAREL deve essere considerato CDR3. | 1) Segment PUNSA-SRN usable northbound only.<br><br>2) Segments SRN-OSBUL and BEROK-ROSKI usable southbound only.<br><br>3) Segment SRN-BEROK to be considered CDR1, due to LI TSA73 zone, from FL360 included and above:<br>- MON-FRI 0500-2200 (0400-2100)<br>- SAT 0500-1300 (0400-1200)<br>- HOL esclusi.<br><br>4) Segment PIS-MAREL to be considered CDR3. |
|---|--|

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UL607 (RNP 5)					
▲ LIZUM 47°06'54"N 011°45'22"E	For continuation see AIP AUSTRIA				
	114° / 295° 74.6				
▲ VEKEN 46°33'49"N 013°22'46"E  Wien ACC/Ljubljana ACC					
	142° / 322° 10.9	FL460  FL195	5	210     ↓	
▲ URAVA 46°24'58"N 013°31'56"E					
	13.2				
▲ PESUT 46°14'15"N 013°42'58"E	For continuation see AIP SLOVENIA				

## NOTE/REMARKS

- |   |  |
|---|--|
| 1) Rotta utilizzabile solo in direzione sud/est.  | 1) Route usable south-eastbound only.  |
| 2) Nel tratto LIZUM-VEKEN i servizi ATS sono forniti da Wien ACC.   | 2) In the segment LIZUM-VEKEN ATS Services provided by Wien ACC.                                     |
| 3) I voli che utilizzano il segmento di rotta VEKEN-PESUT indirizzeranno il messaggio di piano di volo anche a LIPWYWYX | 3) Flights using route segment VEKEN-PESUT shall address their Flight Plan message also to LIPWYWYX. |
| 4) Nel tratto VEKEN-PESUT i servizi ATS sono forniti da Ljubljana ACC.  | 4) In the segment VEKEN-PESUT ATS Services provided by Ljubljana ACC.                                |

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UL611</b> (RNP 5)					
▲ SUXAN 46°33'44"N 010°28'45"E Zurich ACC/Padova ACC					
	124° / 306° 131.1	FL460 _____ FL295	5		300 ↑
▲ ROTAR 45°15'46"N 012°59'44"E Padova ACC/Zagreb ACC	For continuation see AIP CROATIA				

## NOTE/REMARKS

- |   |   |
|---|---|
| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) La rotta deve essere considerata CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100)</li> <li>- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.</li> </ul> <p>3) La rotta deve essere considerata CDR1, a causa delle zone LI R49E, LI R49F e LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale) ;</li> <li>- SAT 0500-1300 (0400-1200) da FL320 compreso in su;</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable northbound only.</p> <p>2) Route to be considered CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100)</li> <li>- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.</li> </ul> <p>3) Route to be considered CDR1, due to LI R49E, LI R49F and LI TSA78 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter period only);</li> <li>- SAT 0500-1300 (0400-1200) from FL320 included and above;</li> <li>- HOL excluded.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UL612 (RNP 5)					
▲ BIBAN 45°55'32"N 007°27'03"E  Geneva ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	103° / 284° 12.9	FL460 ————— FL255	5	270 ↓	
△ GARLO 45°52'28"N 007°45'01"E					
	17.6	FL460 ————— FL255	5	270 ↓	
▲ INVOP 45°48'10"N 008°09'23"E					
	37.6	FL460 ————— 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° / 302° 24.2	FL460 ————— FL195	5	210 ↓	
▲ ALBET 45°25'36"N 011°30'33"E					
	39.1	FL460 ————— FL195	5	210 ↓	
▲ 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	FL460 ————— FL195	5	210 ↓	200 ↑
△ ARDAM 44°47'52"N 012°30'21"E					
	17.7	FL460 ————— FL195	5	210 ↓	200 ↑
▲ BELOV 44°32'33"N 012°42'48"E					
	14.1	FL460 ————— FL195	5	210 ↓	200 ↑
▲ AMLON 44°20'21"N 012°52'35"E					
	26.4	FL460 ————— FL195	5	210 ↓	200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 FL195	5	210 ↓	200 ↑
▲ ANCONA VOR/DME 'ANC' 43°35'11"N 013°28'16"E (ANCONA NDB 'ANC') (43°35'12"N 013°28'20"E)					
	128° / 310° 16.0	FL460 FL195	5	210 ↓	200 ↑
▲ MASEG 43°24'46"N 013°44'58"E					
	23.2	FL460 FL195	5	210 ↓	200 ↑
▲ NUTRO 43°09'36"N 014°08'57"E Padova ACC/Brindisi ACC					
	43.8	FL460 FL195	5	210 ↓	200 ↑
△ ARSOB 42°40'45"N 014°53'46"E					
	18.2	FL460 FL195	5	210 ↓	200 ↑
▲ ERPOG 42°28'42"N 015°12'09"E					
	16.0	FL460 FL195	5	210 ↓	200 ↑
△ RUPAX 42°18'03"N 015°28'18"E					
	34.7	FL460 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)					
	128° / 309° 48.6	FL460 FL195	5	210 ↓	200 ↑
▲ UVOKA 41°22'47"N 016°51'49"E					
	69.3	FL460 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)					
	133° / 314° 66.1	FL460 FL195	5	210 ↓	200 ↑
▲ 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 nel tratto BIBAN-SRN e ADOSA-CHI.</p> <p>2) Il tratto ALBET-ANC deve essere considerato CDR1, a causa della zona LI TSA78, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200 (0400-2100);</li> <li>- SAT: 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il tratto CHI-ANC deve essere considerato CDR1, a causa della zona LI R21-A, fino a FL240 compreso:</p> <ul style="list-style-type: none"> <li>- MON, WED: 0700-2200 (0600-2100);</li> <li>- TUE, THU: 0700-1700 (0600-1600);</li> <li>- FRI: 0700-1300 (0600-1200).</li> </ul> <p>4) Il segmento ADOSA-ALBET e' navigabile solo in presenza di servizio radar.</p> <p>5) Il segmento BRD-NOSTO deve essere considerato CDR2 fino a FL240 compreso, a causa della zona LI R406B:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200 (0400-2100);</li> <li>- SAT: 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable eastbound only in the segment BIBAN-SRN e ADOSA-CHI.</p> <p>2) Segment ALBET-ANC to be considered CDR1, due to LI TSA78 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200 (0400-2100);</li> <li>- SAT: 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment CHI-ANC to be considered CDR1 up to FL240 included due to LI R21 (sector A) zone.</p> <ul style="list-style-type: none"> <li>- MON, WED: 0700-2200 (0600-2100);</li> <li>- TUE, THU: 0700-1700 (0600-1600);</li> <li>- FRI: 0700-1300 (0600-1200).</li> </ul> <p>4) Segment ADOSA-ALBET to be flown only provided that radar service is available.</p> <p>5) Segment BRD-NOSTO to be considered CDR2 up to FL240 included, due to LI R406B zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200 (0400-2100);</li> <li>- SAT: 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UL613</b> (RNP 5)					
▲ SUXAN 46°33'44"N 010°28'45"E  Zurich ACC/Padova ACC	For continuation see AIP SWITZERLAND				
	136° / 317° 36.2	FL460 FL195	5		200 ↑
▲ DIBAX 46°06'59"N 011°03'51"E					
	6.4	FL460 FL195	5		200 ↑
▲ BORMI 46°02'10"N 011°10'00"E					
	32.1	FL460 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)					
	116° / 296° 14.0	FL460 FL225	5		240 ↑
△ LAPAB 45°31'46"N 011°58'18"E					
	25.2	FL460 FL225	5	230 ↓	240 ↑
▲ AKADO 45°20'00"N 012°30'00"E					
	144° / 325° 22.9	FL460 FL255	5	270 ↓	260 ↑
△ AGOMO 45°01'01"N 012°48'07"E					
	65.6	FL460 FL255	5	270 ↓	260 ↑
△ BUSER 44°06'24"N 013°38'56"E					
	38.4	FL460 FL255	5	270 ↓	260 ↑
▲ LSKO 43°34'17"N 014°07'56"E					
	129° / 310° 20.9	FL460 FL195	5	210 ↓	200 ↑
▲ DIPEP 43°20'30"N 014°29'31"E  Padova ACC/Brindisi ACC					
	75.8	FL460 FL195	5	210 ↓	200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 FL195	5	210 ↓	200 ↑
△ GARGA 42°16'00"N 016°07'00"E					
	118° / 299° 75.6	FL460 FL195	5		200 ↑
△ LUMAR 41°37'07"N 017°33'50"E					
	43.9	FL460 FL195	5		200 ↑
△ GONOT 41°14'00"N 018°23'30"E					
	126° / 306° 32.6	FL460 FL195	5		200 ↑
▲ 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) Rotta utilizzabile solo in direzione nord nei tratti PAPIZ-GARGA e LAPAB-SUXAN.</p> <p>2) Il tratto LISKO-VIC deve essere considerato CDR1, a causa della zona LI TSA78, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il tratto LISKO-AGOMO deve essere considerato CDR3, a causa dell' area SPEEDY:</p> <p>a) fino a FL250 compreso:</p> <ul style="list-style-type: none"> <li>- MON-THU: 0000-0730 (0000-0600), 1030-1700 (0900-1800) e 2000-2400 (2100-2400);</li> <li>- FRI 0000-0730 (0000-0600) e 1030-1500 (0900-1500).</li> </ul> <p>b) fino a FL280 compreso:</p> <ul style="list-style-type: none"> <li>- MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100);</li> <li>- FRI 0730-1030 (0600-0900).</li> </ul> <p>4) Il tratto LUMAR-DIPEP 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) Route usable northbound only in the segments PAPIZ-GARGA and LAPAB-SUXAN.</p> <p>2) Segment LISKO-VIC to be considered CDR1, due to LI TSA78, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment LISKO-AGOMO to be considered CDR3 due to SPEEDY area:</p> <p>a) up to FL250 included:</p> <ul style="list-style-type: none"> <li>- MON-THU: 0000-0730 (0000-0600), 1030-1700 (0900-1800) and 2000-2400 (2100-2400);</li> <li>- FRI 0000-0730 (0000-0600) and 1030-1500 (0900-1500).</li> </ul> <p>b) up to FL280 included:</p> <ul style="list-style-type: none"> <li>- MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100);</li> <li>- FRI 0730-1030 (0600-0900).</li> </ul> <p>4) Segment LUMAR-DIPEP not available at levels and during activation periods of LION and SONNY areas (see AIP ENR5 and relevant Notam).</p> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UL614</b> (RNP 5)					
▲ OSTE 45°10'43"N 011°08'20"E					
	092° / 272° 21.4	FL460 FL195	5	210 ↓	200 ↑
▲ KOPER 45°09'14"N 011°38'29"E					
	098° / 279° 27.6	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	
△ AGOMO 45°01'01"N 012°48'07"E					
	12.5	FL460 FL195	5	210 ↓	
▲ LABIN 44°59'09"N 013°05'29"E Padova ACC/Zagreb ACC					For continuation see AIP CROATIA

## NOTE/REMARKS

- |  |   |
|--|---|
| <p>1) Il tratto CHI-LABIN è utilizzabile solo in direzione est.</p> <p>2) La rotta deve essere considerata CDR1 da FL360 compreso in su durante gli orari di attivazione delle zone LI TSA73 e/o LI TSA78.</p> | <p>1) Segment CHI-LABIN usable eastbound only.</p> <p>2) Route to be considered CDR1 from FL360 included and above during activation periods of LI TSA73 and/or LI TSA78 zones.</p> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UL615</b> (RNP 5)					
▲ AOSTA 45°47'47"N 007°20'45"E					
	096° / 276° 4.8	FL460 FL195	5		200 ↑
▲ TERSI 45°47'13"N 007°27'35"E Geneva ACC/Milano ACC					
	096° / 277° 24.7	FL460 FL195	5		200 ↑
▲ OMETO 45°44'12"N 008°02'34"E					
	41.5	FL460 FL195	5		200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ DESIP 45°38'45"N 009°07'33"E					
	088° / 269° 27.1	FL460 FL195	5	210 ↓	200 ↑
▲ LEGLO 45°39'01"N 009°46'10"E					
	089° / 269° 14.6	FL460 FL195	5	210 ↓	200 ↑
▲ OSKOR 45°38'57"N 010°07'00"E					
	12.9	FL460 FL195	5	210 ↓	200 ↑
▲ NEVNI 45°38'54"N 010°25'21"E					
	8.6	FL460 FL195	5	210 ↓	200 ↑
▲ ELTAR 45°38'51"N 010°37'40"E Milano ACC/Padova ACC					
	8.1	FL460 FL195	5	210 ↓	200 ↑
▲ IDREK 45°38'46"N 010°49'10"E					
	8.7	FL460 FL195	5	210 ↓	200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ ADOSA 45°38'40"N 011°01'35"E					
	089° / 271° 14.7	FL460 FL195	5	210 ↓	200 ↑
△ IBUGO 45°38'28"N 011°22'36"E					
	091° / 269° 4.0	FL460 FL195	5	210 ↓	200 ↑
△ VADIK 45°38'24"N 011°28'17"E					
	090° / 270° 8.6	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL225	5		240 ↑
△ LAPAB 45°31'46"N 011°58'18"E					
	25.2	FL460 FL225	5	230 ↓	240 ↑
▲ AKADO 45°20'00"N 012°30'00"E					
	102° / 282° 12.6	FL460 FL195	5		200 ↑
▲ TULIK 45°17'02"N 012°47'21"E					
	096° / 276° 8.8	FL460 FL195	5		200 ↑
▲ 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.
- 2) Il tratto VIC-ROTAR deve essere considerato CDR1 a causa della zona LI TSA78, da FL360 compreso in su:
  - MON-FRI 0500-2200 (0400-2100);
  - SAT 0500-1300 (0400-1200);
  - HOL esclusi.

- 1) Segments AOSTA-SRN, VIC-LAPAB and AKADO-ROTAR usable westbound only.
- 2) Segment VIC-ROTAR to be considered CDR1 due to LI TSA78 zone, from FL360 included and above:
  - MON-FRI 0500-2200 (0400-2100);
  - SAT 0500-1300 (0400-1200);
  - HOL excluded.

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UL862</b> (RNP 5)					
▲ AIOSA 41°55'42"N 017°14'54"E  Zagreb ACC/Brindisi ACC	For continuation see AIP CROATIA				
	154° / 334° 47.5	FL460 FL195	5	210 ↓	200 ↑
▲ ENOXA 41°12'05"N 017°40'08"E					
	38.5	FL460 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)					
	150° / 330° 77.0	FL460 FL195	5	210 ↓	200 ↑
△ LUPAL 39°28'11"N 018°46'10"E					

## NOTE/REMARKS

- 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).
- 2) Il tratto BRD-LUPAL deve essere considerato:
- CDR2 fino a FL 250 compreso, a causa delle zone LI R406B e LI R408B:
    - MON-FRI: 0500-2200 (0400-2100);
    - SAT 0500-1300 (0400-1200);
    - HOL esclusi.
  - CDR1 da FL 260 compreso in su, a causa delle zone LI TRA416, LI TRA418, LI TSA422A e LI TSA422B:
    - MON-FRI 0500-2200 (0400-2100);
    - HOL esclusi.
  - CDR1 da FL 260 compreso a FL 310 compreso, a causa delle zone LI TRA416 e LI TRA418:
    - SAT 0500-1300 (0400-1200);
    - HOL esclusi.

## Rotta alternata:

- UL612-NOSTO (Southbound);
- TIGRA-UL995 (Northbound).

- 1) Segment AIOSA-ENOXA not available at levels and during activation periods of LION area (see AIP ENR5 and relevant Notam).

- 2) Segment BRD-LUPAL to be considered:

- CDR2 up to FL250 included, due to LI R406B and LI R408B zones:
  - MON-FRI: 0500-2200 (0400-2100);
  - SAT 0500-1300 (0400-1200);
  - HOL excluded.
- CDR1 from FL 260 included and above, due to LI TRA416, LI TRA418, LI TSA422A e LI TSA422B zones:
  - MON-FRI 0500-2200 (0400-2100);
  - HOL excluded.
- CDR1 from FL 260 included and FL 310 included, due to LI TRA416 and LI TRA418 zones:
  - SAT 0500-1300 (0400-1200);
  - HOL excluded.

## Alternate route:

- UL612-NOSTO (Southbound);
- TIGRA-UL995 (Northbound).

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UL865</b> (RNP 5)					
▲ NIKOL 44°13'19"N 013°41'10"E  Zagreb ACC/Padova ACC	For continuation see AIP CROATIA				
	191° / 011° 7.1	FL460 FL245	5		260 ↑
△ BUSER 44°06'24"N 013°38'56"E					
	192° / 012° 32.2	FL460 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	FL460 FL195	5	210 ↓	200 ↑
▲ ERLIT 43°23'01"N 013°10'02"E					
	225° / 045° 7.8	FL460 FL195	5	210 ↓	200 ↑
△ ERDON 43°17'42"N 013°02'12"E					
	225° / 047° 7.8	FL460 FL195	5	210 ↓	200 ↑
▲ GOTMO 43°12'26"N 012°54'23"E  Padova ACC/Roma ACC					
	227° / 045° 13.7	FL460 FL195	5	210 ↓	200 ↑
▲ KATAR 43°03'06"N 012°40'40"E					
	225° / 045° 22.1	FL460 FL195	5	210 ↓	200 ↑
▲ GITOD 42°48'01"N 012°18'39"E					
	225° / 047° 8.9	FL460 FL195	5	210 ↓	200 ↑
▲ RITEB 42°41'55"N 012°09'49"E					
	227° / 045° 7.0	FL460 FL195	5	210 ↓	200 ↑
▲ GIKIN 42°37'06"N 012°02'55"E					
	209° / 028° 28.0	FL460 FL195	5	210 ↓	200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
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	FL460 — FL195	5	210 ↓	200 ↑
▲ VALMA 41°34'38"N 011°25'17"E					
	171° / 351° 72.1	FL460 — FL195	5	210 ↓	200 ↑
△ 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 NIKOL-ANC deve essere considerato:</p> <p>a) CDR1 a causa della zona LI TSA78, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>b) CDR3 a causa dell' area SPEEDY fino a FL280 compreso:</p> <ul style="list-style-type: none"> <li>- MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100)</li> <li>- FRI 0730-1030 (0600-0900)</li> </ul> <p>3) Il tratto ANC-GITOD deve essere considerato, CDR3, a causa della zona LI R48, fino a FL240 compreso:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>4) Il tratto ANC-KATAR deve essere considerato, CDR1, a causa della zona LI TSA74 (zona A), da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>5) Il tratto KATAR-GIKIN deve essere considerato, CDR1, a causa delle zone LI R51 (settore A) e LI TSA74 (zona A), da FL250 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Segment NIKOL-ANC usable northbound only.</p> <p>2) Segment NIKOL-ANC to be considered:</p> <p>a) CDR1 due to LI TSA78 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>b) CDR3 due to SPEEDY area up to FL280 included:</p> <ul style="list-style-type: none"> <li>- MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100)</li> <li>- FRI 0730-1030 (0600-0900)</li> </ul> <p>3) Segment ANC-GITOD to be considered CDR3, due to LI R48 zone, up to FL240 included:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>4) Segment ANC-KATAR to be considered CDR1, due to LI TSA74 (A zone), from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>5) Segment KATAR-GIKIN to be considered CDR1, due to LI R51 (A sector) and LI TSA74 (A zone) zones, from FL250 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UL869</b> (RNP 5)					
▲ LATAN 39°17'36"N 019°00'00"E  Athinai ACC/Brindisi ACC	For continuation see AIP GREECE				
	257° / 076° 56.8	FL460 FL195	5	200 ↓	210 ↑
▲ GEMVI 39°06'46"N 017°48'19"E					
	34.5	FL460 FL195	5	200 ↓	210 ↑
▲ CROTONE VOR/DME 'CRN' 38°59'46"N 017°04'59"E					
	244° / 064° 17.0	FL460 FL195	5	200 ↓	210 ↑
▲ VADES 38°53'03"N 016°44'54"E  Brindisi ACC/Roma ACC					
	19.4	FL460 FL195	5	200 ↓	210 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					
	253° / 071° 26.7	FL460 FL195	5	210 ↓	200 ↑
▲ PEROS 38°38'15"N 015°49'13"E					
	20.2	FL460 FL195	5	210 ↓	200 ↑
▲ PIGER 38°32'55"N 015°24'22"E					
	15.9	FL460 FL195	5	210 ↓	200 ↑
△ BUDIN 38°28'35"N 015°04'48"E					
	30.7	FL460 FL195	5	210 ↓	200 ↑
▲ PELEN 38°20'05"N 014°27'14"E					
	63.0	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 _____ FL195	5	210 ↓	200 ↑
▲ LOPKO 37°39'58"N 012°10'49"E					
	11.6	FL460 _____ FL195	5	210 ↓	200 ↑
▲ MEGAN 37°32'17"N 011°59'46"E					
	31.6	FL460 _____ FL195	5	210 ↓	200 ↑
▲ TUPAL 37°11'21"N 011°30'00"E  Roma ACC/Tunis ACC	For continuation see AIP TUNISIA				

## NOTE/REMARKS

- 1) Il tratto PEROS-PELEN deve essere considerato CDR1, a causa delle zone LI TSA505 e LI TSA506, da FL360 compreso in su:

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

- 2) Il tratto PELEN-PAL deve essere considerato CDR1, a causa delle zone LI R501, LI R504A, LI R504B, LI TSA505 e LI TSA508:

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

Rotta alternata:

- UQ152-UM742

- 3) Il tratto PAL-MEGAN 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.

- 1) Segment PEROS-PELEN to be considered CDR1, due to LI TSA505 and LI TSA506 zones, from FL360 included and above:

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

- 2) Segment PELEN-PAL to be considered CDR1, due to LI R501, LI R504A, LI R504B, LI TSA505 and LI TSA508 zones:

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

Alternate route:

- UQ152-UM742

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

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

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UL978</b> (RNP 5)					
▲ GOPAT 41°20'00"N 008°26'38"E  Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	191° / 011° 43.3	FL460 <hr/> FL195	5		200 ↑
▲ 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.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UL995 (RNP 5)					
▲ CANNE 46°10'00"N 008°52'52"E  Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	143° / 323° 13.5	FL460 FL195	5		200 ↑
△ PEPAG 45°59'02"N 009°04'17"E					
	31.4	FL460 FL195	5		200 ↑
▲ TREZZO TVOR/DME 'TZO' 45°33'33"N 009°30'26"E  (TREZZO NDB 'TZO') (45°33'30"N 009°30'34"E)					
	142° / 322° 40.3	FL460 FL195	5		200 ↑
▲ MISPO 45°01'26"N 010°04'50"E					
	15.1	FL460 FL195	5	210 ↓	200 ↑
▲ OSBUL 44°49'20"N 010°17'36"E					
	146° / 325° 7.4	FL460 FL195	5	210 ↓	200 ↑
▲ IVLOX 44°43'10"N 010°23'13"E					
	145° / 326° 6.9	FL460 FL195	5	210 ↓	200 ↑
▲ RIPDU 44°37'21"N 010°28'30"E					
	146° / 326° 8.4	FL460 FL195	5	210 ↓	200 ↑
▲ LUPOS 44°30'17"N 010°34'53"E					
	146° / 328° 18.2	FL460 FL195	5	210 ↓	200 ↑
▲ IPLUB 44°14'54"N 010°48'32"E  Milano ACC / Roma ACC					
	148° / 326° 15.7	FL460 FL195	5	210 ↓	200 ↑
▲ FIRENZE VORTAC 'FRZ' 44°01'38"N 011°00'12"E					
	150° / 330° 32.5	FL460 FL195	5	210 ↓	200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ KUGIX 43°33'08"N 011°21'44"E					
	5.1	FL460 FL195	5	210 ↓	200 ↑
▲ IBRID 43°28'40"N 011°25'03"E					
	17.6	FL460 FL195	5	210 ↓	200 ↑
▲ AMTEL 43°13'13"N 011°36'31"E					
	26.3	FL460 FL195	5	210 ↓	200 ↑
△ SOVAN 42°50'05"N 011°53'30"E					
	14.7	FL460 FL195	5	210 ↓	200 ↑
▲ GIKIN 42°37'06"N 012°02'55"E					
	130° / 311° 33.0	FL460 FL195	5	210 ↓	200 ↑
▲ TIBER 42°14'56"N 012°35'56"E					
	131° / 311° 19.4	FL460 FL195	5	210 ↓	200 ↑
▲ PEMAR 42°01'47"N 012°55'10"E					
	10.7	FL460 FL195	5	210 ↓	200 ↑
▲ OKDEB 41°54'34"N 013°05'41"E					
	7.8	FL460 FL195	5	210 ↓	200 ↑
△ INSOX 41°49'18"N 013°13'20"E					
	7.7	FL460 FL195	5	210 ↓	200 ↑
▲ ALAXI 41°44'05"N 013°20'52"E					
	38.5	FL460 FL195	5	210 ↓	200 ↑
▲ TEANO VOR/DME 'TEA' 41°17'48"N 013°58'14"E (TEANO NDB 'TEA') (41°17'45"N 013°58'18"E)					
	099° / 280° 31.5	FL460 FL195	5	210 ↓	200 ↑
▲ AKAMO 41°11'27"N 014°39'12"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	10.0	FL460 FL195	5	210 ↓	200 ↑
▲ AMSOR 41°09'26"N 014°52'09"E					
	100° / 280° 14.0	FL460 FL195	5	210 ↓	200 ↑
▲ EKTOL 41°06'28"N 015°10'17"E Roma ACC/Brindisi ACC					
	24.7	FL460 FL195	5	210 ↓	200 ↑
▲ DOGUS 41°01'12"N 015°42'12"E					
	18.8	FL460 FL195	5	210 ↓	200 ↑
▲ TOPNO 40°57'06"N 016°06'28"E					
	100° / 281° 35.6	FL460 FL195	5	210 ↓	200 ↑
▲ LUXIL 40°49'09"N 016°52'15"E					
	101° / 281° 28.1	FL460 FL195	5	210 ↓	200 ↑
▲ ROBOT 40°42'35"N 017°28'10"E					
	25.1	FL460 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)					
	123° / 304° 56.5	FL460 FL195	5	210 ↓	200 ↑
▲ TIGRA 40°03'24"N 019°00'00"E Brindisi ACC/Athinai ACC					
				For continuation see AIP GREECE	

## NOTE/REMARKS

- |  |  |
|--|--|
| <p>1) Il tratto CANNE-MISPO è utilizzabile solo in direzione nord.</p> <p>2) Il tratto TZO-FRZ deve essere considerato CDR1 da FL360 compreso in su, a causa della zona LI TSA73:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Segment CANNE-MISPO usable northbound only .</p> <p>2) Segment TZO-FRZ to be considered CDR1 from FL360 included and above, due to LI TSA 73 zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM126</b> (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	FL460 FL195	5	210 ↓	200 ↑
▲ TORLI 41°35'48"N 012°01'06"E					
	16.2	FL460 FL195	5	210 ↓	200 ↑
▲ ESINO 41°23'05"N 011°47'41"E					
	42.3	FL460 FL195	5	210 ↓	200 ↑
▲ ROXAN 40°49'47"N 011°13'02"E					
	50.4	FL460 FL195	5	210 ↓	200 ↑
▲ QUENN 40°09'54"N 010°32'37"E					
	41.8	FL460 FL195	5	210 ↓	200 ↑
▲ ALEDI 39°36'37"N 009°59'38"E					
	24.5	FL460 FL195	5	210 ↓	200 ↑
▲ LEDRO 39°17'03"N 009°40'33"E					
	13.0	FL460 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)					
	219° / 039° 45.6	FL460 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 tratto ROXAN-CAR deve essere considerato:

a) CDR1:

- MON-FRI 0500-0659, 1701-2200;
- 21 JUN-20 SEP: MON-FRI 0700-1700 da FL250 compreso in su.

1) Segment ROXAN-CAR to be considered:

a) CDR1:

- MON-FRI 0500-0659, 1701-2200;
- 21 JUN-20 SEP: MON-FRI 0700-1700 from FL250 included and above.

## NOTE/REMARKS

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|---|--|
| <p>Rotta alternata:</p> <ul style="list-style-type: none"><li>- UM603-UQ125-UM732.</li></ul> <p>b) CDR3:</p> <ul style="list-style-type: none"><li>- 21 SEP-20 JUN: MON-FRI 0700-1700;</li><li>- 21 JUN-20 SEP, MON-FRI 0700-1700 fino a FL 240 compreso.</li></ul> <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> | <p>Alternate route:</p> <ul style="list-style-type: none"><li>- UM603-UQ125-UM732.</li></ul> <p>b) CDR3:</p> <ul style="list-style-type: none"><li>- 21 SEP-20 JUN: MON-FRI 0700-1700;</li><li>- 21 JUN-20 SEP: MON-FRI 0700-1700 up to FL240 included.</li></ul> <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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UM135 (RNP 5)					
▲ MOBLO 45°48'35"N 006°43'22"E	For continuation see AIP SWITZERLAND				
	137° / 317° 22.8	FL460 <hr/> FL195	5	210 ↓	
▲ LURAG 45°31'40"N 007°05'20"E  Geneva ACC/Milano ACC					
	18.9	FL460 <hr/> FL195	5	210 ↓	
▲ VEROB 45°17'44"N 007°23'22"E					
	29.9	FL460 <hr/> 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)					

## NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UM167 (RNP 5)					
▲ ROTAR 45°15'46"N 012°59'44"E  Zagreb ACC/Padova ACC	For continuation see AIP CROATIA				
	247° / 067° 3.5	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ LILEE 45°14'30"N 012°55'06"E					
	248° / 068° 19.2	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ BASOG 45°07'57"N 012°29'36"E					
	246° / 066° 9.7	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ 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	FL460 <hr/> FL195	5	210 ↓	200 ↑
△ GOREP 44°55'06"N 012°05'59"E					
	218° / 038° 28.6	FL460 <hr/> FL195	5	210 ↓	200 ↑
△ SUKOM 44°33'09"N 011°40'11"E					
	221° / 042° 24.8	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ OTNUN 44°14'49"N 011°16'48"E  Padova ACC / Roma ACC					
	222° / 041° 17.8	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ FIRENZE VORTAC 'FRZ' 44°01'38"N 011°00'12"E					

## NOTE/REMARKS

1) I tratti ROTAR-GOREP e SUKOM-FRZ devono essere considerati CDR1, a causa delle zone LI TSA73 e LI TSA78, da FL360 compreso in su:

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

2) Il segmento GOREP-SUKOM deve essere considerato CDR1, a causa delle zone LI R26, LI TSA73 e LI TSA78, da FL240 compreso in su:

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

1) Segments ROTAR-GOREP and SUKOM-FRZ to be considered CDR1, due to LI TSA73 and LI TSA78 zones, from FL360 included and above:

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

2) Segment GOREP-SUKOM to be considered CDR1, due to LI R26, LI TSA73 and LI TSA78 zones, from FL240 included and above:

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

## NOTE/REMARKS

- HOL esclusi.

Rotte alternate:

- UM726-UM859 (northbound);
- UM859-UQ58 (southbound).

- 3) 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.

- HOL excluded.

Alternate routes:

- UM726-UM859 (northbound);
- UM859-UQ58 (southbound).

- 3) 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.

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM169</b> (RNP 5)					
▲ ATRUP 42°20'56"N 013°35'44"E Roma ACC/Brindisi ACC					
	077° / 257° 26.7	FL460 FL195	5	210 ↓	
▲ PESCARA VOR/DME 'PES' 42°26'09"N 014°11'03"E					
	084° / 265° 6.6	FL460 FL195	5	210 ↓	200 ↑
▲ ESODU 42°26'34"N 014°19'53"E					
	38.7	FL460 FL195	5	210 ↓	200 ↑
▲ ERPOG 42°28'42"N 015°12'09"E					
	25.4	FL460 FL195	5	210 ↓	200 ↑
△ RIVAM 42°29'57"N 015°46'22"E					
	12.3	FL460 FL195	5	210 ↓	200 ↑
▲ KATTI 42°30'28"N 016°02'56"E Brindisi ACC/Zagreb ACC					
					For continuation see AIP CROATIA

NOTE/REMARKS	
1) 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)	1) Segment ERPOG-KATTI not available at levels and during activation periods of SONNY and/or LION areas (see AIP ENR5 and relevant Notam)
2) Il tratto ATRUP-PES deve essere considerato CDR1 da FL240 compreso in su, a causa delle zone LI R51/B e LI TSA74-A: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi.	2) Segment ATRUP-PES to be considered CDR1 from FL240 included and above, due to LI R51/B and LI TSA74-A zones: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded.
3) Il tratto PES-ERPOG deve essere considerato CDR1 da FL360 compreso in su, a causa della zona LI TSA74-A: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi.	3) Segment PES-ERPOG to be considered CDR1 from FL360 included and above, due to LI TSA74-A zone: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded.
4) Il segmento ATRUP-PES è utilizzabile solo in direzione est.	4) Segment ATRUP-PES usable eastbound only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UM196</b> (RNP 5)					
▲ RIFEN 45°51'04"N 013°35'23"E  Ljubljana ACC/Padova ACC	For continuation see AIP SLOVENIA				
	225° / 044° 33.9	FL460 _____ FL195	5	210 ↓	
△ BADOP 45°27'44"N 013°00'15"E					
	248° / 068° 22.7	FL460 _____ FL245	5	250 ↓	
▲ AKADO 45°20'00"N 012°30'00"E					
	252° / 072° 38.0	FL460 _____ FL195	5	210 ↓	
▲ KOPER 45°09'14"N 011°38'29"E					
	250° / 071° 44.6	FL460 _____ FL245	5	250 ↓	
▲ IBTOK 44°54'43"N 010°38'59"E  Padova ACC/Milano ACC					
	251° / 069° 16.1	FL460 _____ FL245	5	250 ↓	
▲ OSBUL 44°49'20"N 010°17'36"E					
	251° / 070° 81.1	FL460 _____ FL245	5	250 ↓	
▲ LAGEN 44°23'39"N 008°29'53"E					

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) La rotta deve essere considerata CDR1 da FL360 compreso in su a causa delle zone LI TSA73, LI TSA73bis e LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il tratto KOPER-OSBUL deve essere considerato CDR1 da FL250 compreso fino a FL350 compreso a causa della zona LI R68:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:<br/>-UL12-UM859.</p> | <p>1) Route usable southbound only.</p> <p>2) Route to be considered CDR1 from FL360 included and above due to LI TSA73, LI TSA73bis and LI TSA78 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment KOPER-OSBUL to be considered CDR1 from FL250 included up to FL350 included due to LI R68 zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:<br/>-UL12-UM859.</p> |
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## NOTE/REMARKS

4) In caso di indisponibilità della rotta M-UM196 (tratto AKADO-IBTOK), durante i periodi di attivazione delle zone LI R68 e LI R103, la rotta Z-UZ388 (tratto CHI-EKPAL) è utilizzabile in direzione ovest su base tattica.

4) When route M-UM196 (segment AKADO-IBTOK) is not available, during activation periods of LI R68 and LI R103 zones, route Z-UZ388 (segment CHI-EKPAL) is usable westbound on tactical basis.

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UM198</b> (RNP 5)					
▲ TONDA 45°06'33"N 008°13'47"E					
	158° / 338° 58.5	FL460 FL245	5		260 ↑
▲ ANAKI 44°12'04"N 008°43'32"E					
	167° / 347° 49.8	FL460 FL245	5		260 ↑
▲ TORTU 43°23'18"N 008°57'30"E  Milano ACC/Marseille ACC		For continuation see AIP FRANCE			

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) Nel tratto TORTU-ANAKI la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC.</p> <p>3) Il tratto TORTU-ANAKI deve essere considerato CDR1, a causa della zona LI TSA72, da FL370 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100)</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL esclusi.</li> </ul> <p>4) Il tratto ANAKI-TONDA deve essere considerato CDR1 a causa della zona LI TSA73bis, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100)</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable northbound only.</p> <p>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.</p> <p>3) Segment TORTU-ANAKI to be considered CDR1, due to LI TSA72 zone, from FL370 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100)</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL esclusi.</li> </ul> <p>4) Segment ANAKI-TONDA to be considered CDR1, due to LI TSA73bis zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100)</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL esclusi.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM215</b> (RNP 5)					
▲ GIANO 38°52'09"N 012°26'51"E					
	161° / 342° 95.3	FL460 _____ FL195	5		200 ↑
▲ ADEXI 37°20'44"N 013°01'31"E Roma ACC/Malta ACC					
	152° / 332° 56.4	FL460 _____ 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-UM622-UM726-UL12.

1) Route usable northbound only.

2) Segment GIANO-ADEXI to be considered CDR1, due to LI TSA505 and LI R503A and LI R503B zones, up to FL280 included:

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

Alternate route:

- SOPIR-UM622-UM726-UL12.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM395</b> (RNP 5)					
▲ SONAK 36°37'12"N 011°30'00"E  Tunis ACC/Malta ACC	For continuation see AIP TUNISIA				
	156° / 336° 7.8	FL460 <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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UM600 (RNP 5)					
▲ DINO B 38°43'27"N 019°00'00"E  Athina ACC/Brindisi ACC	For continuation see AIP GREECE				
	226° / 046° 13.5	FL460 FL195	5	200 ↓	210 ↑
▲ TESPA 38°34'33"N 018°47'01"E					
	21.2	FL460 FL195	5	200 ↓	210 ↑
▲ MONIK 38°20'33"N 018°26'47"E  Brindisi ACC/Roma ACC					
	33.5	FL460 FL195	5	200 ↓	210 ↑
▲ AMREX 37°58'16"N 017°55'02"E					
	230° / 049° 23.4	FL460 FL195	5	200 ↓	210 ↑
△ SODMO 37°43'48"N 017°31'44"E					
	22.2	FL460 FL195	5	200 ↓	210 ↑
△ PESAR 37°30'00"N 017°09'47"E					
	30.4	FL460 FL195	5	200 ↓	210 ↑
△ ABAKO 37°11'02"N 016°39'58"E					
	31.1	FL460 FL195	5	200 ↓	210 ↑
▲ ERNAM 36°51'30"N 016°09'45"E					
	34.0	FL460 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UM601 (RNP 5)					
▲ GINOX 40°51'44"N 008°00'00"E  Marsiglia ACC/Roma ACC	For continuation see AIP FRANCE				
	093° / 273° 15.8	FL460 FL195	5		200 ↑
▲ MALAV 40°50'45"N 008°20'44"E					
	112° / 292° 25.8	FL460 FL195	5	210 ↓	
▲ ORVEX 40°40'37"N 008°52'02"E					
	110° / 291° 82.7	FL460 FL195	5	210 ↓	
▲ QUENN 40°09'54"N 010°32'37"E					
	103° / 286° 43.8	FL460 FL195	5	210 ↓	200 ↑
▲ VELEX 39°57'59"N 011°27'32"E					
	20.8	FL460 FL195	5	210 ↓	200 ↑
▲ RONAB 39°52'11"N 011°53'28"E					
	56.5	FL460 FL195	5	210 ↓	200 ↑
△ DORAS 39°35'56"N 013°03'36"E					
	35.8	FL460 FL195	5	210 ↓	200 ↑
▲ AMANO 39°25'18"N 013°47'48"E					
	23.0	FL460 FL195	5	210 ↓	200 ↑
▲ NERAR 39°18'15"N 014°16'01"E					
	095° / 276° 80.1	FL460 FL245	5	250 ↓	260 ↑
▲ SOMAS 39°07'35"N 015°58'08"E					
	21.3	FL460 FL245	5	250 ↓	260 ↑
▲ LAMEB 39°04'30"N 016°25'09"E  Roma ACC/Brindisi ACC					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	31.4	FL460 FL245	5	250 ↓	260 ↑
▲ CROTONE VOR/DME 'CRN' 38°59'46"N 017°04'59"E					
	105° / 286° 32.0	FL460 FL195	5	210 ↓	200 ↑
▲ ADREN 38°50'18"N 017°44'09"E					
	23.9	FL460 FL195	5	210 ↓	200 ↑
△ TOMGI 38°43'05"N 018°13'17"E					
	27.8	FL460 FL195	5	210 ↓	200 ↑
▲ TESPA 38°34'33"N 018°47'01"E					
	10.8	FL460 FL195	5	210 ↓	200 ↑
▲ RUTOM 38°31'06"N 019°00'00"E Brindisi ACC/Athinai ACC		For continuation see AIP GREECE			

## NOTE/REMARKS

1) Il tratto ORVEX-RONAB deve essere considerato:

a) CDR1:

- 21 SEP-20 JUN: MON-FRI 0500-0659, 1701- 2200;
- 21 JUN-20 SEP: MON-FRI 0500-2200.

Rotta alternata:

- UL12-UM603.

b) CDR3:

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

2) Il segmento GINOX-MALAV è utilizzabile solo direzione ovest.

3) Il segmento MALAV-QUENN è utilizzabile solo direzione est.

4) Il segmento RONAB-DORAS deve essere considerato CDR1, a causa della zona LI D84D, fino a FL270 compreso:

- H24

Rotta alternata:

- UL12-UQ152-UM742.

1) Segment ORVEX-RONAB to be considered:

a) CDR1:

- 21 SEP-20 JUN: MON-FRI 0500-0659, 1701- 2200;
- 21 JUN-20 SEP: MON-FRI 0500-2200.

Alternate route:

- UL12-UM603.

b) CDR3:

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

2) Segment GINOX-MALAV usable westbound only.

3) Segment MALAV-QUENN usable eastbound only

4) Segment RONAB-DORAS to be considered CDR1, due to LI D84D zone, up to FL270 included:

- H24

Alternate route:

- UL12-UQ152-UM742.

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UM603 (RNP 5)					
▲ ELSAG 40°36'29"N 008°00'00"E	For continuation see AIP FRANCE				
	083° / 265° 11.2	FL460 FL195	5	200 ↓	
▲ ALGHERO VORTAC 'ALG' 40°37'41"N 008°14'38"E  (ALGHERO NDB 'ALG') (40°38'24"N 008°17'30"E)					
	10.0	FL460 FL195	5	200 ↓	
▲ ARSIK 40°38'44"N 008°27'41"E					
	12.0	FL460 FL195	5	200 ↓	
▲ MOROB 40°39'57"N 008°43'23"E					
	6.6	FL460 FL195	5	200 ↓	210 ↑
▲ ORVEX 40°40'37"N 008°52'02"E					
	26.3	FL460 FL195	5	200 ↓	210 ↑
▲ KOLUS 40°43'05"N 009°26'28"E					
	6.4	FL460 FL195	5	200 ↓	210 ↑
△ IDEPA 40°43'42"N 009°34'49"E					
	15.1	FL460 FL195	5	200 ↓	210 ↑
▲ SUKUN 40°45'02"N 009°54'40"E					
	59.7	FL460 FL195	5	200 ↓	210 ↑
▲ ROXAN 40°49'47"N 011°13'02"E					
	8.3	FL460 FL195	5	200 ↓	210 ↑
▲ POKAV 40°50'23"N 011°23'59"E					
	19.8	FL460 FL195	5	200 ↓	210 ↑
△ TURMO 40°51'40"N 011°49'58"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 FL195	5	200 ↓	210 ↑
▲ ROTUN 40°53'00"N 012°18'20"E					
	29.7	FL460 FL195	5	200 ↓	210 ↑
▲ PONZA VORTAC 'PNZ' 40°54'43"N 012°57'27"E					
	105° / 286° 44.5	FL460 FL195	5	210 ↓	200 ↑
▲ ISKIA 40°41'27"N 013°53'27"E					
	21.3	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ VEGAN 40°36'16"N 015°28'09"E Roma ACC/Brindisi ACC					
	31.9	FL460 FL195	5	210 ↓	200 ↑
△ MATED 40°36'38"N 016°10'06"E					
	46.0	FL460 FL195	5	210 ↓	200 ↑
△ MOKTO 40°36'52"N 017°10'27"E					
	37.9	FL460 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	FL460 FL195	5	210 ↓	200 ↑
△ XAPAT 40°36'29"N 018°17'26"E					
	32.4	FL460 FL195	5	210 ↓	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 tratto MATED-MOKTO deve essere considerato CDR3, a causa del CTR Gioia del Colle, fino a FL220 compreso: H24.</p> <p>2) Nel tratto PNZ-SOR la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC.</p> <p>3) Il tratto ELSAG-MOROB è utilizzabile solo in direzione est.</p> | <p>1) Segment MATED-MOKTO to be considered CDR3, due to Gioia del Colle CTR, up to FL220 included: H24.</p> <p>2) In the segment PNZ-SOR navigation shall be strictly referred to the centre-line: any deviation shall be immediately notified to the ATC Unit.</p> <p>3) Segment ELSAG-MOROB usable eastbound only.</p> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM616</b> (RNP 5)					
▲ DOBIM 42°57'14"N 009°45'00"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	114° / 294° 31.5	FL460 FL195	5	210 ↓	200 ↑
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	154° / 335° 368.2	FL460 FL195	5	210 ↓	
▲ MARON 37°07'25"N 013°39'11"E Roma ACC/Malta ACC					
	138° / 318° 49.0	FL460 FL195	5	210 ↓	
▲ DIRKA 36°30'00"N 014°18'36"E	For continuation see AIP MALTA				

## NOTE/REMARKS

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|---|---|
| <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"> <li>- MON-FRI 0600-2100 (0500-2100);</li> <li>- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.</li> </ul> <p>b) CDR1 a causa delle zone LI R502, LI TRA504A, LI TRA504B e LI TSA508:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) 2100-2200 (nel solo periodo invernale);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL12-UM727-UM732</li> </ul> <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"> <li>- 0000-0500 (0000-0400) e 2200-2400 (2100-2400)</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL12</li> </ul> | <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"> <li>- MON-FRI 0600-2100 (0500-2100);</li> <li>- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.</li> </ul> <p>b) CDR1 due to LI R502, LI TRA504A, LI TRA504B and LI TSA508 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter period only);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UL12-UM727-UM732</li> </ul> <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"> <li>- 0000-0500 (0000-0400) and 2200-2400 (2100-2400)</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UL12</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM620</b> (RNP 5)					
▲ POKAV 40°50'23"N 011°23'59"E					
	092° / 272° 58.5	FL460 FL195	5	210 ↓	200 ↑
△ UNIXO 40°46'31"N 012°40'54"E					
	096° / 277° 28.5	FL460 FL195	5	210 ↓	200 ↑
△ VEXUV 40°42'22"N 013°17'59"E					
	097° / 277° 47.9	FL460 FL195	5	210 ↓	200 ↑
▲ SORRENTO DVOR/DME 'SOR' 40°34'57"N 014°20'06"E (SORRENTO NDB 'SOR') (40°34'57"N 014°20'08"E)					
	137° / 317° 34.7	FL460 FL195	5	210 ↓	200 ↑
▲ POLIT 40°08'48"N 014°50'00"E					
	34.4	FL460 FL195	5	210 ↓	200 ↑
▲ EVINO 39°42'47"N 015°19'17"E					
	137° / 318° 46.3	FL460 FL195	5	210 ↓	200 ↑
▲ SOMAS 39°07'35"N 015°58'08"E					
	29.1	FL460 FL195	5	210 ↓	200 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					
	151° / 332° 23.6	FL460 FL195	5	210 ↓	200 ↑
▲ RAPIS 38°24'12"N 016°35'42"E					
	20.2	FL460 FL195	5	210 ↓	200 ↑
▲ MASOT 38°06'08"N 016°47'12"E					
	21.8	FL460 FL195	5	210 ↓	200 ↑
△ BADAV 37°46'35"N 016°59'28"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	18.5	FL460 FL195	5	210 ↓	200 ↑
△ PESAR 37°30'00"N 017°09'47"E					
	66.7	FL460 FL195	5	210 ↓	200 ↑
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM621</b> (RNP 5)					
▲ AOSTA 45°47'47"N 007°20'45"E	For continuation see AIP SWITZERLAND				
	141° / 322° 169.9	FL460 FL195	5		200 ↑
▲ BETEN 43°33'11"N 009°46'06"E  Milano ACC/Roma ACC					
	143° / 323° 87.6	FL460 FL195	5		200 ↑
▲ GILIO 42°22'00"N 010°55'34"E					
	141° / 323° 219.6	FL460 FL195	5		200 ↑
▲ AMANO 39°25'18"N 013°47'48"E					
	141° / 322° 44.2	FL460 FL195	5		200 ↑
▲ TADIX 38°49'49"N 014°21'40"E					
	96.2	FL460 FL195	5		200 ↑
△ ABUKI 37°32'01"N 015°33'33"E					
	49.7	FL460 FL195	5		200 ↑
▲ ERNAM 36°51'30"N 016°09'45"E					
	145° / 325° 25.6	FL460 FL195	5		200 ↑
▲ 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 AMANO-ERNAM deve essere considerato CDR1, a causa delle zone LI TSA505, LI TSA506 e LI TSA508, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il tratto ASKOT-ABUKI deve essere considerato CDR3 fino a FL240 compreso durante gli orari di attivazione della zona LI D75.</p> <p>4) Il tratto AOSTA-AMANO deve essere considerato CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100)</li> </ul> | <p>1) Route usable northbound only.</p> <p>2) Segment AMANO-ERNAM to be considered CDR1, due to LI TSA505, LI TSA506 and LI TSA508 zones, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment ASKOT-ABUKI to be considered CDR3 up to FL240 included during activation periods of LI D75 zone.</p> <p>4) Segment AOSTA-AMANO to be considered CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100)</li> </ul> |
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NOTE/REMARKS

- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.
- 5) Il segmento GILIO-AMANO deve essere considerato CDR1, a causa della zona LI D84D, fino a FL270 compreso:
- 0000-0600 (0000-0500) e 2100-2400 (2000-2400)
- Rotta alternata:
- UN982-UM729

- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.
- 5) Segment GILIO-AMANO to be considered CDR1, due to LI D84D zone, up to FL270 included:
- 0000-0600 (0000-0500) and 2100-2400 (2000-2400)
- Alternate route:
- UN982-UM729

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UM622 (RNP 5)					
▲ MADKA 41°20'00"N 009°16'06"E  Roma ACC/Marseille ACC	For continuation see AIP FRANCE				
	139° / 319° 39.3	FL460 FL195	5		200 ↑
▲ OKIDO 40°49'50"N 009°49'26"E					
	6.2	FL460 FL195	5		200 ↑
▲ SUKUN 40°45'02"N 009°54'40"E					
	45.5	FL460 FL195	5		200 ↑
▲ QUENN 40°09'54"N 010°32'37"E					
	144° / 324° 21.3	FL460 FL195	5		200 ↑
△ ABKON 39°52'20"N 010°48'24"E					
	45.2	FL460 FL195	5		200 ↑
△ GERMO 39°14'59"N 011°21'25"E					
	144° / 325° 49.7	FL460 FL195	5		200 ↑
△ ADUKA 38°33'44"N 011°57'03"E					
	14.8	FL460 FL195	5		200 ↑
▲ KAPIL 38°21'22"N 012°07'33"E					
	33.1	FL460 FL195	5		200 ↑
▲ TRAPANI VORTAC 'TRP' 37°53'46"N 012°30'48"E					
	142° / 323° 41.0	FL460 FL195	5		200 ↑
▲ ADEXI 37°20'44"N 013°01'31"E  Roma ACC/Malta ACC					
	13.7	FL460 FL195	5		200 ↑
▲ MABOX 37°09'42"N 013°11'39"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	49.0	FL460 FL195	5		200 ↑
▲ SOPIR 36°30'00"N 013°47'37"E	For continuation see AIP MALTA				

## NOTE/REMARKS

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|---|---|
| <p>1) Il segmento ADUKA-SUKUN deve essere considerato:</p> <p>a) CDR1:</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, MON-FRI 0500-0659, 1701- 2200;</li> <li>- 21 JUN-20 SEP, MON-FRI 0500-2200.</li> <li>- HOL esclusi</li> </ul> <p>Rotte alternate:</p> <ul style="list-style-type: none"> <li>- UL12-UZ347,</li> <li>- UM732-UM733.</li> </ul> <p>b) CDR3:</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, MON-FRI 0700-1700.</li> <li>- HOL esclusi</li> </ul> <p>2) La rotta è utilizzabile solo in direzione nord.</p> <p>3) In caso di indisponibilità della UL12 (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>4) I livelli da FL200 a FL240 nel tratto RDL325/54NM TRP-MABOX sono utilizzabili previa autorizzazione di Trapani APP.</p> <p>5) 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"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UM726-UL12-UM601.</li> </ul> | <p>1) Segment ADUKA-SUKUN to be considered:</p> <p>a) CDR1:</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, MON-FRI 0500-0659, 1701- 2200;</li> <li>- 21 JUN-20 SEP, MON-FRI 0500-2200.</li> <li>- HOL excluded</li> </ul> <p>Alternate routes:</p> <ul style="list-style-type: none"> <li>- UL12-UZ347,</li> <li>- UM732-UM733.</li> </ul> <p>b) CDR3:</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, MON-FRI 0700-1700.</li> <li>- HOL excluded</li> </ul> <p>2) Route usable northbound only.</p> <p>3) When UL12 (segment PAL-EKOLA) is closed during activation periods of LI R502 zone, segment MABOX-SOPIR is available southbound on tactical basis.</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) 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"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UM726-UL12-UM601.</li> </ul> |
|---|---|



### ENR 3.2 - UPPER ATS ROUTES

Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM623</b> (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

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

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UM725 (RNP 5)					
▲ XOLTA 42°42'14"N 015°44'54"E  Zagreb ACC/Brindisi ACC	For continuation see AIP CROATIA				
	205° / 024° 27.1	FL460 FL195	5	210 ↓	200 ↑
△ RUPAX 42°18'03"N 015°28'18"E					
	66.7	FL460 FL195	5	210 ↓	200 ↑
▲ MOLUX 41°18'24"N 014°48'25"E  Brindisi ACC/Roma ACC					
	48.4	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ PEVIR 40°16'54"N 013°59'39"E					
	111.0	FL460 FL195	5	210 ↓	200 ↑
▲ GIANO 38°52'09"N 012°26'51"E					
	220° / 039° 75.1	FL460 FL195	5	210 ↓	200 ↑
△ PININ 37°55'47"N 011°23'40"E					
	20.3	FL460 FL195	5	210 ↓	200 ↑
▲ SUSIP 37°40'25"N 011°06'50"E  Roma ACC/Tunis ACC	For continuation see AIP TUNISIA				

## NOTE/REMARKS

- |   |   |
|---|---|
| <p>1) Il segmento XOLTA-RUPAX non è disponibile da MEL a FL 250 incluso durante i periodi di attivazione dell'area SONNY (vedi AIP ENR 5 e relativi NOTAM).</p> <p>2) Il segmento RUPAX-MOLUX deve essere considerato CDR1 a causa delle zone LI R51 (settori D e E) e LI TSA74 (settore B):</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Segment XOLTA-RUPAX not available from MEL up to FL 250 included during activation periods of SONNY area (see AIP ENR 5 and relevant NOTAM).</p> <p>2) Segment RUPAX-MOLUX to be considered CDR1 due to LI R51 (D and E sectors) and LI TSA74 (B sector) zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
|---|---|

**NOTE/REMARKS**

3) Il segmento GIANO-PININ 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.

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

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

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM726</b> (RNP 5)					
▲ BRENO 46°58'48"N 011°22'36"E Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	183° / 003° 11.6	FL460 FL195	5	210 ↓	200 ↑
△ EKPIS 46°47'14"N 011°21'20"E					
	19.5	FL460 FL195	5	210 ↓	200 ↑
▲ NAXAV 46°27'50"N 011°19'20"E					
	171° / 351° 12.4	FL460 FL195	5	210 ↓	200 ↑
△ SUMIR 46°15'32"N 011°21'35"E					
	13.2	FL460 FL195	5	210 ↓	200 ↑
△ DIKEM 46°02'23"N 011°23'58"E					
	24.2	FL460 FL195	5	210 ↓	200 ↑
△ VADIK 45°38'24"N 011°28'17"E					
	12.9	FL460 FL195	5	210 ↓	200 ↑
▲ ALBET 45°25'36"N 011°30'33"E					
	37.0	FL460 FL195	5	210 ↓	200 ↑
▲ LUMAV 44°48'52"N 011°36'59"E					
	170° / 350° 15.9	FL460 FL195	5	210 ↓	200 ↑
△ SUKOM 44°33'09"N 011°40'11"E					
	19.7	FL460 FL195	5	210 ↓	200 ↑
▲ PELEG 44°13'40"N 011°44'07"E					
	20.4	FL460 FL195	5	210 ↓	200 ↑
▲ BAGNO 43°53'26"N 011°48'08"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 FL195	5	210 ↓	200 ↑
▲ GAVRA 43°46'34"N 011°49'29"E Padova ACC / Roma ACC					
	160° / 338° 45.3	FL460 FL245	5		260 ↑
▲ NIKMA 43°03'59"N 012°10'49"E					
	159° / 340° 11.5	FL460 FL245	5		260 ↑
△ IPGOR 42°53'08"N 012°16'09"E					
	160° / 339° 5.4	FL460 FL245	5		260 ↑
▲ GITOD 42°48'01"N 012°18'39"E					
	148° / 328° 53.6	FL460 FL245	5		260 ↑
▲ PEMAR 42°01'47"N 012°55'10"E					
	178° / 358° 29.3	FL460 FL195	5	210 ↓	200 ↑
▲ LATINA VOR/DME 'LAT' 41°32'28"N 012°55'05"E					
	147° / 327° 14.5	FL460 FL195	5	210 ↓	200 ↑
△ NEKPI 41°20'00"N 013°05'00"E					
	191° / 011° 25.9	FL460 FL195	5	210 ↓	200 ↑
▲ PONZA VORTAC 'PNZ' 40°54'43"N 012°57'27"E					
	175° / 355° 22.7	FL460 FL195	5		200 ↑
△ ENSOT 40°32'00"N 012°59'15"E					
	19.7	FL460 FL195	5		200 ↑
△ BEROL 40°12'17"N 013°00'47"E					
	36.4	FL460 FL195	5		200 ↑
△ DORAS 39°35'56"N 013°03'36"E					
	44.4	FL460 FL195	5		200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	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	FL460 FL195	5		200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ PIVOP 37°29'23"N 013°11'17"E					
	8.6	FL460 FL195	5	210 ↓	200 ↑
▲ LONDI 37°20'44"N 013°11'27"E Roma ACC/Malta ACC					
	11.0	FL460 FL195	5		200 ↑
▲ MABOX 37°09'42"N 013°11'39"E					
	25.8	FL460 FL195	5		200 ↑
▲ RATOK 36°43'52"N 013°12'09"E					
	177° / 358° 13.8	FL460 FL195	5		200 ↑
▲ 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 PAL-MABOX è utilizzabile in direzione sud solo su base tattica in caso di indisponibilità delle rotte UL12 e UM742.</p> <p>3) Il tratto ALBET-BAGNO deve essere considerato CDR1 a causa della zona LI TSA73, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>4) Il tratto GAVRA-PEMAR deve essere considerato CDR1 a causa delle zone LI R51A e LI TSA74 (zona A), da FL250 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL995-UZ806</li> </ul> | <p>1) Segments GAVRA-PEMAR, PNZ-PAL and LONDI-MADIR usable northbound only.</p> <p>2) Segment PAL-MABOX usable southbound on a tactical basis only in case of unavailability of ATS route UL12 and UM742.</p> <p>3) Segment ALBET-BAGNO to be considered CDR1, due to LI TSA73 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>4) Segment GAVRA-PEMAR to be considered CDR1 due to LI R51A and LI TSA74 (zone A) zones, from FL250 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UL995-UZ806</li> </ul> |
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**NOTE/REMARKS**

5) Nel tratto PAL-LONDI gli aeromobili devono seguire strettamente l'asse centrale della rotta. Eventuali deviazioni dovranno essere segnalate all'Ente ATC.

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



ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UM727 (RNP 5)					
▲ ODINA 46°06'16"N 008°39'54"E  Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	151° / 331° 31.3	FL460 _____ FL195	5	210 ↓	
▲ 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	FL460 _____ FL245	5	250 ↓	
▲ EKPAL 44°29'03"N 010°09'45"E					
	139° / 319° 28.9	FL460 _____ FL195	5	210 ↓	
▲ RUXOL 44°06'55"N 010°35'35"E  Milano ACC / Roma ACC					
	139° / 320° 21.7	FL460 _____ FL245	5	250 ↓	
△ OSMOX 43°50'14"N 010°54'47"E					
	140° / 319° 47.9	FL460 _____ FL245	5	250 ↓	
▲ AMTEL 43°13'13"N 011°36'31"E					
	173° / 353° 60.5	FL460 _____ 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	FL460 _____ FL195	5	210 ↓	
▲ TORLI 41°35'48"N 012°01'06"E					
	162° / 342° 27.3	FL460 _____ FL195	5	210 ↓	
▲ PEPHX 41°09'36"N 012°11'19"E					
	173° / 354° 137.9	FL460 _____ FL195	5	210 ↓	
▲ GIANO 38°52'09"N 012°26'51"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 FL195	5	210 ↓	
▲ TRAPANI VORTAC 'TRP' 37°53'46"N 012°30'48"E					
	176° / 356° 43.5	FL460 FL195	5	210 ↓	
▲ SENTI 37°10'17"N 012°32'59"E Roma ACC/Malta ACC					
	40.3	FL460 FL195	5	210 ↓	
▲ KOLEX 36°30'00"N 012°34'58"E					
	60.0	FL460 FL195	5	210 ↓	
▲ LAMPEDUSA DVOR/DME 'LPD' 35°29'59"N 012°37'51"E		For continuation see AIP MALTA			

## NOTE/REMARKS

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|--|---|
| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) Il tratto SRN-RUXOL deve essere considerato CDR1, a causa della zona LI TSA73, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il segmento OSMOX-AMTEL é navigabile solo in presenza di servizio radar.</p> <p>4) Il segmento AMTEL-TAQ deve essere considerato CDR1, a causa della zona LI R107B: H24.</p> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL995-UL865</li> </ul> <p>5) Il segmento GIANO-SENTI deve essere considerato CDR1, a causa delle zone LI R503A e LI R503B, fino a FL280 compreso:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL12-UQ723.</li> </ul> <p>6) Il segmento PEPIX-GIANO deve essere considerato CDR1, a causa della zona LI D84D, fino a FL270 compreso:</p> <ul style="list-style-type: none"> <li>- H24</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- TORLI-UN737UL12</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) Segment SRN-RUXOL to be considered CDR1, due to LI TSA73 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment OSMOX-AMTEL to be flown only provided that radar service is available.</p> <p>4) Segment AMTEL-TAQ to be considered CDR1, due to LI R107B zone: H24.</p> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UL995-UL865</li> </ul> <p>5) Segment GIANO-SENTI to be considered CDR1, due to LI R503A and LI R503B zones, up to FL280 included:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UL12-UQ723.</li> </ul> <p>6) Segment PEPIX-GIANO to be considered CDR1, due to LI D84D zone, up to FL270 included:</p> <ul style="list-style-type: none"> <li>- H24</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- TORLI-UN737UL12</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM728</b> (RNP 5)					
▲ DOKAR 42°30'03"N 009°45'00"E  Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	109° / 289° 29.9	FL460 FL195	5	210 ↓	
▲ KISTO 42°19'50"N 010°22'59"E					
	133° / 315° 23.8	FL460 FL195	5	210 ↓	
△ VELAD 42°03'06"N 010°45'49"E					
	21.1	FL460 FL195	5	210 ↓	
△ MAMAR 41°48'14"N 011°05'51"E					
	77.6	FL460 FL195	5	210 ↓	
▲ ROTUN 40°53'00"N 012°18'20"E					
	130.8	FL460 FL195	5	210 ↓	
▲ NERAR 39°18'15"N 014°16'01"E					
	119° / 301° 138.5	FL460 FL195	5	210 ↓	200 ↑
▲ MASOT 38°06'08"N 016°47'12"E					
	29.1	FL460 FL195	5	210 ↓	
△ ORTIX 37°50'36"N 017°18'17"E					
	12.6	FL460 FL195	5	210 ↓	
△ SODMO 37°43'48"N 017°31'44"E					
	18.6	FL460 FL195	5	210 ↓	
△ ADMAS 37°33'44"N 017°51'29"E					
	65.3	FL460 FL195	5	210 ↓	
▲ 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 sudest nei tratti DOKAR-NERAR e MASOT-BELIX.

2) Il segmento ROTUN-NERAR deve essere considerato CDR1, a causa della zona LI D84D, fino a FL270 compreso:

- H24

Rotta alternata:

- UM603-UQ789-UM601

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:

- UM603-UQ789-UM601

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM729</b> (RNP 5)					
▲ ORSUD 45°57'28"N 007°10'54"E	For continuation see AIP SWITZERLAND				
	144° / 324° 11.9				
▲ AOSTA 45°47'47"N 007°20'45"E  Geneva ACC/Milano ACC					
	137° / 318° 23.6	FL460 FL195	5		200 ↑
▲ PIMOT 45°30'15"N 007°43'12"E					
	32.1	FL460 FL195	5		200 ↑
▲ TONDA 45°06'33"N 008°13'47"E					
	33.2	FL460 FL195	5		200 ↑
▲ DEVOX 44°41'46"N 008°44'49"E					
	21.7	FL460 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	FL460 FL195	5		200 ↑
▲ LUKIM 44°08'24"N 009°18'31"E					
	10.7	FL460 FL195	5		200 ↑
▲ IDONA 43°59'06"N 009°25'51"E					
	14.4	FL460 FL195	5		200 ↑
▲ SPEZI 43°46'34"N 009°35'41"E					
	15.4	FL460 FL195	5		200 ↑
▲ BETEN 43°33'11"N 009°46'06"E  Milano ACC/Roma ACC					
	18.9	FL460 FL195	5		200 ↑
▲ NORNI 43°16'44"N 009°58'47"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	37.6	FL460 FL195	5		200 ↑
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	131° / 313° 32.1	FL460 FL195	5	210 ↓	200 ↑
▲ GILIO 42°22'00"N 010°55'34"E					
	27.5	FL460 FL195	5	210 ↓	200 ↑
▲ MEDAL 42°03'10"N 011°22'35"E					
	21.6	FL460 FL195	5	210 ↓	200 ↑
▲ RAVAL 41°48'17"N 011°43'38"E					
	8.9	FL460 FL195	5	210 ↓	200 ↑
▲ LUNAK 41°42'12"N 011°52'14"E					
	18.1	FL460 FL195	5	210 ↓	200 ↑
▲ ELVIN 41°29'38"N 012°09'41"E					
	23.3	FL460 FL195	5	210 ↓	200 ↑
▲ RIFFI 41°13'28"N 012°31'56"E					
	26.9	FL460 FL195	5	210 ↓	200 ↑
▲ PONZA VORTAC 'PNZ' 40°54'43"N 012°57'27"E					
	126° / 308° 19.9	FL460 FL195	5	210 ↓	200 ↑
△ VEXUV 40°42'22"N 013°17'59"E					
	16.7	FL460 FL195	5	210 ↓	200 ↑
▲ MALOG 40°31'59"N 013°35'06"E					
	10.6	FL460 FL195	5	210 ↓	200 ↑
▲ EDOPA 40°25'21"N 013°45'55"E					
	13.5	FL460 FL195	5	210 ↓	200 ↑
▲ PEVIR 40°16'54"N 013°59'39"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	9.2	FL460 FL195	5	210 ↓	200 ↑
▲ DELER 40°11'06"N 014°08'57"E					
	35.8	FL460 FL195	5	210 ↓	200 ↑
▲ AGNIS 39°48'27"N 014°45'03"E					
	55.8	FL460 FL195	5	210 ↓	200 ↑
▲ GIROV 39°12'48"N 015°40'30"E					
	16.5	FL460 FL195	5	210 ↓	200 ↑
▲ APVAR 39°02'09"N 015°56'46"E					
	26.0	FL460 FL195	5	210 ↓	200 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					
	120° / 301° 15.1	FL460 FL195	5	210 ↓	200 ↑
▲ DELIK 38°37'18"N 016°38'24"E					
	71.8	FL460 FL195	5	210 ↓	200 ↑
▲ AMREX 37°58'16"N 017°55'02"E					
	61.9	FL460 FL195	5	210 ↓	200 ↑
▲ LORNO 37°24'00"N 019°00'00"E Roma ACC/Athinai ACC	For continuation see AIP GREECE				

## NOTE/REMARKS

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| <p>1) Il tratto GEN-TONDA deve essere considerato CDR1, a causa della zona LI TSA73bis, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>2) Il tratto ELB-AOSTA è utilizzabile solo in direzione nord.</p> | <p>1) Segment GEN-TONDA to be considered CDR1, due to LI TSA73bis, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>2) Segment ELB-AOSTA usable northbound only.</p> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UM730 (RNP 5)					
▲ ATMAD 45°13'09"N 007°00'09"E	For continuation see AIP SWITZERLAND				
	135° / 315° 9.5	FL460 FL195	5	210 ↓	
▲ NITAM 45°06'22"N 007°09'28"E  Geneva ACC/Milano ACC					
	11.7	FL460 FL195	5	210 ↓	
▲ KUMIN 44°57'58"N 007°20'55"E					
	095° / 275° 13.8	FL460 FL195	5	210 ↓	
△ KODOK 44°56'33"N 007°40'11"E					
	096° / 277° 8.2	FL460 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)					
	119° / 299° 39.6	FL460 FL195	5	210 ↓	200 ↑
▲ TESTO 44°35'50"N 008°39'56"E					
	20.7	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ KALMO 44°19'18"N 009°35'39"E					
	105° / 286° 21.3	FL460 FL195	5	210 ↓	200 ↑
▲ MIVKI 44°13'27"N 010°04'14"E					
	106° / 285° 12.6	FL460 FL195	5	210 ↓	200 ↑
▲ BEROK 44°09'56"N 010°21'06"E					
	105° / 285° 10.9	FL460 FL195	5	210 ↓	200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 FL195	5	210 ↓	200 ↑
▲ BALUK 44°05'55"N 010°40'11"E					
	15.1	FL460 FL195	5	210 ↓	200 ↑
▲ FIRENZE VORTAC 'FRZ' 44°01'38"N 011°00'12"E					
	102° / 283° 27.6	FL460 FL195	5	210 ↓	200 ↑
▲ VABMO 43°55'18"N 011°37'27"E  Roma ACC/Padova ACC					
	103° / 282° 7.9	FL460 FL195	5	210 ↓	200 ↑
▲ BAGNO 43°53'26"N 011°48'08"E					
	102° / 282° 18.5	FL460 FL195	5	210 ↓	200 ↑
△ PIDEP 43°49'04"N 012°13'03"E					
	103° / 283° 5.9	FL460 FL195	5	210 ↓	200 ↑
△ LIKNO 43°47'38"N 012°20'54"E					
	102° / 283° 50.4	FL460 FL195	5	210 ↓	200 ↑
▲ 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° 28.8	FL460 FL195	5	210 ↓	200 ↑
▲ LSKO 43°34'17"N 014°07'56"E					
	12.8	FL460 FL195	5	210 ↓	200 ↑
▲ 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 sud.   | 1) Segment ATMAD-TOP usable southbound only.  |
| 2) Il tratto TOP-GEN deve essere considerato CDR1, a causa della LI TSA73bis, da FL360 compreso in su: | 2) Segment TOP-GEN to be considered CDR1, due to LI TSA73bis zone, from FL360 included and above: |

NOTE/REMARKS	
- 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UM731</b> (RNP 5)					
▲ PELOS 41°09'43"N 008°09'41"E  Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	155° / 335° 20.7	FL460 FL195	5	210 ↓	
▲ MALAV 40°50'45"N 008°20'44"E					
	13.1	FL460 FL195	5	210 ↓	
▲ ARSIK 40°38'44"N 008°27'41"E					
	159° / 339° 41.0	FL460 FL195	5	210 ↓	
▲ TEKSA 40°00'16"N 008°46'19"E					
	24.3	FL460 FL195	5	210 ↓	200 ↑
▲ LUNAM 39°37'24"N 008°57'13"E					
	153° / 334° 90.9	FL460 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 utilizzabile solo in direzione sud.</p> <p>2) Il tratto OSMAR-TEKSA in direzione nord deve essere considerato CDR3 fino a FL310 compreso:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100)</li> <li>- SAT e SUN 0600-2100 (0500-2100)</li> </ul> <p>3) Il tratto TEKSA-OSMAR in direzione sud deve essere considerato rotta ATS permanente</p> | <p>1) Segment PELOS-TEKSA usable southbound only.</p> <p>2) The segment OSMAR-TEKSA northbound to be considered CDR3 up to FL310 included:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100)</li> <li>- SAT and SUN 0600-2100 (0500-2100)</li> </ul> <p>3) The segment TEKSA-OSMAR southbound to be considered ATS permanent route</p> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UM732 (RNP 5)					
▲ GINOX 40°51'44"N 008°00'00"E	For continuation see AIP FRANCE				
	141° / 321° 17.9	FL460 FL195	5		200 ↑
▲ ALGHERO VORTAC 'ALG' 40°37'41"N 008°14'38"E  (ALGHERO NDB 'ALG') (40°38'24"N 008°17'30"E)					
	146° / 326° 13.0	FL460 FL195	5		200 ↑
▲ USEPI 40°26'47"N 008°23'56"E					
	12.0	FL460 FL195	5		200 ↑
▲ SODIO 40°16'40"N 008°32'31"E					
	19.5	FL460 FL195	5	210 ↓	200 ↑
▲ TEKSA 40°00'16"N 008°46'19"E					
	14.3	FL460 FL195	5	210 ↓	200 ↑
▲ RAMEN 39°48'14"N 008°56'21"E					
	11.3	FL460 FL195	5	210 ↓	200 ↑
▲ KOVAS 39°38'44"N 009°04'14"E					
	146° / 327° 37.9	FL460 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)					
	127° / 309° 13.0	FL460 FL195	5	210 ↓	200 ↑
▲ LUKAD 38°58'40"N 009°43'37"E					
	12.3	FL460 FL195	5	210 ↓	200 ↑
△ TIVUK 38°51'00"N 009°56'00"E					
	51.6	FL460 FL195	5	210 ↓	200 ↑
△ BULAR 38°18'51"N 010°47'34"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	36.6	FL460 FL195	5	210 ↓	200 ↑
△ PININ 37°55'47"N 011°23'40"E					
	128° / 308° 15.6	FL460 FL195	5	210 ↓	200 ↑
△ OSDET 37°45'53"N 011°38'58"E					
	127° / 309° 21.4	FL460 FL195	5	210 ↓	200 ↑
▲ MEGAN 37°32'17"N 011°59'46"E					
	34.4	FL460 FL195	5	210 ↓	200 ↑
▲ SENTI 37°10'17"N 012°32'59"E Roma ACC/Malta ACC					
	23.9	FL460 FL195	5	210 ↓	200 ↑
▲ ROBIM 36°54'53"N 012°55'54"E					
	128° / 309° 17.1	FL460 FL195	5	210 ↓	200 ↑
▲ RATOK 36°43'52"N 013°12'09"E					
	129° / 309° 21.4	FL460 FL195	5	210 ↓	200 ↑
▲ UPLIT 36°30'00"N 013°32'23"E		For continuation see AIP MALTA			

## NOTE/REMARKS

1) Il tratto GINOX-SODIO è utilizzabile solo in direzione nord.

1) Segment GINOX-SODIO usable northbound only.



ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM733</b> (RNP 5)					
▲ CORSI 41°20'00"N 008°48'44"E  Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	175° / 355° 30.9	FL460 FL195	5	210 ↓	200 ↑
▲ MINKA 40°49'09"N 008°51'20"E					
	27.8	FL460 FL195		210 ↓	200 ↑
▲ BOLOT 40°21'24"N 008°53'38"E					
	158° / 338° 32.0	FL460 FL195	5		200 ↑
▲ DEXUL 39°51'32"N 009°08'32"E					
	47.9	FL460 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	FL460 FL195	5	210 ↓	200 ↑
▲ PIRIX 38°54'05"N 009°34'42"E					
	40.0	FL460 FL195	5	210 ↓	200 ↑
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UM734</b> (RNP 5)					
△ BETOT 40°23'09"N 011°37'54"E					
	190° / 010° 161.5	FL460 FL195	5		200 ↑
▲ NIBEL 37°44'34"N 010°57'33"E Roma ACC/Tunis ACC	For continuation see AIP TUNISIA				

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) La rotta deve essere considerata:</p> <p>a) Rotta ATS permanente:</p> <ul style="list-style-type: none"> <li>- SAT, SUN e HOL;</li> <li>- MON-FRI 0001-0459, 2201-2400.</li> </ul> <p>b) CDR1: MON-FRI</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, 0500-0659, 1701-2200;</li> <li>- 21 JUN-20 SEP, 0500-2200.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UM725-UM738-UL12.</li> </ul> <p>c) CDR3: MON-FRI</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, 0700-1700.</li> </ul> | <p>1) Route usable northbound only.</p> <p>2) Route to be considered:</p> <p>a) ATS permanent route:</p> <ul style="list-style-type: none"> <li>- SAT, SUN and HOL;</li> <li>- MON-FRI 0001-0459, 2201-2400.</li> </ul> <p>b) CDR1: MON-FRI</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, 0500-0659, 1701- 2200;</li> <li>- 21 JUN-20 SEP, 0500-2200.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UM725-UM738-UL12.</li> </ul> <p>c) CDR3: MON-FRI</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, 0700-1700.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM735</b> (RNP 5)					
▲ PONZA VORTAC 'PNZ' 40°54'43"N 012°57'27"E					
	189° / 009° 124.7	FL460 FL195	5		200 ↑
▲ GIANO 38°52'09"N 012°26'51"E					
	193° / 013° 82.6	FL460 FL195	5		200 ↑
▲ MEGAN 37°32'17"N 011°59'46"E					
	208° / 028° 48.1	FL460 FL195	5		200 ↑
▲ BABLO 36°50'23"N 011°30'00"E Roma ACC/Tunisi ACC	For continuation see AIP TUNISIA				

## NOTE/REMARKS

- |  |   |
|--|---|
| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) Il segmento GIANO-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"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UM732-UM738-RONAB.</li> </ul> <p>3) Il segmento PNZ-GIANO deve essere considerato CDR1, a causa della zona LI D84D, fino a FL270 compreso:</p> <ul style="list-style-type: none"> <li>- H24</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL12-UM738-UM603.</li> </ul> | <p>1) Route usable northbound only.</p> <p>2) Segment GIANO-MEGAN to be considered CDR1, due to LI R503A and LI R503B zones, up to FL280 included:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UM732-UM738-RONAB.</li> </ul> <p>3) Segment PNZ-GIANO to be considered CDR1, due to LI D84D zone, up to FL270 included:</p> <ul style="list-style-type: none"> <li>- H24</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UL12-UM738-UM603.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM736</b> (RNP 5)					
▲ OLPIX 47°01'02"N 011°41'25"E  Münich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	203° / 023° 21.6	FL460 FL195	5	210 ↓	
△ EKPEB 46°41'25"N 011°28'19"E					
	14.9	FL460 FL195	5	210 ↓	
▲ NAXAV 46°27'50"N 011°19'20"E					
	198° / 017° 3.7	FL460 FL195	5	210 ↓	200 ↑
▲ BOLZANO VOR/DME 'OZE' 46°24'19"N 011°17'32"E					
	191° / 012° 22.8	FL460 FL195	5	210 ↓	200 ↑
▲ BORMI 46°02'10"N 011°10'00"E					
	193° / 013° 13.4	FL460 FL195	5	210 ↓	200 ↑
△ LEDKO 45°49'08"N 011°05'19"E					
	10.8	FL460 FL195	5	210 ↓	200 ↑
▲ ADOSA 45°38'40"N 011°01'35"E					
	137° / 317° 39.3	FL460 FL285	5	290 ↓	
▲ KOPER 45°09'14"N 011°38'29"E					
	138° / 319° 122.7	FL460 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	FL460 FL195	5	210 ↓	200 ↑
▲ GERBU 43°20'39"N 013°37'26"E					
	6.2	FL460 FL195	5	210 ↓	200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 FL195	5	210 ↓	200 ↑
▲ OTRET 42°41'40"N 014°01'36"E					
	7.5	FL460 FL195	5	210 ↓	200 ↑
△ NAVAG 42°34'49"N 014°05'48"E					
	9.5	FL460 FL195	5	210 ↓	200 ↑
▲ PESCARA VOR/DME 'PES' 42°26'09"N 014°11'03"E					
	186° / 006° 3.7	FL460 FL195	5	210 ↓	200 ↑
△ UTAPO 42°22'32"N 014°10'22"E					
	12.6	FL460 FL195	5	210 ↓	200 ↑
△ EKMIL 42°10'05"N 014°08'01"E					
	21.4	FL460 FL195	5	210 ↓	200 ↑
▲ KASTU 41°48'52"N 014°04'01"E  Brindisi ACC/Roma ACC					
	11.6	FL460 FL195	5	210 ↓	200 ↑
△ ERIKA 41°37'22"N 014°01'52"E					
	19.7	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
△ MAREP 39°52'02"N 015°36'14"E					



ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	25.2	FL460 FL195	5	210 ↓	200 ↑
▲ ULKEN 39°36'54"N 016°02'21"E  Roma ACC/Brindisi ACC					
	39.7	FL460 FL195	5	210 ↓	200 ↑
▲ DIPOK 39°12'53"N 016°43'05"E					
	21.5	FL460 FL195	5	210 ↓	200 ↑
▲ CROTONE VOR/DME 'CRN' 38°59'46"N 017°04'59"E					

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) I tratti OLPIX-NAXAV e ADOSA-ANC sono utilizzabili solo in direzione sud.</p> <p>2) Il segmento KOPER-ANC deve essere considerato CDR1, a causa della zona LI R26, da FL290 compreso a FL360 compreso:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL12-UM726-UM730</li> </ul> <p>3) Il tratto ADOSA-TEA deve essere considerato CDR1, a causa delle zone, LI TSA73, LI TSA74-A e LI TSA78 da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>4) Nel tratto UTENO-NAVAG, la navigazione, qualora effettuata al di sotto di FL250, dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all' ATC.</p> <p>5) 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"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotte alternate:</p> <ul style="list-style-type: none"> <li>- UL995-UN982-UL5 (northbound)</li> <li>- UZ924-UN982-UL995 (southbound)</li> </ul> <p>b) CDR3, a causa della zona LI R50 fino a FL240 compreso:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>6) Il tratto MAREP-CRN deve essere considerato:</p> <p>a) CDR1 a causa delle zone LI R404B, LI TRA414, LI TSA420A e LI TSA420B:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> </ul> | <p>1) Segments OLPIX-NAXAV and ADOSA-ANC usable southbound only.</p> <p>2) Segment KOPER-ANC to be considered CDR1, due to LI R26 zone, from FL290 to FL360 both included, due to LI R26 zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UL12-UM726-UM730</li> </ul> <p>3) Segment ADOSA-TEA to be considered CDR1, due to LI TSA73, LI TSA74-A and LI TSA78 zones from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>4) In the segment UTENO-NAVAG, if below FL250, navigation shall be strictly referred to the centreline: any deviation shall be immediately notified to ATC.</p> <p>5) 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"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate routes:</p> <ul style="list-style-type: none"> <li>- UL995-UN982-UL5 (northbound)</li> <li>- UZ924-UN982-UL995 (southbound)</li> </ul> <p>b) CDR3, due to LI R50 zone, up to FL240 included:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>6) Segment MAREP-CRN to be considered:</p> <p>a) CDR1 due to LI R404B, LI TRA414, LI TSA420A and LI TSA420B zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> </ul> |
|---|--|

## NOTE/REMARKS

- HOL esclusi.
- b) CDR1 fino a FL 310 compreso, a causa delle zone LI R404B,e LI TRA414:
  - SAT 0500-1300 (0400-1200);
  - HOL esclusi.
- Rotta alternata:
  - UZ910-UL869

- HOL excluded.
- b) CDR1 up to FL 310 included, due to LI R404B and LI TRA414 zones:
  - SAT 0500-1300 (0400-1200);
  - HOL excluded.
- Alternate route:
  - UZ910-UL869

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UM738 (RNP 5)					
▲ NATAG 46°51'29"N 010°37'08"E  Münich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	162° / 342° 8.4	FL460 FL195	5	210 ↓	
△ LORLO 46°43'27"N 010°40'44"E					
	166° / 346° 31.0	FL460 FL195	5	210 ↓	
△ UNTAD 46°13'12"N 010°50'34"E					
	24.7	FL460 FL195	5	210 ↓	
△ NEGIK 45°49'08"N 010°58'16"E					
	10.7	FL460 FL195	5	210 ↓	
▲ ADOSA 45°38'40"N 011°01'35"E					
	169° / 349° 28.4	FL460 FL195	5	210 ↓	
▲ OSTEK 45°10'43"N 011°08'20"E					
	16.5	FL460 FL195	5	210 ↓	200 ↑
▲ BENUS 44°54'25"N 011°12'13"E					
	8.1	FL460 FL195	5	210 ↓	200 ↑
△ KREVA 44°46'28"N 011°14'06"E					
	14.5	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ OMAKU 44°08'48"N 011°23'11"E  Padova ACC/Roma ACC					
	170° / 349° 56.4	FL460 FL195	5	210 ↓	200 ↑

## ENR 3.2 - UPPER ATS ROUTES

Route Designator (RNP type) Name of Significant Points Co-ordinates	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	FL460 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	FL460 FL195	5	210 ↓	
▲ ESINO 41°23'05"N 011°47'41"E					
	31.4	FL460 FL195	5	210 ↓	200 ↑
△ TURMO 40°51'40"N 011°49'58"E					
	176° / 356° 59.5	FL460 FL195	5	210 ↓	200 ↑
▲ RONAB 39°52'11"N 011°53'28"E					
	190° / 010° 118.6	FL460 FL195	5	210 ↓	200 ↑
△ PININ 37°55'47"N 011°23'40"E					
	192° / 012° 20.8	FL460 FL195	5	210 ↓	
▲ TUNEX 37°35'34"N 011°17'39"E Roma ACC/Tunis ACC	For continuation see AIP TUNISIA				

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) I tratti NATAG-OSTEG, AMTEL-ESINO e PININ-TUNEX sono utilizzabili solo in direzione sud.</p> <p>2) Il tratto ADOSA-OMAKU deve essere considerato CDR1, a causa della zona LI TSA73, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il segmento AMTEL-TAQ deve essere considerato CDR1 a causa della zona LI R107B: H24.</p> <p>Rotta alternata:<br/>-UL995-UL865</p> | <p>1) Segments NATAG-OSTEG, AMTEL-ESINO and PININ-TUNEX usable southbound only</p> <p>2) Segment ADOSA-OMAKU to be considered CDR1, due to LI TSA73 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment AMTEL-TAQ to be considered CDR1 due to LI R107B zone: H24.</p> <p>Alternate route:<br/>-UL995-UL865</p> |
|---|--|

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UM739 (RNP 5)					
▲ TABOT 39°09'00"N 008°00'00"E  Marseille ACC/Tunis ACC	For continuation see AIP FRANCE				
	131° / 311° 55.8	FL460 <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	FL460 <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, HOL esclusi:</p> <ul style="list-style-type: none"> <li>- MON-FRI: H24;</li> </ul> <p>b) dal 7 JAN al 21 JUN e dal 20 SEP al 21 DEC:</p> <ul style="list-style-type: none"> <li>- MON-FRI: H24, HOL esclusi;</li> <li>- SAT 0001-1200 (0001-1100), HOL esclusi fino a FL250 inclusi;</li> <li>- SUN 2300-2400 (2200-2400) fino a FL250 incluso.</li> </ul> <p>2) MON-FRI: 0700-1700 MEL elevato a FL290 a causa delle zone LI D 122A e LI D 122B.</p> <p>3) Il tratto SONAK-ROLEV è gestito da Malta ACC.</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, HOL excluded:</p> <ul style="list-style-type: none"> <li>- MON-FRI: H24;</li> </ul> <p>b) from 7 JAN to 21 JUN and from 20 SEP to 21 DEC:</p> <ul style="list-style-type: none"> <li>- MON-FRI: H24, HOL excluded;</li> <li>- SAT 0001-1200 (0001-1100), HOL excluded, up to FL250 included;</li> <li>- SUN 2300-2400 (2200-2400) up to FL250 included.</li> </ul> <p>2) MON-FRI: 0700-1700 MEL is raised up to FL290 due to LI D 122A and LI D 122B zones.</p> <p>3) Segment SONAK-ROLEV under Malta ACC jurisdiction.</p> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM740</b> (RNP 5)					
▲ RONAB 39°52'11"N 011°53'28"E					
	176° / 357° 78.4	FL460 FL195	5	210 ↓	200 ↑
△ ADUKA 38°33'44"N 011°57'03"E					
	61.4	FL460 FL195	5	210 ↓	200 ↑
▲ MEGAN 37°32'17"N 011°59'46"E					
	180° / 360° 29.4	FL460 FL195	5	210 ↓	200 ↑
▲ ROBET 37°02'51"N 011°58'32"E					
	14.0	FL460 FL195	5	210 ↓	200 ↑
▲ PANTELLERIA VOR/DME 'PAN' 36°48'52"N 011°57'57"E Roma ACC/Malta ACC					
	156° / 336° 14.0	FL460 FL195	5	210 ↓	200 ↑
▲ RUBRI 36°35'54"N 012°04'32"E					
	6.4	FL460 FL195	5	210 ↓	200 ↑
▲ DOBIX 36°30'00"N 012°07'37"E					
	38.6	FL460 FL195	5	210 ↓	200 ↑
▲ VERAK 35°54'17"N 012°25'43"E					
	26.2	FL460 FL195	5	210 ↓	200 ↑
▲ LAMPEDUSA DVOR/DME 'LPD' 35°29'59"N 012°37'51"E					
				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, fino a FL280 compreso:
- MON-FRI 0500-2200 (0400-2100);
  - HOL esclusi.
- Rotta alternata:
- UM738-UM732.

- 1) Segment ADUKA-MEGAN 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:
- UM738-UM732.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM742</b> (RNP 5)					
▲ PAPIZ 40°53'30"N 018°57'06"E					
	266° / 086° 69.4	FL460 FL195	5	210 ↓	200 ↑
▲ FASAN 40°51'50"N 017°25'37"E					
	262° / 081° 25.5	FL460 FL195	5	210 ↓	200 ↑
▲ LUXIL 40°49'09"N 016°52'15"E					
	261° / 080° 55.1	FL460 FL195	5	210 ↓	200 ↑
△ BUMOK 40°42'51"N 015°40'11"E					
	11.6	FL460 FL195	5	210 ↓	200 ↑
▲ LUNAR 40°41'26"N 015°25'02"E Roma ACC/Brindisi ACC					
	23.9	FL460 FL195	5	210 ↓	200 ↑
▲ GALTİ 40°38'24"N 014°53'57"E					
	26.0	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ DELER 40°11'06"N 014°08'57"E					
	48.6	FL460 FL195	5	210 ↓	200 ↑
▲ AMANO 39°25'18"N 013°47'48"E					
	36.3	FL460 FL195	5	210 ↓	200 ↑
▲ ROSAS 38°51'02"N 013°32'22"E					
	51.8	FL460 FL195	5	210 ↓	200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 — FL205	5	210 ↓	220 ↑
▲ ADEXI 37°20'44"N 013°01'31"E  Roma ACC/Malta ACC					
	26.2	FL460 — FL195	5	210 ↓	200 ↑
▲ ROBIM 36°54'53"N 012°55'54"E					
	25.2	FL460 — FL195	5	210 ↓	200 ↑
▲ NIBLO 36°30'00"N 012°50'32"E					
	60.8	FL460 — FL195	5	210 ↓	200 ↑
▲ LAMPEDUSA DVOR/DME 'LPD' 35°29'59"N 012°37'51"E	For continuation see AIP MALTA				

## NOTE/REMARKS

- 1) Il segmento PAL-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:
- UQ723-UM726
- 2) Il segmento PAPIZ-FASAN deve essere considerato CDR3 durante gli orari di attivazione delle zone LI D25B e LI D25C.

- 1) Segment PAL-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:
- UQ723-UM726
- 2) Segment PAPIZ-FASAN to be considered CDR3 during activation periods of LI D25B and LI D25C zones.

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM858</b> (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)					
	182° / 002° 41.0	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
△ OTMUV 44°11'41"N 009°03'17"E					
	15.1	FL460 FL195	5	210 ↓	200 ↑
▲ UNITA 43°56'40"N 009°01'30"E					
	8.1	FL460 FL195	5	210 ↓	200 ↑
▲ OLETI 43°48'36"N 009°00'31"E					
	25.4	FL460 FL195	5	210 ↓	200 ↑
▲ TORTU 43°23'18"N 008°57'30"E  Milano ACC/Marseille ACC					
////////////////////					
▲ CORSI 41°20'00"N 008°48'44"E  Marseille ACC/Roma ACC					
	175° / 355° 30.9	FL460 FL195	5	210 ↓	200 ↑
▲ MINKA 40°49'09"N 008°51'20"E					
	27.8	FL460 FL195	5	210 ↓	200 ↑
▲ BOLOT 40°21'24"N 008°53'38"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	33.2	FL460 FL195	5	210 ↓	200 ↑
▲ RAMEN 39°48'14"N 008°56'21"E					
	10.8	FL460 FL285	5	290 ↓	300 ↑
▲ LUNAM 39°37'24"N 008°57'13"E					
	15.6	FL460 FL285	5	290 ↓	300 ↑
▲ DECIMOMANNU NDB 'DEC' 39°21'49"N 008°58'27"E					
	184° / 004° 50.3	FL460 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 tratto VOG-GEN deve essere considerato CDR1 a causa della zona LI TSA73bis, da FL360 compreso in su:
- MON-FRI 0500-2200 (0400-2100);
  - SAT 0500-1300 (0400-1200);
  - HOL esclusi.

- 1) Segment VOG-GEN to be considered CDR1, due to LI TSA73bis zone, from FL360 included and above:
- MON-FRI 0500-2200 (0400-2100);
  - SAT 0500-1300 (0400-1200);
  - HOL excluded.

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UM859 (RNP 5)					
▲ TUTIV 45°42'31"N 013°49'36"E	For continuation see AIP SLOVENIA				
	238° / 058° 14.8	FL460 FL195	5	210 ↓	200 ↑
▲ BARPI 45°35'09"N 013°31'22"E  Ljubljana ACC/Padova ACC					
	5.0	FL460 FL195	5	210 ↓	200 ↑
△ UMBEK 45°32'40"N 013°25'11"E					
	6.9	FL460 FL195	5	210 ↓	200 ↑
△ MONFA 45°29'14"N 013°16'45"E					
	20.5	FL460 FL195	5	210 ↓	200 ↑
▲ ROSKA 45°18'51"N 012°51'42"E					
	3.6	FL460 FL195	5	210 ↓	200 ↑
▲ TULIK 45°17'02"N 012°47'21"E					
	238° / 057° 25.0	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ ROVIG 44°55'26"N 011°53'51"E					
	13.7	FL460 FL195	5	210 ↓	200 ↑
▲ LUMAV 44°48'52"N 011°36'59"E					
	219° / 038° 21.7	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 FL195	5	210 ↓	200 ↑
▲ UVOKI 44°30'41"N 010°43'21"E					
	266° / 085° 6.1	FL460 FL195	5	210 ↓	200 ↑
▲ LUPOS 44°30'17"N 010°34'53"E					
	265° / 084° 11.5	FL460 FL195	5	210 ↓	200 ↑
△ EVKIV 44°29'30"N 010°18'51"E					
	264° / 085° 6.5	FL460 FL195	5	210 ↓	200 ↑
▲ EKPAL 44°29'03"N 010°09'45"E					
	265° / 085° 13.5	FL460 FL195	5	210 ↓	200 ↑
▲ KALIK 44°28'06"N 009°50'53"E					
	265° / 084° 33.0	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ LAGEN 44°23'39"N 008°29'53"E					
	248° / 067° 40.5	FL460 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 tratto MONFA-LUMAV deve essere considerato CDR1 a causa della zona LI TSA78, da FL360 compreso in su:

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

- 2) Il tratto CHI-GEN deve essere considerato CDR1 a causa della zona LI TSA73, da FL360 compreso in su:

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

- 1) Segment MONFA-LUMAV to be considered CDR1 due to LI TSA78 zone, from FL360 included and above:

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

- 2) Segment CHI-GEN to be considered CDR1 due to LI TSA73 zone, from FL360 included and above:

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

## NOTE/REMARKS

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il segmento LAGEN-VAMTU utilizzabile solo in direzione ovest.</p> <p>4) Il segmento LAGEN-VAMTU deve essere considerato:</p> <p>a) CDR1 a causa delle zone LI R4, LI R64 e LI TSA72:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UZ185</li> </ul> <p>b) CDR1, a causa della zona LI TSA72, da FL370 compreso in su:</p> <ul style="list-style-type: none"> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <ul style="list-style-type: none"> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment LAGEN-VAMTU usable westbound only.</p> <p>4) Segment LAGEN-VAMTU to be considered:</p> <p>a) CDR1 due to LI R4, LI R64 e LI TSA72 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UZ185</li> </ul> <p>b) CDR1, due to LI TSA72 zone, from FL370 included and above:</p> <ul style="list-style-type: none"> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UM871 (RNP 5)					
▲ XATOS 39°41'55"N 008°00'00"E  Roma ACC/Marseilles ACC	For continuation see AIP FRANCE				
	115° / 296° 78.5	FL460 <hr/> 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	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ NEVOT 39°02'22"N 009°46'13"E					
	58.7	FL460 <hr/> FL195	5	210 ↓	200 ↑
△ ADAMI 38°42'17"N 010°56'56"E					
	59.2	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ KAPIL 38°21'22"N 012°07'33"E					
	53.4	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ 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	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ BEKIV 37°52'39"N 013°40'05"E					
	16.9	FL460 <hr/> FL195	5	210 ↓	200 ↑
△ ENEPA 37°46'24"N 013°59'58"E					
	24.0	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ LIBRO 37°37'17"N 014°27'53"E					
	26.0	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ NOTRI 37°27'22"N 014°58'10"E					
	120° / 301° 67.5	FL460 <hr/> FL195	5	210 ↓	200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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					
	39.8	FL460 — FL195	5	210 ↓	200 ↑
▲ SUBOK 36°30'00"N 016°51'26"E  Roma ACC/Malta ACC	For continuation see AIP MALTA				

## NOTE/REMARKS

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| <p>1) Nel tratto ADAMI-CAR gli aeromobili devono seguire strettamente l'asse centrale della rotta; eventuali deviazioni dovranno essere segnalate all'Ente ATC.</p> <p>2) Il tratto ADAMI-PAL deve essere considerato CDR1, a causa delle zone LI R503A e LI R503B, fino a FL280 compreso:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200, (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il segmento XATOS-CAR deve essere considerato CDR3 a causa della zona LI R54:</p> <ul style="list-style-type: none"> <li>- MON-FRI: H24;</li> <li>- HOL esclusi.</li> </ul> <p>4) Il tratto PAL-LIBRO deve essere considerato CDR1, a causa delle zone LI TRA504A, LI TRA504B e LI TSA508:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200, (0400-2100);</li> <li>- HOL esclusi.</li> <li>- Escluso il traffico da/per LICJ, LICC, LICZ e LICB (vedi AIP ENR 5.1.4).</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UQ152-UN982 (Southbound);</li> <li>- UM621-UQ152 (Northbound).</li> </ul> <p>5) Il tratto LIBRO-ERNAM deve essere considerato CDR1, a causa delle zone LI TSA507 e LI TSA508, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200, (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>6) Il tratto PAL-LIBRO è disponibile su richiesta di Roma ACC quale rotta alternata della UP167 (vedi AIP ENR 5.1.4).</p> | <p>1) In the segment ADAMI-CAR aircraft shall strictly follow the center line of the route; any deviation shall be notified to the ATC Unit.</p> <p>2) Segment ADAMI-PAL to be considered CDR1, due to LI R503A and LI R503B zones, up to FL280 included:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200, (0400-2100);</li> <li>- HOL escluded.</li> </ul> <p>3) Segment XATOS-CAR to be considered CDR3 due to LI R54 zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI: H24;</li> <li>- HOL excluded.</li> </ul> <p>4) Segment PAL-LIBRO to be considered CDR1, due to LI TRA504A, LI TRA504B and LI TSA508 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200, (0400-2100);</li> <li>- HOL escluded.</li> <li>- Traffic to/from LICJ, LICC, LICZ and LICB excluded (see AIP ENR 5.1.4).</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UQ152-UN982 (Southbound);</li> <li>- UM621-UQ152 (Northbound).</li> </ul> <p>5) Segment LIBRO-ERNAM to be considered CDR1, due to LI TSA507 and LI TSA508 zones, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200, (0400-2100);</li> <li>- HOL escluded.</li> </ul> <p>6) Segment PAL-LIBRO is available as the alternate route to the UP167 on Roma ACC request (see AIP ENR 5.1.4).</p> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UM872 (RNP 5)					
▲ CERVI 45°58'12"N 007°32'43"E  Geneva ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	123° / 303° 10.3	FL460 FL195	5		200 ↑
△ GARLO 45°52'28"N 007°45'01"E					
	14.8	FL460 FL195	5		200 ↑
▲ OMETO 45°44'12"N 008°02'34"E					
	127° / 308° 58.2	FL460 FL245	5	250 ↓	260 ↑
△ BOTAL 45°08'01"N 009°07'22"E					
	128° / 310° 87.9	FL460 FL245	5	250 ↓	260 ↑
▲ EKDIR 44°12'17"N 010°42'36"E  Milano ACC/Roma ACC					
	130° / 309° 16.6	FL460 FL245	5	250 ↓	260 ↑
▲ FIRENZE VORTAC 'FRZ' 44°01'38"N 011°00'12"E					
	102° / 283° 27.6	FL460 FL245	5	250 ↓	260 ↑
▲ VABMO 43°55'18"N 011°37'27"E  Roma ACC/Padova ACC					
	103° / 282° 7.9	FL460 FL245	5	250 ↓	260 ↑
▲ BAGNO 43°53'26"N 011°48'08"E					
	102° / 282° 18.5	FL460 FL245	5	250 ↓	260 ↑
△ PIDEP 43°49'04"N 012°13'03"E					
	103° / 283° 5.9	FL460 FL245	5	250 ↓	260 ↑
△ LIKNO 43°47'38"N 012°20'54"E					
	133° / 313° 26.1	FL460 FL225	5	230 ↓	240 ↑
△ GUBIN 43°29'13"N 012°46'27"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	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	FL460 FL225	5	230 ↓	240 ↑
△ ERDON 43°17'42"N 013°02'12"E					
	18.2	FL460 FL225	5	230 ↓	240 ↑
▲ NORKI 43°04'47"N 013°19'43"E Padova ACC/Brindisi ACC					
	133° / 316° 22.9	FL460 FL225	5	230 ↓	240 ↑
△ GUDPO 42°48'29"N 013°41'34"E					
	136° / 313° 12.9	FL460 FL225	5	230 ↓	240 ↑
▲ AMGOK 42°39'18"N 013°53'46"E					
	133° / 314° 18.3	FL460 FL225	5	230 ↓	240 ↑
▲ PESCARA VOR/DME 'PES' 42°26'09"N 014°11'03"E					
	125° / 305° 55.9	FL460 FL195	5	210 ↓	200 ↑
▲ URIPI 41°52'33"N 015°11'05"E					
	37.0	FL460 FL195	5	210 ↓	200 ↑
▲ DIVKU 41°30'00"N 015°50'16"E					
	128° / 309° 62.1	FL460 FL195	5	210 ↓	200 ↑
▲ LUXIL 40°49'09"N 016°52'15"E					
	129° / 309° 18.5	FL460 FL195	5	210 ↓	200 ↑
△ MOKTO 40°36'52"N 017°10'27"E					
	15.2	FL460 FL195	5	210 ↓	200 ↑
▲ GROTTAGLIE L 'GRT' 40°26'45"N 017°25'20"E					
	130° / 311° 85.4	FL460 FL195	5	210 ↓	200 ↑
△ LUPAL 39°28'11"N 018°46'10"E					
	132° / 312° 15.1	FL460 FL195	5	210 ↓	200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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

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| <p>1) Il tratto di rotta OMETO-CERVI è utilizzabile solo in direzione nord.</p> <p>2) Il segmento BOTAL-EKDIR deve essere considerato CDR1 a causa della zona LI TSA73, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il tratto LIKNO-PES deve essere considerato:</p> <p>a) CDR3 fino a FL240 compreso, a causa della zona LI R48;</p> <p>b) CDR1 da FL360 compreso in su, a causa della zona LI TSA74 (zona A):</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>4) Il tratto PES-LUXIL deve essere considerato CDR1 a causa delle zone LI R51 (settore D) e LI TSA74 (zona B):</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UM736-UZ904-UL995</li> </ul> <p>5) Il tratto MOKTO-LUPAL deve essere considerato:</p> <p>a) CDR2 fino a FL250 compreso, a causa delle zone LI R405D, LI R406B e LI R408B: H24 (HOL esclusi);</p> <p>b) CDR1 da FL260 compreso in su, a causa delle zone LI TRA415, LI TRA416, LI TRA418, LI TSA422A e LI TSA422B:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi;</li> </ul> <p>c) CDR1 da FL260 compreso a FL310 compreso, a causa delle zone LI TRA415, LI TRA416 e LI TRA418:</p> <ul style="list-style-type: none"> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UM603-UL612-NOSTO (Southbound)</li> <li>- TIGRA-UL995-UM603 (Northbound)</li> </ul> <p>6) Il tratto LUPAL-LATAN deve essere considerato:</p> <p>a) CDR2 fino a FL250 compreso, a causa della zona LI R408B:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi;</li> </ul> <p>b) CDR1 da FL260 compreso in su, a causa delle zone LI TRA418, LI TSA422A e LI TSA422B:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi;</li> </ul> | <p>1) Route segment OMETO-CERVI usable northbound only.</p> <p>2) Segment BOTAL-EKDIR to be considered CDR1 due to LI TSA73 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment LIKNO-PES to be considered:</p> <p>a) CDR3 up to FL240 included due to LI R48 zone;</p> <p>b) CDR1 from FL360 included and above due to LI TSA74 zone (A zone):</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>4) Segment PES-LUXIL to be considered CDR1 due to LI R51 (D sector) and LI TSA74 (B zone):</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UM736-UZ904-UL995</li> </ul> <p>5) Segment MOKTO-LUPAL to be considered:</p> <p>a) CDR2 up to FL250 included due to LI R405D, LI R406B and LI R408B zones: H24 (HOL excluded);</p> <p>b) CDR1 from FL260 included and above due to LI TRA415, LI TRA416, LI TRA418, LI TSA422A and LI TSA422B zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded;</li> </ul> <p>c) CDR1 from FL260 included to FL310 included, due to LI TRA415, LI TRA416 and LI TRA418 zones:</p> <ul style="list-style-type: none"> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UM603-UL612-NOSTO (Southbound)</li> <li>- TIGRA-UL995-UM603 (Northbound)</li> </ul> <p>6) Segment LUPAL-LATAN to be considered:</p> <p>a) CDR2 up to FL250 included due to LI R408B zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded;</li> </ul> <p>b) CDR1 from FL260 included and above due to LI TRA418, LI TSA422A and LI TSA422B zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded;</li> </ul> |
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## NOTE/REMARKS

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| <p>c) CDR1 da FL260 compreso a FL310 compreso, a causa della zona LI TRA418:</p> <ul style="list-style-type: none"><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL esclusi.</li></ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"><li>- UM603-UL612-NOSTO (Southbound);</li><li>- TIGRA-UL995-UM603 (Northbound).</li></ul> <p>7) Tratto LUXIL-GRT: i livelli di volo 200-210-220 possono essere utilizzati previa autorizzazione di Gioia APP.</p> | <p>c) CDR1 from FL260 included to FL310 included, due to LI TRA418 zone:</p> <ul style="list-style-type: none"><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL excluded.</li></ul> <p>Alternate route:</p> <ul style="list-style-type: none"><li>- UM603-UL612-NOSTO (Southbound);</li><li>- TIGRA-UL995-UM603 (Northbound).</li></ul> <p>7) Segment LUXIL-GRT: flights levels 200-210-220 are usable subject to Gioia APP clearance.</p> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UM978</b> (RNP 5)					
▲ SONAK 36°37'12"N 011°30'00"E  Tunis ACC/Malta ACC	For continuation see AIP TUNISIA				
	102° / 282° 31.1	FL460 <hr/> FL195	5		
▲ DOBIX 36°30'00"N 012°07'37"E	For continuation see AIP MALTA				

NOTE/REMARKS	
1) Rotta gestita dagli ACC di Tunisi e Malta; per ulteriori informazioni vedere AIP Tunisia e Malta.	1) Route under Tunis ACC and Malta ACC jurisdiction: further information on AIP Tunisia and AIP Malta.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UM979 (RNP 5)					
▲ SONAK 36°37'12"N 011°30'00"E  Tunis ACC/Malta ACC	For continuation see AIP TUNISIA				
	113° / 294° 17.1	FL460 <hr/> FL195	5		
▲ DINUX 36°30'00"N 011°49'20"E	For continuation see AIP MALTA				

## NOTE/REMARKS

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| 1) Rotta gestita dagli ACC di Tunisi e Malta; per ulteriori informazioni vedere AIP Tunisia e Malta. | 1) Route under Tunis ACC and Malta ACC jurisdiction: further information on AIP Tunisia and AIP Malta. |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UM984 (RNP 5)					
▲ DETSA 46°48'09"N 012°16'52"E  Wien ACC/Padova ACC	For continuation see AIP AUSTRIA				
	241° / 061° 25.6	FL460 FL195	5	210 ↓	
△ BAKOR 46°36'32"N 011°43'43"E					
	19.0	FL460 FL195	5	210 ↓	
▲ NAXAV 46°27'50"N 011°19'20"E					
	242° / 062° 21.3	FL460 FL195	5	210 ↓	
△ RENTA 46°18'20"N 010°51'49"E					
	20.2	FL460 FL195	5	210 ↓	
△ ATPED 46°09'15"N 010°25'49"E					
	14.7	FL460 FL195	5	210 ↓	
▲ LUSIL 46°02'35"N 010°07'00"E  Padova ACC/Milano ACC					
	233° / 052° 37.7	FL460 FL195	5	210 ↓	
△ RODRU 45°40'15"N 009°23'36"E					
	33.4	FL460 FL195	5	210 ↓	
▲ EVANO 45°20'15"N 008°45'39"E					
	214° / 033° 46.8	FL460 FL195	5	210 ↓	
▲ NEDED 44°41'38"N 008°08'26"E					
	39.7	FL460 FL195	5	210 ↓	
▲ VAMTU 44°08'44"N 007°37'31"E  Milano ACC/Marseille ACC	For continuation see AIP FRANCE				

- 1) Rotta utilizzabile solo in direzione ovest.  
2) Il segmento NEDED-VAMTU deve essere considerato:

- 1) Route usable westbound only.  
2) Segment NEDED-VAMTU to be considered:

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| <p>a) CDR1 a causa delle zone LI R4, LI R64, LI TSA72 e LI TSA73bis:</p> <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- HOL esclusi.</li></ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"><li>- UZ185</li></ul> <p>b) CDR1 a causa delle zone LI TSA72 e LI TSA73bis, da FL360 compreso in su:</p> <ul style="list-style-type: none"><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL esclusi.</li></ul> <p>3) Il segmento EVANO-NEDED deve essere considerato CDR1, a causa della zona LI TSA73bis, da FL360 compreso in su:</p> <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL esclusi.</li></ul> | <p>a) CDR1 due to LI R4, LI R64, LI TSA72 and LI TSA73bis zones:</p> <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- HOL excluded.</li></ul> <p>Alternate route:</p> <ul style="list-style-type: none"><li>- UZ185</li></ul> <p>b) CDR1 due to LI TSA72 and LI TSA73bis zones, from FL360 included and above:</p> <ul style="list-style-type: none"><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL excluded.</li></ul> <p>3) Segment EVANO-NEDED to be considered CDR1, due to LI TSA73bis zone, from FL360 included and above:</p> <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL excluded.</li></ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UM985</b> (RNP 5)					
▲ MALUG 46°42'22"N 012°35'51"E  Wien ACC/Padova ACC	For continuation see AIP AUSTRIA				
	241° / 060° 41.1	FL460 <hr/> FL195	5		200 ↑
△ VESAL 46°23'24"N 011°42'59"E					
	14.7	FL460 <hr/> FL195	5		200 ↑
▲ ALESE 46°16'30"N 011°24'14"E					
	2.1	FL460 <hr/> FL195	5		200 ↑
△ SUMIR 46°15'32"N 011°21'35"E					
	234° / 053° 15.0	FL460 <hr/> FL195	5		200 ↑
▲ DIBAX 46°06'59"N 011°03'51"E					
	19.1	FL460 <hr/> FL195	5		200 ↑
△ TAGIP 45°56'01"N 010°41'24"E					
	13.5	FL460 <hr/> FL195	5		200 ↑
▲ NESTI 45°48'14"N 010°25'37"E  Padova ACC/Milano ACC					
	16.0	FL460 <hr/> FL195	5		200 ↑
▲ OSKOR 45°38'57"N 010°07'00"E					
	210° / 029° 20.4	FL460 <hr/> FL195	5		200 ↑
△ GIBLO 45°21'30"N 009°52'00"E					
	11.5	FL460 <hr/> FL195	5		200 ↑
△ ROBAS 45°11'37"N 009°43'34"E					
	39.6	FL460 <hr/> FL195	5		200 ↑
▲ MONEB 44°37'35"N 009°15'02"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	14.1	FL460 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)					
	238° / 058° 11.5	FL460 FL195	5		200 ↑
▲ DORAV 44°19'35"N 008°51'08"E					
	31.7	FL460 FL195	5		200 ↑
▲ ALBENGA NDB 'ABN' 44°03'22"N 008°13'16"E					
	234° / 054° 24.7	FL460 FL195	5		200 ↑
▲ NOSTA 43°49'10"N 007°45'19"E  Milano ACC/Marseille ACC					
	6.5	FL460 FL195	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) Nel tratto SUMIR-MALUG la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'ATC.</p> <p>3) Il tratto GEN-OSKOR deve essere considerato CDR1, da FL360 compreso in su, a causa delle zone LI TSA73 e LI TSA73bis:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200 (0400-2100);</li> <li>- SAT: 0500-1300 (0400-1200).</li> <li>- HOL esclusi.</li> </ul> <p>4) Il tratto NOSTA-DORAV deve essere considerato CDR1, da FL370 compreso in su, a causa della zona LI TSA72:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200 (0400-2100);</li> <li>- SAT: 0500-1300 (0400-1200).</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable north-eastbound only.</p> <p>2) In the segment SUMIR-MALUG navigation shall be strictly referred to the centre-line: any deviation shall be immediately notified to ATC.</p> <p>3) Segment GEN-OSKOR to be considered CDR1, from FL360 included and above, due to LI TSA73 and LI TSA73bis zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200 (0400-2100);</li> <li>- SAT: 0500-1300 (0400-1200).</li> <li>- HOL excluded.</li> </ul> <p>4) Segment NOSTA-DORAV to be considered CDR1, from FL370 included and above, due to LI TSA72 zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200 (0400-2100);</li> <li>- SAT: 0500-1300 (0400-1200).</li> <li>- HOL excluded.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UM986 (RNP 5)					
▲ IBENI 44°00'51"N 013°55'18"E  Zagreb ACC/Padova ACC	For continuation see AIP CROATIA				
	215° / 035° 32.3	FL460 <hr/> 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	FL460 <hr/> FL195	5	200 ↓	210 ↑
▲ GAVRA 43°46'34"N 011°49'29"E  Padova ACC / Roma ACC					

## NOTE/REMARKS

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| <p>1) Il segmento IBENI-ANC è utilizzabile solo in direzione nord-est.</p> <p>2) Il segmento IBENI-ANC deve essere considerato:</p> <p>a) CDR1 da FL360 compreso in su a causa della zona LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>b) CDR3 fino a FL280 compreso a causa dell'area SPEEDY:</p> <ul style="list-style-type: none"> <li>- MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100);</li> <li>- FRI 0730-1030 (0600-0900).</li> </ul> | <p>1) Segment IBENI-ANC usable north-eastbound only.</p> <p>2) Segment IBENI-ANC to be considered:</p> <p>a) CDR1 from FL360 included and above due to LI TSA78 zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>b) CDR3 up to FL280 included due to SPEEDY area:</p> <ul style="list-style-type: none"> <li>- MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100);</li> <li>- FRI 0730-1030 (0600-0900).</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UN1</b> (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E Zurich ACC/Padova ACC					
	134° / 317° 161.8	FL460 FL195	5	210 ↓	200 ↑
▲ BELOV 44°32'33"N 012°42'48"E					
	136° / 315° 104.5	FL460 FL195	5	210 ↓	200 ↑
▲ BEDEG 43°16'38"N 014°22'11"E Padova ACC/Brindisi ACC					
	135° / 316° 110.6	FL460 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	FL460 FL315	5	330 ↓	320 ↑
▲ LATAN 39°17'36"N 019°00'00"E Brindisi ACC/Athina ACC					
				For continuation see AIP GREECE	

NOTE/REMARKS	
1) Il segmento RESIA-BELOV deve essere considerato CDR1, a causa delle zone LI-LS CBA660, LI R26, LI TSA73 e LI TSA78:	1) Segment RESIA-BELOV to be considered CDR1, due to LI-LS CBA660, LI R26, LI TSA73 and LI TSA78 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 BELOV-BEDEG deve essere considerato CDR1, da FL360 in su a causa della zona LI TSA78:	2) Segment BELOV-BEDEG to be considered CDR1, from FL360 and above, due to LI TSA78 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 VIE-LATAN deve essere considerato CDR1, a causa delle zone LI TSA422A e LI TSA422B:	3) Segment VIE-LATAN to be considered CDR1, due to LI TSA422A and LI TSA422B zones:
- MON-FRI 0500-2200 (0400-2100);	- MON-FRI 0500-2200 (0400-2100);
- HOL esclusi.	- HOL excluded.

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UN138 (RNP 5)					
▲ GISAM 41°55'07"N 017°45'31"E  Zagreb ACC/Brindisi ACC	For continuation see AIP CROATIA				
	143° / 324° 30.0	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ CRAYE 41°30'10"N 018°07'45"E					
////////////////////////////////////					
△ GONOT 41°14'00"N 018°23'30"E					
	141° / 321° 47.1	FL460 <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) Nel segmento GISAM – CRAYE i servizi ATS sono temporaneamente forniti da Brindisi ACC/FIC.</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 come pubblicata e attivata nelle pubblicazioni aeronautiche Croate.</p> <p>3) Il segmento GONOT-GOKEL è utilizzabile solo in direzione nord.</p> | <p>1) In the segment GISAM – CRAYE ATS services are temporarily provided by Brindisi ACC/FIC.</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 area as published and activated by Croatian aeronautical publications.</p> <p>3) Segment GONOT-GOKEL usable northbound only.</p> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UN157</b> (RNP 5)					
▲ DEDOM 42°07'00"N 010°26'00"E					
	176° / 356° 117.1	FL460 — FL195	5	210 ↓	
▲ QUENN 40°09'54"N 010°32'37"E					
	177° / 357° 136.5	FL460 — 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 utilizzabile solo in direzione sud.</p> <p>2) Il segmento DEDOM-QUEEN deve essere considerato:</p> <p>a) Rotta ATS permanente</p> <ul style="list-style-type: none"> <li>- SAT, e SUN;</li> <li>- MON-FRI 0001-0629 (0001-0529), 1631-2400 (1531-2400).</li> </ul> <p>b) CDR3: MON-FRI 0630-1630 (0530-1530)</p> <p>3) Il segmento QUEEN-ABDAB deve essere considerato:</p> <p>a) Rotta ATS permanente:</p> <ul style="list-style-type: none"> <li>- SAT, SUN e HOL;</li> <li>- MON-FRI 0001-0459, 2201-2400.</li> </ul> <p>b) CDR1: MON-FRI</p> <ul style="list-style-type: none"> <li>- 0500-0659, 1701- 2200;</li> <li>- 21 JUN-20 SEP, da FL250 incluso ed oltre 0500-2200.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL12-UM738-UM725</li> </ul> <p>c) CDR3: MON-FRI</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, 0700-1700.</li> <li>- 21 JUN-20 SEP, da FL200 incluso fino a FL240 incluso 0700-1700.</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) Segment DEDOM-QUEEN to be considered:</p> <p>a) ATS permanent route:</p> <ul style="list-style-type: none"> <li>- SAT, and SUN;</li> <li>- MON-FRI 0001-0629 (0001-0529), 1631-2400 (1531-2400).</li> </ul> <p>b) CDR3: MON-FRI 0630-1630 (0530-1530)</p> <p>3) Segment QUEEN-ABDAB to be considered:</p> <p>a) ATS permanent route:</p> <ul style="list-style-type: none"> <li>- SAT, SUN and HOL;</li> <li>- MON-FRI 0001-0459, 2201-2400.</li> </ul> <p>b) CDR1: MON-FRI</p> <ul style="list-style-type: none"> <li>- 0500-0659, 1701- 2200;</li> <li>- 21 JUN-20 SEP, from FL250 included and above 0500-2200.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UL12-UM738-UM725</li> </ul> <p>c) CDR3: MON-FRI</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, 0700-1700.</li> <li>- 21 JUN-20 SEP, from FL200 up to FL240 included 0700-1700.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UN163</b> (RNP 5)					
▲ CORSI 41°20'00"N 008°48'44"E  Marseille ACC/Roma ACC					
	147° / 328° 251.2	FL460 _____ FL195	5		200 ↑
△ OSDET 37°45'53"N 011°38'58"E					
	164° / 344° 58.9	FL460 _____ FL195	5	210 ↓	200 ↑
▲ PANTELLERIA VOR/DME 'PAN' 36°48'52"N 011°57'57"E  Roma ACC/Malta ACC					
	166° / 346° 19.3	FL460 _____ FL195	5	210 ↓	
▲ NUPMA 36°30'00"N 012°03'12"E	For continuation see AIP MALTA				

## NOTE/REMARKS

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|--|---|
| <p>1) Il segmento CORSI-OSDET è utilizzabile solo in direzione nord.</p> <p>2) Il segmento PAN-NUPMA è utilizzabile solo in direzione sud.</p> <p>3) Il tratto CORSI-PAN deve essere considerato CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100)</li> <li>- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.</li> </ul> <p>4) Il segmento CORSI-OSDET deve essere considerato:</p> <p>a) CDR3, a causa della zona LI D115A fino a FL240 compreso:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (nel solo periodo invernale) e 2100-2200 (2100-2200);</li> <li>- HOL esclusi.</li> </ul> <p>b) CDR1, a causa delle zone LI D115B e LI D115C da FL250 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (nel solo periodo invernale) e 2100-2200 (2100-2200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UM732-UM733</li> </ul> | <p>1) Segment CORSI-OSDET usable northbound only.</p> <p>2) Segment PAN-NUPMA usable southbound only.</p> <p>3) Segment CORSI-PAN to be considered CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100)</li> <li>- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.</li> </ul> <p>4) Segment CORSI-OSDET to be considered:</p> <p>a) CDR3 due to LI D115A zone up to FL240 included:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (winter period only) and 2100-2200 (2100-2200);</li> <li>- HOL excluded.</li> </ul> <p>b) CDR1, due to LI D115B and LI D115C zones from FL250 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (winter period only) and 2100-2200 (2100-2200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UM732-UM733</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UN503 (RNP 5)					
▲ LIKDA 47°01'01"N 011°45'03"E  Münich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	181° / 001° 24.5	FL460 FL195	5	210 ↓	
△ BAKOR 46°36'32"N 011°43'43"E					
	13.2	FL460 FL195	5	210 ↓	
△ VESAL 46°23'24"N 011°42'59"E					
	17.1	FL460 FL195	5	210 ↓	
△ LAMPO 46°06'21"N 011°42'05"E					
	10.2	FL460 FL195	5	210 ↓	
▲ ROKIB 45°56'08"N 011°41'32"E					
	17.9	FL460 FL195	5	210 ↓	
▲ VICENZA VOR/DME 'VIC' 45°38'14"N 011°40'35"E  (VICENZA NDB 'VIC') (45°38'13"N 011°40'29"E)					
	141° / 322° 42.5	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ LOBSI 44°54'18"N 012°10'21"E					
	20.9	FL460 FL195	5	210 ↓	200 ↑
△ GIPUK 44°35'19"N 011°58'00"E					
	23.8	FL460 FL195	5	210 ↓	200 ↑
▲ PELEG 44°13'40"N 011°44'07"E					
	211° / 032° 16.0	FL460 FL195	5		200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
▲ 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 tratto BAKOR-PELEG deve essere considerato CDR1, a causa delle zone LI TSA73 e LI TSA78, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Nel tratto BAKOR-VIC la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC.</p> <p>4) Il tratto LOBSI-PELEG deve essere considerato CDR1, a causa della zona LI R21B, fino a FL240 compreso:</p> <ul style="list-style-type: none"> <li>- MON, WED 0700-2200;</li> <li>- TUE, THU 0700-1700;</li> <li>- FRI 0700-1300.</li> </ul> <p>Rotte alternate:</p> <ul style="list-style-type: none"> <li>- UM726-UM859 (northbound);</li> <li>- UM859-UQ58 (southbound).</li> </ul> <p>5) Il segmento PELEG-BIKTU utilizzabile solo in direzione nord.</p> | <p>1) Segment LIKDA-VIC usable southbound only.</p> <p>2) Segment BAKOR-PELEG to be considered CDR1, due to LI TSA73 and LI TSA78 zones, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) In the segment BAKOR-VIC navigation shall be strictly referred to the centreline: any deviation shall be immediately notified to the ATC Unit.</p> <p>4) Segment LOBSI-PELEG to be considered CDR1, due to LI R21B zone, up to FL240 included:</p> <ul style="list-style-type: none"> <li>- MON, WED 0700-2200;</li> <li>- TUE, THU 0700-1700;</li> <li>- FRI 0700-1300.</li> </ul> <p>Alternate routes:</p> <ul style="list-style-type: none"> <li>- UM726-UM859 (northbound);</li> <li>- UM859-UQ58 (southbound).</li> </ul> <p>5) Segment PELEG-BIKTU usable northbound only.</p> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UN573</b> (RNP 5)					
▲ AMREX 37°58'16"N 017°55'02"E					
	247° / 066° 181.1	FL460 — FL195	5	210 ↓	
▲ NELDA 36°51'46"N 014°23'34"E Roma ACC/Malta ACC					
	241° / 060° 46.6	FL460 — 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 AMREX-NELDA deve essere considerato CDR1, a causa delle zone LI TSA506, LI TSA507 e LI TSA508, da FL360 compreso in su:

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

3) Il segmento NELDA-UPLIT deve essere considerato CDR1, a causa delle zone LI R502 e LI TSA508:

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

Rotta alternata:

- UN982-UL30

1) Route usable westbound only.

2) Segment AMREX-NELDA to be considered CDR1, due to LI TSA506, LI TSA507 and LI TSA508 zones, from FL360 included and above:

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

3) Segment NELDA-UPLIT to be considered CDR1, due to LI R502 and LI TSA508 zones:

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

Alternate route:

- UN982-UL30

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UN604</b> (RNP 5)					
▲ DOKAR 42°30'03"N 009°45'00"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	118° / 298° 41.6	FL460 FL245	5	250 ↓	
△ BATBO 42°09'36"N 010°33'54"E					
	115° / 298° 270.3	FL460 FL245	5	250 ↓	
▲ INGAB 40°00'58"N 015°48'27"E Roma ACC/Brindisi ACC					
	118° / 300° 173.7	FL460 FL245	5	250 ↓	
▲ RUTOM 38°31'06"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 sud.</p> <p>2) La rotta deve essere considerata CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100);</li> <li>- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.</li> </ul> <p>3) Il segmento BATBO-INGAB deve essere considerato CDR1, a causa delle zone LI R7, LI R62A, LI R62B, LI TRA410, LI TRA412, LI TSA420A e LI TSA420B:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0000-0600 (0000-0500) e 2100-2400 (2100-2400);</li> <li>- SAT 0000-0600 (0000-0500);</li> <li>- SAT 0600-2100 (0500-2100) da FL370 compreso in su;</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UP126-UM603-UM620-UM601.</li> </ul> <p>4) Il segmento INGAB-RUTOM deve essere considerato:</p> <p>a) CDR1, a causa delle zone LI TRA410, LI TRA412, LI TRA413, LI TRA417, LI TSA420A e LI TSA420B:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale);</li> <li>- HOL esclusi;</li> </ul> <p>b) CDR1, a causa delle zone LI TRA410, LI TRA412, LI TRA413, LI TRA417 fino a FL 310 compreso:</p> <ul style="list-style-type: none"> <li>- SAT 0500-0600 (0400-0500);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UP126-UM603-UM620-UM601.</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) Route to be considered CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100);</li> <li>- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.</li> </ul> <p>3) Segment BATBO-INGAB to be considered CDR1, due to LI R7, LI R62A, LI R62B, LI TRA410, LI TRA412, LI TSA420A and LI TSA420B zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0000-0600 (0000-0500) e 2100-2400 (2100-2400);</li> <li>- SAT 0000-0600 (0000-0500);</li> <li>- SAT 0600-2100 (0500-2100) from FL370 included and above;</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UP126-UM603-UM620-UM601.</li> </ul> <p>4) Segment INGAB-RUTOM to be considered:</p> <p>a) CDR1, due to LI TRA410, LI TRA412, LI TRA413, LI TRA417, LI TSA420A and LI TSA420B zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter period only);</li> <li>- HOL excluded;</li> </ul> <p>b) CDR1 due to LI TRA410, LI TRA412, LI TRA 413 and LI tra417ZONES, up to FL 310 included:</p> <ul style="list-style-type: none"> <li>- SAT 0500-0600 (0400-0500);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UP126-UM603-UM620-UM601.</li> </ul> |
|---|---|

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UN606</b> (RNP 5)					
▲ GIRIS 46°46'18"N 010°53'03"E  Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	134° / 314° 10.6	FL460 FL195	5	210 ↓	
▲ TISAX 46°38'43"N 011°03'54"E					
	15.2	FL460 FL195	5	210 ↓	
▲ NAXAV 46°27'50"N 011°19'20"E					
	128° / 309° 52.4	FL460 FL285	5	290 ↓	
△ NIVAS 45°54'00"N 012°16'53"E					
	129° / 309° 40.2	FL460 FL285	5	290 ↓	
△ BADOP 45°27'44"N 013°00'15"E					
	6.9	FL460 FL285	5	290 ↓	300 ↑
△ BABAG 45°23'13"N 013°07'37"E					
	6.8	FL460 FL285	5	290 ↓	300 ↑
▲ PEVAL 45°18'41"N 013°14'51"E  Padova ACC/Zagreb ACC	For continuation see AIP CROATIA				

## NOTE/REMARKS

- 1) Il tratto GIRIS-BADOP è utilizzabile solo in direzione sud.
- 2) Il tratto NAXAV-BADOP deve essere considerato:
- a) CDR1, a causa delle zone LI R49E e LI 49F, fino a FL380 compreso:
- MON-FRI 0500-2200 (0400-2100);
  - HOL esclusi.
- Rotte alternate:
- UL615 - UZ906 (northbound);
  - UZ906 - UL614 (southbound).
- b) CDR1 a causa della zona LI TSA78 da FL360 compreso in su:
- MON-FRI 0500-2200 (0400-2100);
  - SAT 0500-1300 (0400-1200);
  - HOL esclusi.

- 1) Segment GIRIS BADOP usable southbound only.
- 2) Segment NAXAV-BADOP to be considered:
- a) CDR1, due to LI R49E and LI 49F zones, up to FL 380 included:
- MON-FRI 0500-2200 (0400-2100);
  - HOL excluded.
- Alternate routes:
- UL615 - UZ906 (northbound);
  - UZ906 - UL614 (southbound).
- b) CDR1, due to LI TSA78 zone, from FL360 included and above:
- MON-FRI 0500-2200 (0400-2100);
  - SAT 0500-1300 (0400-1200);
  - HOL excluded.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UN736</b> (RNP 5)					
▲ BORDI 44°01'23"N 007°45'07"E  Milano ACC/Marseille ACC					
	214° / 034° 17.0	FL460 <hr/> FL195	5	210 ↓	
▲ IVLAM 43°47'22"N 007°31'45"E	For continuation see AIP FRANCE				

## NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud-ovest

1) Route usable south-westbound only

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UN737 (RNP 5)					
▲ BAXON 44°24'59"N 013°27'47"E  Zagreb ACC/Padova ACC	For continuation see AIP CROATIA				
	202° / 022° 30.1	FL460 FL245	5	250 ↓	
▲ LANLI 43°57'26"N 013°10'50"E					
	210° / 032° 13.2	FL460 FL245	5	250 ↓	
△ AMSED 43°46'16"N 013°01'07"E					
	212° / 030° 20.1	FL460 FL205	5	210 ↓	
△ GUBIN 43°29'13"N 012°46'27"E					
	210° / 032° 10.2	FL460 FL195	5	210 ↓	
▲ EVNEK 43°20'34"N 012°39'07"E  Padova ACC/Roma ACC					
	212° / 031° 32.2	FL460 FL195	5	210 ↓	
△ IPGOR 42°53'08"N 012°16'09"E					
	211° / 031° 8.7	FL460 FL195	5	210 ↓	
△ ETPOK 42°45'41"N 012°10'00"E					
	211° / 030° 10.0	FL460 FL195	5	210 ↓	
▲ GIKIN 42°37'06"N 012°02'55"E					
	180° / 360° 61.3	FL460 FL285	5	290 ↓	
▲ TORLI 41°35'48"N 012°01'06"E					
	179° / 359° 18.2	FL460 FL285	5	290 ↓	
▲ KONUT 41°17'34"N 012°01'00"E					
	182° / 002° 85.5	FL460 FL195	5	210 ↓	
▲ RONAB 39°52'11"N 011°53'28"E					

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) Il tratto BAXON-AMSED deve essere considerato:</p> <p>a) CDR1, a causa della zona LI TSA78, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>b) CDR3, a causa dell' area SPEEDY:</p> <p>fino a FL250 compreso:</p> <ul style="list-style-type: none"> <li>- MON-THU 0000-0730 (0000-0600), 1030-1700 (0900-1800), 2000-2400 (2100-2400);</li> <li>- FRI 0000-0730 (0000-0600), 1030-1500 (0900-1500);</li> </ul> <p>fino a FL280 compreso:</p> <ul style="list-style-type: none"> <li>- MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100);</li> <li>- FRI 0730-1030 (0600-0900).</li> </ul> <p>3) Il tratto AMSED-IPGOR deve essere considerato:</p> <p>a) CDR3, a causa della zona LI R48, fino a FL240 compreso:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>b) CDR1, a causa delle zone LI R51 (settore A) e LI TSA74 (zona A), da FL250 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) Segment BAXON-AMSED to be considered:</p> <p>a) CDR1, due to LI TSA78 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>b) CDR3 due to SPEEDY area:</p> <p>up to FL250 included:</p> <ul style="list-style-type: none"> <li>- MON-THU 0000-0730 (0000-0600), 1030-1700 (0900-1800), 2000-2400 (2100-2400);</li> <li>- FRI 0000-0730 (0000-0600), 1030-1500 (0900-1500);</li> </ul> <p>up to FL280 included:</p> <ul style="list-style-type: none"> <li>- MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100);</li> <li>- FRI 0730-1030 (0600-0900).</li> </ul> <p>3) Segment AMSED-IPGOR to be considered:</p> <p>a) CDR3, due to LI R48 zone, up to FL240 included:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>b) CDR1, due to LI R51 (sector A) e LI TSA74 (A zone) zones, from FL250 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UN748</b> (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	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ ESODU 42°26'34"N 014°19'53"E					
	206° / 026° 18.7	FL460 <hr/> FL195	5	210 ↓	200 ↑
△ EKMIL 42°10'05"N 014°08'01"E					

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) Il segmento XAMIT-SUTOB è utilizzabile solo in direzione sud.</p> <p>2) Il segmento SUTOB-ESODU deve essere considerato CDR1 da FL360 compreso in su, a causa della zona LI TSA74-A:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il segmento ESODU-EKMIL deve essere considerato:</p> <p>a) CDR1 da FL250 compreso in su, a causa delle zone LI R51/C e LI TSA74-A:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>b) CDR3 fino a FL240 compreso, a causa della zona LI R50:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Segment XAMIT-SUTOB usable southbound only.</p> <p>2) Segment SUTOB-ESODU to be considered CDR1, from FL360 included and above, due to LI TSA74-A zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment ESODU-EKMIL to be considered:</p> <p>a) CDR1 from FL250 included and above, due to LI R51/C and LI TSA74-A zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>b) CDR3 up to FL240 included, due to LI R50 zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UN850 (RNP 5)					
▲ ODINA 46°06'16"N 008°39'54"E  Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	174° / 354° 46.2	FL460 _____ FL195	5	210 ↓	
▲ EVANO 45°20'15"N 008°45'39"E					
	175° / 355° 33.8	FL460 _____ FL195	5	210 ↓	
▲ LESAN 44°46'30"N 008°48'44"E					
	27.0	FL460 _____ FL195	5	210 ↓	
▲ DORAV 44°19'35"N 008°51'08"E					
	189° / 009° 11.7	FL460 _____ FL195	5	210 ↓	
▲ IXITO 44°08'05"N 008°48'13"E					
	185° / 005° 40.5	FL460 _____ FL195	5	210 ↓	
▲ TALEP 43°27'44"N 008°42'44"E  Milano ACC/Marseille ACC	For continuation see AIP FRANCE				

## NOTE/REMARKS

- |  |  |
|--|--|
| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) Il tratto IXITO-TALEP deve essere considerato:</p> <p>a) CDR1 fino a FL240 compreso, a causa della zona LI D91bis</p> <p style="margin-left: 20px;">- MON-FRI 0900-2400 (0800-2400);</p> <p style="margin-left: 20px;">Rotta alternata:</p> <p style="margin-left: 20px;">- UL50 - UM858</p> <p>b) CDR1 da FL370 compreso in su, a causa della zona LI TSA72:</p> <p style="margin-left: 20px;">- MON-FRI 0500-2200 (0400-2100);</p> <p style="margin-left: 20px;">- SAT 0500-1300 (0400-1200);</p> <p style="margin-left: 20px;">- HOL esclusi.</p> <p>3) Il tratto EVANO-DORAV deve essere considerato CDR1, a causa della zona LI TSA73bis, da FL360 compreso in su:</p> <p style="margin-left: 20px;">- MON-FRI 0500-2200 (0400-2100);</p> <p style="margin-left: 20px;">- SAT 0500-1300 (0400-1200);</p> <p style="margin-left: 20px;">- HOL esclusi.</p> | <p>1) Route usable southbound only.</p> <p>2) Segment IXITO-TALEP to be considered:</p> <p>a) CDR1 up to FL240 included, due to LI D91bis zone</p> <p style="margin-left: 20px;">- MON-FRI 0900-2400 (0800-2400);</p> <p style="margin-left: 20px;">Alternate route:</p> <p style="margin-left: 20px;">- UL50 - UM858</p> <p>b) CDR1 from FL370 included and above, due to LI TSA72 zone:</p> <p style="margin-left: 20px;">- MON-FRI 0500-2200 (0400-2100);</p> <p style="margin-left: 20px;">- SAT 0500-1300 (0400-1200);</p> <p style="margin-left: 20px;">- HOL excluded.</p> <p>3) Segment EVANO-DORAV to be considered CDR1, due to LI TSA73bis zone, from FL360 included and above;</p> <p style="margin-left: 20px;">- MON-FRI 0500-2200 (0400-2100);</p> <p style="margin-left: 20px;">- SAT 0500-1300 (0400-1200);</p> <p style="margin-left: 20px;">- HOL excluded.</p> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UN851 (RNP 5)					
▲ ABES1 46°09'35"N 009°02'34"E  Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	173° / 353° 10.6	FL460 FL195	5		200 ↑
△ PEPAG 45°59'02"N 009°04'17"E					
	20.4	FL460 FL195	5		200 ↑
▲ DESIP 45°38'45"N 009°07'33"E					
	174° / 354° 61.4	FL460 FL195	5		200 ↑
▲ MONEB 44°37'35"N 009°15'02"E					
	29.3	FL460 FL195	5		200 ↑
▲ LUKIM 44°08'24"N 009°18'31"E					
	198° / 017° 47.6	FL460 FL195	5		200 ↑
▲ TORTU 43°23'18"N 008°57'30"E  Milano ACC/Marseille ACC	For continuation see AIP FRANCE				

## NOTE/REMARKS

- |   |   |
|---|---|
| 1) Rotta utilizzabile solo in direzione nord.<br>2) Il tratto LUKIM-DESIP deve essere considerato CDR1, a causa della zona LI TSA73bis da FL360 compreso in su:<br>- MON-FRI 0500-2200 (0400-2100);<br>- SAT 0500-1300 (0400-1200);<br>- HOL esclusi. | 1) Route usable northbound only.<br>2) Segment LUKIM-DESIP to be considered CDR1 due to LI TSA73bis zone, from FL360 included and above:<br>- MON-FRI 0500-2200 (0400-2100);<br>- SAT 0500-1300 (0400-1200);<br>- HOL excluded. |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UN982</b> (RNP 5)					
△ GENI 42°23'45"N 013°03'21"E					
	166° / 346° 14.1	FL460 FL245	5	250 ↓	260 ↑
△ TINIX 42°09'57"N 013°07'22"E					
	175° / 355° 10.3	FL460 FL195	5	210 ↓	200 ↑
▲ DESUK 41°59'41"N 013°08'09"E					
	158° / 338° 11.1	FL460 FL195	5	210 ↓	200 ↑
△ INSOX 41°49'18"N 013°13'20"E					
	166° / 346° 79.0	FL460 FL195	5	210 ↓	200 ↑
▲ MALOG 40°31'59"N 013°35'06"E					
	170° / 350° 67.3	FL460 FL195	5	210 ↓	200 ↑
▲ AMANO 39°25'18"N 013°47'48"E					
	153° / 333° 38.9	FL460 FL195	5	210 ↓	
△ VAKOR 38°50'10"N 014°09'13"E					
	167° / 347° 74.3	FL460 FL195	5	210 ↓	
▲ LIBRO 37°37'17"N 014°27'53"E					
	182° / 002° 24.7	FL460 FL195	5	210 ↓	200 ↑
▲ OBAXU 37°12'39"N 014°25'32"E					
	20.9	FL460 FL195	5		200 ↑
▲ NELDA 36°51'46"N 014°23'34"E Roma ACC/Malta ACC					
	189° / 009° 22.1	FL460 FL195	5	210 ↓	200 ↑
▲ DIRKA 36°30'00"N 014°18'36"E					
				For continuation see AIP MALTA	

## NOTE/REMARKS

- 1) Il segmento GENGI-TINIX ed il tratto TINIX-INSOX (da FL 240 compreso in su) devono essere considerati CDR1, a causa delle zone LI R51/A, LI R51/B e LI TSA74-A:

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

Rotta alternata:

- UL995

- 2) Il segmento INSOX-MALOG deve essere considerato CDR1 a causa della zona LI R62: H24.

Rotte alternate:

- UM729-UM726

- 3) Il tratto AMANO-DIRKA deve essere considerato CDR1, a causa delle zone LI TSA505 e LI TSA508, da FL360 compreso in su:

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

- 4) Il segmento VAKOR-NELDA é navigabile solo in presenza di servizio radar.

- 5) Il tratto AMANO-LIBRO è utilizzabile solo in direzione sud

- 6) Il segmento OBAXU-NELDA è utilizzabile solo in direzione nord.

- 1) Segment GENGI-TINIX and segment TINIX-INSOX (from FL240 included and above) to be considered CDR1, due to LI R51/A, LI R51/B and LI TSA74-A zones:

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

Alternate route:

- UL995

- 2) Segment INSOX-MALOG to be considered CDR1 due to LI R62 zone: H24.

Alternate routes:

- UM729-UM726

- 3) Segment AMANO-DIRKA to be considered CDR1, due to LI TSA505 and LI TSA508 zones, from FL360 included and above:

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

- 4) Segment VAKOR-NELDA to be flown only provided that radar service is available.

- 5) Segment AMANO-LIBRO usable southbound only

- 6) Segment OBAXU-NELDA usable northbound only.

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UP3</b> (RNP 5)					
▲ NERAR 39°18'15"N 014°16'01"E					
	136° / 317° 98.0	FL460 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	FL460 FL245	5	250 ↓	
△ DODEL 37°36'06"N 016°11'32"E					
	136° / 316° 33.8	FL460 FL245	5	250 ↓	
△ ABAKO 37°11'02"N 016°39'58"E					
	54.9	FL460 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.

2) Il tratto NERAR-DODEL deve essere considerato CDR1, a causa delle zone LI TSA505 e LI TSA506, da FL360 compreso in su:

2) Segment NERAR-DODEL to be considered CDR1, due to LI TSA505 and LI TSA506 zones, from FL360 included and above:

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

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

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UP66 (RNP 5)					
▲ SOTOV 46°56'38"N 011°12'38"E  Münich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	146° / 326° 4.2	FL460 <hr/> FL195	5		200 ↑
△ ATRIG 46°53'07"N 011°15'56"E					
	142° / 323° 14.5	FL460 <hr/> FL195	5		200 ↑
△ EKPEB 46°41'25"N 011°28'19"E					
	137° / 317° 21.3	FL460 <hr/> FL195	5		200 ↑
△ MOBDO 46°25'28"N 011°48'42"E					
	137° / 318° 76.3	FL460 <hr/> FL285	5		300 ↑
△ BADOP 45°27'44"N 013°00'15"E					

## NOTE/REMARKS

- |  |   |
|--|---|
| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) Il tratto MOBDO-BADOP deve essere considerato:</p> <p>a) CDR1, a causa delle zone LI R49E e LI R49F, fino a FL380 compreso:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL615-UZ906-UZ468</li> </ul> <p>b) CDR1, a causa della zona LI TSA78, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable northbound only.</p> <p>2) Segment MOBDO-BADOP to be considered:</p> <p>a) CDR1, due to LI R49E and LI 49F zones, up to FL380 included:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UL615-UZ906-UZ468</li> </ul> <p>b) CDR1, due to LI TSA78 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UP92</b> (RNP 5)					
▲ DIVKU 41°30'00"N 015°50'16"E					
	114° / 294° 47.5	FL460 FL195	5	210 ↓	200 ↑
▲ BARI VOR/DME 'BAR' 41°08'39"N 016°46'35"E					
	117° / 297° 34.0	FL460 FL195	5	210 ↓	200 ↑
▲ FASAN 40°51'50"N 017°25'37"E					
	30.3	FL460 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)					
	071° / 251° 30.4	FL460 FL195	5	210 ↓	200 ↑
▲ ABADI 40°45'19"N 018°38'30"E					
	057° / 237° 16.3	FL460 FL195	5	210 ↓	200 ↑
▲ 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 a causa delle zone LI R51 (settore D) e LI TSA74 (zona B):</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>2) Il tratto BRD-PAPIZ deve essere considerato CDR3 durante gli orari di attivazione della zona LI D25B.</p> | <p>1) Segment AME-BAR to be considered CDR1 due to LI R51 (sector D) and LI TSA74 (B zone):</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>2) Segment BRD-PAPIZ to be considered CDR3 during activation periods of LI D25B zone.</p> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UP125 (RNP 5)					
▲ ARNOS 46°32'29"N 013°34'10"E	For continuation see AIP AUSTRIA				
	189° / 009° 7.7	FL460 FL195	5	210 ↓	200 ↑
▲ URAVA 46°24'58"N 013°31'56"E					
	12.1	FL460 FL195	5	210 ↓	200 ↑
▲ TIBRO 46°13'06"N 013°28'22"E Padova ACC/Ljubljana ACC					
	13.0	FL460 FL195	5	210 ↓	200 ↑
▲ LUPIN 46°00'22"N 013°24'43"E					
	10.9	FL460 FL195	5	210 ↓	200 ↑
▲ RONCHI DEI LEGIONARI L 'RON' 45°49'44"N 013°21'37"E					
	212° / 032° 13.7	FL460 FL195	5	210 ↓	200 ↑
▲ OSLOP 45°38'25"N 013°10'37"E					
	12.9	FL460 FL195	5	210 ↓	200 ↑
△ BADOP 45°27'44"N 013°00'15"E					
	10.8	FL460 FL195	5	210 ↓	200 ↑
▲ ROSKA 45°18'51"N 012°51'42"E					
	238° / 058° 3.6	FL460 FL195	5	210 ↓	200 ↑
▲ TULIK 45°17'02"N 012°47'21"E					
	252° / 072° 26.5	FL460 FL195	5	210 ↓	
△ ARVOD 45°09'28"N 012°11'23"E					
	247° / 067° 25.6	FL460 FL195	5	210 ↓	
△ EKLAP 45°00'07"N 011°37'49"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 FL195	5	210 ↓	
▲ BAMEK 44°54'19"N 011°17'22"E					

## NOTE/REMARKS

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|---|---|
| <p>1) Nel tratto TIBRO-ROSKA la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC.</p> <p>2) La rotta deve essere considerata CDR1, a causa delle zone LI TSA73 e LI TSA78, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il tratto TULIK-BAMEK è utilizzabile solo in direzione ovest.</p> | <p>1) 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> <p>2) Route to be considered CDR1, due to LI TSA73 and LI TSA78 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment TULIK-BAMEK usable westbound only.</p> |
|---|---|

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UP126</b> (RNP 5)					
▲ BATBO 42°09'36"N 010°33'54"E					
	123° / 303° 89.9	FL460 FL315	5	330 ↓	
▲ ABDEN 41°18'39"N 012°12'47"E					
	123° / 304° 41.4	FL460 FL315	5	330 ↓	
▲ PONZA VORTAC 'PNZ' 40°54'43"N 012°57'27"E					
	166° / 346° 126.5	FL460 FL195	5		200 ↑
▲ ROSAS 38°51'02"N 013°32'22"E					
	167° / 348° 112.4	FL460 FL195	5		200 ↑
▲ DILIN 37°00'32"N 013°58'52"E Roma ACC/Malta ACC					
	168° / 348° 31.0	FL460 FL195	5		200 ↑
▲ SUSOM 36°30'00"N 014°05'57"E					
					For continuation see AIP MALTA

## NOTE/REMARKS

- |  |  |
|--|--|
| <p>1) Il tratto BATBO-PNZ è utilizzabile solo in direzione sud.</p> <p>2) Il tratto BATBO-PNZ deve essere considerato CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100).</li> </ul> <p>3) Il tratto ROSAS-SUSOM deve essere considerato CDR1, a causa delle zone LI R501, LI R502, LI TRA504A, LI TRA504B, LI TSA505 e LI TSA508:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UM622-UM726-UM742</li> </ul> <p>4) Il tratto PNZ-SUSOM è utilizzabile solo in direzione nord.</p> | <p>1) Segment BATBO-PNZ usable southbound only.</p> <p>2) Segment BATBO-PNZ to be considered CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100).</li> </ul> <p>3) Segment ROSAS-SUSOM to be considered CDR1, due to LI R501, LI R502, LI TRA504A, LI TRA504B, LI TSA505 and LI TSA508 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UM622-UM726-UM742</li> </ul> <p>4) Segment PNZ-SUSOM usable northbound only.</p> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UP131 (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E  Zurich ACC/Padova ACC	For continuation see AIP SWITZERLAND				
	139° / 319° 25.3	FL460 FL195	5	210 ↓	200 ↑
△ ATPED 46°09'15"N 010°25'49"E					
	17.1	FL460 FL195	5	210 ↓	200 ↑
△ TAGIP 45°56'01"N 010°41'24"E					
	8.9	FL460 FL195	5	210 ↓	200 ↑
△ MOVOR 45°49'08"N 010°49'26"E					
	139° / 320° 13.5	FL460 FL195	5	210 ↓	200 ↑
▲ ADOSA 45°38'40"N 011°01'35"E					
	152° / 332° 23.6	FL460 FL195	5	210 ↓	200 ↑
▲ VABOK 45°17'37"N 011°16'41"E					
	32.1	FL460 FL195	5	210 ↓	200 ↑
▲ LUMAV 44°48'52"N 011°36'59"E					
	151° / 331° 68.9	FL460 FL245	5	250 ↓	260 ↑
△ LIKNO 43°47'38"N 012°20'54"E					

## NOTE/REMARKS

1) Il segmento RESIA-ATPED 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-FRI 0730-1100 (0630-1000) e 1230-1600 (1130-1500).

2) Il tratto RESIA-ADOSA è utilizzabile solo in presenza di servizio radar.

3) Il tratto ADOSA-LUMAV deve essere considerato CDR1, a causa della zona LI TSA73, da FL360 compreso in su:

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

1) Segment RESIA-ATPED 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-FRI 0730-1100 (0630-1000) and 1230-1600 (1130-1500).

2) Segment RESIA-ADOSA usable under radar control only.

3) Segment ADOSA-LUMAV to be considered CDR1, due to LI TSA73 zone, from FL360 included and above:

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

## NOTE/REMARKS

4) Il segmento LUMAV-LIKNO deve essere considerato CDR1, a causa delle zone LI R26, LI TSA73 e LI TSA78:

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

Rotte alternate:

- UM872-UM726 (northbound);
- UQ58-UM872 (southbound).

4) Segment LUMAV-LIKNO to be considered CDR1, due to LI R26, LI TSA73 and LI TSA78 zones:

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

Alternate routes:

- UM872-UM726 (northbound)
- UQ58-UM872 (southbound)



ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UP161 (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	FL460 <hr/> FL195	5	210 ↓	
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UP167</b> (RNP 5)					
▲ GINOX 40°51'44"N 008°00'00"E  Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	121° / 301° 24.7	FL460 FL285	5		300 ↑
▲ ARSIK 40°38'44"N 008°27'41"E					
	109° / 289° 46.0	FL460 FL285	5	290 ↓	300 ↑
▲ LABOM 40°22'56"N 009°24'16"E					
	108° / 288° 23.3	FL460 FL285	5	290 ↓	300 ↑
△ LULIX 40°15'21"N 009°53'07"E					
	117° / 297° 48.3	FL460 FL285	5	290 ↓	300 ↑
△ ABKON 39°52'20"N 010°48'24"E					
	117° / 298° 123.4	FL460 FL285	5	290 ↓	300 ↑
▲ LURON 38°51'32"N 013°06'57"E					
	116° / 299° 285.8	FL460 FL305	5	310 ↓	320 ↑
▲ ORTAP 36°30'00"N 018°20'00"E  Roma ACC/Malta ACC	For continuation see AIP MALTA				

## NOTE/REMARKS

- |   |   |
|---|---|
| <p>1) Il tratto LABOM-LURON deve essere considerato CDR1:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200;</li> <li>- HOL esclusi.</li> </ul> <p>Rotte alternate:</p> <ul style="list-style-type: none"> <li>- UZ923-UL12-UZ347-UQ182-UM601 (northbound);</li> <li>- UM603-UL12-UZ923 (southbound).</li> </ul> <p>2) Il segmento LURON-ORTAP deve essere considerato CDR1, a causa delle zone LI R501, LI TSA505 e LI TSA506:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>Rotte alternate:</p> <ul style="list-style-type: none"> <li>- UM732-UM871-UQ789 (vedi AIP ENR 5.1.4)</li> </ul> <p>3) Il segmento GINOX-ARSIK è utilizzabile solo in direzione nord-ovest.</p> | <p>1) Segment LABOM-LURON to be considered CDR1:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200;</li> <li>- HOL excluded.</li> </ul> <p>Alternate routes:</p> <ul style="list-style-type: none"> <li>- UZ923-UL12-UZ347-UQ182-UM601 (northbound);</li> <li>- UM603-UL12-UZ923 (southbound).</li> </ul> <p>2) Segment LURON-ORTAP to be considered CDR1, due to LI R501, LI TSA505 and LI TSA506 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>Alternate routes:</p> <ul style="list-style-type: none"> <li>- UM732-UM871-UQ789 (see AIP ENR 5.1.4)</li> </ul> <p>3) Segment GINOX-ARSIK usable north-westbound only.</p> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UP623</b> (RNP 5)					
▲ ADEXI 37°20'44"N 013°01'31"E  Roma ACC/Malta ACC					
	201° / 021° 55.0	FL460 <hr/> FL195	5	210     ↓	200     ↑
▲ KOLEX 36°30'00"N 012°34'58"E	For continuation see AIP MALTA				

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UP735</b> (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	FL460 FL195	5		200 ↑
▲ RONCHI DEI LEGIONARI TVOR/DME 'RCH' 45°49'47"N 013°28'49"E					
	073° / 252° 4.8	FL460 FL195	5	210 ↓	200 ↑
▲ RIFEN 45°51'04"N 013°35'23"E  Ljubljana ACC/Padova ACC				For continuation see AIP SLOVENIA	

## NOTE/REMARKS

1) Il segmento VIC-RCH deve essere considerato:

- a) CDR3 fino a FL280 incluso, a causa delle zone LI R49E e LI R49F: H24
- b) CDR1 da FL290 incluso in su a causa delle zone LI R49E, LI R49F e LI TSA78:
  - MON-FRI 0500-2200 (0400-2100);
  - HOL esclusi.

Rotta alternata:

- UN503-UQ561-UM859 (Eastbound)
- UM196-UL615 (Westbound)

- c) CDR1 da FL360 incluso in su a causa della zona LI TSA78: SAT 0500-1300 (0400-1200), HOL esclusi.

2) Il segmento VIC-RCH è utilizzabile solo in direzione ovest.

1) Segment VIC-RCH to be considered:

- a) CDR3 up to FL280 included due to LI R49E and LI R49F zones: H24
- b) CDR1 from FL290 included and above due to LI R49E, LI R49F and LI TSA78 zones:
  - MON-FRI 0500-2200 (0400-2100);
  - HOL excluded.

Alternate route:

- UN503-UQ56-UM859 (Eastbound)
- UM196-UL615 (Westbound)

- c) CDR1 from FL360 included and above due to LI TSA78 zone: SAT 0500-1300 (0400-1200), HOL excluded.

2) Segment VIC-RCH usable westbound only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UP748 (RNP 5)					
▲ AIOSA 41°55'42"N 017°14'54"E  Zagreb ACC/Brindisi ACC	For continuation see AIP CROATIA				
	219° / 039° 16.0	FL460 FL195	5	210 ↓	200 ↑
▲ BANAV 41°43'43"N 017°00'40"E					
	29.6	FL460 FL195	5	210 ↓	200 ↑
△ OSDAX 41°21'29"N 016°34'35"E					
	32.3	FL460 FL195	5	210 ↓	200 ↑
▲ TOPNO 40°57'06"N 016°06'28"E					
	232° / 052° 24.5	FL460 FL195	5	210 ↓	200 ↑
△ BUMOK 40°42'51"N 015°40'11"E					
	11.3	FL460 FL195	5	210 ↓	200 ↑
▲ VEGAN 40°36'16"N 015°28'09"E  Brindisi ACC/Roma ACC					
	225° / 045° 16.2	FL460 FL195	5	210 ↓	200 ↑
△ KUTID 40°25'13"N 015°12'42"E					
	225° / 044° 23.9	FL460 FL195	5	210 ↓	200 ↑
▲ POLIT 40°08'48"N 014°50'00"E					
	226° / 046° 11.9	FL460 FL195	5	210 ↓	200 ↑
▲ VARAL 40°00'51"N 014°38'29"E					
	11.3	FL460 FL195	5	210 ↓	200 ↑
△ NAXES 39°53'16"N 014°27'32"E					
	41.5	FL460 FL195	5	210 ↓	200 ↑
▲ AMANO 39°25'18"N 013°47'48"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 FL195	5	210 ↓	200 ↑
▲ MEGAN 37°32'17"N 011°59'46"E					
	274° / 094° 33.7	FL460 FL195	5	210 ↓	200 ↑
▲ TUNEX 37°35'34"N 011°17'39"E  Tunisi ACC/Roma ACC	For continuation see AIP TUNISIA				

## NOTE/REMARKS

- |   |   |
|---|---|
| <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 delle zone LI R51/D e LI TSA74 (zona B):</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200, (0400-2100);</li> <li>- SAT: 0500-1300, (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UT527</li> </ul> <p>3) 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>4) 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"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> | <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 and LI TSA74 (B zone) zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200, (0400-2100);</li> <li>- SAT: 0500-1300, (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UT527</li> </ul> <p>3) 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> <p>4) 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"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> |
|---|---|

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UP860</b> (RNP 5)					
▲ MEDAM 45°15'52"N 006°56'24"E	For continuation see AIP SWITZERLAND				
	117° / 297° 10.3	FL460 FL195	5		200 ↑
▲ RONOP 45°11'09"N 007°09'23"E  Geneva ACC/Milano ACC					
	3.8	FL460 FL195	5		200 ↑
▲ IXUSA 45°09'27"N 007°14'13"E					
	30.0	FL460 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	FL460 FL195	5		200 ↑
▲ DEVOX 44°41'46"N 008°44'49"E					

## NOTE/REMARKS

- |   |   |
|---|---|
| 1) Rotta utilizzabile solo in direzione nord-ovest.<br>2) Il segmento DEVOX – TOP deve essere considerato CDR1 da FL360 compreso in su durante gli orari di attivazione della zona LI TSA 73 bis. | 1) Route usable north-westbound only.<br>2) Segment DEVOX – TOP to be considered CDR1 from FL360 included and above during activation periods of LI TSA73 bis zone. |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UP872 (RNP 5)					
▲ OKIVA 41°20'00"N 009°06'23"E  Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	199° / 019° 32.9	FL460 <hr/> FL195	5		200    ↑
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	<del>Upper</del> lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UP980</b> (RNP 5)					
▲ OKIVA 41°20'00"N 009°06'23"E  Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	162° / 342° 24.3	FL460 <hr/> FL195	5		200    ↑
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UQ19 (RNP 5)					
▲ ROSKA 45°18'51"N 012°51'42"E					
	215° / 034° 81.0	FL460 <hr/> FL195	5		200 ↑
▲ PELEG 44°13'40"N 011°44'07"E					

## NOTE/REMARKS

- 1) La rotta deve essere considerata CDR1 a causa delle zone LI R10, LI R21A, LI R21B, LI R26, LI TSA73 e LI TSA78:
- 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.

- 2) Rotta utilizzabile solo in direzione nord.

- 1) Route to be considered CDR1, due to LI R10, LI R21A, LI R21B, LI R26, LI TSA73 and LI TSA78 zones:
- 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.

- 2) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ48</b> (RNP 5)					
▲ ARBIP 43°08'33"N 013°27'30"E Padova ACC/Brindisi ACC					
	159° / 339° 84.1	FL460 FL295	5		300 ↑
▲ KASTU 41°48'52"N 014°04'01"E Brindisi ACC/Roma ACC					
	158° / 339° 337.4	FL460 FL315	5		320 ↑
▲ ASKOT 36°30'00"N 016°27'05"E Roma ACC/Malta ACC					

## NOTE/REMARKS

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| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) La rotta deve essere considerata CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100)</li> <li>- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.</li> </ul> <p>3) La rotta deve essere considerata CDR1, a causa delle zone LI R51A, LI R51B, LI R51C, LI TSA74A, LI TSA506 e LI TSA507:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale);</li> <li>- SAT 0500-0600 (0400-0500);</li> <li>- SAT 0600-1300 (0500-1200) da FL320 compreso in su;</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable northbound only.</p> <p>2) Route to be considered CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100)</li> <li>- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.</li> </ul> <p>3) Route to be considered CDR1, due to LI R51A, LI R51B, LI R51C, LI TSA74A, LI TSA506 and LI TSA508 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter period only);</li> <li>- SAT 0500-0600 (0400-0500);</li> <li>- AT 0600-1300 (0500-1200) from FL320 included and above;</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UQ49 (RNP 5)					
△ LORLO 46°43'27"N 010°40'44"E					
	172° / 352° 54.7	FL460 <hr/> FL195	5	210     ↓	
△ 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.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ58</b> (RNP 5)					
▲ LUMAV 44°48'52"N 011°36'59"E					
	182° / 004° 32.8	FL460 FL195	5	210 ↓	200 ↑
△ GOXIN 44°16'11"N 011°33'52"E					
	184° / 004° 6.7	FL460 FL195	5	210 ↓	200 ↑
▲ OGAPU 44°09'30"N 011°33'14"E					
	9.4	FL460 FL195	5	210 ↓	200 ↑
▲ BIKTU 44°00'08"N 011°32'21"E Padova ACC / Roma ACC					
	176° / 356° 12.0	FL460 FL195	5	210 ↓	200 ↑
△ NUKNI 43°48'13"N 011°33'25"E					
	176° / 355° 35.1	FL460 FL195	5	210 ↓	200 ↑
▲ AMTEL 43°13'13"N 011°36'31"E					
////////////////////					
▲ GIKIN 42°37'06"N 012°02'55"E					
	147° / 328° 75.4	FL460 FL285	5	290 ↓	
▲ LATINA VOR/DME 'LAT' 41°32'28"N 012°55'05"E					
	130° / 310° 86.3	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ VARAL 40°00'51"N 014°38'29"E					
	156° / 336° 13.4	FL460 FL195	5	210 ↓	200 ↑
▲ AGNIS 39°48'27"N 014°45'03"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	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	FL460 FL195	5	210 ↓	200 ↑
▲ SOBRI 39°05'04"N 015°07'48"E					
	18.4	FL460 FL195	5	210 ↓	200 ↑
▲ VULKA 38°48'00"N 015°16'36"E					
	7.2	FL460 FL195	5	210 ↓	200 ↑
△ REGSO 38°41'20"N 015°20'02"E					
	9.1	FL460 FL195	5	210 ↓	200 ↑
▲ PIGER 38°32'55"N 015°24'22"E					
	30.5	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL195	5	210 ↓	200 ↑
▲ PIMOR 37°34'27"N 015°51'38"E					
	45.3	FL460 FL195	5	210 ↓	200 ↑
▲ ERNAM 36°51'30"N 016°09'45"E					

## NOTE/REMARKS

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| <p>1) Il segmento GIKIN-LAT è utilizzabili solo in direzione sud.</p> <p>2) Il tratto LUMAV-BIKTU deve essere considerato CDR1, a causa della zona LI TSA73, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il segmento SOR-LAT 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:</p> <ul style="list-style-type: none"> <li>- UM736-UZ803</li> </ul> <p>4) Il tratto VULKA-ERNAM deve essere considerato CDR1, a causa delle zone LI TSA506 e LI TSA507, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Segment GIKIN-LAT usable southbound only.</p> <p>2) Segment LUMAV-BIKTU to be considered CDR1, due to LI TSA73 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment SOR-LAT 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:</p> <ul style="list-style-type: none"> <li>- UM736-UZ803</li> </ul> <p>4) Segment VULKA-ERNAM to be considered CDR1, due to LI TSA506 and LI TSA507 zones, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ72</b> (RNP 5)					
▲ AMREX 37°58'16"N 017°55'02"E					
	253° / 072° 30.1	FL460 FL195	5	210 ↓	200 ↑
△ ORTIX 37°50'36"N 017°18'17"E					
	15.4	FL460 FL195	5	210 ↓	200 ↑
△ BADAV 37°46'35"N 016°59'28"E					
	39.5	FL460 FL195	5	210 ↓	200 ↑
△ DODEL 37°36'06"N 016°11'32"E					
	262° / 082° 15.9	FL460 FL195	5	210 ↓	200 ↑
▲ PIMOR 37°34'27"N 015°51'38"E					
	258° / 078° 14.6	FL460 FL195	5	210 ↓	200 ↑
△ ABUKI 37°32'01"N 015°33'33"E					
	9.9	FL460 FL195	5	210 ↓	200 ↑
▲ BERMI 37°30'19"N 015°21'19"E					
	3.2	FL460 FL195	5	210 ↓	200 ↑
▲ INDAX 37°29'47"N 015°17'21"E					
	11.0	FL460 FL195	5	210 ↓	200 ↑
▲ CATANIA/Fontanarossa VOR/DME 'CTF' 37°27'52"N 015°03'44"E					
	262° / 082° 4.5	FL460 FL195	5	210 ↓	200 ↑
▲ NOTRI 37°27'22"N 014°58'10"E					

## NOTE/REMARKS

1) Il tratto DODEL-NOTRI deve essere considerato CDR1, a causa delle zone LI TSA505, LI TSA506, LI TSA507 e LI TSA508, da FL360 compreso in su:

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

1) Segment DODEL-NOTRI to be considered CDR1, due to LI TSA505, LI TSA506, LI TSA507 and LI TSA508 zones, from FL360 included and above:

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

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UQ81 (RNP 5)					
▲ EKTOL 41°06'28"N 015°10'17"E					
	091° / 273° 172.2	FL460 <hr/> FL195	5	210     ↓	200     ↑
▲ 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.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ95</b> (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	FL460 FL195	5		200 ↑
▲ BAPLU 45°09'18"N 010°13'41"E					
	129° / 309° 23.1	FL460 FL195	5		200 ↑
▲ IBTOK 44°54'43"N 010°38'59"E  Milano ACC/Padova ACC					
	129° / 308° 35.5	FL460 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	FL460 FL195	5		200 ↑
▲ LUTOR 44°29'17"N 011°21'39"E					
	132° / 314° 12.1	FL460 FL195	5		200 ↑
△ PETAS 44°20'53"N 011°33'47"E					
	134° / 313° 10.3	FL460 FL195	5		200 ↑
▲ PELEG 44°13'40"N 011°44'07"E					
	133° / 313° 37.2	FL460 FL195	5		200 ↑
△ LIKNO 43°47'38"N 012°20'54"E					
	117° / 298° 66.7	FL460 FL315	5	330 ↓	320 ↑
▲ UTENO 43°15'03"N 013°40'56"E  Padova ACC/Brindisi ACC					
	53.0	FL460 FL315	5	330 ↓	320 ↑
△ ETRAM 42°48'54"N 014°43'46"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
	118° / 300° 221.6	FL460 FL315	5	330 ↓	320 ↑
▲ PAPIZ 40°53'30"N 018°57'06"E					

## NOTE/REMARKS

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|---|---|
| <p>1) Il tratto TZO-LIKNO è utilizzabile solo in direzione nord.</p> <p>2) Il tratto TZO-BOA è utilizzabile solo in presenza di servizio radar.</p> <p>3) Il tratto TZO-BOA deve essere considerato CDR3, fino a FL240 incluso, a causa della zona LI R65: H24.</p> <p>4) Il segmento PELEG-LIKNO deve essere considerato CDR3, fino a FL240 incluso, a causa della zona LI R21 (settore A): H24.</p> <p>5) Il tratto TZO-LIKNO deve essere considerato CDR1, da FL360 compreso in su, a causa della zona LI TSA73:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>6) Il tratto LIKNO-PAPIZ deve essere considerato CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100);</li> </ul> <p>7) Il segmento UTENO-ETRAM deve essere considerato CDR1, a causa della zona LI TSA74A:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale) da FL360 compreso in su;</li> <li>- SAT 0500-1300 (0400-1200) da FL360 compreso in su;</li> <li>- HOL esclusi.</li> </ul> | <p>1) Segment TZO-LIKNO usable northbound only.</p> <p>2) Segment TZO-BOA usable only if radar service is provided.</p> <p>3) Segment TZO-BOA to be considered CDR3, up to FL240 included, due to LI R65 zone: H24.</p> <p>4) Segment PELEG-LIKNO to be considered CDR3, up to FL240 included, due to LI R21 (sector A) zone: H24.</p> <p>5) Segment TZO-LIKNO to be considered CDR1, from FL360 included and above, due to LI TSA73 zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>6) Segment LIKNO-PAPIZ to be considered CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100);</li> </ul> <p>7) Segment UTENO-ETRAM to be considered CDR1, due to LI TSA74A zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter period only) from FL360 included and above;</li> <li>- SAT 0500-1300 (0400-1200) from FL360 included and above;</li> <li>- HOL excluded.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ123</b> (RNP 5)					
▲ USEPI 40°26'47"N 008°23'56"E					
	098° / 279° 44.0	FL460 FL195	5		200 ↑
△ VEKET 40°19'39"N 009°20'44"E					
	099° / 279° 25.1	FL460 FL195	5		200 ↑
△ LULIX 40°15'21"N 009°53'07"E					
	30.8	FL460 FL195	5		200 ↑
▲ QUENN 40°09'54"N 010°32'37"E					

## NOTE/REMARKS

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| <p>1) La rotta è utilizzabile solo in direzione ovest.</p> <p>2) Il segmento VEKET-QUENN deve essere considerato:</p> <p>a) CDR1:</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, MON-FRI 0500-0659, 1701- 2200;</li> <li>- 21 JUN-20 SEP, MON-FRI 0500-2200.</li> <li>- HOL esclusi</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UQ182-UL12-UM603.</li> </ul> <p>b) CDR3:</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, MON-FRI 0700-1700.</li> <li>- HOL esclusi</li> </ul> | <p>1) Route usable westbound only.</p> <p>2) Segment VEKET-QUENN to be considered:</p> <p>a) CDR1:</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, MON-FRI 0500-0659, 1701- 2200;</li> <li>- 21 JUN-20 SEP, MON-FRI 0500-2200.</li> <li>- HOL excluded</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UQ182-UL12-UM603.</li> </ul> <p>b) CDR3:</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, MON-FRI 0700-1700.</li> <li>- HOL excluded</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ125</b> (RNP 5)					
△ SUKOM 44°33'09"N 011°40'11"E					
	205° / 027° 27.2	FL460 FL195	5	210 ↓	200 ↑
▲ OMAKU 44°08'48"N 011°23'11"E Padova ACC / Roma ACC					
	207° / 027° 6.7	FL460 FL195	5	210 ↓	200 ↑
▲ OKMAP 44°02'53"N 011°18'56"E					
	207° / 025° 88.7	FL460 FL195	5	210 ↓	200 ↑
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	194° / 014° 22.8	FL460 FL195	5	210 ↓	200 ↑
▲ NEMIT 42°21'50"N 010°15'29"E					
	35.4	FL460 FL195	5	210 ↓	200 ↑
▲ IBROS 41°47'41"N 010°02'53"E					
	33.3	FL460 FL195	5	210 ↓	200 ↑
▲ OLBEK 41°15'32"N 009°51'14"E					
	200° / 020° 10.3	FL460 FL195	5	210 ↓	200 ↑
▲ ROMPO 41°05'56"N 009°46'15"E					
	21.5	FL460 FL195	5	210 ↓	200 ↑
▲ ADRUX 40°45'52"N 009°35'56"E					
	2.3	FL460 FL195	5	210 ↓	200 ↑
△ IDEPA 40°43'42"N 009°34'49"E					
	4.6	FL460 FL195	5	210 ↓	200 ↑
▲ VAVAX 40°39'25"N 009°32'38"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 FL195	5	210 ↓	200 ↑
▲ LABOM 40°22'56"N 009°24'16"E					
	33.6	FL460 FL195	5	210 ↓	200 ↑
▲ DEXUL 39°51'32"N 009°08'32"E					
	194° / 013° 13.2	FL460 FL195	5	210 ↓	200 ↑
▲ KOVAS 39°38'44"N 009°04'14"E					
	194° / 014° 17.5	FL460 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> <ul style="list-style-type: none"> <li>- MON-FRI 0630-1630 (0530-1530).</li> </ul> <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>3) Il tratto SUKOM-OKMAP deve essere considerato CDR1, a causa della zona LI TSA73, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Segment NEMIT-ROMPO to be considered CDR3, due to LI D67 zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0630-1630 (0530-1530).</li> </ul> <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> <p>3) Segment SUKOM-OKMAP to be considered CDR1, due to LI TSA73 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ152</b> (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	FL460 FL195	5	210 ↓	200 ↑
△ GISIG 38°59'32"N 011°03'49"E					
	65.2	FL460 FL195	5	210 ↓	200 ↑
▲ GIANO 38°52'09"N 012°26'51"E					
	089° / 271° 31.3	FL460 FL195	5	210 ↓	200 ↑
▲ LURON 38°51'32"N 013°06'57"E					
	19.9	FL460 FL195	5	210 ↓	200 ↑
▲ ROSAS 38°51'02"N 013°32'22"E					
	28.8	FL460 FL195	5	210 ↓	200 ↑
△ VAKOR 38°50'10"N 014°09'13"E					
	9.7	FL460 FL195	5	210 ↓	200 ↑
▲ TADIX 38°49'49"N 014°21'40"E					
	43.0	FL460 FL195	5	210 ↓	200 ↑
▲ VULKA 38°48'00"N 015°16'36"E					
	51.3	FL460 FL195	5	210 ↓	200 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					

## NOTE/REMARKS

1) Il tratto CAR-GIANO deve essere considerato:

a) Rotta ATS permanente:

- MON-FRI 0001-0459, 2201-2400.
- SAT, SUN e HOL;

b) CDR1:

- 21 SEP-20 JUN, MON-FRI 0500-0659, 1701- 2200;

1) Segment CAR-GIANO to be considered:

a) ATS permanent route:

- MON-FRI 0001-0459, 2201-2400.
- SAT, SUN and HOL;

b) CDR1:

- 21 SEP-20 JUN, MON-FRI 0500-0659, 1701- 2200;

- 21 JUN-20 SEP, MON-FRI 0500-2200.
- c) Rotta alternata:
  - UL869-UM871.
- d) CDR3:
  - 21 SEP-20 JUN, MON-FRI 0700-1700.
- 2) Il tratto ROSAS-VULKA deve essere considerato CDR1, a causa delle zone LI TSA505 e LI TSA506, da FL360 compreso in su:
  - MON-FRI 0500-2200 (0400-2100)
  - HOL esclusi

- 21 JUN-20 SEP, MON-FRI 0500-2200.
  - c) Alternate route:
    - UL869-UM871.
  - d) CDR3:
    - 21 SEP-20 JUN, MON-FRI 0700-1700.
- 2) Segment ROSAS-VULKA to be considered CDR1, due to LI TSA505 and LI TSA506 zones, from FL360 included and above:
- MON-FRI 0500-2200 (0400-2100)
  - HOL excluded

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UQ156 (RNP 5)					
▲ ADEXI 37°20'44"N 013°01'31"E  Roma ACC/Malta ACC					
	132° / 313° 72.4	FL460 <hr/> FL195	5		200 ↑
▲ SUSOM 36°30'00"N 014°05'57"E	For continuation see AIP MALTA				

## NOTE/REMARKS

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|---|----------------------------------|
| 1) Rotta utilizzabile solo in direzione nord. | 1) Route usable northbound only. |
| 2) La rotta deve essere considerata CDR3:     | 2) Route to be considered CDR3:  |
| - MON-SAT 0500-2300 (0400-2200);              | - MON-SAT 0500-2300 (0400-2200); |
| - HOL esclusi.                                | - HOL excluded.                  |

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UQ160</b> (RNP 5)					
▲ KISTO 42°19'50"N 010°22'59"E					
	109° / 290° 9.2	FL460 FL195	5	210 ↓	200 ↑
▲ PODOX 42°16'38"N 010°34'37"E					
	9.9	FL460 FL195	5	210 ↓	200 ↑
△ ROTIR 42°13'09"N 010°47'09"E					
	28.2	FL460 FL195	5	210 ↓	200 ↑
▲ MEDAL 42°03'10"N 011°22'35"E					
	41.4	FL460 FL195	5	210 ↓	200 ↑
▲ OSTIA VOR/DME 'OST' 41°48'14"N 012°14'15"E (OSTIA NDB 'OST') (41°48'19"N 012°14'11"E)					

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ182</b> (RNP 5)					
▲ MALAV 40°50'45"N 008°20'44"E					
	093° / 273° 23.3	FL460 FL195	5		200 ↑
▲ MINKA 40°49'09"N 008°51'20"E					
	102° / 282° 27.4	FL460 FL195	5		200 ↑
▲ KOLUS 40°43'05"N 009°26'28"E					
	108° / 290° 114.9	FL460 FL195	5		200 ↑
△ RUVIP 40°03'38"N 011°47'44"E					
	123.1	FL460 FL195	5		200 ↑
▲ NERAR 39°18'15"N 014°16'01"E					
	106° / 287° 42.4	FL460 FL195	5	210 ↓	200 ↑
▲ SOBRI 39°05'04"N 015°07'48"E					
	17.8	FL460 FL195	5	210 ↓	200 ↑
▲ BAGIX 38°59'25"N 015°29'28"E					
	43.5	FL460 FL195	5	210 ↓	200 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					
	127° / 309° 164.7	FL460 FL195	5	210 ↓	
▲ BELIX 36°58'00"N 019°00'00"E Roma ACC/Athinai ACC					

## NOTE/REMARKS

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|--|---|
| <p>1) Il tratto NERAR-MALAV è utilizzabile solo in direzione nord-ovest.</p> <p>2) Il tratto RUVIP-KOLUS deve essere considerato:</p> <p>a) Rotta ATS permanente:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0001-0500, 2200-2400;</li> <li>- SAT, SUN e HOL.</li> </ul> <p>b) CDR1: MON-FRI (HOL esclusi)</p> | <p>1) Segment NERAR-MALAV usable north-westbound only.</p> <p>2) The segment RUVIP-KOLUS to be considered:</p> <p>a) ATS permanent route:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0001-0500, 2200-2400;</li> <li>- SAT, SUN and HOL.</li> </ul> <p>b) CDR1: MON-FRI (HOL excluded)</p> |
|--|---|

## NOTE/REMARKS

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|--|---|
| <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN 0500-0700, 1700-2200;</li> <li>- 21 JUN-20 SEP 0500-2200.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL12-UM603.</li> </ul> <p>c) CDR3: MON-FRI (HOL esclusi)</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN 0700-1700.</li> </ul> <p>3) Il segmento CDC-BELIX è utilizzabile solo in direzione sud.</p> <p>4) Il segmento CDC-BELIX deve essere considerato CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100);</li> <li>- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.</li> </ul> <p>5) Il segmento RUVIP-NERAR deve essere considerato CDR1, a causa della zona LI D84D, fino a FL270 compreso:</p> <ul style="list-style-type: none"> <li>- H24</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UM601-UM742-UQ152-UL12.</li> </ul> | <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN 0500-0700, 1700- 2200;</li> <li>- 21 JUN-20 SEP 0500-2200.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UL12-UM603.</li> </ul> <p>c) CDR3: MON-FRI (HOL excluded)</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN 0700-1700.</li> </ul> <p>3) The segment CDC-BELIX usable southbound only.</p> <p>4) Segment CDC-BELIX to be considered CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100);</li> <li>- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.</li> </ul> <p>5) Segment RUVIP-NERAR to be considered CDR1, due to LI D84D zone, up to FL270 included:</p> <ul style="list-style-type: none"> <li>- H24</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UM601-UM742-UQ152-UL12.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UQ195 (RNP 5)					
▲ BAKRO 43°11'17"N 009°53'15"E					
	136° / 316° 67.3	FL460 FL315	5	330 ↓	
▲ GILIO 42°22'00"N 010°55'34"E					
	071° / 252° 52.1	FL460 FL195	5	200 ↓	
▲ GIKIN 42°37'06"N 012°02'55"E					

## NOTE/REMARKS

1) Rotta usabile 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ213</b> (RNP 5)					
▲ CORSI 41°20'00"N 008°48'44"E Marseille ACC/Roma ACC	For continuation see AIP FRANCE				
	165° / 345° 190.0	FL460 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.

1) Route usable northbound only.

2) La rotta deve essere considerata CDR3:

2) 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.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UQ217 (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E  Zurich ACC/Padova ACC	For continuation see AIP SWITZERLAND				
	096° / 276° 50.7	FL460 <hr/> FL195	5	210 ↓	
△ IXOGU 46°22'20"N 011°15'14"E					
	098° / 280° 99.7	FL460 <hr/> FL285	5	290 ↓	
▲ KUBUD 46°03'33"N 013°36'11"E  Padova ACC/Ljubljana ACC					

## NOTE/REMARKS

- 1) Il segmento RESIA-IXOGU 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-FRI 0730-1100 (0630-1000) e 1230-1600 (1130-1500).

- 2) Il segmento IXOGU-KUBUD deve essere considerato CDR1 a causa delle zone LI R49E, LI R49F e LI TSA78:

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

Rotta alternata:

- UP131-UL612-UM859

- 3) Rotta utilizzabile solo in direzione est.

- 1) Segment RESIA-IXOGU 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-FRI 0730-1100 (0630-1000) and 1230-1600 (1130-1500).

- 2) Segment IXOGU-KUBUD to be considered CDR1, due to LI R49E, LI R49F and LI TSA78 zones:

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

Alternate route:

- UP131-UL612-UM859

- 3) Route usable eastbound only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ223</b> (RNP 5)					
▲ MILPA 46°18'09"N 005°52'47"E	For continuation see AIP SWITZERLAND				
	132° / 313° 68.8	FL460 FL195	5	210 ↓	
▲ LURAG 45°31'40"N 007°05'20"E  Geneva ACC/Milano ACC					
	124° / 304° 61.9	FL460 FL195	5	210 ↓	
▲ ASTIG 44°56'30"N 008°17'25"E					
	122° / 303° 67.1	FL460 FL195	5	210 ↓	
▲ KALMO 44°19'18"N 009°35'39"E					
	128° / 309° 41.2	FL460 FL195	5	210 ↓	
▲ EROVI 43°53'14"N 010°20'00"E  Milano ACC/Roma ACC					
	129° / 308° 11.7	FL460 FL195	5	210 ↓	
▲ TINKU 43°45'48"N 010°32'26"E					

## NOTE/REMARKS

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|--|--|
| <p>1) La rotta è utilizzabile solo in direzione sud.</p> <p>2) Il segmento MILPA-LURAG è gestito da Ginevra ACC e Marsiglia ACC; per ulteriori informazioni vedere AIP Svizzera e AIP Francia.</p> <p>3) Il tratto LURAG-KALMO deve essere considerato CDR1, a causa della zona LI TSA73BIS, da FL370 in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) The segment MILPA-LURAG under Geneva ACC and Marseille ACC jurisdiction: further information on AIP Switzerland and AIP France.</p> <p>3) The segment LURAG-KALMO to be considered CDR1, due to LI TSA73BIS zone, from FL370 and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UQ330 (RNP 5)					
▲ ABES1 46°09'35"N 009°02'34"E  Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	201° / 020° 150.7	FL460 <hr/> FL315	5		320 ↑
▲ NOSTA 43°49'10"N 007°45'19"E  Milano ACC/Marseille ACC					

NOTE/REMARKS	
1) Rotta utilizzabile solo in direzione nord.	1) Route usable northbound only.
2) La rotta deve essere considerata CDR3:	2) 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.
3) La rotta deve essere considerato CDR1, a causa delle zone LI R4, LI TSA72 e LI TSA73bis:	3) Route to be considered CDR1, due to LI R4, LI TSA72 e LI TSA73bis 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 0500-0600 (0400-0500);	- SAT 0500-0600 (0400-0500);
- SAT 0600-1300 (0500-1200) da FL320 compreso in su;	- SAT 0600-1300 (0500-1200) from FL320 included and above;
- HOL esclusi.	- HOL excluded.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ331</b> (RNP 5)					
▲ SUTED 46°27'43"N 008°24'29"E	For continuation see AIP SWITZERLAND				
	153° / 333° 24.0	FL460 FL245	5	250 ↓	
▲ ODINA 46°06'16"N 008°39'54"E  Zurich ACC/Milano ACC					
	157° / 337° 160.8	FL460 FL315	5	330 ↓	
▲ IRBAK 43°37'14"N 010°04'44"E  Milano ACC/Roma ACC					
	155° / 336° 363.4	FL460 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

- |   |  |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) Il segmento SUTED-ODINA deve essere considerato CDR3:</p> <ul style="list-style-type: none"> <li>- 0500-2200 (0400-2200).</li> </ul> <p>3) Il tratto ODINA-PAL deve essere considerato:</p> <p>a) CDR3: MON-FRI 0600-2100 (0500-2100);</p> <p>b) CDR1, da FL360 compreso in su a causa delle zone LI TSA73 e LI TSA73bis:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) Segment SUTED-ODINA to be considered CDR3:</p> <ul style="list-style-type: none"> <li>- 0500-2200 (0400-2200).</li> </ul> <p>3) Segment ODINA-PAL to be considered:</p> <p>a) CDR3 MON-FRI 0600-2100 (0500-2100);</p> <p>b) CDR1 from FL360 included and above, due to LI TSA73 and LI TSA73bis zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter only);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
|---|--|

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ333</b> (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E  Zurich ACC/Padova ACC	For continuation see AIP SWITZERLAND				
	114° / 294° 36.7	FL460 <hr/> FL195	5	210     ↓	200     ↑
△ UNTAD 46°13'12"N 010°50'34"E					
	113° / 294° 25.6	FL460 <hr/> FL195	5	210     ↓	200     ↑
△ DIKEM 46°02'23"N 011°23'58"E					
	115° / 296° 13.8	FL460 <hr/> FL285	5	290     ↓	300     ↑
▲ ROKIB 45°56'08"N 011°41'32"E					
	117° / 297° 68.8	FL460 <hr/> 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, LI R49F e LI TSA78:

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

Rotta alternata:

- UP131-UL615 (northbound);
- UP131-UL612-UL614 (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 R49E, LI R49F and LI TSA78 zones:

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

Alternate route:

- UP131-UL615 (northbound);
- UP131-UL612-UL614 (southbound).

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UQ336 (RNP 5)					
▲ ULGOD 46°28'55"N 009°16'31"E  Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	131° / 312° 15.6	FL460 <hr/> FL245	5		260 ↑
▲ ABREG 46°18'25"N 009°33'05"E					

## NOTE/REMARKS

- 1) Rotta utilizzabile solo in direzione nord.
- 2) La rotta deve essere considerata:
  - a) CDR1:
    - 2200-0500 (2100-0400);
  - b) CDR3:
    - 0501-2159 (0401- 2059).

- 1) Route usable northbound only.
- 2) Route to be considered:
  - a) CDR1:
    - 2200-0500 (2100-0400);
  - b) CDR3:
    - 0501-2159 (0401- 2059).

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UQ341 (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E  Zurich ACC / Padova ACC	For continuation see AIP SWITZERLAND				
	123° / 304° 156.3	FL460 <hr/> FL315	5	330 ↓	
▲ LABIN 44°59'09"N 013°05'29"E  Padova ACC / Zagreb ACC					

## NOTE/REMARKS

- |   |   |
|---|---|
| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) La rotta deve essere considerata:</p> <p>a) CDR3: MON-FRI 0600-2100 (0500-2100);</p> <p>b) CDR1 da FL360 compreso in su, a causa della zona LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) Route to be considered:</p> <p>a) CDR3: MON-FRI 0600-2100 (0500-2100);</p> <p>b) CDR1 from FL360 included and above, due to LI TSA78 zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter period only);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UQ343 (RNP 5)					
▲ ODINA 46°06'16"N 008°39'54"E  Zurich ACC / Milano ACC	For continuation see AIP SWITZERLAND				
	162° / 342° 160.2	FL460 ————— FL315	5	330 ↓	
▲ BETEN 43°33'11"N 009°46'06"E  Milano ACC / Roma ACC					
	165° / 345° 22.5	FL460 ————— FL315	5	330 ↓	
▲ BAKRO 43°11'17"N 009°53'15"E					
	164° / 345° 393.9	FL460 ————— FL315	5	330 ↓	
▲ PANTELLERIA VOR/DME 'PAN' 36°48'52"N 011°57'57"E  Roma ACC / Malta ACC					

## NOTE/REMARKS

- |   |   |
|---|---|
| <p>1) Rotta utilizzabile sono in direzione sud.</p> <p>2) La rotta deve essere considerata CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100)</li> </ul> <p>3) Il segmento ODINA-BETEN deve essere considerato CDR1 da FL360 compreso in su, a causa della zona LI TSA73bis:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>4) Il segmento BAKRO-PAN deve essere considerato CDR1 a causa della zona LI D115B:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 e 2100-2200;</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) Route to be considered CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100)</li> </ul> <p>3) Segment ODINA-BETEN to be considered CDR1 from FL360 included and above, due to LI TSA73bis zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (winter period only);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>4) Segment BAKRO-PAN to be considered CDR1 due to LI D115B zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 e 2100-2200;</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UQ411 (RNP 5)					
▲ AMTEL 43°13'13"N 011°36'31"E					
	140° / 322° 28.3	FL460 _____ FL195	5	210     ↓	
△ UPONO 42°50'57"N 012°00'17"E					
	142° / 322° 11.4	FL235 _____ FL195	5	210     ↓	
▲ RITEB 42°41'55"N 012°09'49"E					

## NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ549</b> (RNP 5)					
▲ KATAR 43°03'06"N 012°40'40"E					
	182° / 002° 34.9	FL460 FL195	5		200 ↑
△ INTUD 42°28'17"N 012°37'14"E					
	13.4	FL460 FL195	5		200 ↑
▲ 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"> <li>- MON-FRI 0500-2200 (0400-2100)</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL esclusi.</li> </ul> <p>b) CDR1, a causa delle zone LI R51 (settore A) e LI TSA74 (zona A), da FL250 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100)</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL esclusi.</li> </ul> | <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"> <li>- MON-FRI 0500-2200 (0400-2100)</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL excluded.</li> </ul> <p>b) CDR1, due to LI R51 (sector A) and LI TSA74 (A zone) zones, from FL 250 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100)</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ561</b> (RNP 5)					
△ MONFA 45°29'14"N 013°16'45"E					
	253° / 072° 34.2	FL460 FL195	5		200 ↑
▲ AKADO 45°20'00"N 012°30'00"E					
	258° / 078° 18.9	FL460 FL195	5		200 ↑
▲ LAREN 45°16'41"N 012°03'42"E					
	270° / 090° 33.2	FL460 FL195	5		200 ↑
▲ VABOK 45°17'37"N 011°16'41"E					

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) La rotta è utilizzabile solo in direzione est.</p> <p>2) Il tratto MONFA-LAREN deve essere considerato CDR1, a causa della zona LI TSA78, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il segmento LAREN-VABOK deve essere considerato CDR1, a causa delle zone LI TSA73 e LI TSA78, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable eastbound only.</p> <p>2) Segment MONFA-LAREN to be considered CDR1, due to LI TSA78 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment LAREN-VABOK to be considered CDR1 due to LI TSA73 and LI TSA78 zones, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> |
|---|--|

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UQ702</b> (RNP 5)					
▲ VAKON 45°28'41"N 010°00'00"E					
	102° / 284° 27.7	FL460 _____ FL195	5	210 ↓	
▲ USOBU 45°22'11"N 010°38'10"E Milano ACC/Padova ACC					
	104° / 283° 72.0	FL460 _____ FL195	5	210 ↓	
▲ 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 CDR1: H24.  
Rotta alternata:  
UL615 – UL612

- 1) Route usable eastbound only.  
2) Route to be considered CDR1: H24.  
Alternate route:  
UL615 – UL612

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UQ703 (RNP 5)					
▲ KALMO 44°19'18"N 009°35'39"E					
	152° / 333° 47.0	FL345 ————— FL235	5		240    ↑
▲ IRBAK 43°37'14"N 010°04'44"E  Roma ACC/Milano ACC					
	42.9	FL345 ————— 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 D37/B e LI P3:

2) Route to be considered CDR3 due to LI D37/B and LI P3 zones:

- dal 1 SEP al 30 JUN:

- from 1 SEP to 30 JUN

MON-FRI 0800-1700 (0700-1600)

MON-FRI 0800-1700 (0700-1600)

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ704</b> (RNP 5)					
▲ KALMO 44°19'18"N 009°35'39"E					
	123° / 303° 27.8	FL345 FL215	5		220 ↑
△ GIPIX 44°03'43"N 010°07'42"E					
	152° / 334° 15.2	FL345 FL215	5		220 ↑
▲ EMBOS 43°50'07"N 010°17'00"E Milano ACC / Roma ACC					
	169° / 348° 52.3	FL345 FL215	5		220 ↑
△ KARDU 42°58'47"N 010°30'39"E					
	152° / 332° 41.1	FL345 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 only.  |
| 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 navigabile solo in presenza di servizio radar.  | 3) Route to be flown only provided that radar service is available.   |

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ705</b> (RNP 5)					
▲ EKPAL 44°29'03"N 010°09'45"E					
	156° / 336° 20.8	FL460 FL195	5	210 ↓	
▲ BEROK 44°09'56"N 010°21'06"E					
	160° / 340° 11.6	FL460 FL195	5	210 ↓	
▲ OGLAK 43°59'00"N 010°26'16"E Milano ACC / Roma ACC					
	13.9	FL460 FL195	5	210 ↓	
▲ TINKU 43°45'48"N 010°32'26"E					
	61.1	FL460 FL215	5	230 ↓	
▲ XIBIL 42°47'49"N 010°59'02"E					
	5.8	FL460 FL215	5	230 ↓	
△ ROSKI 42°42'19"N 011°01'31"E					

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) La rotta è utilizzabile solo in direzione sud.</p> <p>2) Il segmento EKPAL-BEROK deve essere considerato CDR1, a causa della zona LI TSA73, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100)</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL esclusi.</li> </ul> <p>3) Il tratto BEROK-ROSKI deve essere considerato CDR3, a causa della zona LI R107A, fino a FL240 compreso: H24.</p> <p>4) Il tratto BEROK-ROSKI è utilizzabile solo in presenza di servizio radar.</p> | <p>1) Route usable southbound only.</p> <p>2) Segment EKPAL-BEROK to be considered CDR1, due to LI TSA73 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100)</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL esclusi.</li> </ul> <p>3) Segment BEROK-ROSKI to be considered CDR3, due to LI R107A zone, up to FL240 included: H24.</p> <p>4) Segment BEROK-ROSKI usable only if radar service is provided.</p> |
|---|--|

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UQ707 (RNP 5)					
▲ TIBRO 46°13'06"N 013°28'22"E  Padova ACC/Ljubljana ACC	For continuation see AIP SLOVENIA				
	247° / 067° 7.5	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ GIKUS 46°10'24"N 013°18'16"E					
	244° / 064° 5.3	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ GOTEK 46°08'17"N 013°11'20"E					
	10.4	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ RISOM 46°04'05"N 012°57'39"E					

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UQ710 (RNP 5)					
▲ TINTO 41°28'41"N 011°04'04"E					
	230° / 050° 41.3	FL460 FL195	5	210 ↓	200 ↑
▲ PIDUL 41°02'54"N 010°21'20"E					
	11.5	FL460 FL195	5	210 ↓	200 ↑
▲ GITRI 40°55'39"N 010°09'29"E					
	267° / 086° 98.3	FL460 FL195	5	210 ↓	
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UQ712</b> (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	FL460 FL195	5	210 ↓	200 ↑
▲ LESAN 44°46'30"N 008°48'44"E					
	5.5	FL460 FL195	5	210 ↓	200 ↑
▲ DEVOX 44°41'46"N 008°44'49"E					
	6.9	FL460 FL195	5	210 ↓	200 ↑
▲ TESTO 44°35'50"N 008°39'56"E					
	14.1	FL460 FL195	5	210 ↓	200 ↑
▲ LAGEN 44°23'39"N 008°29'53"E					
	235° / 055° 10.0	FL460 FL195	5	210 ↓	200 ↑
▲ ENOBA 44°17'59"N 008°18'23"E					

## NOTE/REMARKS

1) Il tratto VOG-LAGEN deve essere considerato CDR1 da FL360 compreso in su durante gli orari di attivazione della zona LI TSA 73 bis.

1) Segment VOG-LAGEN to be considered CDR1 from FL360 included and above during activation periods of LI TSA73 bis zone.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UQ713 (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	FL460 <hr/> FL195	5	210 ↓	
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UQ714</b> (RNP 5)					
▲ ROMPO 41°05'56"N 009°46'15"E					
	259° / 079° 81.7	FL460 _____ FL195	5	210 ↓	
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UQ723 (RNP 5)					
▲ LONDI 37°20'44"N 013°11'27"E  Roma ACC/Malta ACC					
	204° / 024° 28.6	FL460 _____ FL195	5	210     ↓	200     ↑
▲ ROBIM 36°54'53"N 012°55'54"E					
	212° / 032° 30.0	FL460 _____ FL195	5	210     ↓	200     ↑
▲ KOLEX 36°30'00"N 012°34'58"E	For continuation see AIP MALTA				

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ727</b> (RNP 5)					
▲ KUMIN 44°57'58"N 007°20'55"E					
	125° / 306° 138.9	FL460 FL315		330 ↓	
▲ GUDLU 43°35'26"N 009°56'25"E Milano ACC/Roma ACC					
	122° / 305° 299.9	FL460 FL315		330 ↓	
▲ LUNAR 40°41'26"N 015°25'02"E Roma ACC/Brindisi ACC					
	125° / 307° 211.1	FL460 FL315		330 ↓	
▲ RUTOM 38°31'06"N 019°00'00"E Brindisi ACC/Athinai ACC					

## NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

2) Il segmento KUMIN-GUDLU deve essere considerato CDR1, a causa delle zone LI R4, LI TSA72 e LI TSA73bis:

- 0500-2200 (0400-2100).

Rotta alternata:  
UM730-UL50-UM729-UM603-UM736-UM601.

3) Il segmento GUDLU-LUNAR deve essere considerato CDR1, a causa delle zone LI R107B, LI R51B, LI R51C e LI TSA74A: H24

Rotta alternata:  
UM730-UL50-UM729-UM603-UM736-UM601.

4) Il segmento LUNAR-RUTOM deve essere considerato CDR1, a causa delle zone LI TSA420A, LI TSA421A, LI TSA420B e LI TSA421B:

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

- HOL esclusi.

Rotta alternata:  
UM730-UL50-UM729-UM603-UM736-UM601.

1) Route usable southbound only.

2) Segment KUMIN-GUDLU to be considered CDR1, due to LI R4, LI TSA72 and LI TSA73bis zones:

- 0500-2200 (0400-2100).

Alternate route:  
UM730-UL50-UM729-UM603-UM736-UM601.

3) Segment GUDLU-LUNAR to be considered CDR1, due to LI R107B, LI R51B, LI R51C and LI TSA74A zones: H24

Alternate route:  
UM730-UL50-UM729-UM603-UM736-UM601.

4) Segment LUNAR-RUTOM to be considered CDR1, due to LI TSA420A, LI TSA421A, LI TSA420B and LI TSA421B zones:

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

- HOL excluded.

Alternate route:  
UM730-UL50-UM729-UM603-UM736-UM601.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UQ772 (RNP 5)					
▲ DIPEP 43°20'30"N 014°29'31"E  Padova ACC/Brindisi ACC					
	131° / 313° 233.5	FL460 <hr/> FL265	5	270 ↓	
△ XAPAT 40°36'29"N 018°17'26"E					
	133° / 313° 49.0	FL460 <hr/> FL195	5	210 ↓	
▲ 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.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ789</b> (RNP 5)					
▲ GIKIN 42°37'06"N 012°02'55"E					
	156° / 337° 110.2	FL460 FL195	5	210 ↓	
▲ PONZA VORTAC 'PNZ' 40°54'43"N 012°57'27"E					
	154° / 335° 40.2	FL460 FL195	5	210 ↓	
△ TAGEL 40°17'52"N 013°18'40"E					
	57.1	FL460 FL195	5	210 ↓	
▲ AMANO 39°25'18"N 013°47'48"E					
	153° / 333° 38.9	FL460 FL195	5	210 ↓	
△ VAKOR 38°50'10"N 014°09'13"E					
	33.2	FL460 FL195	5	210 ↓	
▲ PELEN 38°20'05"N 014°27'14"E					
	34.5	FL460 FL195	5	210 ↓	
▲ COBBA 37°48'44"N 014°45'43"E					
	23.5	FL460 FL195	5	210 ↓	
▲ NOTRI 37°27'22"N 014°58'10"E					
	107° / 288° 171.6	FL460 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) I tratti GIKIN-NOTRI è utilizzabile solo in direzione sud.</p> <p>2) Il tratto AMANO-ORTAP deve essere considerato CDR1, a causa delle zone LI TSA505, LI TSA506, LI TSA507 e LI TSA508, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il tratto GIKIN-PNZ deve essere considerato CDR3:</p> | <p>1) Segments GIKIN-NOTRI usable southbound only.</p> <p>2) Segment AMANO-ORTAP to be considered CDR1, due to LI TSA505, LI TSA506, LI TSA507 and LI TSA508 zones, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment GIKIN-PNZ to be considered CDR3:</p> |
|--|---|

## NOTE/REMARKS

a) dal 1 SEP al 30 JUN:

- MON-TUE-WED-FRI-SAT-SUN e HOL  
0600-2100 (0500-2100);
- THU 0600-2200 (0500-2100);

b) dal 1 JUL al 31 AUG:

- 0600-2100 (0500-2100)

a) from 1 SEP to 30 JUN:

- MON-TUE-WED-FRI-SAT-SUN and HOL  
0600-2100 (0500-2100);
- THU 0600-2200 (0500-2100);

b) from 1 JUL to 31 AUG:

- 0600-2100 (0500-2100)

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ914</b> (RNP 5)					
▲ SUXAN 46°33'44"N 010°28'45"E  Zurich ACC/Padova ACC					
	140° / 323° 153.5	FL460 _____ FL315			320 ↑
▲ BELOV 44°32'33"N 012°42'48"E					
	143° / 322° 103.8	FL460 _____ FL315			320 ↑
▲ NUTRO 43°09'36"N 014°08'57"E  Padova ACC/Brindisi ACC					
	142° / 324° 324.3	FL460 _____ 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 delle zone LI R26 e LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il tratto BELOV-NUTRO deve essere considerato CDR1, a causa della zona LI TSA78, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>4) Il segmento NUTRO-TOMGI deve essere considerato CDR1, a causa delle zone LI R51D, LI R51E, LI TSA74A, LI TSA74B, LI TSA420A, LI TSA420B, LI TSA421A, e LI TSA421B:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable northbound only</p> <p>2) Segment SUXAN-BELOV to be considered CDR1 due to LI R26 and LI TSA78 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment BELOV-NUTRO to be considered CDR1, due to LI TSA78 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>4) Segment NUTRO-TOMGI to be considered CDR1 due to LI R51D, LI R51E, LI TSA74A, LI TSA74B, LI TSA420A, LI TSA420B, LI TSA421A, and LI TSA421B zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UQ920</b> (RNP 5)					
▲ KALIK 44°28'06"N 009°50'53"E					
	122° / 302° 38.5	FL460 FL195	5		200 ↑
▲ RUXOL 44°06'55"N 010°35'35"E Milano ACC / Roma ACC					
	122° / 303° 133.0	FL460 FL245	5		260 ↑
▲ PREKI 42°52'39"N 013°07'09"E Roma ACC/Brindisi ACC					
	117° / 298° 54.1	FL460 FL245	5		260 ↑
▲ PESCARA VOR/DME 'PES' 42°26'09"N 014°11'03"E					
	108° / 289° 88.9	FL460 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° 46.0	FL460 FL195	5	210 ↓	200 ↑
▲ PERAV 41°31'42"N 016°56'06"E					
	118° / 298° 38.5	FL460 FL195	5	210 ↓	200 ↑
▲ ENOXA 41°12'05"N 017°40'08"E					
	118° / 299° 51.7	FL460 FL195	5	210 ↓	200 ↑
▲ ABADI 40°45'19"N 018°38'30"E					
	117° / 297° 18.9	FL460 FL195	5	210 ↓	200 ↑
▲ GOKEL 40°35'54"N 019°00'00"E Brindisi ACC/Tirana ACC					
				For continuation see AIP ALBANIA	

## NOTE/REMARKS

- Il segmento KALIK-PES è utilizzabile solo in direzione nord.
- Nel segmento PES-VIE, al di sotto di FL390, la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'ATC.

- Segment KALIK-PES usable northbound only.
- In the segment PES-VIE, below FL390, navigation shall be strictly referred to the centre-line: any deviation shall be immediately notified to ATC.

## NOTE/REMARKS

3) Il segmento RUXOL-PREKI deve essere considerato:

a) CDR3, a causa della zona LI R48, fino a FL240 compreso:

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

b) CDR1 a causa delle zone LI R51A e LI TSA74A, da FL250 compreso in su:

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

Rotta alternata:  
-UM736-UQ95-UM730.

4) Il tratto PREKI-VIE deve essere considerato CDR1 a causa delle zone LI TSA74A e LI TSA74B da FL360 compreso in su:

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

5) Nel tratto VIE-GOKEL rotta utilizzabile purché sia disponibile il servizio radar.

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

3) Segment RUXOL-PREKI to be considered:

a) CDR3, due to LI R 48 zone, up to FL240 included:

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

b) CDR1, due to LI R51A and LI TSA74A zones:

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

Alternate route:  
-UM736-UQ95-UM730.

4) Segment PREKI-VIE to be considered CDR1 due to LI TSA74A and LI TSA74B zones from FL360 included and above:

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

5) In the segment VIE-GOKEL route usable provided that radar service is available.

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

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UQ984 (RNP 5)					
▲ DETSA 46°48'09"N 012°16'52"E  Wien ACC/Padova ACC	For continuation see AIP AUSTRIA				
	237° / 057° 29.5	FL460 <hr/> FL285	5	290 ↓	
△ ASVUT 46°32'54"N 011°40'09"E					
	237° / 056° 20.2	FL460 <hr/> FL285	5	290 ↓	
△ IXOGU 46°22'20"N 011°15'14"E					
	236° / 056° 49.2	FL460 <hr/> FL285	5	290 ↓	
▲ LEVSI 45°56'16"N 010°15'13"E  Padova ACC/Milano ACC					
	222° / 041° 79.7	FL460 <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	FL460 <hr/> FL285	5	290 ↓	
▲ 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.

1) Route usable westbound only.

2) Il tratto LEVSI-VAMTU deve essere considerato CDR1, a causa delle zone LI R4, LI TSA72, LI TSA73 e LI TSA73bis:

2) Segment LEVSI-VAMTU to be considered CDR1, due to LI R4, LI TSA72, LI TSA73 and LI TSA73bis 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.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UQ985 (RNP 5)					
▲ MALUG 46°42'22"N 012°35'51"E  Wien ACC/Padova ACC	For continuation see AIP AUSTRIA				
	235° / 053° 101.9	FL460 <hr/> FL295	5		300 ↑
▲ ETPUB 45°45'00"N 010°34'29"E  Milano ACC/Padova ACC					
	224° / 043° 142.8	FL460 <hr/> FL195	5		200 ↑
▲ ALBENGA NDB 'ABN' 44°03'22"N 008°13'16"E					

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione est.</p> <p>2) Il segmento MALUG-ETPUB deve essere considerato CDR1, a causa delle zone LI R49E e LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il segmento ETPUB-ABN deve essere considerato CDR1, a causa delle zone LI R68, LI TSA73 e LI TSA73bis:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable eastbound only.</p> <p>2) Segment MALUG-ETPUB to be considered CDR1, due to LI R49E and LI TSA78 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment ETPUB-ABN to be considered CDR1, due to LI R68, LI TSA73 and LI TSA73bis zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
|---|--|

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT75</b> (RNP 5)					
▲ EKTOL 41°06'28"N 015°10'17"E Roma ACC/Brindisi ACC					
	106° / 288° 186.0	FL460 FL245	5	250 ↓	260 ↑
▲ TIGRA 40°03'24"N 019°00'00"E Brindisi ACC/Athene ACC	For continuation see AIP GREECE				

## NOTE/REMARKS

1) La rotta deve essere considerata CDR3:

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

2) La rotta deve essere considerata:

a) CDR1, a causa delle zone LI TRA415, LI TRA416, LI TSA422A e LI TSA422B:

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

b) CDR1, a causa delle zone LI TRA415 e LI TRA416, fino a FL 310 compreso:

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

Rotta alternata:

- UL995.

1) Route to be considered CDR3:

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

2) Route to be considered:

a) CDR1, due to LI TRA415, LI TRA416, LI TSA422A e LI TSA422B zones:

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

b) CDR1, due to LI TRA415 and LI TRA416 zones, up to FL 310 included:

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

Alternate route:

- UL995.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT92</b> (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	FL460 FL195	5		200 ↑
△ NAXES 39°53'16"N 014°27'32"E					
	19.6	FL460 FL195	5		200 ↑
▲ DIREDD 39°33'51"N 014°30'57"E					
	180° / 360° 73.8	FL460 FL285	5		300 ↑
▲ PELEN 38°20'05"N 014°27'14"E					
	177° / 357° 42.8	FL460 FL285	5		300 ↑
▲ LIBRO 37°37'17"N 014°27'53"E					

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) Il tratto DIREDD-LIBRO deve essere considerato CDR1, a causa delle zone LI TSA505 e LI TSA508, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable northbound only.</p> <p>2) Segment DIREDD-LIBRO to be considered CDR1, due to LI TSA505 and LI TSA508 zones, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> |
|---|--|

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT101</b> (RNP 5)					
▲ SOTOV 46°56'38"N 011°12'38"E Münich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	169° / 349° 3.9	FL460 FL195	5		200 ↑
▲ BEXOR 46°52'49"N 011°13'31"E					
	25.3	FL460 FL195	5		200 ↑
▲ NAXAV 46°27'50"N 011°19'20"E					
	142° / 322° 21.0	FL460 FL195	5	210 ↓	200 ↑
△ GIKEB 46°10'57"N 011°37'15"E					
	5.7	FL460 FL195	5	210 ↓	200 ↑
△ LAMPO 46°06'21"N 011°42'05"E					
	57.2	FL460 FL285	5	290 ↓	300 ↑
▲ AKADO 45°20'00"N 012°30'00"E					

NOTE/REMARKS	
1) Il tratto SOTOV-NAXAV è utilizzabile solo in direzione nord.	1) Segment SOTOV-NAXAV usable northbound only.
2) Il tratto NAXAV-AKADO deve essere considerato CDR1, a causa della zona LI TSA78, da FL360 compreso in su:	2) Segment NAXAV-AKADO to be considered CDR1, due to LI TSA78 zone, from FL360 included and above:
- MON-FRI 0500-2200 (0400-2100);	- MON-FRI 0500-2200 (0400-2100);
- SAT, 0500-1300 (0400-1200);	- SAT, 500-1300 (0400-1200);
- HOL esclusi.	- HOL excluded.
3) Il segmento LAMPO-AKADO deve essere considerato CDR1, a causa della zona LI R49E fino a FL380 compreso:	3) Segment LAMPO-AKADO to be considered CDR1, due to LI R49E zone up to FL 380 included:
- MON-FRI 0500-2200 (0400-2100);	- MON-FRI 0500-2200 (0400-2100);
- HOL esclusi.	- HOL excluded.
Rotte alternate:	Alternate route:
- UZ906-UL615 (southbound)	- UZ906-UL615 (southbound)
- UL615-UZ906-UZ468 (northbound)	- UL615-UZ906-UZ468 (northbound)

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT102</b> (RNP 5)					
▲ IVKAL 46°47'39"N 011°02'15"E  Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	171° / 351° 9.0	FL460 _____ FL195	5		200 ↑
▲ TISAX 46°38'43"N 011°03'54"E					
	207° / 026° 57.1	FL460 _____ FL195	5		200 ↑
▲ NESTI 45°48'14"N 010°25'37"E  Padova ACC/Milano ACC					
	221° / 041° 50.7	FL460 _____ FL255	5		260 ↑
△ KOXUD 45°10'46"N 009°37'01"E					
	221° / 040° 90.1	FL460 _____ FL255	5		260 ↑
▲ ALBENGA NDB 'ABN' 44°03'22"N 008°13'16"E					

## NOTE/REMARKS

- |  |   |
|--|---|
| <p>1) Rotta utilizzabile solo in direzione nord.</p> <p>2) Il segmento NESTI-ABN deve essere considerato CDR1, a causa delle zone LI TSA72, LI TSA73 e LI TSA73bis da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable northbound only.</p> <p>2) Segment NESTI-ABN to be considered CDR1, due to LI TSA72, LI TSA73 and LI TSA73bis zones from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT111</b> (RNP 5)					
▲ DELER 40°11'06"N 014°08'57"E					
	153° / 334° 40.9	FL460 FL195	5		200 ↑
▲ DIREDD 39°33'51"N 014°30'57"E					
	156° / 336° 70.3	FL460 FL195	5		200 ↑
△ BUDIN 38°28'35"N 015°04'48"E					
	36.4	FL460 FL195	5		200 ↑
▲ SOPOM 37°54'42"N 015°21'57"E					
	12.5	FL460 FL195	5		200 ↑
▲ PEKOD 37°43'04"N 015°27'46"E					

## NOTE/REMARKS

1) Rotta usabile solo in direzione nord.

2) Il tratto DIREDD-PEKOD deve essere considerato CDR1, a causa della zona LI TSA506, da FL360 compreso in su:

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

1) Route usable northbound only.

2) Segment DIREDD-PEKOD to be considered CDR1, due to LI TSA506 zone, from FL360 included and above:

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

Intenzionalmente bianca

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**ENR 3.2 - UPPER ATS ROUTES**

Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UT118</b> (RNP 5)					
▲ SODIO 40°16'40"N 008°32'31"E					
	153° / 333° 43.6	FL460 _____ FL195	5	210 ↓	200 ↑
▲ LUNAM 39°37'24"N 008°57'13"E					

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UT128</b> (RNP 5)					
△ RASUG 45°40'59"N 012°55'16"E					
	185° / 005° 22.3	FL460 FL230	5	230 ↓	
▲ ROSKA 45°18'51"N 012°51'42"E					
	186° / 006° 18.0	FL460 FL195	5	210 ↓	
△ AGOMO 45°01'01"N 012°48'07"E					
	186° / 008° 28.7	FL460 FL255	5	270 ↓	
▲ BELOV 44°32'33"N 012°42'48"E					
	195° / 015° 64.1	FL460 FL245	5	250 ↓	
▲ DISBA 43°30'33"N 012°20'15"E Padova ACC/Roma ACC					
	195° / 013° 27.4	FL460 FL195	5	210 ↓	
▲ NIKMA 43°03'59"N 012°10'49"E					
	191° / 011° 27.5	FL460 FL195	5	210 ↓	
▲ 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 tratto RASUG-BELOV deve essere considerato CDR1 da FL360 compreso in su a causa delle zone LI TSA73, LI TSA74A e LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il segmento AGOMO-BELOV deve essere considerato CDR3 fino a FL280 compreso a causa dell'area SPEEDY:</p> <ul style="list-style-type: none"> <li>- MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100);</li> <li>- FRI 0730-1030 (0600-0900).</li> </ul> <p>4) Il segmento BELOV-DISBA deve essere considerato CDR1 da FL250 compreso in su a causa delle zone LI R26, LI TSA73, LI TSA74A e LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100);</li> <li>- FRI 0730-1030 (0600-0900).</li> </ul> <p>5) Il tratto DISBA-GIKIN deve essere considerato:</p> | <p>1) Route usable suothbound only.</p> <p>2) Segment RASUG-BELOV to be considered CDR1 from FL360 included and above due to LI TSA73, LI TSA74A and LI TSA78 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment AGOMO-BELOV to be considered CDR3 up to FL280 included due to SPEEDY area:</p> <ul style="list-style-type: none"> <li>- MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100);</li> <li>- FRI 0730-1030 (0600-0900).</li> </ul> <p>4) Segment BELOV-DISBA to be considered CDR1 from FL250 included and above due to LI R26, LI TSA73, LI TSA74A and LI TSA78 zones:</p> <ul style="list-style-type: none"> <li>- MON-THU 0730-1030 (0600-0900), 1700-2000 (1800-2100);</li> <li>- FRI 0730-1030 (0600-0900).</li> </ul> <p>5) Segment DISBA-GIKIN to be considered:</p> |
|---|--|

## NOTE/REMARKS

a) CDR3, a causa della zona LI R48, fino a FL240 compreso:

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

b) CDR1, a causa delle zone LI R51 (settore A) e LI TSA74A, da FL250 compreso in su:

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

a) CDR3, due to LI R48 zone, up to FL240 included:

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

b) CDR1, due to LI R51 (sector A) and LI TSA74A zones, from FL250 included and above:

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

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UT132</b> (RNP 5)					
▲ UPIRO 45°37'33"N 012°44'33"E					
	163° / 343° 19.4	FL460 — FL235	5		240 ↑
▲ ROSKA 45°18'51"N 012°51'42"E					
	117° / 297° 6.5	FL460 — 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.  |
| 2) La rotta deve essere considerata CDR1 da FL360 compreso in su durante gli orari di attivazione della zona LI-TSA78. | 2) Route to be considered CDR1 from FL360 included and above during activation periods of LI-TSA78. |

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT134</b> (RNP 5)					
▲ DIBAX 46°06'59"N 011°03'51"E					
	150° / 331° 6.6	FL460 FL195	5	210 ↓	
▲ TRENTO VOR/DME 'TNT' 46°01'13"N 011°08'24"E					
	156° / 336° 24.8	FL460 FL195	5	210 ↓	
△ IBUGO 45°38'28"N 011°22'36"E					
	156° / 335° 14.0	FL460 FL195	5	210 ↓	
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UT147 (RNP 5)					
▲ SOVOX 45°58'06"N 013°35'50"E  Ljubljana ACC/Padova ACC					
	260° / 079° 126.1	FL460 <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
2) La rotta deve essere considerata CDR1, a causa della zona LI TSA78, da FL360 compreso in su: <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL esclusi.</li></ul>	2) Route to be considered CDR1, due to LI TSA78 zone, from FL360 included and above: <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL excluded.</li></ul>

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UT214 (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	FL460 <hr/> FL195	5	210     ↓	200     ↑
▲ 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 zone.

Intenzionalmente bianca

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## ENR 3.2 - UPPER ATS ROUTES

Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT237</b> (RNP 5)					
▲ DOGUS 41°01'12"N 015°42'12"E					
	201° / 021° 27.1	FL460 _____ FL195	5	210 ↓	200 ↑
▲ VEGAN 40°36'16"N 015°28'09"E Brindisi ACC/Roma ACC					

## NOTE/REMARKS

- 1) Al di sotto di FL230 la navigazione dovrà essere riferita strettamente all' asse centrale della rotta: eventuali deviazioni dovranno essere comunicate immediatamente all' ATC.

- 1) Below FL230 navigation shall be strictly referred to the route center-line: any deviation shall be immediately reported to the ATC unit.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	<div>Upper lower</div> vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT246</b> (RNP 5)					
<div>▲</div> MIRSA 42°49'22"N 009°45'00"E  Roma ACC/Marseille ACC					
	130° / 311° 49.1	<div>FL460</div> <div>FL195</div>	5		200    ↑
<div>▲</div> 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT292</b> (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	FL460 _____ FL315	5		320 ↑
▲ DIPEP 43°20'30"N 014°29'31"E  Padova ACC/Brindisi ACC					
	133° / 315° 226.9	FL460 _____ 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

- 1) Il segmento DIPEP-VIC è 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) Segment DIPEP-VIC 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.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UT293 (RNP 5)					
▲ LURAG 45°31'40"N 007°05'20"E					
	109° / 291° 140.8	FL460 _____ FL195	5	210 ↓	
▲ LOGDI 44°42'47"N 010°11'46"E					
	108° / 289° 35.6	FL460 _____ FL195	5	210 ↓	
▲ LURUT 44°31'25"N 010°59'00"E  Milano ACC / PAdova ACC					

## NOTE/REMARKS

- |   |   |
|---|---|
| <p>1) La rotta è utilizzabile solo in direzione sud.</p> <p>2) La rotta deve essere considerata CDR1, a causa delle zone LI TSA73 e LI TSA73bis da FL370 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) Route to be considered CDR1, due to LI TSA73 and LI TSA73bis zones from FL370 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT305</b> (RNP 5)					
▲ NITAM 45°06'22"N 007°09'28"E Geneva ACC/Milano ACC					
	114° / 294° 23.9	FL460 FL315		330 ↓	
△ KODOK 44°56'33"N 007°40'11"E					
	114° / 295° 132.1	FL460 FL315		330 ↓	
▲ OGLAK 43°59'00"N 010°26'16"E Milano ACC/Roma ACC					
	123° / 304° 169.8	FL460 FL315		330 ↓	
▲ ATRUP 42°20'56"N 013°35'44"E Roma ACC/Brindisi ACC					
	123° / 306° 306.8	FL460 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 tratto NITAM-OGLAK deve essere considerato CDR1, da FL360 compreso in su a causa della zona LI TSA73bis: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi.	2) Segment NITAM-OGLAK to be considered CDR1, from FL360 included and above due to LI TSA73bis zone: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded.
3) Il segmento OGLAK-ATRUP deve essere considerato CDR1, a causa delle zone LI R51A, LI R51B, LI R51C, LI R51D LI TSA74A e LI TSA74B: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi.  Rotta alternata: UM730-UM872	3) Segment OGLAK-ATRUP to be considered CDR1 due to LI R51A, LI R51B, LI R51C, LI R51D, LI TSA74A, and LI TSA74B zones: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded.  Alternate route: UM730-UM872
4) Il segmento ATRUP-LATAN deve essere considerato CDR1, a causa delle zone LI TSA421A, LI TSA422A, LI TSA421B e LI TSA422B: - MON-FRI 0500-2200 (0400-2100); - HOL esclusi.  Rotta alternata: UM730-UM872	4) Segment ATRUP-LATAN to be considered CDR1 due to LI TSA421A, LI TSA422A, LI TSA421B and LI TSA422B zones: - MON-FRI 0500-2200 (0400-2100); - HOL excluded.  Alternate route: UM730-UM872

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT307</b> (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	FL460 FL285	5	290 ↓	
▲ PEVAL 45°18'41"N 013°14'51"E Padova ACC/Zagreb ACC	For continuation see AIP CROATIA				

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) Il segmento DIRAB-PEVAL deve essere considerato:</p> <p>a) CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100);</li> <li>- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.</li> </ul> <p>b) CDR1, a causa delle zone LI R49E, LI R49F e LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale);</li> <li>- SAT 0500-1300 (0400-1200) da FL320 compreso in su;</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) The segment DIRAB-PEVAL to be considered:</p> <p>a) CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100);</li> <li>- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.</li> </ul> <p>b) CDR1, due to LI R49E, LI R49F and LI TSA78 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) and 2100-2200 (winter period only);</li> <li>- SAT 0500-1300 (0400-1200) from FL320 included and above;</li> <li>- HOL excluded.</li> </ul> |
|---|--|

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UT313 (RNP 5)					
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	146° / 326° 31.3	FL460 <hr/> FL195	5		200 ↑
▲ NEMBO 42°17'27"N 010°46'38"E					

## NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UT340 (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	FL460 FL315		330 ↓	320 ↑
▲ GUDLU 43°35'26"N 009°56'25"E  Milano ACC/Roma ACC					
	131° / 312° 180.4	FL460 FL315		330 ↓	320 ↑
▲ LATINA VOR/DME 'LAT' 41°32'28"N 012°55'05"E					
	134° / 315° 230.4	FL460 FL315		330 ↓	320 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					
	135° / 316° 82.4	FL460 FL315		330 ↓	320 ↑
▲ SODMO 37°43'48"N 017°31'44"E					
	137° / 318° 96.5	FL460 FL315		330 ↓	320 ↑
▲ LEVDI 36°30'00"N 018°49'32"E  Roma ACC/Malta ACC	For continuation see AIP MALTA				

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) Il segmento TOP-GUDLU deve essere considerato CDR1, da FL360 compreso in su a causa della zona LI TSA73bis:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>2) Il segmento GUDLU-LAT deve essere considerato CDR1, a causa della zona LI R107B:</p> <ul style="list-style-type: none"> <li>- H24</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL50-UY751.</li> </ul> <p>3) Il segmento LAT-CDC deve essere considerato CDR1, a causa delle zone LI R62A e LI R62B:</p> <ul style="list-style-type: none"> <li>- H24</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL50-UY751.</li> </ul> | <p>1) Segment TOP-GUDLU to be considered CDR1, from FL360 included and above due to LI TSA73bis zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>2) Segment GUDLU-LAT to be considered CDR1, due to LI R107B zone:</p> <ul style="list-style-type: none"> <li>- H24</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UL50-UY751.</li> </ul> <p>3) Segment LAT-CDC to be considered CDR1 due to LI R62A and LI R62B zones:</p> <ul style="list-style-type: none"> <li>- H24</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UL50-UY751.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UT345 (RNP 5)					
▲ LURAG 45°31'40"N 007°05'20"E  Geneva ACC/Milano ACC					
	121° / 303° 170.5	FL460 <hr/> FL315		330    ↓	
▲ OGLAK 43°59'00"N 010°26'16"E  Milano ACC/Roma ACC					

NOTE/REMARKS	
1) Rotta utilizzabile solo in direzione sud.	1) Route usable southbound only.
2) La rotta deve essere considerata CDR1, da FL360 compreso in su a causa delle zone LI TSA73 e LI TSA73bis: <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL esclusi.</li></ul>	2) Route to be considered CDR1, from FL360 included and above due to LI TSA73 and LI TSA73bis zones: <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL excluded.</li></ul>

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UT369</b> (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	FL460 FL315	5		320 ↑
▲ ASVIM 43°38'57"N 012°04'12"E					
	172° / 351° 35.3	FL460 FL235	5		240 ↑
▲ NIKMA 43°03'59"N 012°10'49"E					
	180° / 002° 18.3	FL235 FL195	5	210 ↓	
△ ETPOK 42°45'41"N 012°10'00"E					
	182° / 002° 3.8	FL235 FL195	5	210 ↓	
▲ RITEB 42°41'55"N 012°09'49"E					

## NOTE/REMARKS

- |  |   |
|--|---|
| <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 delle zone LI R26, LI TSA73 e LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata: UM726-UL12</p> <p>4) Il segmento ASVIM-NIKMA deve essere considerato:</p> <ul style="list-style-type: none"> <li>a) CDR3 fino a FL300 incluso: H24;</li> <li>b) CDR1 a causa delle zone LI R51A e LI TSA74A, da FL320 compreso in su: <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> </li> </ul> <p>Rotta alternata: UM726-UL12</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, LI TSA73 and LI TSA78 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route: UM726-UL12</p> <p>4) Segment ASVIM-NIKMA to be considered:</p> <ul style="list-style-type: none"> <li>a) CDR3 up to FL300 included: H24;</li> <li>b) CDR1 due to LI R51A and LI TSA74A zones, from FL320 included and above: <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> </li> </ul> <p>Alternate route: UM726-UL12</p> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT378</b> (RNP 5)					
▲ DOBIM 42°57'14"N 009°45'00"E Roma ACC/Marseille ACC					
	137° / 317° 54.7	FL460 FL195	5		200 ↑
▲ PODOX 42°16'38"N 010°34'37"E					
	147° / 327° 15.9	FL460 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT415</b> (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E Zurich ACC/Padova ACC					
	132° / 314° 246.3	FL460 FL195	5	210 ↓	
▲ LSKO 43°34'17"N 014°07'56"E					
	129° / 309° 20.9	FL460 FL195	5	210 ↓	
▲ DIPEP 43°20'30"N 014°29'31"E Padova ACC/Brindisi ACC					
	139° / 319° 110.0	FL460 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° 40.9	FL460 FL195	5	210 ↓	200 ↑
△ OSDAX 41°21'29"N 016°34'35"E					
	15.7	FL460 FL195	5	210 ↓	200 ↑
▲ BARI VOR/DME 'BAR' 41°08'39"N 016°46'35"E					
	148° / 328° 36.6	FL460 FL225	5	230 ↓	240 ↑
△ MOKTO 40°36'52"N 017°10'27"E					

## NOTE/REMARKS

- |  |  |
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| <p>1) Nel tratto VIE-BAR la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC.</p> <p>2) Il segmento RESIA-DIPEP è utilizzabile solo in direzione sud.</p> <p>3) Il segmento RESIA-DIPEP deve essere considerato CDR1, a causa delle zone LI-LS CBA660, LI R26 e LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300(0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>4) 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) In the segment VIE-BAR navigation shall be strictly referred to the centre line: any deviation shall be immediately notified to the ATC Unit.</p> <p>2) Segment RESIA-DIPEP usable southbound only.</p> <p>3) Segment RESIA-DIPEP to be considered CDR1, due to LI-LS CBA660, LI R26 and LI TSA78 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300(0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>4) 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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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT416</b> (RNP 5)					
△ MATED 40°36'38"N 016°10'06"E					
	154° / 335° 105.6	FL460 FL245	5	250 ↓	
▲ CROTONE VOR/DME 'CRN' 38°59'46"N 017°04'59"E					
	22.0	FL460 FL195	5	210 ↓	
▲ KUPIR 38°39'32"N 017°16'06"E  Brindisi ACC/Roma ACC					
	71.4	FL460 FL195	5	210 ↓	
△ ADMAS 37°33'44"N 017°51'29"E					

## NOTE/REMARKS

- |  |  |
|--|--|
| <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, LI TSA420A e LI TSA420B:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi;</li> </ul> <p>b) CDR1 fino a FL 310 compreso, a causa delle zone LI TRA410, LI TRA411, LI TRA412, LI TRA413 e LI TRA414:</p> <ul style="list-style-type: none"> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- DOGUS-UT237-UP748-UZ910-UL869.</li> </ul> | <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, LI TSA420A and LI TSA420B zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded;</li> </ul> <p>b) CDR1 up to FL 310 included, due to LI TRA410, LI TRA411, LI TRA412, LI TRA413 and LI TRA414 zones:</p> <ul style="list-style-type: none"> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- DOGUS-UT237-UP748-UZ910-UL869.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UT445</b> (RNP 5)					
▲ TONDA 45°06'33"N 008°13'47"E					
	164° / 344° 44.4	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ LAGEN 44°23'39"N 008°29'53"E					

NOTE/REMARKS	
1) La rotta deve essere considerata CDR1,a causa della zona LI TSA73bis, da FL360 compreso in su: <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100),</li><li>- SAT 0500-1300 (04100-1200),</li><li>- HOL esclusi.</li></ul>	1) Route to be considered CDR1, due to LI TSA73bis, from FL360 included and above: <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100),</li><li>- SAT 0500-1300 (04100-1200),</li><li>- HOL excluded.</li></ul>

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT484</b> (RNP 5)					
▲ VAKON 45°28'41"N 010°00'00"E					
	119° / 300° 31.3	FL460 FL245	5	250 ↓	
▲ GOXES 45°13'02"N 010°38'26"E Milano ACC/Padova ACC					
	120° / 299° 27.6	FL460 FL245	5	250 ↓	
▲ NISIL 44°59'04"N 011°12'01"E					
	121° / 303° 9.6	FL460 FL245	5	250 ↓	
△ NEVMO 44°53'50"N 011°23'23"E					
	123° / 303° 142.5	FL460 FL285	5	290 ↓	
▲ LISKO 43°34'17"N 014°07'56"E					

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) La rotta è utilizzabile solo in direzione sud.</p> <p>2) Il tratto VAKON-NEVMO deve essere considerato CDR1 a causa delle zone LI R68 e LI TSA73:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il tratto NEVMO-LISKO deve essere considerato CDR1 a causa delle zone LI R26, LI TSA73 e LI TSA73bis:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UQ702-UL614-UL613</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) Segment VAKON-NEVMO to be considered CDR1, due to LI R68 e LI TSA73 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>4) Segment NEVMO-LISKO to be considered CDR1, due to LI R26, LI TSA73 and LI TSA73bis zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UQ702-UL614-UL613</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UT492</b> (RNP 5)					
▲ ALBET 45°25'36"N 011°30'33"E					
	195° / 015° 40.8	FL355 ————— FL195	5	210 ↓	
△ KREVA 44°46'28"N 011°14'06"E					

## NOTE/REMARKS

- 1) La rotta è utilizzabile solo in direzione sud e 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 and 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT527</b> (RNP 5)					
▲ BANAV 41°43'43"N 017°00'40"E					
	194° / 014° 36.6	FL460 FL195	5	210 ↓	200 ↑
▲ BARI VOR/DME 'BAR' 41°08'39"N 016°46'35"E					
	247° / 067° 32.5	FL460 FL195	5	210 ↓	200 ↑
▲ TOPNO 40°57'06"N 016°06'28"E					

## NOTE/REMARKS

1) La rotta deve essere considerata CDR3.

1) Route to be considered CDR3.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT543</b> (RNP 5)					
▲ TINTO 41°28'41"N 011°04'04"E					
	196° / 015° 82.3	FL460 FL195	5	210 ↓	200 ↑
▲ QUENN 40°09'54"N 010°32'37"E					
	184° / 004° 128.0	FL460 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 TINTO-QUENN deve essere considerato:</p> <p>a) Rotta ATS permanente</p> <ul style="list-style-type: none"> <li>- SAT, SUN e HOL;</li> <li>- MON-FRI 0001-0459, 2201-2400.</li> </ul> <p>b) CDR1:</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, MON-FRI 0500-0659, 1701- 2200;</li> <li>- 21 JUN-20 SEP, MON-FRI 0500-2200.</li> </ul> <p>c) Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL5-UQ125-UM732.</li> </ul> <p>d) CDR3:</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, MON-FRI 0700-1700.</li> </ul>  | <p>1) Segment TINTO-QUENN to be considered:</p> <p>a) ATS permanent route:</p> <ul style="list-style-type: none"> <li>- SAT, SUN and HOL;</li> <li>- MON-FRI 0001-0459, 2201-2400.</li> </ul> <p>b) CDR1:</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, MON-FRI 0500-0659, 1701- 2200;</li> <li>- 21 JUN-20 SEP, MON-FRI 0500-2200.</li> </ul> <p>c) Alternate route:</p> <ul style="list-style-type: none"> <li>- UL5-UQ125-UM732.</li> </ul> <p>d) CDR3:</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, MON-FRI 0700-1700.</li> </ul>   |
| <p>2) Il segmento QUENN-NOLSI deve essere considerato:</p> <p>a) Rotta ATS permanente</p> <ul style="list-style-type: none"> <li>- MON-FRI 0001-0459, 2201-2400.</li> <li>- SAT, SUN e HOL;</li> </ul> <p>b) CDR1:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0659, 1701- 2200;</li> <li>- 21 JUN-20 SEP, MON-FRI 0700-1700 da FL250 compreso in su.</li> </ul> <p>c) Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL12-UM738-UM725.</li> </ul> <p>d) CDR3:</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, MON-FRI 0700-1700.</li> <li>- 21 JUN-20 SEP, MON-FRI 0700-1700 fino a FL240 compreso.</li> </ul> | <p>2) Segment QUENN-NOLSI to be considered:</p> <p>a) ATS permanent route:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0001-0459, 2201-2400.</li> <li>- SAT, SUN and HOL;</li> </ul> <p>b) CDR1:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0659, 1701- 2200;</li> <li>- 21 JUN-20 SEP, MON-FRI 0700-1700 from FL250 included and above.</li> </ul> <p>c) Alternate route:</p> <ul style="list-style-type: none"> <li>- UL12-UM738-UM725.</li> </ul> <p>d) CDR3:</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, MON-FRI 0700-1700.</li> <li>- 21 JUN-20 SEP, MON-FRI 0700-1700 up to FL240 included.</li> </ul> |
| <p>3) Il segmento QUENN-NOLSI utilizzabile solo in direzione sud.</p>  | <p>3) Segment QUENN-NOLSI usable southbound only.</p>  |

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UT558</b> (RNP 5)					
▲ LUMAV 44°48'52"N 011°36'59"E					
	192° / 014° 41.3	FL460 <hr/> FL195	5	210     ↓	200     ↑
▲ OMAKU 44°08'48"N 011°23'11"E  Padova ACC / Roma ACC					

NOTE/REMARKS	
1) La rotta deve essere considerata CDR1, a causa della zona LI TSA73 da FL360 compreso in su: <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL esclusi.</li></ul>	1) Route to be considered CDR1, due to LI TSA73 zone from FL360 included and above: <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL excluded.</li></ul>

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UT648</b> (RNP 5)					
▲ GOLAS 44°27'18"N 009°37'03"E					
	124° / 306° 23.9	FL460 <hr/> FL195	5		200    ↑
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UT678</b> (RNP 5)					
▲ PIKOT 45°11'13"N 009°44'14"E					
	103° / 282° 15.2	FL460 FL195	5	210 ↓	
△ IBNAN 45°07'26"N 010°05'00"E					
	103° / 286° 24.9	FL460 FL195	5	210 ↓	
▲ NUVLA 45°00'41"N 010°38'47"E Milano ACC / Roma ACC					
	102° / 282° 32.4	FL460 FL195	5	210 ↓	
△ NEVMO 44°53'50"N 011°23'23"E					

## NOTE/REMARKS

- |   |  |
|---|--|
| 1) La rotta è utilizzabile solo in direzione est.   | 1) Route usable eastbound only.  |
| 2) Il tratto IBNAN-NEVMO deve essere considerato CDR1, a causa delle zone LI R65, LI R68 e LI TSA73: H24. | 2) Segment IBNAN-NEVMO to be considered CDR1, due to LI R65, LI R68 e LI TSA73 zones: H24. |

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT876</b> (RNP 5)					
△ EKPIS 46°47'14"N 011°21'20"E					
	207° / 027° 25.2	FL460 — FL195	5		200 ↑
▲ GUNGO 46°25'05"N 011°03'53"E					
	33.0	FL460 — FL195	5		200 ↑
△ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT897</b> (RNP 5)					
▲ BOLZANO VOR/DME 'OZE' 46°24'19"N 011°17'32"E					
	217° / 037° 2.5	FL460 FL195	5	210 ↓	
△ IXOGU 46°22'20"N 011°15'14"E					
	205° / 026° 17.3	FL460 FL195	5	210 ↓	
▲ DIBAX 46°06'59"N 011°03'51"E					
	208° / 028° 20.5	FL460 FL195	5	210 ↓	
△ MOVOR 45°49'08"N 010°49'26"E					
	180° / 360° 10.4	FL460 FL195	5	210 ↓	
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UT939</b> (RNP 5)					
▲ GIRIS 46°46'18"N 010°53'03"E					
	145° / 325° 60.4	FL460 FL315		330 ↓	
▲ ROKIB 45°56'08"N 011°41'32"E					
	145° / 326° 197.1	FL460 FL315		330 ↓	320 ↑
▲ NUTRO 43°09'36"N 014°08'57"E Padova ACC/Brindisi ACC					
	148° / 329° 313.8	FL460 FL315		330 ↓	320 ↑
▲ IBMAK 38°35'35"N 017°31'06"E Brindisi ACC/Roma ACC					
	150° / 332° 140.1	FL460 FL315		330 ↓	320 ↑
▲ LEVDI 36°30'00"N 018°49'32"E Roma ACC/Malta ACC					

NOTE/REMARKS	
1) Il segmento GIRIS-ROKIB utilizzabile solo in direzione sud	1) Segment GIRIS-ROKIB usable southbound only
2) Il segmento ROKIB-NUTRO deve essere considerato CDR1, a causa delle zone LI R49E e LI TSA78:	2) Segment ROKIB-NUTRO to be considered CDR1 due to LI R49E and LI TSA78 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.
3) Il segmento NUTRO-IBMAK deve essere considerato CDR1, a causa delle zone LI R51D, LI R51E, LI TSA74A, LI TSA74B, LI TSA420A e LI TSA420B:	3) Segment NUTRO-IBMAK to be considered CDR1 due to LI R51D, LI R51E, LI TSA74A, LI TSA74B, LI TSA420A and LI TSA420B 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UW36</b> (RNP 5)					
▲ PINUK 41°51'56"N 018°35'24"E  Beograd ACC/Brindisi ACC	For continuation see AIP SERBIA				
	221° / 041° 10.4	FL460 <hr/> FL195	5	210     ↓	200     ↑
▲ TEPKO 41°44'27"N 018°25'41"E					
	19.6	FL460 <hr/> FL195	5	210     ↓	200     ↑
▲ CRAYE 41°30'10"N 018°07'45"E					
	226° / 046° 27.6	FL460 <hr/> FL195	5	210     ↓	200     ↑
▲ ENOXA 41°12'05"N 017°40'08"E					
	263° / 082° 40.6	FL460 <hr/> FL195	5	210     ↓	200     ↑
▲ BARI VOR/DME 'BAR' 41°08'39"N 016°46'35"E					

## NOTE/REMARKS

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| <p>1) Nel tratto PINUK - CRAYE i servizi ATS sono temporaneamente forniti da Brindisi ACC/FIC.</p> <p>2) Nel tratto PINUK - CRAYE i livelli da FL200 a FL250 compreso non utilizzabili e riservati al traffico militare.</p> <p>3) Tratto PINUK - CRAYE non disponibile ai livelli e durante i periodi di attivazione dell'area PAM/corridoio CLASKO (vedi AIP Croatia e AIP Serbia/Montenegro).</p> | <p>1) In the segment PINUK - CRAYE ATS services are temporarily provided by Brindisi ACC/FIC.</p> <p>2) In the segment PINUK - CRAYE levels from FL200 up to FL250 included not usable and reserved for military traffic.</p> <p>3) Segment PINUK - CRAYE not available at levels and during activation periods of PAM area/CLASKO corridor (see AIP Croatia and AIP Serbia/Montenegro).</p> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UY9 (RNP 5)					
▲ SUXAN 46°33'44"N 010°28'45"E  Zurigo ACC/Padova ACC	For continuation see AIP SWITZERLAND				
	098° / 278° 35.4	FL460 _____ FL245	5		260 ↑
▲ NAXAV 46°27'50"N 011°19'20"E					
	095° / 275° 20.4	FL460 _____ FL245	5		260 ↑
△ MOBDO 46°25'28"N 011°48'42"E					
	098° / 279° 70.2	FL460 _____ FL245	5		260 ↑
▲ TIBRO 46°13'06"N 013°28'22"E  Padova ACC/Ljubljana ACC	For continuation see AIP SLOVENIA				

## NOTE/REMARKS

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|--|--|
| <p>1) Rotta utilizzabile solo in direzione ovest.</p> <p>2) Il tratto TIBRO-MOBDO 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, LI R49F e LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100),</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UM196-UL613</li> </ul> <p>c) CDR1 da FL360 incluso in su a causa della zona LI TSA78:</p> <ul style="list-style-type: none"> <li>- SAT 0500-1300 (0400-1200),</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable westbound only.</p> <p>2) Segment TIBRO-MOBDO 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, LI R49F and LI TSA78 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100),</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UM196-UL613</li> </ul> <p>c) CDR1 from FL360 included and above due to LI TSA78 zone:</p> <ul style="list-style-type: none"> <li>- SAT 0500-1300 (0400-1200),</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UY11 (RNP 5)					
▲ ROBEX 45°06'54"N 006°35'38"E	For continuation see AIP FRANCE				
	129° / 309° 10.0	FL460 FL195	5	210 ↓	
▲ BLONA 45°00'31"N 006°46'38"E					
	095° / 276° 8.8	FL460 FL195	5	210 ↓	
▲ TOSMI 44°59'38"N 006°58'56"E					
	7.6	FL460 FL195	5	210 ↓	
▲ LAPRI 44°58'49"N 007°09'36"E  Geneva ACC/Milano ACC					
	8.1	FL460 FL195	5	210 ↓	
▲ KUMIN 44°57'58"N 007°20'55"E					
	13.8	FL460 FL195	5	210 ↓	
△ KODOK 44°56'33"N 007°40'11"E					
	8.2	FL460 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	FL460 FL195	5	210 ↓	200 ↑
▲ LURUT 44°31'25"N 010°59'00"E  Milano ACC/Padova ACC					
	113° / 293° 27.1	FL460 FL195	5	210 ↓	200 ↑
△ PETAS 44°20'53"N 011°33'47"E					
	112° / 292° 120.7	FL460 FL195	5	210 ↓	200 ↑
▲ LISKO 43°34'17"N 014°07'56"E					

## NOTE/REMARKS

1) Il tratto ROBEX-TOP è utilizzabile solo in direzione sud.

2) Il tratto ROBEX-LAPRI è gestito da Ginevra ACC e Marsiglia ACC; per ulteriori informazioni vedere AIP Svizzera e AIP Francia.

3) Il tratto TOP-PETAS deve essere considerato CDR1 a causa della zona LI TSA73, da FL360 incluso in su:

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

4) Il segmento PETAS-LISKO deve essere considerato CDR1 a causa delle zone LIR26, LI TSA73 e LI TSA78:

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

Rotta alternata:  
- UZ904-UM730

1) Segment ROBEX-TOP usable southbound only.

2) Segment ROBEX-LAPRI under Geneva ACC and Marseille ACC jurisdiction: further information on AIP Switzerland and AIP France.

3) Segment TOP-PETAS to be considered CDR1, due to LI TSA73 zone from FL360 included and above:

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

4) Segment PETAS-LISKO to be considered CDR1, due to LI R26, LI TSA73 and LI TSA78 zones:

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

Alternate route:  
-UZ904-UM730

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UY15 (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	FL285 _____ FL195	5		200    ↑
▲ ANAKI 44°12'04"N 008°43'32"E					
	247° / 067° 23.5	FL285 _____ FL195	5		200    ↑
▲ ALBENGA NDB 'ABN' 44°03'22"N 008°13'16"E					

## NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord-est

1) Route usable north-eastbound only

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UY19</b> (RNP 5)					
▲ PELOS 41°09'43"N 008°09'41"E Marseille ACC/Roma ACC				For continuation see AIP FRANCE	
	140° / 321° 260.2	FL460 <hr/> FL195	5	210 ↓	
△ OSDET 37°45'53"N 011°38'58"E					

## NOTE/REMARKS

- |  |  |
|--|--|
| <p>1) Rotta utilizzabile solo in direzione sud.</p> <p>2) La rotta deve essere considerata:</p> <p>a) CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100);</li> <li>- MON-FRI 0500-0600 (nel solo periodo invernale) e 2100-2200 (2100-2200) fino a FL240 compreso, HOL esclusi;</li> <li>- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.</li> </ul> <p>b) CDR1, a causa delle zone LI D115B e LI D115C:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (nel solo periodo invernale) e 2100-2200 (2100-2200) da FL250 compreso in su;</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UM732-UM733</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) Route to be considered:</p> <p>a) CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100);</li> <li>- MON-FRI 0500-0600 (winter period only) and 2100-2200 (2100-2200), up to FL240 included, HOL excluded;</li> <li>- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.</li> </ul> <p>b) CDR1, due to LI D115B and LI D115C:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (winter period only) and 2100-2200 (2100-2200), from FL250 included and above;</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UM732-UM733</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UY24</b> (RNP 5)					
▲ VEGAR 44° 48'00"N 007° 00'45"E	For continuation see AIP SWITZERLAND				
	170° / 350° 62.6	FL460 <hr/> FL195	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 Svizzera e  
AIP Francia.

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

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UY66</b> (RNP 5)					
▲ VEKEN 46°33'49"N 013°22'46"E Wien ACC/Ljubljana ACC					
	123° / 303° 12.7	FL460 <hr/> FL195	5	210 ↓	
▲ 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. |

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UY106</b> (RNP 5)					
▲ DETSA 46°48'09"N 012°16'52"E  Wien ACC/Padova ACC	For continuation see AIP AUSTRIA				
	178° / 358° 54.2	FL460 FL285	5	290 ↓	
△ NIVAS 45°54'00"N 012°16'53"E					
	49.8	FL460 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	FL460 FL265	5	270 ↓	
△ DITUM 44°24'21"N 012°14'50"E					
	35.3	FL460 FL245	5	250 ↓	
△ PIDEP 43°49'04"N 012°13'03"E					
	180° / 002° 14.4	FL460 FL245	5	250 ↓	
▲ MOMOD 43°34'42"N 012°12'20"E  Padova ACC / Roma ACC					
	182° / 000° 30.7	FL460 FL245	5	250 ↓	
▲ NIKMA 43°03'59"N 012°10'49"E					
	159° / 340° 11.5	FL460 FL195	5	210 ↓	
△ IPGOR 42°53'08"N 012°16'09"E					
	160° / 339° 5.4	FL460 FL195	5	210 ↓	
▲ GITOD 42°48'01"N 012°18'39"E					
	157° / 337° 35.5	FL460 FL195	5	210 ↓	200 ↑
▲ TIBER 42°14'56"N 012°35'56"E					
	115° / 295° 18.7	FL460 FL195	5	210 ↓	200 ↑

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 _____ FL195	5		200 ↑
▲ MOPUV 42°03'35"N 013°16'55"E					

## NOTE/REMARKS

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|---|---|
| <p>1) Il tratto DETSA-GITOD è utilizzabile solo in direzione sud.</p> <p>2) Il tratto DETSA-CHI deve essere considerato:</p> <p>a) CDR1, a causa della zona LI R49E fino a FL380 compreso:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UM984-UN503-UZ906</li> </ul> <p>b) CDR1, a causa della zona LI TSA78 da FL360 compreso:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il tratto CHI-TIBER deve essere considerato CDR1, a causa delle zone LI R26, LI R51A, LI TSA73, LI TSA74A, LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UM859-UQ58-UM738-UL995</li> </ul> <p>4) Nel tratto NIKMA-GITOD, al di sotto di FL250, la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'Ente ATC.</p> <p>5) Il tratto NIKMA-TIBER è utilizzabile purché sia disponibile il servizio radar.</p> <p>6) Il segmento OKUNO-MOPUV è utilizzabile solo in direzione ovest.</p> <p>7) Il segmento OKUNO-MOPUV deve essere considerato CDR1, a causa delle zone LI R51/B e LI TSA74/A, da FL240 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Segment DETSA-GITOD usable southbound only.</p> <p>2) Segment DETSA-CHI to be considered:</p> <p>a) CDR1, due to LI R49E zone up to FL380 included:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UM984-UN503-UZ906</li> </ul> <p>b) CDR1, due to LI TSA78 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment CHI-TIBER to be considered CDR1, due to LI R26, LI R51A, LI TSA73, LI TSA74A, and LI TSA78 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UM859-UQ58-UM738-UL995</li> </ul> <p>4) In the segment NIKMA-GITOD, below FL250, navigation shall be strictly referred to the centre-line: any deviation shall be immediately notified to the ATC Unit.</p> <p>5) Segment NIKMA-TIBER usable provided that radar service is available.</p> <p>6) Segment OKUNO-MOPUV usable westbound only.</p> <p>7) Segment OKUNO-MOPUV to be considered CDR1, due to LI R51/B and LI TSA74/A zones, from FL240 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UY107</b> (RNP 5)					
▲ TOBSO 47°00'58"N 011°51'27"E  Münich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	191° / 011° 25.0	FL460 <hr/> FL195	5	210 ↓	
△ BAKOR 46°36'32"N 011°43'43"E					
	212° / 032° 4.4	FL460 <hr/> FL195	5	210 ↓	
△ ASVUT 46°32'54"N 011°40'09"E					
	19.8	FL460 <hr/> FL195	5	210 ↓	
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UY108</b> (RNP 5)					
▲ GOGEM 47°01'06"N 011°31'35"E  Münich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	185° / 005° 19.8	FL460 <hr/> FL195	5	210 ↓	
△ EKPEB 46°41'25"N 011°28'19"E					
	25.1	FL460 <hr/> FL195	5	210 ↓	
▲ ALESE 46°16'30"N 011°24'14"E					
	179° / 359° 14.1	FL460 <hr/> FL195	5	210 ↓	
△ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UY138</b> (RNP 5)					
▲ BEROK 44°09'56"N 010°21'06"E					
	128° / 309° 9.9	FL460 _____ FL195	5	210 ↓	
▲ GAPMI 44°03'43"N 010°31'48"E Milano ACC / Roma ACC					
	129° / 309° 21.4	FL460 _____ FL195	5	210 ↓	
△ OSMOX 43°50'14"N 010°54'47"E					

## NOTE/REMARKS

NIL

NIL

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UY140</b> (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	FL460 FL315	5		320 ↑
▲ GIXUL 44°49'43"N 010°39'07"E  Milano ACC/Padova ACC					
	125° / 305° 161.7	FL460 FL315	5		320 ↑
▲ UTENO 43°15'03"N 013°40'56"E  Padova ACC/Brindisi ACC					
	123° / 305° 151.1	FL460 FL215	5		220 ↑
△ TIMPU 41°45'49"N 016°25'47"E					
	125° / 306° 148.1	FL460 FL215	5		220 ↑
▲ OLGAT 40°14'41"N 019°00'00"E  Brindisi ACC/Athinal ACC					
					For continuation see AIP GREECE

## NOTE/REMARKS

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| <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"> <li>- MON-FRI 0600-2100 (0500-2100);</li> </ul> <p>b) CDR1, a causa delle zone LI R26, LI R68, LI TSA73, LI TSA74A e LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il tratto UTENO-OLGAT deve essere considerato:</p> <p>a) CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100);</li> <li>- SAT e SUN 0600-2100 (0500-2100) fino a FL310 compreso.</li> </ul> <p>b) CDR1, a causa delle zone LI TSA74A:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (nel solo periodo invernale);</li> <li>- SAT 0500-0600 (0400-0500);</li> <li>- SAT 0600-1300 (0500-1200) da FL360 compreso in su;</li> <li>- HOL esclusi.</li> </ul> | <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"> <li>- MON-FRI 0600-2100 (0500-2100);</li> </ul> <p>b) CDR1, due to LI R26, LI R68, LI TSA73, LI TSA74A and LI TSA78 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (winter period only);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment UTENO-OLGAT to be considered :</p> <p>a) CDR3:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0600-2100 (0500-2100);</li> <li>- SAT and SUN 0600-2100 (0500-2100) up to FL310 included.</li> </ul> <p>b) CDR1, due to LI TSA74A zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-0600 (0400-0500) e 2100-2200 (winter period only);</li> <li>- SAT 0500-0600 (0400-0500);</li> <li>- SAT 0600-1300 (0500-1200) from FL360 included and above;</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UY159</b> (RNP 5)					
△ SIRGI 40°07'50"N 016°42'13"E					
	282° / 101° 51.5	FL460 FL245	5	260 ↓	250 ↑
▲ NILTO 40°20'40"N 015°37'07"E Brindisi ACC/Roma ACC					
	60.5	FL460 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	FL460 FL195	5	210 ↓	200 ↑
▲ EDOPA 40°25'21"N 013°45'55"E					
	22.1	FL460 FL195	5	210 ↓	200 ↑
△ TAGEL 40°17'52"N 013°18'40"E					
	14.8	FL460 FL195	5	210 ↓	200 ↑
△ BEROL 40°12'17"N 013°00'47"E					
	55.5	FL460 FL195	5	210 ↓	200 ↑
▲ RONAB 39°52'11"N 011°53'28"E					
	76.6	FL460 FL195	5	210 ↓	200 ↑
△ BELOK 39°23'23"N 010°21'39"E					
	30.1	FL460 FL195	5	210 ↓	200 ↑
▲ TUTIP 39°11'47"N 009°45'52"E					
	13.0	FL460 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)					

## NOTE/REMARKS

## 1) Il segmento SIRGI-SOR deve essere considerato:

a) CDR1 a causa delle sone LI TRA410, LI TRA411, LI TSA420A e LI TSA420B:

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

b) CDR1 fino a FL 310 compreso, a causa delle zone LI TRA410 e LI TRA411:

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

Rotta alternata:

- GEMVI-UL869-UM620.

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

## 3) Il segmento RONAB-CAR deve essere considerato

a) Rotta ATS permanente

- MON-FRI 0001-0459, 2201-2400;
- SAT, SUN e HOL.

b) CDR1:

- MON-FRI 0500-0659, 1701-2200.
- 21 JUN-20 SEP: MON-FRI 0700-1700 da FL250 compreso in su;

Rotta alternata:

- UM732-UQ125-UM603.

c) CDR3:

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

## 4) Il segmento BEROL-RONAB deve essere considerato CDR1, a causa della zona LI D84D, fino a FL270 compreso:

- H24

Rotta alternata:

- SOR-UM725-UL12

## 1) Segment SIRGI-SOR to be considered:

a) CDR1 due to LI TRA410, LI TRA411, LI TSA420A and LI TSA420B zones:

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

b) CDR1 up to FL 310 included, due to LI TRA410 e LI TRA411 zones:

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

Alternate route:

- GEMVI-UL869-UM620.

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

## 3) Segment RONAB-CAR to be considered:

a) ATS permanent route:

- MON-FRI 0001-0459, 2201-2400;
- SAT, SUN and HOL.

b) CDR1:

- MON-FRI 0500-0659, 1701-2200.
- 21 JUN-20 SEP: MON-FRI 0700-1700 from FL250 included and above;

Alternate route:

- UM732-UQ125-UM603.

c) CDR3:

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

## 4) Segment BEROL-RONAB to be considered CDR1, due to LI D84D zone, up to FL270 included:

- H24

Alternate route:

- SOR-UM725-UL12

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UY170</b> (RNP 5)					
▲ ABREG 46°18'25"N 009°33'05"E  Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	166° / 346° 20.4	FL460 ————— FL195	5		200    ↑
▲ DILEB 45°58'30"N 009°39'44"E					
	20.0	FL460 ————— FL195	5		200    ↑
▲ LEGLO 45°39'01"N 009°46'10"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 R108A/B, LI-LS CBA60 e LI-LS CBA660:

2) Route to be considered CDR3, due to LI R108A/B, LI-LS CBA60 and LI-LS CBA660 zones:

- MON-FRI: 0700-1600 (0600 - 1500).

- MON-FRI: 0700-1600 (0600 - 1500).

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UY177 (RNP 5)					
▲ VEKEN 46°33'49"N 013°22'46"E  Wien ACC/Ljubljana ACC	For continuation see AIP AUSTRIA				
	112° / 292° 14.5	FL460 <hr/> FL195	5	210     ↓	
▲ 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-eastbound only  
2) ATS services provided by Ljubljana ACC

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UY239</b> (RNP 5)					
▲ NIGSO 44°23'35"N 010°42'40"E					
	265° / 085° 7.0	FL365 — FL195	5		200 ↑
▲ OLNUK 44°23'00"N 010°32'56"E					
	265° / 083° 41.3	FL365 — FL195	5		200 ↑
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UY246</b> (RNP 5)					
▲ TISAX 46°38'43"N 011°03'54"E					
	179° / 359° 13.6	FL460 <hr/> FL195	5		200    ↑
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UY345</b> (RNP 5)					
▲ GAVRA 43°46'34"N 011°49'29"E  Padova ACC / Roma ACC					
	167° / 347° 66.3	FL460 <hr/> FL195	5	210 ↓	
▲ RITEB 42°41'55"N 012°09'49"E					

## NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud.

1) Route usable southbound only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UY504</b> (RNP 5)					
▲ OSBUL 44°49'20"N 010°17'36"E					
	110° / 292° 24.3	FL355 FL195	5		200 ↑
▲ BETMU 44°40'22"N 010°49'20"E Milano ACC / Padova ACC					
	112° / 291° 21.7	FL355 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)					
	059° / 239° 29.2	FL355 FL195	5	200 ↓	
▲ NIMUM 44°46'42"N 011°53'00"E					

## NOTE/REMARKS

- |  |   |
|--|---|
| <p>1) La rotta è utilizzabile solo in presenza di servizio radar.</p> <p>2) Il segmento NIMUM-BOA è utilizzabile solo in direzione nord-est.</p> <p>3) Nel segmento NIMUM-BOA gli aeromobili devono seguire strettamente l'asse centrale della rotta; eventuali deviazioni dovranno essere immediatamente segnalate all'Ente ATC.</p> <p>4) Il segmento NIMUM-BOA deve essere considerato CDR1, a causa della zona LI R26, da FL240 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:<br/>UM726- UM859.</p> <p>5) Il tratto OSBUL-BOA è utilizzabile solo in direzione nord-ovest.</p> | <p>1) Route usable provided that radar service is available.</p> <p>2) Segment NIMUM-BOA usable north eastbound only.</p> <p>3) Along segment NIMUM-BOA aircraft shall strictly follow the centre-line of the route; any deviation shall immediately be notified to the ATC Unit.</p> <p>4) Segment NIMUM-BOA to be considered CDR1, due to LI R26 zone, from FL240 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:<br/>UM726-UM859.</p> <p>5) Segment OSBUL-BOA usable north-westbound only.</p> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UY510</b> (RNP 5)					
▲ AMTEL 43°13'13"N 011°36'31"E					
	127° / 309° 20.8	FL235 — FL195	5	210 ↓	
△ OKBIS 43°00'08"N 011°58'32"E					
	129° / 308° 19.1	FL235 — FL195	5	210 ↓	
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UY567</b> (RNP 5)					
▲ POKAV 40°50'23"N 011°23'59"E					
	260° / 078° 139.1	FL460 — FL195	5	210 ↓	
▲ USEPI 40°26'47"N 008°23'56"E					

## NOTE/REMARKS

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|--|---|
| <p>1) La rotta è utilizzabile solo in direzione ovest.</p> <p>2) La rotta deve essere considerata:</p> <p>a) Rotta ATS permanente:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0001-0459, 2201-2400.</li> <li>- SAT, SUN e HOL;</li> </ul> <p>b) CDR1: MON-FRI (HOL esclusi)</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, 0500-0659, 1701-2200;</li> <li>- 21 JUN-20 SEP, 0500-2200.</li> </ul> <p>c) Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UL12-UM603.</li> </ul> <p>d) CDR3: MON-FRI (HOL esclusi)</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, 0700-1700.</li> </ul> | <p>1) Route usable westbound only.</p> <p>2) Route to be considered:</p> <p>a) ATS permanent route:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0001-0459, 2201-2400.</li> <li>- SAT, SUN and HOL;</li> </ul> <p>b) CDR1: MON-FRI (HOL excluded)</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, 0500-0659, 1701-2200;</li> <li>- 21 JUN-20 SEP, 0500-2200.</li> </ul> <p>c) Alternate route:</p> <ul style="list-style-type: none"> <li>- UL12-UM603.</li> </ul> <p>d) CDR3: MON-FRI (HOL excluded)</p> <ul style="list-style-type: none"> <li>- 21 SEP-20 JUN, 0700-1700.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
UY579 (RNP 5)					
▲ NUTRO 43°09'36"N 014°08'57"E  Padova ACC/Brindisi ACC					
	176° / 356° 19.5	FL460 _____ FL195	5	210 ↓	
▲ INKIM 42°50'09"N 014°09'55"E					
	24.0	FL460 _____ FL195	5	210 ↓	
▲ PESCARA VOR/DME 'PES' 42°26'09"N 014°11'03"E					

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) La rotta è utilizzabile solo in direzione sud.</p> <p>2) La rotta deve essere considerata CDR1 da FL360 compreso in su, a causa della zona LI TSA74-A:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) Route to be considered CDR1 from FL360 included and above, due to LI TSA74-A zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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### ENR 3.2 - UPPER ATS ROUTES

Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UY663</b> (RNP 5)					
▲ LOGDI 44°42'47"N 010°11'46"E					
	144° / 324° 37.6	FL365 <hr/> FL195	5	210     ↓	
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UY664</b> (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	FL365 FL195	5	210 ↓	
△ EKTUK 44°02'03"N 011°54'51"E					
	191° / 014° 16.0	FL365 FL195	5	210 ↓	
▲ GAVRA 43°46'34"N 011°49'29"E Padova ACC / Roma ACC					
	225° / 043° 25.2	FL365 FL195	5	210 ↓	
▲ 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"> <li>- MON 0500-2200 (0400-2200);</li> <li>- TUE-WED-THU 0500-2300 (0400-2200);</li> <li>- FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>b) CDR1 da FL220 compreso in su, a causa delle zone LI R21A, LI R21B, LI R26, LI TSA73 e LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON, WED 0500-2200 (0400-2200);</li> <li>- TUE, THU, FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200).</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) Segment CHI-EKTUK to be considered:</p> <p>a) CDR3 up to FL 210 included, due to LI R10, LI R21A, LI R21B and LI R26 zones:</p> <ul style="list-style-type: none"> <li>- MON 0500-2200 (0400-2200);</li> <li>- TUE-WED-THU 0500-2300 (0400-2200);</li> <li>- FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> <p>b) CDR1 fro FL220 included and above, due to LI R21A, LI R21B, LI R26, LI TSA73 e LI TSA78 zones:</p> <ul style="list-style-type: none"> <li>- MON, WED 0500-2200 (0400-2200);</li> <li>- TUE, THU, FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200).</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UY740</b> (RNP 5)					
▲ NATAG 46°51'29"N 010°37'08"E  München ACC/Padova ACC	For continuation see AIP AUSTRIA				
	161° / 341° 8.4	FL460 <hr/> FL195	5	210 ↓	
△ LORLO 46°43'27"N 010°40'44"E					
	196° / 015° 35.7	FL460 <hr/> FL195	5	210 ↓	
△ ATPED 46°09'15"N 010°25'49"E					

## NOTE/REMARKS

- 1) La rotta è utilizzabile solo in direzione sud e 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 and 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UY751</b> (RNP 5)					
▲ AGNIS 39°48'27"N 014°45'03"E					
	134° / 315° 139.7	FL460 FL195	5		200 ↑
▲ MASOT 38°06'08"N 016°47'12"E					
	132° / 313° 136.9	FL460 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UY765</b> (RNP 5)					
▲ OSBUL 44°49'20"N 010°17'36"E					
	116° / 297° 29.1	FL460 FL195	5	210 ↓	
▲ INDIR 44°36'04"N 010°53'58"E Padova ACC / Milano ACC					
	118° / 298° 32.3	FL460 FL195	5	210 ↓	
△ PETAS 44°20'53"N 011°33'47"E					
	118° / 299° 71.9	FL460 FL245	5	250 ↓	
△ AMSED 43°46'16"N 013°01'07"E					
	119° / 298° 22.6	FL460 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) Il tratto OSBUL-PETAS deve essere considerato CDR1 a causa della zona LI TSA73, da FL360 compreso in su:	1) Segment OSBUL-PETAS to be considered CDR1, due to LI TSA73 from FL360 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.
2) Il tratto PETAS-ANC deve essere considerato CDR1 a causa delle zone LI R26, LI TSA73 e LI TSA78:	2) Segment PETAS-ANC to be considered CDR1, due to LI R26, LI TSA73 and LI TSA78:
- 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:	Alternate route:
- UZ904-UM730	- UZ904-UM730
3) Rotta utilizzabile solo in direzione sud-est.	3) Route usable south-eastbound only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UY941</b> (RNP 5)					
▲ AKADO 45°20'00"N 012°30'00"E					
	180° / 360° 12.1	FL460 FL195	5	210 ↓	
▲ BASOG 45°07'57"N 012°29'36"E					
	177° / 357° 20.1	FL460 FL195	5	210 ↓	
△ ARDAM 44°47'52"N 012°30'21"E					

## NOTE/REMARKS

- |   |   |
|---|---|
| <p>1) La rotta è utilizzabile solo in direzione sud.</p> <p>2) La rotta deve essere considerata CDR1, a causa della zona LI TSA78, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il segmento BASOG-ARDAM deve essere considerato CDR1, a causa della zona LI R21/B, fino a FL240 compreso:</p> <ul style="list-style-type: none"> <li>- MON, WED 0700-2200;</li> <li>- TUE, THU 0700-1700;</li> <li>- FRI 0700-1300.</li> </ul> | <p>1) Route usable southbound only.</p> <p>2) Route to be considered CDR1, due to LI TSA78 zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment BASOG-ARDAM to be considered CDR1 up to FL240 included due to LI R21/B zone:</p> <ul style="list-style-type: none"> <li>- MON, WED 0700-2200;</li> <li>- TUE, THU 0700-1700;</li> <li>- FRI 0700-1300.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UY973</b> (RNP 5)					
▲ NUTRO 43°09'36"N 014°08'57"E Padova ACC/Brindisi ACC					
	145° / 327° 327.3	FL460 _____ FL315		330 ↓	
▲ VEMUD 38°29'43"N 017°53'05"E Brindisi ACC/Roma ACC					
	147° / 328° 105.9	FL460 _____ FL315		330 ↓	
▲ BELIX 36°58'00"N 019°00'00"E Roma ACC/Athinai ACC					

## NOTE/REMARKS

1) Rotta utilizzabile solo in direzione sud

2) Il segmento NUTRO-VEMUD deve essere considerato CDR1, a causa delle zone LI R51D, LI R51E, LI TSA74A, LI TSA74B, LI TSA420A e LI TSA420B:

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

1) Route usable southbound only

2) Segment NUTRO-VEMUD to be considered CDR1 due to LI R51D, LI R51E, LI TSA74A, LI TSA74B, LI TSA420A and LI TSA420B zones:

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

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UZ43</b> (RNP 5)					
△ NIMUM 44°46'42"N 011°53'00"E					
	203° / 024° 33.4	FL460 <hr/> FL195	5		200 ↑
△ GOXIN 44°16'11"N 011°33'52"E					

## NOTE/REMARKS

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|--|--|
| <p>1) La rotta è utilizzabile solo in direzione nord.</p> <p>2) La rotta deve essere considerata CDR1, a causa della zona LI R26:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable northbound only.</p> <p>2) Route to be considered CDR1, due to LI R26 zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ50</b> (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E  Zurich ACC/Padova ACC	For continuation see AIP SWITZERLAND				
	136° / 318° 265.3	FL460 <hr/> FL315		330     ↓	320     ↑
▲ NUTRO 43°09'36"N 014°08'57"E  Padova ACC/Brindisi ACC					
	138° / 321° 355.2	FL460 <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, LI R26, LI TSA73 e LI TSA78:	1) Segment RESIA-NUTRO to be considered CDR1 due to LI-LS CBA660, LI R26, LI TSA73 and LI TSA78 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 TSA74A, LI TSA74B, LI TSA421A, LI TSA422A, LI TSA421B, e LI TSA422B:	2) Segment NUTRO-RUTOM to be considered CDR1 due to LI R51E, LI TSA74A, LI TSA74B, LI TSA421A, LI TSA422A, LI TSA421B, and LI TSA422B 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ71</b> (RNP 5)					
▲ SOVUB 44°55'14"N 012°01'08"E					
	213° / 032° 10.3	FL460 FL195	5		200 ↑
△ NIMUM 44°46'42"N 011°53'00"E					
	16.3	FL460 FL195	5		200 ↑
△ 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 delle zone LI R26, LI TSA73 e LI TSA78, da FL240 compreso in su:

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

Rotta alternata:

- UM726-UM859

1) Route usable northbound only.

2) Route to be considered CDR1, due to LI R26, LI TSA73 and LI TSA78 zones, from FL240 included and above:

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

Alternate route:

- UM726-UM859

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ122</b> (RNP 5)					
▲ LAREN 45°16'41"N 012°03'42"E					
	114° / 294° 20.3	FL460 — FL195	5	210 ↓	
▲ BASOG 45°07'57"N 012°29'36"E					
	107° / 287° 26.9	FL460 — FL195	5	210 ↓	
▲ LABIN 44°59'09"N 013°05'29"E  Padova ACC/Zagreb ACC					

## NOTE/REMARKS

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|--|---|
| <p>1) La rotta è utilizzabile solo in direzione est.</p> <p>2) La rotta deve essere considerata CDR1, a causa della zona LI TSA78, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable eastbound only.</p> <p>2) Route to be considered CDR1, due to LI TSA78 zone, from FL.360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UZ185</b> (RNP 5)					
▲ EVANO 45°20'15"N 008°45'39"E					
	196° / 016° 65.2	FL460 _____ FL195	5	210 ↓	
▲ ENOBA 44°17'59"N 008°18'23"E					
	235° / 054° 29.1	FL460 _____ FL195	5	210 ↓	
▲ BORDI 44°01'23"N 007°45'07"E  Milano ACC/Marseille ACC					
	242° / 062° 4.3	FL460 _____ FL195	5	210 ↓	
▲ BADBA 43°59'24"N 007°39'48"E	For continuation see AIP FRANCE				

## NOTE/REMARKS

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|--|--|
| <p>1) Rotta utilizzabile solo in direzione sudovest.</p> <p>2) Il segmento EVANO-ENOBA deve essere considerato CDR1, a causa della zona LI TSA73bis, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il segmento ENOBA-BORDI deve essere considerato CDR1, a causa della zona LI TSA72, da FL370 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable south-westbound only.</p> <p>2) Segment EVANO-ENOBA to be considered CDR1, due to LI TSA73bis zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment ENOBA-BORDI to be considered CDR1, due to LI TSA72 zone, from FL370 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200)</li> <li>- HOL excluded.</li> </ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ242</b> (RNP 5)					
△ SOVAN 42°50'05"N 011°53'30"E					
	177° / 358° 20.5	FL460 FL195	5		200 ↑
▲ TIMOV 42°29'37"N 011°53'57"E					
	202° / 022° 18.3	FL460 FL195	5		200 ↑
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ254</b> (RNP 5)					
▲ ELBA VORTAC 'ELB' 42°43'50"N 010°23'45"E					
	176° / 356° 36.9	FL460 FL195	5	210 ↓	200 ↑
▲ DEDOM 42°07'00"N 010°26'00"E					
	192° / 012° 55.6	FL460 FL195	5	210 ↓	200 ↑
▲ BATOX 41°12'46"N 010°09'23"E					
	212° / 032° 27.4	FL460 FL195	5	210 ↓	
▲ OKIDO 40°49'50"N 009°49'26"E					

## NOTE/REMARKS

- 1) Il tratto ELB-BATOX deve essere considerato CDR3, a causa della LI D67:  
- MON-FRI: 0630-1630 (0530-1530).
- 2) Il segmento BATOX-OKIDO è utilizzabile solo in direzione sud.

- 1) Segment ELB-BATOX to be considered CDR3, due to LI D67:  
- MON-FRI: 0630-1630 (0530-1530).
- 2) Segment BATOX-OKIDO to be considered southbound only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ306</b> (RNP 5)					
▲ UNIMI 46°51'39"N 011°03'55"E					
	168° / 350° 187.9	FL460 FL315	5		320 ↑
▲ GAVRA 43°46'34"N 011°49'29"E Padova ACC/Roma ACC					
	169° / 349° 349.8	FL460 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

- |  |  |
|--|--|
| <p>1) Segmento UNIMI-GAVRA utilizzabile solo in direzione nord.</p> <p>2) La rotta deve essere considerata CDR3:<br/>- 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:<br/>- 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UZ347</b> (RNP 5)					
▲ POKAV 40°50'23"N 011°23'59"E					
	269° / 088° 71.8	FL460 — FL195	5	210 ↓	
▲ OKIDO 40°49'50"N 009°49'26"E					
	268° / 088° 44.1	FL460 — FL195	5	210 ↓	
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ388</b> (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	FL460 FL195	5		200 ↑
▲ BETMU 44°40'22"N 010°49'20"E  Milano ACC/Padova ACC					
	247° / 067° 30.5	FL460 FL195	5		200 ↑
▲ EKPAL 44°29'03"N 010°09'45"E					
	26.3	FL460 FL195	5	210 ↓	200 ↑
▲ KALMO 44°19'18"N 009°35'39"E					
	251° / 071° 24.5	FL460 FL195	5	210 ↓	200 ↑
△ OTMUV 44°11'41"N 009°03'17"E					
	11.4	FL460 FL195	5	210 ↓	200 ↑
▲ IXITO 44°08'05"N 008°48'13"E					
	259° / 078° 25.6	FL460 FL195	5		200 ↑
▲ 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) La rotta deve essere considerata CDR1, a causa delle zone LI TSA72, LI TSA73 e LI TSA78, da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) 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>4) Il tratto CHI-EKPAL è utilizzabile in direzione ovest su base tattica solo in caso di indisponibilità della M-UM196 (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) Route to be considered CDR1, due to LI TSA72, LI TSA73 and LI TSA78 zones, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) 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>4) Segment CHI-EKPAL usable westbound on tactical basis only when M-UM196 (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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
UZ424 (RNP 5)					
▲ BASGO 46°16'23"N 008°28'20"E	For continuation see AIP SWITZERLAND				
	173° / 353° 9.8	FL460 ————— FL195	5	210     ↓	
▲ AKASU 46°06'35"N 008°29'44"E  Zurich ACC/Milano ACC					

## NOTE/REMARKS

- |   |   |
|---|---|
| 1) Rotta utilizzabile solo in direzione sud.                            | 1) Route usable southbound only.                              |
| 2) La rotta deve essere considerata CDR1: H24<br>Rotta alternata: UN850 | 2) Route to be considered CDR1: H24<br>alternate route: UN850 |

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UZ427</b> (RNP 5)					
△ EKPEB 46°41'25"N 011°28'19"E					
	107° / 288° 87.7	FL460 — 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, LI R49F e LI TSA78:	b) CDR1 from FL290 included and above due to LI R49E, LI R49F and LI TSA78 zones:
- MON-FRI 0500-2200 (0400-2100);	- MON-FRI 0500-2200 (0400-2100);
- HOL esclusi.	- HOL excluded.
Rotta alternata:	Alternate route:
- UM196-UZ906-UZ468	- UM196-UZ906-UZ468
c) CDR1 da FL360 compreso in su a causa della zona LI TSA78:	c) CDR1 from FL360 included and above due to LI TSA78 zone:
- SAT 0500-1300 (0400-1200);	- SAT 0500-1300 (0400-1200);
- HOL esclusi.	- HOL excluded.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ468</b> (RNP 5)					
▲ BRENO 46°58'48"N 011°22'36"E  Munich ACC/Padova ACC	For continuation see AIP AUSTRIA				
	166° / 346° 17.8	FL460 ————— FL195	5		200 ↑
△ EKPEB 46°41'25"N 011°28'19"E					
	167° / 347° 31.1	FL460 ————— FL195	5		200 ↑
△ GIKEB 46°10'57"N 011°37'15"E					
	15.1	FL460 ————— FL195	5		200 ↑
▲ ROKIB 45°56'08"N 011°41'32"E					

## NOTE/REMARKS

1) Rotta utilizzabile solo in direzione nord.

1) Route usable northbound only.

2) Il tratto EKPEB-ROKIB deve essere considerato CDR1, a causa della zona LI TSA78, da FL360 compreso in su:

2) Segment EKPEB-ROKIB to be considered CDR1, due to LI TSA78 zone, from FL360 included and above:

- 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.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ495</b> (RNP 5)					
▲ ETAKO 45°39'08"N 013°52'43"E	For continuation see AIP SLOVENIA				
	253° / 073° 15.5	FL460 FL195	5		200 ↑
▲ BARPI 45°35'09"N 013°31'22"E Ljubljana ACC/Padova ACC					
	271° / 090° 77.8	FL460 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

- |  |   |
|--|---|
| <p>1) Rotta utilizzabile solo in direzione est.</p> <p>2) Il segmento VIC-BARPI deve essere considerato:</p> <p>a) CDR3 fino a FL280 compreso a causa delle zone LI R49E e LI R49F: H24</p> <p>b) CDR1 da FL290 compreso in su a causa delle zone LI R49E, LI R49F e LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UN503-UQ561-UM859</li> </ul> <p>c) CDR1 da FL360 compreso in su a causa della zona LI TSA78:</p> <ul style="list-style-type: none"> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable eastbound only.</p> <p>2) Segment VIC-BARPI 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, LI R49F and LI TSA78 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UN503-UQ56-UM859</li> </ul> <p>c) CDR1 from FL360 included and above due to LI TSA78 zone:</p> <ul style="list-style-type: none"> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ613</b> (RNP 5)					
▲ SAFFA 46°44'13"N 010°24'16"E  Zurich ACC/Padova ACC	For continuation see AIP SWITZERLAND				
	112° / 292° 41.4	FL460 <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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UZ637</b> (RNP 5)					
▲ MILPA 46°18'09"N 005°52'47"E					
	120° / 300° 57.0	FL460 — FL195	5		200 ↑
▲ BANKO 45°49'12"N 007°03'17"E					
	096° / 276° 12.3	FL460 — FL195	5		200 ↑
▲ AOSTA 45°47'47"N 007°20'45"E  Geneva ACC/Milano ACC					

## NOTE/REMARKS

- 1) Rotta gestita da Ginevra ACC; per ulteriori informazioni vedere AIP Svizzera.
- 2) Rotta utilizzabile solo in direzione nord-ovest.

- 1) Route under Geneva ACC jurisdiction; further information on AIP Switzerland.
- 2) Route usable north-westbound only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ651</b> (RNP 5)					
▲ CANNE 46°10'00"N 008°52'52"E  Zurich ACC/Milano ACC	For continuation see AIP SWITZERLAND				
	161° / 341° 32.9	FL460 _____ FL195	5		200    ↑
▲ DESIP 45°38'45"N 009°07'33"E					
	201° / 021° 102.9	FL460 _____ 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) Il segmento DESIP-ABN deve essere considerato CDR1, a causa delle zone LI TSA72 e LI TSA73bis, da FL360 compreso in su:

2) Segment DESIP-ABN to be considered CDR1, due to LI TSA72 and LI TSA73bis zones, from FL360 included and above:

- 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.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UZ803</b> (RNP 5)					
▲ LATINA VOR/DME 'LAT' 41°32'28"N 012°55'05"E					
	097° / 278° 34.8	FL460 _____ FL195	5	210 ↓	200 ↑
▲ SIPRO 41°26'46"N 013°40'50"E					
	122° / 302° 15.9	FL460 _____ FL195	5	210 ↓	200 ↑
▲ TEANO VOR/DME 'TEA' 41°17'48"N 013°58'14"E  (TEANO NDB 'TEA') (41°17'45"N 013°58'18"E)					

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ804</b> (RNP 5)					
▲ AOSTA 45°47'47"N 007°20'45"E Geneva ACC/Milano ACC					
	126° / 309° 171.0	FL460 FL315			320 ↑
▲ GAPMI 44°03'43"N 010°31'48"E Milano ACC/Roma ACC					
	127° / 308° 180.2	FL460 FL315			320 ↑
▲ ORVID 42°11'20"N 013°44'15"E Brindisi ACC/Roma ACC					
	128° / 309° 144.9	FL460 FL315			320 ↑
△ MATED 40°36'38"N 016°10'06"E					

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>1) Rotta utilizzabile solo in direzione nord</p> <p>2) Il tratto GAPMI-MATED deve essere considerato CDR1, a causa delle zone LI R51A, LI R51B, LI R51C, LI R51D, LI TSA74A e LI TSA74B:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UZ904-UQ920-UM730-UM729</li> </ul> <p>3) Il segmento AOSTA-GAPMI deve essere considerato CDR1, da FL360 compreso in su, a causa delle zone LI TSA73 e LI TSA73bis:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UZ904-UQ920-UM730-UM729</li> </ul> | <p>1) Route usable northbound only</p> <p>2) Segment GAPMI-MATED to be considered CDR1 due LI R51A, LI R51B, LI R51C, LI R51D, LI TSA74A and LI TSA74B zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UZ904-UQ920-UM730-UM729</li> </ul> <p>3) Segment AOSTA-GAPMI to be considered CDR1, from FL360 included and above, due to LI TSA73 and LI TSA73bis:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UZ904-UQ920-UM730-UM729</li> </ul> |
|---|--|

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ805</b> (RNP 5)					
▲ BIBAN 45°55'32"N 007°27'03"E Geneva ACC/Milano ACC					
	126° / 309° 171.5	FL460 FL315		330 ↓	
▲ BIBNO 44°10'15"N 010°37'58"E Milano ACC/Roma ACC					
	129° / 309° 169.7	FL460 FL315		330 ↓	
▲ ATRUP 42°20'56"N 013°35'44"E Roma ACC/Brindisi ACC					
	129° / 310° 156.0	FL460 FL315		330 ↓	
△ MATED 40°36'38"N 016°10'06"E					
	130° / 312° 181.6	FL460 FL315		330 ↓	320 ↑
▲ RUTOM 38°31'06"N 019°00'00"E Brindisi ACC/Athinai ACC					

NOTE/REMARKS	
1) Il tratto BIBAN-MATED utilizzabile solo in direzione sud	1) Segment BIBAN-MATED usable southbound only
2) Il segmento BIBAN-BIBNO deve essere considerato CDR1, da FL360 compreso in su, a causa delle zone LI TSA73 e LI TSA73bis:	2) Segment BIBAN-BIBNO to be considered CDR1, from FL360 included and above, due to LI TSA73 and LI TSA73bis 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.
Rotta alternata:	Alternate route:
UL612-UL153-UL995-UZ910-UM736-UM601	UL612-UL153-UL995-UZ910-UM736-UM601
3) Il tratto BIBNO-MATED deve essere considerato CDR1, a causa delle zone LI R51A, LI R51B, LI R51C, LI R51D, LI TSA74A e LI TSA74B:	3) Segment BIBNO-MATED to be considered CDR1 due LI R51A, LI R51B, LI R51C, LI R51D, LI TSA74A and LI TSA74B 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.
Rotta alternata:	Alternate route:
UL612-UL153-UL995-UZ910-UM736-UM601	UL612-UL153-UL995-UZ910-UM736-UM601
4) Il tratto MATED-RUTOM deve essere considerato CDR1, a causa delle zone LI TSA420A, LI TSA421A, LI TSA420B e LI TSA421B:	4) Segment MATED-RUTOM to be considered CDR1 due LI TSA420A, LI TSA421A, LI TSA420B and LI TSA421B zones:
- MON-FRI 0500-2200 (0400-2100);	- MON-FRI 0500-2200 (0400-2100);
- HOL esclusi.	- HOL excluded.
Rotta alternata:	Alternate route:

NOTE/REMARKS

UL612-UL153-UL995-UZ910-UM736-UM601

UL612-UL153-UL995-UZ910-UM736-UM601

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ806</b> (RNP 5)					
▲ GAVRA 43°46'34"N 011°49'29"E Padova ACC/Roma ACC					
	172° / 350° 30.0	FL460 FL195	5	210 ↓	200 ↑
△ VERUN 43°16'53"N 011°55'17"E					
	170° / 352° 16.9	FL460 FL195	5	210 ↓	200 ↑
△ OKBIS 43°00'08"N 011°58'32"E					
	172° / 352° 9.3	FL460 FL195	5	210 ↓	200 ↑
△ UPONO 42°50'57"N 012°00'17"E					
	172° / 350° 14.0	FL460 FL195	5	210 ↓	200 ↑
▲ GIKIN 42°37'06"N 012°02'55"E					
	220° / 040° 10.0	FL460 FL195	5		200 ↑
▲ TIMOV 42°29'37"N 011°53'57"E					
	35.2	FL460 FL195	5		200 ↑
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UZ810</b> (RNP 5)					
▲ KATAR 43°03'06"N 012°40'40"E					
	168° / 348° 62.2	FL460 — FL195	5		200 ↑
▲ PEMAR 42°01'47"N 012°55'10"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"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>b) CDR1, a causa delle zone LI R51A, LI R51B e LI TSA74A, da FL250 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> | <p>1) Route usable southbound 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"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>b) CDR1, due to LI R51A, LI R51B and LI TSA74A zones, from FL250 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ854</b> (RNP 5)					
▲ AGNIS 39°48'27"N 014°45'03"E					
	143° / 323° 59.9	FL460 <hr/> FL195	5		200    ↑
▲ BAGIX 38°59'25"N 015°29'28"E					

NOTE/REMARKS	
1)    Rotta utilizzabile solo in direzione Nord.	1)    Route usable northbound only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ904</b> (RNP 5)					
▲ LUPOS 44°30'17"N 010°34'53"E					
	133° / 314° 18.8	FL460 FL195	5		200 ↑
▲ OKTAV 44°17'08"N 010°53'38"E Milano ACC / Roma ACC					
	134° / 315° 12.1	FL460 FL195	5		200 ↑
△ DOBOG 44°08'40"N 011°05'37"E					
	135° / 316° 28.7	FL460 FL195	5		200 ↑
△ NUKNI 43°48'13"N 011°33'25"E					
	129° / 308° 88.1	FL460 FL245	5		260 ↑
▲ PREKI 42°52'39"N 013°07'09"E Roma ACC/Brindisi ACC					
	131° / 312° 46.8	FL460 FL245	5		260 ↑
△ LANNO 42°20'31"N 013°53'18"E					
	132° / 312° 15.1	FL460 FL245	5		260 ↑
△ EKMIL 42°10'05"N 014°08'01"E					
	41.9	FL460 FL245	5	250 ↓	260 ↑
△ EKMOT 41°40'59"N 014°48'26"E					
	45.7	FL460 FL195	5	210 ↓	200 ↑
△ VEBOX 41°09'00"N 015°31'47"E					
	132° / 313° 11.1	FL460 FL195	5	210 ↓	200 ↑
▲ DOGUS 41°01'12"N 015°42'12"E					
	137° / 317° 32.4	FL460 FL245	5	250 ↓	260 ↑
△ MATED 40°36'38"N 016°10'06"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 FL245	5	250 ↓	260 ↑
△ SIRGI 40°07'50"N 016°42'13"E					
	137° / 318° 53.1	FL460 FL245	5	250 ↓	260 ↑
△ ALIXI 39°27'08"N 017°26'34"E					
	138° / 318° 26.4	FL460 FL195	5	210 ↓	200 ↑
▲ GEMVI 39°06'46"N 017°48'19"E					
	30.7	FL460 FL195	5	210 ↓	200 ↑
△ TOMGI 38°43'05"N 018°13'17"E					
	152° / 332° 24.9	FL460 FL195	5		200 ↑
▲ MONIK 38°20'33"N 018°26'47"E  Brindisi ACC/Roma ACC					
	152° / 333° 62.3	FL460 FL195	5		200 ↑
▲ LORNO 37°24'00"N 019°00'00"E  Roma ACC/Athinai ACC					
				For continuation see AIP GREECE	

## NOTE/REMARKS

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| <p>1) Il tratto LUPOS-EKMIL è utilizzabile solo in direzione nord.</p> <p>2) Il tratto LUPOS-DOBOG deve essere considerato CDR1, da FL360 compreso in su, a causa della zona LI TSA73:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il tratto NUKNI-EKMIL deve essere considerato CDR1, a causa della zona LI TSA74A da FL360 compreso in su:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>4) Il tratto EKMIL-VEBOX deve essere considerato CDR1, a causa delle zone LI R51E, LI TSA74A e LI TSA74B:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotte alternate:<br/>UM872;<br/>UL995-UM736.</p> <p>5) Il tratto MATED-ALIXI deve essere considerato:</p> <p>a) CDR1 a causa delle zone LI TRA410, LI TRA411, LI TRA413, LI TRA417, LI TSA420A e LI TSA420B:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> </ul> | <p>1) Segment LUPOS-EKMIL usable northbound only.</p> <p>2) Segment LUPOS-DOBOG to be considered CDR1, from FL360 included and above, due to LI TSA73 zone:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment NUKNI-EKMIL to be considered CDR1, due to LI TSA74A zone, from FL360 included and above:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>4) Segment EKMIL-VEBOX to be considered CDR1, due to LI R51E, LI TSA74A and LI TSA74B zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate routes:<br/>UM872;<br/>UL995-UM736.</p> <p>5) Segment MATED-ALIXI to be considered:</p> <p>a) CDR1, due to LI TRA410, LI TRA411, LI TRA413, LI TRA417, LI TSA420A and LI TSA420B zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> </ul> |
|---|--|

## NOTE/REMARKS

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| <p>- HOL esclusi;</p> <p>b) CDR1 fino a FL 310 compreso, a causa delle zone LI TRA410, LI TRA411 e LI TRA417:</p> <p>- SAT 0500-1300 (0400-1200);</p> <p>- HOL esclusi.</p> <p>Rotta alternata:<br/>- DOGUS-UL995-UM872.</p> <p>6) Il tratto ALIXI-GEMVI deve essere considerato:</p> <p>a) CDR2 fino a FL 250 compreso, a causa della zona LI R407B:</p> <p>- MON-FRI 0500-2200 (0400-2100);</p> <p>- SAT 0500-1300 (0400-1200);</p> <p>- HOL esclusi;</p> <p>b) CDR1 da FL 260 compreso in su, a causa delle zone LI TRA417, LI TSA420A e LI TSA420B:</p> <p>- MON-FRI 0500-2200 (0400-2100);</p> <p>- HOL esclusi;</p> <p>c) CDR1 da FL 260 compreso a FL 310 compreso, a causa della zona LI TRA417:</p> <p>- SAT 0500-1300 (0400-1200);</p> <p>- HOL esclusi.</p> <p>Rotta alternata:<br/>- DOGUS-UL995-UM872.</p> <p>7) Il tratto TOMGI-LORNO è utilizzabile solo in direzione nord.</p> <p>8) Il segmento ALIXI-GEMVI non sarà disponibile in caso di esercitazioni di tiro a fuoco delle unità navali nelle zone LI R405D, LI TRA415 (vedi AIP ENR 5.1.4-2), LI TSA421A (vedi AIP ENR 5.1.4-8) e LI TSA421B (vedi AIP ENR 5.1.4-8).</p> <p>Rotta alternata:</p> <p>- MATED DCT UPLAD DCT ALIXI (southbound)</p> <p>- ALIXI DCT UPLAD DCT MATED (northbound)</p> | <p>- HOL excluded;</p> <p>b) CDR1 up to FL 310 included, due to LI TRA410, LI TRA411 and LI TRA417 zones:</p> <p>- SAT 0500-1300 (0400-1200);</p> <p>- HOL excluded.</p> <p>Alternate route:<br/>- DOGUS-UL995-UM872.</p> <p>6) Segment ALIXI-GEMVI to be considered:</p> <p>a) CDR2 up to FL 250 included, due to LI R407B zone:</p> <p>- MON-FRI 0500-2200 (0400-2100);</p> <p>- SAT 0500-1300 (0400-1200);</p> <p>- HOL excluded;</p> <p>b) CDR1 from FL 260 included and above, due to LI TRA417, LI TSA420A and LI TSA420B zones:</p> <p>- MON-FRI 0500-2200 (0400-2100);</p> <p>- HOL excluded;</p> <p>c) CDR1 from FL 260 included to FL 310 included, due to LI TRA417 zone:</p> <p>- SAT 0500-1300 (0400-1200);</p> <p>- HOL excluded.</p> <p>Alternate route:<br/>- DOGUS-UL995-UM872.</p> <p>7) Segment TOMGI-LORNO usable northbound only.</p> <p>8) Segment ALIXI-GEMVI not available in case of Navy units firing exercises in LI R405D, LI TRA415 (see AIP ENR 5.1.4-2), LI TSA421A (see AIP ENR 5.1.4-8) and LI TSA421B (see AIP ENR 5.1.4-8).</p> <p>Alternate route:</p> <p>- MATED DCT UPLAD DCT ALIXI (southbound)</p> <p>- ALIXI DCT UPLAD DCT MATED (northbound)</p> |
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Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ905</b> (RNP 5)					
▲ GIRIS 46°46'18"N 010°53'03"E					
	152° / 333° 48.9	FL460 FL195	5	210 ↓	
△ DIKEM 46°02'23"N 011°23'58"E					
	153° / 333° 26.8	FL460 FL195	5	210 ↓	
▲ 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	FL460 FL245	5	250 ↓	260 ↑
▲ LOBSI 44°54'18"N 012°10'21"E					
	150° / 332° 77.2	FL460 FL245	5	250 ↓	260 ↑
△ AMSED 43°46'16"N 013°01'07"E					
	153° / 331° 42.3	FL460 FL245	5	250 ↓	260 ↑
▲ ARBIP 43°08'33"N 013°27'30"E  Padova ACC / Brindisi ACC					
	151° / 333° 22.6	FL460 FL245	5		260 ↑
△ GUDPO 42°48'29"N 013°41'34"E					
	153° / 331° 43.1	FL460 FL245	5		260 ↑
△ EKMIL 42°10'05"N 014°08'01"E					
	156° / 338° 49.9	FL460 FL245	5		260 ↑
▲ ODETO 41°23'42"N 014°32'46"E  Brindisi ACC / Roma ACC					
	158° / 336° 13.2	FL460 FL245	5		260 ↑
▲ AKAMO 41°11'27"N 014°39'12"E					

## NOTE/REMARKS

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| 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, LI TSA73 e LI TSA78: <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL esclusi.</li></ul>                        | 3) Segment VIC-AMSED to be considered CDR1, due to LI R26, LI TSA73 and LI TSA78 zones: <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- SAT 500-1300 (0400-1200);</li><li>- HOL excluded.</li></ul>                       |
| 4) Il tratto AMSED-AKAMO deve essere considerato CDR1, a causa delle zone LI R51A, LI R51C, LI R51E, LI TSA74A e LI TSA74B: <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL esclusi.</li></ul> | 4) Segment AMSED-AKAMO to be considered CDR1, due to LI R51A, LI R51C, LI R51E, LI TSA74A e LI TSA74B zones: <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL excluded.</li></ul> |

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ906</b> (RNP 5)					
▲ NAXAV 46°27'50"N 011°19'20"E					
	152° / 333° 35.3	FL460 FL195	5	210 ↓	200 ↑
▲ ROKIB 45°56'08"N 011°41'32"E					
	27.1	FL460 FL195	5	210 ↓	200 ↑
△ LAPAB 45°31'46"N 011°58'18"E					
	30.5	FL460 FL195	5	210 ↓	200 ↑
▲ 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	FL460 FL255	5		260 ↑
▲ LISKO 43°34'17"N 014°07'56"E					
	147° / 327° 20.5	FL460 FL315	5		320 ↑
▲ BEDEG 43°16'38"N 014°22'11"E					
	144° / 326° 324.5	FL460 FL315	5		320 ↑
△ TOMGI 38°43'05"N 018°13'17"E					

## NOTE/REMARKS

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| <p>1) Il tratto NAXAV-LISKO deve essere considerato CDR1, da FL360 compreso in su a causa della zona LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>2) Nel tratto NAXAV-LAPAB la navigazione dovrà essere riferita strettamente all'asse centrale: eventuali deviazioni dovranno essere comunicate immediatamente all'ATC.</p> <p>3) Il segmento CHI-TOMGI è utilizzabile solo in direzione nord.</p> <p>4) Il segmento CHI-LISKO deve essere considerato CDR3, a causa dell'area SPEEDY:</p> <p>a) fino a FL 250 compreso:</p> <ul style="list-style-type: none"> <li>- MON-THU: 0000-0730 (0000-0600), 1030-1700 (0900-1800) e 2000-2400 (2100-2400);</li> <li>- FRI 0000-0730 (0000-0600) e 1030-1500 (0900-1500).</li> </ul> | <p>1) Segment NAXAV-LISKO to be considered CDR1, from FL360 included and above, due to LI TSA78:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>2) In the segment NAXAV-LAPAB navigation shall be strictly referred to the centreline: any deviation shall be immediately notified to ATC.</p> <p>3) Segment CHI-TOMGI usable northbound only.</p> <p>4) Segment CHI-LISKO to be considered CDR3 due to SPEEDY area:</p> <p>a) up to FL 250 included:</p> <ul style="list-style-type: none"> <li>- MON-THU: 0000-0730 (0000-0600), 1030-1700 (0900-1800) e 2000-2400 (2100-2400);</li> <li>- FRI 0000-0730 (0000-0600) e 1030-1500 (0900-1500).</li> </ul> |
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## NOTE/REMARKS

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| <p>b) fino a FL 280 compreso:</p> <ul style="list-style-type: none"><li>- MON-THU 0730-1030 (0600-0900) e 1700-2000 (1800-2100);</li><li>- FRI 0730-1030 (0600-0900).</li></ul> <p>5) Il segmento BEDEG-TOMGI deve essere considerato CDR1, a causa delle zone LI R51D, LI R51E, LI TSA74A, LI TSA74B, LI TSA420A, LI TSA420B, LI TSA421A, e LI TSA421B:</p> <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL esclusi.</li></ul> | <p>b) up to FL 280 included:</p> <ul style="list-style-type: none"><li>- MON-THU 0730-1030 (0600-0900) e 1700-2000 (1800-2100);</li><li>- FRI 0730-1030 (0600-0900).</li></ul> <p>5) Segment BEDEG-TOMGI to be considered CDR1 due to LI R51D, LI R51E, LI TSA74A, LI TSA74B, LI TSA420A, LI TSA420B, LI TSA421A, and LI TSA421B:</p> <ul style="list-style-type: none"><li>- MON-FRI 0500-2200 (0400-2100);</li><li>- SAT 0500-1300 (0400-1200);</li><li>- HOL excluded.</li></ul> |
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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ909</b> (RNP 5)					
▲ RESIA 46°28'42"N 010°02'36"E  Zurich ACC / Padova ACC	For continuation see AIP SWITZERLAND				
	146° / 326° 59.6	FL460 <hr/> FL195	5	210     ↓	200     ↑
▲ IDREK 45°38'46"N 010°49'10"E					
	160° / 340° 55.2	FL460 <hr/> FL195	5	210     ↓	200     ↑
△ KREVA 44°46'28"N 011°14'06"E					
	161° / 341° 18.0	FL460 <hr/> FL195	5	210     ↓	200     ↑
▲ LUTOR 44°29'17"N 011°21'39"E					
	164° / 345° 30.2	FL460 <hr/> FL195	5	210     ↓	200     ↑
▲ BIKTU 44°00'08"N 011°32'21"E  Padova ACC/Roma ACC					

- 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-FRI 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 delle zone LI R68 e LI TSA73:

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

Rotta alternata:  
UQ58-UP131

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

- 2) Segment IDREK-LUTOR to be considered:

- a) CDR1 from FL250 included and above, due to LI R68 and LI TSA73 zones:

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

Alternate route:  
UQ58-UP131

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

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ910</b> (RNP 5)					
▲ FIRENZE VORTAC 'FRZ' 44°01'38"N 011°00'12"E					
	136° / 317° 60.0	FL460 FL245	5	250 ↓	260 ↑
△ VERUN 43°16'53"N 011°55'17"E					
	137° / 317° 17.2	FL460 FL245	5	250 ↓	260 ↑
▲ NIKMA 43°03'59"N 012°10'49"E					
	134° / 315° 55.8	FL460 FL245	5	250 ↓	260 ↑
△ GENGI 42°23'45"N 013°03'21"E					
	135° / 315° 18.8	FL460 FL245	5	250 ↓	260 ↑
△ EVULI 42°10'08"N 013°20'44"E					
	44.9	FL460 FL195	5	210 ↓	200 ↑
△ ERIKA 41°37'22"N 014°01'52"E					
	130° / 311° 38.2	FL460 FL195	5	210 ↓	200 ↑
▲ AKAMO 41°11'27"N 014°39'12"E					
	149° / 329° 52.7	FL460 FL245	5	250 ↓	260 ↑
△ KUTID 40°25'13"N 015°12'42"E					
	37.7	FL460 FL245	5	250 ↓	260 ↑
△ MAREP 39°52'02"N 015°36'14"E					
	75.6	FL460 FL245	5	250 ↓	260 ↑
▲ CARAFFA DI CATANZARO VORTAC 'CDC' 38°45'21"N 016°22'09"E					
	196° / 017° 74.8	FL460 FL195	5	210 ↓	200 ↑
▲ PIMOR 37°34'27"N 015°51'38"E					

## NOTE/REMARKS

- 1) Il tratto VERUN-AKAMO deve essere considerato CDR1, a causa delle zone LI R50, LI R51/A, LI R51/B, LI R51/C, LI TSA74-A e LI TSA74-B:

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

Rotte alternate:

- UQ58-UL995
- UN982-UL995

- 2) In assenza di servizio radar la rotta non sarà disponibile per traffico con destinazione Napoli Capodichino (LIRN).

- 3) Il segmento CDC-PIMOR deve essere considerato CDR1, a causa della zona LI TSA506, da FL360 compreso in su:

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

- 1) Segment VERUN-AKAMO to be considered CDR1, due to LI R50, LI R51/A, LI R51/B, LI R51/C, LI TSA74-A and LI TSA74-B zones:

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

Alternate route:

- UQ58-UL995
- UN982-UL995

- 2) Route not available for traffic with destination Napoli Capodichino (LIRN) if radar service is not provided.

- 3) Segment CDC-PIMOR to be considered CDR1, due to LI TSA506 zone, from FL360 included and above:

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



ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UZ911</b> (RNP 5)					
▲ OLET1 43°48'36"N 009°00'31"E					
	165° / 345° 29.6	FL460 <hr/> FL195	5		200    ↑
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ923</b> (RNP 5)					
▲ RONAB 39°52'11"N 011°53'28"E					
	135° / 315° 83.2	FL460 <hr/> FL195	5	210 ↓	200 ↑
▲ 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 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ924</b> (RNP 5)					
▲ VELUG 42°54'27"N 015°26'15"E  Zagreb ACC/Brindisi ACC	For continuation see AIP CROATIA				
	238° / 058° 27.6	FL460 FL195	5	200 ↓	
△ ARSOB 42°40'45"N 014°53'46"E					
	9.0	FL460 FL195	5	200 ↓	
▲ ETRIN 42°36'21"N 014°43'12"E					
	19.8	FL460 FL195	5	200 ↓	
▲ ESODU 42°26'34"N 014°19'53"E					
	8.1	FL460 FL195	5	200 ↓	
△ UTAPO 42°22'32"N 014°10'22"E					
	22.4	FL460 FL195	5	200 ↓	
▲ ORVID 42°11'20"N 013°44'15"E  Brindisi ACC/Roma ACC					
	247° / 067° 21.8	FL460 FL195	5	210 ↓	
▲ MOPUV 42°03'35"N 013°16'55"E					
	237° / 057° 7.6	FL460 FL195	5	210 ↓	
▲ DESUK 41°59'41"N 013°08'09"E					
	70.5	FL460 FL195	5	210 ↓	
▲ ESINO 41°23'05"N 011°47'41"E					
	249° / 068° 68.7	FL460 FL195	5	210 ↓	
▲ ABIDU 40°59'19"N 010°22'14"E					
	10.3	FL460 FL195	5	210 ↓	
▲ GITRI 40°55'39"N 010°09'29"E					

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	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	FL460 FL195	5	210 ↓	
▲ OKIDO 40°49'50"N 009°49'26"E					
	11.0	FL460 FL195	5	210 ↓	
▲ ADRUX 40°45'52"N 009°35'56"E					
	7.7	FL460 FL195	5	210 ↓	
▲ KOLUS 40°43'05"N 009°26'28"E					
	250° / 070° 50.3	FL460 FL195	5	210 ↓	
▲ USEPI 40°26'47"N 008°23'56"E					
	265° / 085° 18.3	FL460 FL195	5	210 ↓	
▲ 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 ARSOB-UTAPO deve essere considerato CDR1, da FL360 compreso in su, a causa della zona LI TSA74-A:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>3) Il tratto UTAPO-DESIK deve essere considerato CDR1 da FL240 compreso in su, a causa delle zone LI R51/B e LI TSA74-A, :</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>4) 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 ARSOB-UTAPO to be considered CDR1 from FL360 included and above, due to LI TSA74-A zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>3) Segment UTAPO-DESIK to be considered CDR1 from FL240 included and above, due to LI R51/B and LI TSA74-A zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>4) Segment VELUG-ARSOB not available a levels and during activation periods of SONNY area (see AIP ENR5 and relevant Notam).</p> |
|--|---|

ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UZ925</b> (RNP 5)					
▲ AMANO 39°25'18"N 013°47'48"E					
	173° / 353° 99.2	FL460 <hr/> FL195	5	210     ↓	200     ↑
△ ENEPA 37°46'24"N 013°59'58"E					

NOTE/REMARKS

- 1) La rotta deve essere considerata CDR3 ed è utilizzabile solo dal traffico da/per LICC e LICZ.
- 1) Route to be considered CDR3 and usable by traffic from/to LICC and LICZ only.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ926</b> (RNP 5)					
▲ AOSTA 45°47'47"N 007°20'45"E Geneva ACC/Milano ACC					
	123° / 306° 170.6	FL460 _____ FL315			320 ↑
▲ BIBNO 44°10'15"N 010°37'58"E Milano ACC/Roma ACC					
	125° / 305° 133.4	FL460 _____ 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 AOSTA-BIBNO deve essere considerato CDR1, da FL360 compreso in su, a causa delle zone LI TSA73 e LI TSA73bis:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UZ904-UL995-UZ982-UL615</li> </ul> <p>3) Il segmento BIBNO-PREKI deve essere considerato CDR1, a causa delle zone LI R51A e LI TSA74A:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL esclusi.</li> </ul> <p>Rotta alternata:</p> <ul style="list-style-type: none"> <li>- UZ904-UL995-UZ982-UL615</li> </ul> | <p>1) Route usable northbound only</p> <p>2) Segment AOSTA-BIBNO to be considered CDR1, from FL360 included and above, due to LI TSA73 and LI TSA73bis:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UZ904-UL995-UZ982-UL615</li> </ul> <p>3) Segment BIBNO-PREKI to be considered CDR1 due to LI R51A and LI TSA74A zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI 0500-2200 (0400-2100);</li> <li>- SAT 0500-1300 (0400-1200);</li> <li>- HOL excluded.</li> </ul> <p>Alternate route:</p> <ul style="list-style-type: none"> <li>- UZ904-UL995-UZ982-UL615</li> </ul> |
|---|---|

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type)  Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL	MNM FL
1	2	3	4	5	
<b>UZ927</b> (RNP 5)					
▲ BIBAN 45°55'32"N 007°27'03"E Geneva ACC/Milano ACC					
	125° / 308° 172.8	FL460 FL315		330 ↓	
▲ EKDIR 44°12'17"N 010°42'36"E Milano ACC/Roma ACC					
	126° / 306° 131.9	FL460 FL315		330 ↓	
▲ PREKI 42°52'39"N 013°07'09"E Roma ACC/Brindisi ACC					
	125° / 308° 342.5	FL460 FL315		330 ↓	320 ↑
▲ LATAN 39°17'36"N 019°00'00"E Brindisi ACC/Athinai ACC					

NOTE/REMARKS	
1) Il tratto BIBAN-PREKI utilizzabile solo in direzione sud	1) Segment BIBAN-PREKI usable southbound only
2) Il segmento BIBAN-EKDIR deve essere considerato CDR1, da FL360 compreso in su, a causa della zona LI TSA73: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi.	2) Segment BIBAN-EKDIR to be considered CDR1, from FL360 included and above, due to LI TSA73 zone: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded.
3) Il segmento EKDIR-PREKI deve essere considerato CDR1, a causa delle zone LI R51A e LI TSA74A: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL esclusi.	3) Segment EKDIR-PREKI to be considered CDR1, due to LI R51A and LI TSA74A zones: - MON-FRI 0500-2200 (0400-2100); - SAT 0500-1300 (0400-1200); - HOL excluded.
4) Il segmento PREKI-LATAN deve essere considerato CDR1, a causa delle zone LI TSA421A, LI TSA422A, LI TSA421B e LI TSA422B: - MON-FRI 0500-2200 (0400-2100); - HOL esclusi.	4) Segment PREKI-LATAN to be considered CDR1 due to LI TSA421A, LI TSA422A, LI TSA421B and LI TSA422B zones: - MON-FRI 0500-2200 (0400-2100); - HOL excluded.

Intenzionalmente bianca

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ENR 3.2 - UPPER ATS ROUTES					
Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UZ963</b> (RNP 5)					
▲ ABTIM 44°37'30"N 010°36'56"E					
	267° / 087° 6.0	FL365 FL195	5		200 ↑
▲ RIPDU 44°37'21"N 010°28'30"E					
	269° / 090° 26.9	FL365 FL195	5		200 ↑
△ ELBUK 44°37'20"N 009°50'48"E					
	269° / 087° 50.6	FL365 FL195	5		200 ↑
▲ 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 3.2 - UPPER ATS ROUTES

Route Designator (RNP type) Name of Significant Points Co-ordinates	Track (MAG) Dist (NM)	Upper lower vertical limits	Lateral limits (NM)	Direction of Cruising Levels	
				MNM FL Odd	MNM FL Even
1	2	3	4	5	
<b>UZ982</b> (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	FL460 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	FL460 FL245	5	250 ↓	260 ↑
▲ RIDVA 45°09'57"N 010°38'32"E Milano ACC/Padova ACC					
	117° / 297° 35.7	FL460 FL195	5	210 ↓	200 ↑
△ NEVMO 44°53'50"N 011°23'23"E					
	117° / 296° 10.9	FL460 FL195	5	210 ↓	200 ↑
▲ LUMAV 44°48'52"N 011°36'59"E					
	130° / 311° 20.2	FL460 FL245	5	250 ↓	260 ↑
△ GIPUK 44°35'19"N 011°58'00"E					
	131° / 311° 16.3	FL460 FL245	5	250 ↓	260 ↑
△ DITUM 44°24'21"N 012°14'50"E					
	20.3	FL460 FL245	5	250 ↓	260 ↑
△ BAKEP 44°10'37"N 012°35'41"E					
	52.0	FL460 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:

1) Segment TZO-LUMAV to be considered:

## NOTE/REMARKS

- |   |  |
|---|--|
| <p>a) CDR1 da FL250 compreso in su, a causa delle zone LI R68 e LI TSA73:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200 (0400-2100);</li> <li>- SAT: 0500-1300 (0400-1200)</li> <li>- HOL esclusi.</li> </ul> <p>Rotte alternata:</p> <ul style="list-style-type: none"> <li>- UL615-UP131.</li> </ul> <p>b) CDR3 fino a FL240 compreso, a causa della zona LI R65: H24</p> | <p>a) CDR1 from FL250 included and above, due to LI R68 and LI TSA73 zones:</p> <ul style="list-style-type: none"> <li>- MON-FRI: 0500-2200 (0400-2100);</li> <li>- SAT: 0500-1300 (0400-1200).</li> <li>- HOL excluded.</li> </ul> <p>Alternate routes:</p> <ul style="list-style-type: none"> <li>- UL615-UP131.</li> </ul> <p>b) CDR3 up to FL240 included, due to LI R65 zone: H24</p> |
|---|--|
- 2) Il tratto LUMAV-ANC deve essere considerato CDR1, a causa delle zone LI R26, LI TSA73 e LI TSA73bis:
- MON-FRI: 0500-2200 (0400-2100);
  - SAT: 0500-1300 (0400-1200)
  - HOL esclusi.
- Rotte alternate
- UM730-UQ95 (northbound);
  - UL153-UZ904-UM730 (southbound).
- 2) Segment LUMAV-ANC to be considered CDR1, due to LI R26, LI TSA73 and LI TSA73bis zones:
- MON-FRI: 0500-2200 (0400-2100);
  - SAT: 0500-1300 (0400-1200)
  - HOL excluded.
- Alternate routes:
- UM730-UQ95 (northbound);
  - UL153-UZ904-UM730 (southbound).