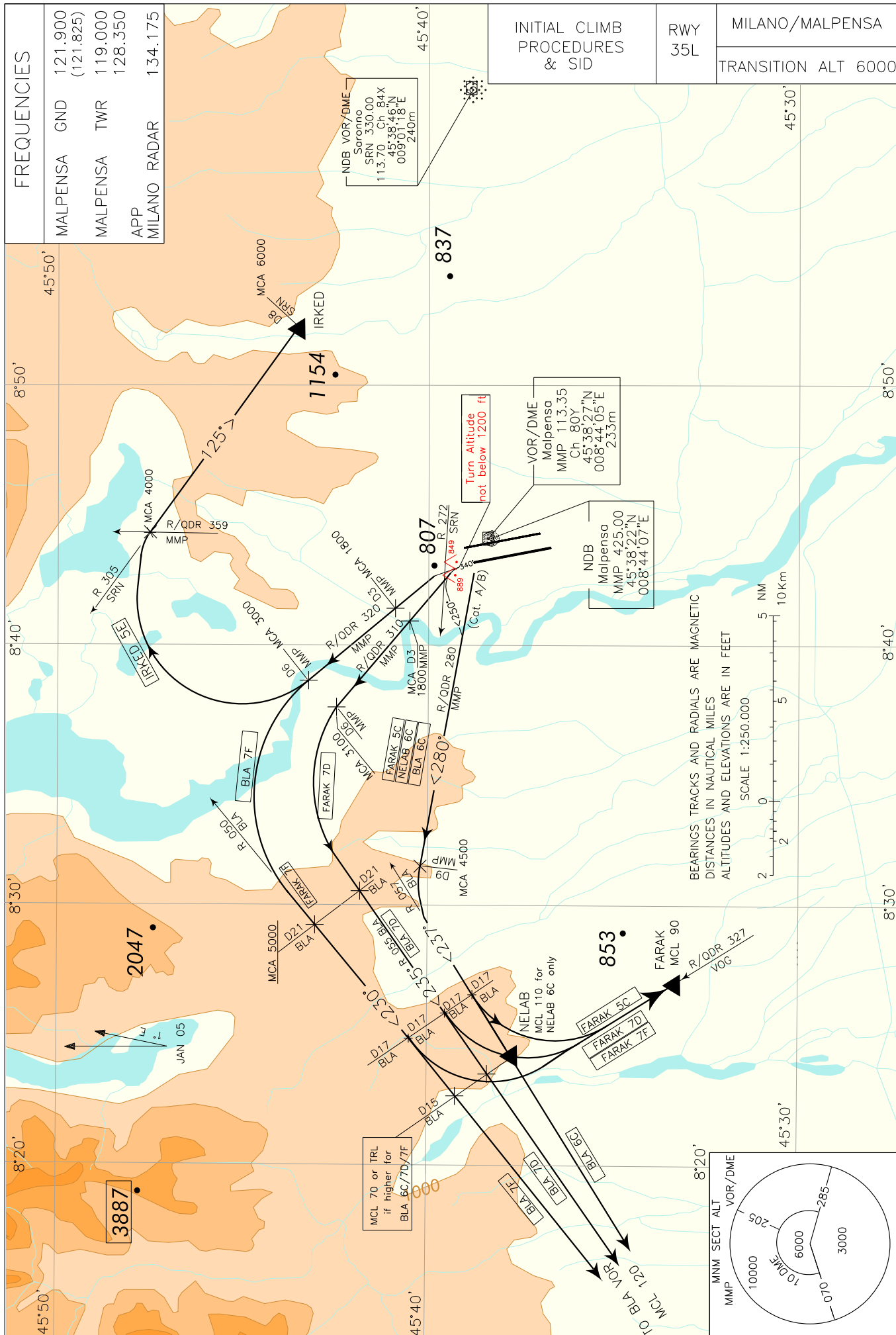


FREQUENCIES			
MALPENSA	GND	121.900 (121.825)	<div> <div>INITIAL CLIMB PROCEDURES &amp; SID</div> <div>RWY 35L</div> <div>MILANO/MALPENSA</div> <div>TRANSITION ALT 6000</div> </div>
MALPENSA	TWR	119.000 128.350	
APP MILANO	RADAR	134.175	



**PROCEDURE ANTIRUMORE RWY 35L**

Vedere AD 2 Tabella 21 "PROCEDURE ANTIRUMORE"

**PROCEDURE DI SALITA INIZIALE RWY 35L**

A) Se autorizzati per le SID BLA 6C, FARAK 5C e NELAB 6C, dopo il decollo procedere su TR 340°. Non al di sotto di 1200 ft virare a sinistra (su TR 250° per aeromobili Cat. C) per intercettare RDL 280 MMP VOR (QDR 280° MMP NDB) per inserirsi nella SID assegnata.

**NOTA 1**

1a) Per BLA 6C e FARAK 5C Gradiente minimo di salita 7.41% (450 ft/NM) fino a lasciare il Livello di Transizione;

1b) Per NELAB 6C Gradiente minimo di salita 8% (486 ft/NM) fino a lasciare FL 135.

**NOTA 2**

La virata per intercettare RDL 280 MMP VOR (QDR 280° MMP NDB) deve essere iniziata non appena possibile, anche prima della fine pista a condizione che siano stati raggiunti 1200 ft su rotta 340° e che possa essere mantenuto il gradiente minimo di salita:

2a) 7.41% (450 ft/NM) per BLA 6C e FARAK 5C

2b) 8% (486ft/NM) per NELAB 6C

**NOTA 3**

Durante la virata per intercettare la RDL 280 MMP VOR (QDR 280° MMP NDB), non oltrepassare RDL 272 SRN VOR. I piloti di aeromobili B737 della serie 400, che ritengano di non potersi attenere a tale restrizione devono informare l'ATC allo start-up e richiedere una SID alternativa (Disposizione n° UEN/334/ TRAF ENAC del 06 NOV 2002).

**NOTA 4**

Raggio di virata 1.5 NM o angolo di banco 25°, se impossibilitati, avvisare l'ATC alla messa in moto.

B) Se autorizzati per le SID BLA 7D o FARAK 7D, dopo il decollo procedere su TR 340°. Non al di sotto di 1200 ft virare a sinistra per inserirsi nella SID assegnata

**Gradiente minimo di salita 7.5% (456 ft/NM) fino a lasciare il Livello di Transizione**

C) Se autorizzati per le SID BLA 7F, FARAK 7F e IRKED 5E, dopo il decollo procedere su TR 340°. Non al di sotto di 1200 ft virare a sinistra per inserirsi nella SID assegnata

**Gradiente minimo di salita 7.5% (456 ft/NM) fino a lasciare 3000 ft**

**DESCRIZIONE SID RWY 35L**

Eseguita la procedura di salita iniziale:

**BLA 6C**

Seguire RDL 280 MMP VOR (QDR 280° MMP NDB) fino a 9 NM MMP DME, quindi virare a sinistra per intercettare e seguire RDL 057 BLA VOR per BLA VOR/DME.

MCA/MCL: RDL 280/9 NM MMP VOR/DME, 4500 FT; RDL 057/15 NM BLA VOR/DME FL 70 o/or TRL se più alto/if higher; BLA VOR/DME FL 120

**BLA 7D**

Intercettare e seguire RDL 310 MMP VOR (QDR 310° MMP NDB) fino al punto RDL 310/6 NM MMP VOR/DME, quindi virare a sinistra per intercettare e seguire RDL 055 BLA VOR per BLA VOR/DME.

MCA/MCL: RDL 310/3 NM MMP VOR/DME, 1800 FT; RDL 310/6 NM MMP VOR/DME, 3100 FT; RDL 055/21NM BLA VOR/DME 5000 FT; RDL 055/15 NM BLA VOR/DME FL 70 o/or TRL se più alto/if higher; BLA VOR/DME FL 120

**NOISE ABATEMENT PROCEDURES RWY 35L**

See AD 2 Table 21 "NOISE ABATEMENT PROCEDURES"

**INITIAL CLIMB PROCEDURES RWY 35L**

A) If cleared via SID BLA 6C, FARAK 5C and NELAB 6C, after take-off proceed on TR 340°. Not below 1200 ft turn left (on TR 250° for Cat. C aircraft) to join RDL 280 MMP VOR (QDR 280° MMP NDB) to join the assigned SID.

**REMARK 1**

1a) For BLA 6C and FARAK 5C Minimum climb gradient 7.41% (450 ft/NM) until passing Transition Level;

1b) For NELAB 6C Minimum climb gradient 8% (486 ft/NM) until passing FL 135.

**REMARK 2**

Turn to intercept RDL 280 MMP VOR (QDR 280° MMP NDB) shall be started as soon as practicable, even before the end of the runway, provided that the turn altitude of 1200 ft on track 340° is reached and the minimum climb gradient :

2a) 7.41% (450 ft/NM) for BLA 6C and FARAK 5C

2b) 8% (486ft/NM) for NELAB 6C

**REMARK 3**

During turn to intercept RDL 280 MMP VOR (QDR 280° MMP NDB), do not overshoot RDL 272 SRN VOR. Pilots of ACFT B737 series 400 expecting to be unable to comply with such restriction shall advise ATC at start-up and ask for an alternative SID (Provision nr UEN/334/TRAF of Civil Aviation Authority dated 06 Nov 2002).

**REMARK 4**

Radius of turn 1.5 NM or bank angle 25°, if unable to comply advise ATC at start-up.

B) If cleared via SID BLA 7D or FARAK 7D, after take-off proceed on TR 340°. Not below 1200 ft turn left to join the assigned SID

**Minimum climb gradient 7.5% (456 ft/NM) until passing Transition Level**

C) If cleared via SID BLA 7F, FARAK 7F and IRKED 5E, after take-off proceed on TR 340°. Not below 1200 ft turn left to join the assigned SID

**Minimum climb gradient 7.5% (456 ft/NM) until passing 3000 ft**

**SID DESCRIPTION RWY 35L**

Initial climb procedure executed:

**BLA 6C**

Follow RDL 280 MMP VOR (QDR 280° MMP NDB) till 9 NM MMP DME, then turn left to join RDL 057 BLA VOR to BLA VOR/DME.

**BLA 7D**

Join RDL 310 MMP VOR (QDR 310° MMP NDB) till point RDL 310/6 NM MMP VOR/DME, then turn left to join RDL 055 BLA VOR bound to BLA VOR/DME.

**BLA 7F**

Intercettare e seguire RDL 320 MMP VOR (QDR 320° MMP NDB) fino al punto RDL 320/6 NM MMP VOR/DME, quindi virare a sinistra per intercettare e seguire RDL 050 BLA VOR per BLA VOR/DME.

MCA/MCL: RDL 320/3 NM MMP VOR/DME, 1800 FT; RDL320/6 NM MMP VOR/DME, 3000 FT; RDL 050/21 NM BLA VOR/DME 5000 FT; RDL 050/15 NM BLA VOR/DME FL 70 o/or TL se più alto/if higher; BLA VOR/DME FL 120

**IRKED 5E**

Intercettare e seguire RDL 320 MMP VOR (QDR 320° MMP NDB) fino al punto RDL 320/6 NM MMP VOR/DME, quindi virare a destra per intercettare e seguire RDL 305 SRN VOR per il punto IRKED (INT RDL 305/8NM SRN VOR/DME).

MCA/MCL: RDL 320/3 NM MMP VOR/DME, 1800 FT; RDL320/6 NM MMP VOR/DME, 3000 FT; INT RDL 305 SRN VOR e/and RDL/QDR 359 MMP 4000FT; IRKED 6000FT

**FARAK 5C**

Seguire RDL 280 MMP VOR (QDR 280° MMP NDB) fino a 9 NM MMP DME, quindi virare a sinistra per intercettare e seguire RDL 057 BLA VOR fino a 17 NM BLA DME quindi virare a sinistra per intercettare e seguire RDL/QDR 327° VOG VOR/NDB per il punto FARAK (INT RDL/QDR 327/42 NM VOG VOR NDB/DME).

MCA/MCL: RDL 280/9 NM MMP VOR/DME, 4500 FT; FARAK, FL 90

**FARAK 7D**

Intercettare e seguire RDL 310 MMP VOR (QDR 310° MMP NDB) fino al punto RDL 310/6 NM MMP VOR/DME, quindi virare a sinistra per intercettare e seguire RDL 055 BLA VOR fino a 17 NM BLA DME quindi virare a sinistra per intercettare e seguire RDL/QDR 327 VOG VOR/NDB per il punto FARAK (INT RDL/QDR 327/42 NM VOG VOR NDB/DME).

MCA/MCL: RDL 310/3 NM MMP VOR/DME, 1800 FT; RDL 310/6 NM MMP VOR/DME, 3100 FT; RDL055/21 NM BLA VOR/DME, 5000 FT; FARAK, FL 90

**FARAK 7F**

Intercettare e seguire RDL 320 MMP VOR (QDR 320° MMP NDB) fino al punto RDL 320/6 NM MMP VOR/DME, quindi virare a sinistra per intercettare e seguire RDL 050 BLA VOR fino a 17 NM BLA DME quindi virare a sinistra per intercettare e seguire RDL/QDR 327 VOG VOR/NDB per il punto FARAK (INT RDL/QDR 327/42 NM VOG VOR NDB/DME).

MCA/MCL: RDL 320/3 NM MMP VOR/DME, 1800 FT; RDL 320/6 NM MMP VOR/DME, 3000 FT; RDL 050/21 NM BLA VOR/DME 5000 FT; FARAK, FL 90

**NELAB 6C**

Seguire RDL 280 MMP VOR (QDR 280° MMP NDB) fino a 9 NM MMP DME, quindi virare a sinistra per intercettare e seguire RDL 057 BLA VOR per il punto NELAB (INT RDL 057/15 NM BLA VOR/DME).

MCA/MCL: RDL 280/9 NM MMP VOR/DME, 4500 FT; NELAB FL 110

**BLA 7F**

Join RDL 320 MMP VOR (QDR 320° MMP NDB) till point RDL 320/6 NM MMP VOR/DME, then turn left to join and follow RDL 050 BLA VOR bound to BLA VOR/DME.

**IRKED 5E**

Join RDL 320 MMP VOR (QDR 320° MMP NDB) till point RDL 320/6 NM MMP VOR/DME, then turn right to join and follow RDL 305 SRN VOR bound to IRKED (INT RDL 305/8NM SRN VOR/DME).

**FARAK 5C**

Follow RDL 280 MMP VOR (QDR 280° MMP NDB) till 9 NM MMP DME, then turn left to join RDL 057 BLA VOR until 17 NM BLA DME then turn left to join RDL/QDR 327° VOG VOR/NDB to point FARAK (INT RDL/QDR 327/42 NM VOG VOR NDB/DME).

**FARAK 7D**

Join RDL 310 MMP VOR (QDR 310° MMP NDB) till point RDL 310/6 NM MMP VOR/DME, then turn left to join RDL 055 BLA VOR until 17 NM BLA DME, then turn left to join RDL/QDR 327 VOG VOR/NDB bound to FARAK (INT RDL/QDR 327/42 NM VOG VOR NDB/DME).

**FARAK 7F**

Join RDL 320 MMP VOR (QDR 320° MMP NDB) till point RDL 320/6 NM MMP VOR/DME, then turn left to join and follow RDL 050 BLA VOR until 17 NM BLA DME then turn left to join RDL/QDR 327 VOG VOR/NDB bound to FARAK (INT RDL/QDR 327/42 NM VOG VOR NDB/DME).

**NELAB 6C**

Follow RDL 280 MMP VOR (QDR 280° MMP NDB) till 9 NM MMP DME, then turn left to join RDL 057 BLA VOR bound to NELAB (INT RDL 057/15 NM BLA VOR/DME).

**NOTE GENERALI (riferite a tutte le SID RWY 35L)**

Il gradiente di salita non prende in considerazione ostacoli nella "close-in-area" di altezza, comprensiva del MOC, inferiore a 60 m (200 ft) sull'elevazione della DER (vedere Carte Ostacoli ICAO e NOTAM in vigore).

**USO DELL'AEROPORTO DA PARTE DEGLI AEROMOBILI  
CAPITOLO 2 ANNESSO 16 ICAO.**

Gli aeromobili del capitolo 2 annesso 16 ICAO non possono utilizzare l'aeroporto di Malpensa tranne che per emergenza.

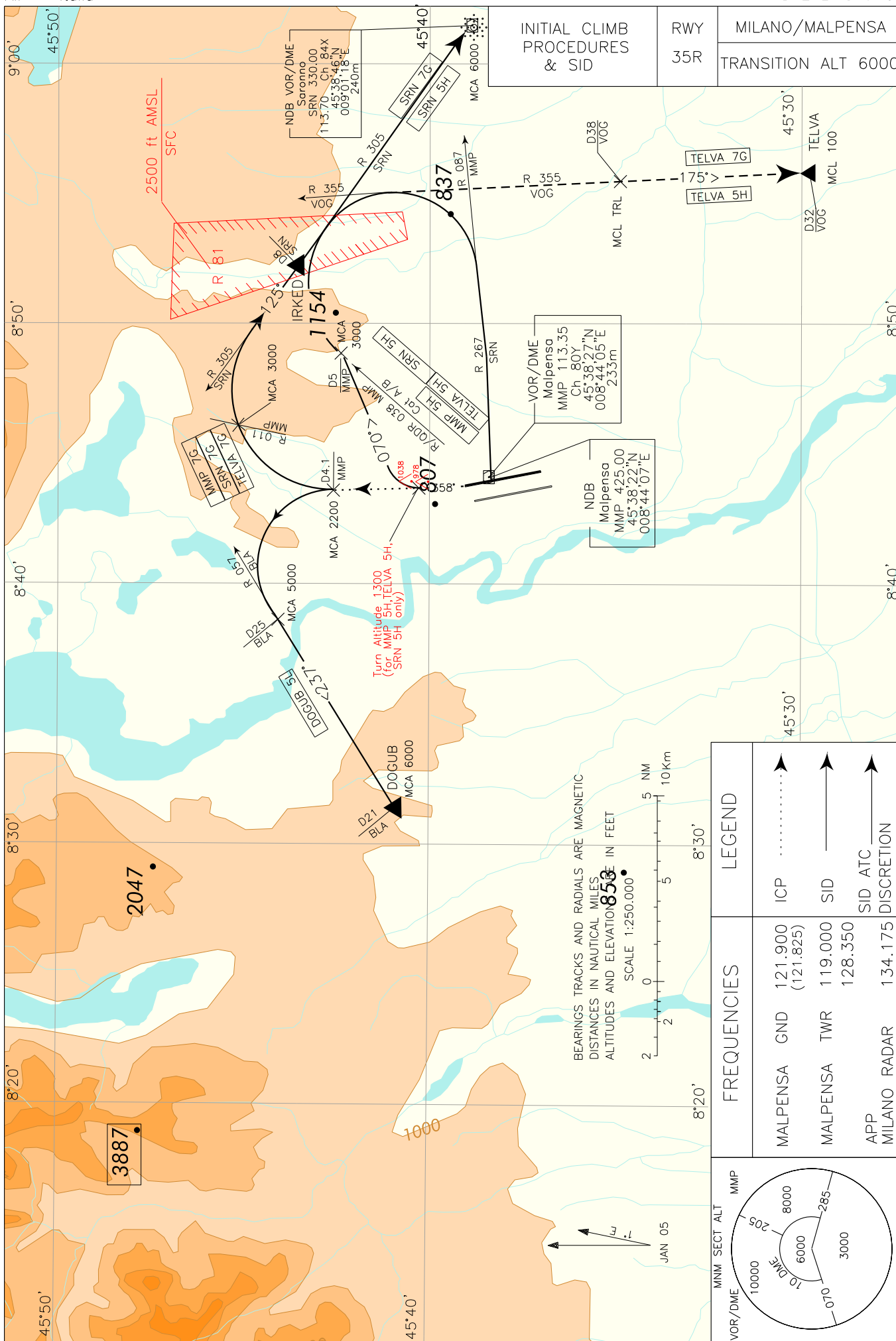
**GENERAL REMARKS (for all SID RWY 35L)**

Initial climb gradient does not take into account close-in obstacles lower than 60 m (200 ft), MOC included, above DER elevation (see ICAO Obstacle Charts and NOTAM in force).

**USE OF AERODROME BY AIRCRAFT CHAPTER 2 ANNEX 16  
ICAO.**

Aircraft chapter 2 annex 16 ICAO cannot use Malpensa airport, except for emergency.

CHANGE: RENUMBERED PAGE



**PROCEDURE ANTIRUMORE RWY 35R**

Vedere AD 2 Tabella 21 "PROCEDURE ANTIRUMORE"

**PROCEDURE DI SALITA INIZIALE RWY 35**

- A) Se autorizzati per le SID SRN 7G, TELVA 7G (A discrezione ATC) e MMP 7G, dopo il decollo procedere su TR 358°. A 4.1 NM MMP DME virare a destra per inserirsi nella SID assegnata.

**NOTA**

**Gradiente minimo di salita 7.58% (461 ft/NM) fino a lasciare:**

- 3000 ft per la SRN 7G
- il Livello di Transizione per la TELVA 7G (A discrezione ATC)
- 4000 ft per la MMP 7G

- B) Se autorizzati per le SID SRN 5H, TELVA 5H (A discrezione ATC) e MMP 5H, dopo il decollo procedere su TR 358° fino a raggiungere 1300ft e inserirsi nella SID assegnata.

**NOTA**

**Gradiente minimo di salita 7.58% (461 ft/NM) fino a lasciare 3000 ft, quindi 5.76% (350 ft/NM).**

- C) Se autorizzati per la SID DOGUB 5L, dopo il decollo procedere su TR 358°. A 4.1 NM MMP DME virare a sinistra per inserirsi nella SID assegnata.

**NOTA**

**Gradiente minimo di salita 7.58% (461 ft/NM) fino a lasciare 3000 ft, quindi 5.76% (350 ft/NM).**

**DESCRIZIONE SID RWY 35R**

Eseguita la procedura di salita iniziale:

**SRN 7G**

Intercettare e seguire RDL 305 SRN VOR per SRN VOR/NDB.

MCA/MCL: INT TR358°/4.1 NM MMP DME, 2200 FT; INT RDL 011 MMP VOR, 3000 FT; SRN VOR/NDB, 6000 FT

**TELVA 7G (A discrezione ATC)**

Intercettare e seguire RDL 305 SRN VOR fino al punto IRKED (INT RDL 305/8NM SRN VOR/DME), quindi virare a destra per intercettare e seguire RDL 355 VOG VOR diretti a TELVA (INT RDL 355/32 NM VOG VOR/DME).

MCA/MCL: INT TR 358°/4.1 NM MMP DME, 2200 FT; INT RDL 011 MMP VOR, 3000 FT; RDL 355/38 NM VOG VOR/DME, TRL; TELVA, FL100

**SRN 5H**

Virare a destra (su TR 070° per aeromobili Cat. C) per intercettare e seguire RDL 038 MMP VOR (QDR 038° MMP NDB) fino a 5 NM MMP DME, quindi virare a destra per RDL 305 SRN VOR diretti a SRN VOR/NDB.

MCA/MCL: 5NM MMP DME, 3000 FT; SRN VOR/NDB, 6000 FT

**TELVA 5H (A discrezione ATC)**

Virare a destra (su TR 070° per aeromobili Cat. C) per intercettare e seguire e seguire RDL 038 MMP VOR (QDR 038° MMP NDB) fino a 5 NM MMP DME, quindi virare a destra per intercettare e seguire RDL 355 VOG VOR diretti a TELVA (INT RDL 355/32 NM VOG VOR/DME).

MCA/MCL: 5NM MMP DME, 3000 FT; RDL 355/38 NM VOG VOR/DME, TRL; TELVA, FL 100

**MMP 5H**

Virare a destra (su TR 070° per aeromobili Cat. C) per intercettare e seguire e seguire e seguire RDL 038 MMP VOR (QDR 038° MMP NDB) fino a 5 NM MMP DME, quindi virare a destra su TR 175°. Attraversando 4000Ft virare a destra per intercettare e seguire RDL 267 SRN VOR (RDL 087 MMP VOR) diretti a MMP VOR/DME.

MCA/MCL: 5NM MMP DME, 3000 FT

**NOISE ABATEMENT PROCEDURES RWY 35R**

See AD 2 Table 21 "NOISE ABATEMENT PROCEDURES"

**INITIAL CLIMB PROCEDURES RWY 35**

- A) If cleared via SID SRN 7G, TELVA 7G (ATC discretion) and MMP 7G, after take-off proceed on TR 358°. At 4.1 NM MMP DME turn right to join the assigned SID.

**REMARK**

**Minimum climb gradient 7.58% (461 ft/NM) until passing:**

- 3000 ft for SRN 7G
- Transition level for TELVA 7G (ATC discretion)
- 4000 ft for MMP 7G

- B) If cleared via SID SRN 5H, TELVA 5H (ATC discretion) and MMP 5H, after take-off proceed on TR 358° until passing 1300ft to join the assigned SID.

**REMARK**

**Minimum climb gradient 7.58% (461 ft/NM) until passing 3000 ft, then 5.76% (350 ft/NM).**

- C) If cleared via SID DOGUB 5L, after take-off proceed on TR 358°. At 4.1 NM MMP DME turn left to join the assigned SID.

**REMARK**

**Minimum climb gradient 7.58% (461 ft/NM) until passing 3000 ft, then 5.76% (350 ft/NM).**

**SID DESCRIPTION RWY 35R**

Initial climb procedure executed:

**SRN 7G**

Join RDL 305 SRN VOR bound to SRN VOR/NDB.

**TELVA 7G (ATC discretion)**

Join RDL 305 SRN VOR till point IRKED (INT RDL 305/8NM SRN VOR/DME), then turn right to join RDL 355 VOG VOR bound to TELVA (INT RDL 355/32 NM VOG VOR/DME).

**SRN 5H**

Turn right (on TR 070° for Cat. C aircraft) to join RDL 038 MMP VOR (QDR 038° MMP NDB) until 5 NM MMP DME, then turn right to RDL 305 SRN VOR direct to SRN VOR/NDB.

**TELVA 5H (ATC discretion)**

Turn right (on TR 070° for Cat. C aircraft) to join and follow RDL 038 MMP VOR (QDR 038° MMP NDB) until 5 NM MMP DME, then turn right to join and follow RDL 355 VOG VOR direct to TELVA (INT RDL 355/32 NM VOG VOR/DME).

**MMP 5H**

Turn right (on TR 070° for Cat. C aircraft) to join and follow RDL 038 MMP VOR (QDR 038° MMP NDB) until 5 NM MMP DME, then turn right on TR 175°. Passing through 4000Ft turn right to join RDL 267 SRN VOR (RDL 087 MMP VOR) bound to MMP VOR/DME.

**MMP 7G**

Intercettare e seguire RDL 305 SRN VOR fino al punto IRKED (INT RDL 305/8NM SRN VOR/DME) quindi virare a destra per intercettare e seguire RDL 355 VOG VOR. Lasciando 4000 FT virare a destra per intercettare e seguire RDL 267 SRN VOR (RDL 087 MMP VOR) diretti a MMP VOR/DME.

**MMP 7G**

Join RDL 305 SRN VOR till point IRKED (INT RDL 305/8NM SRN VOR/DME) then turn right to join RDL 355 VOG VOR. Leaving 4000 FT turn right to join RDL 267 SRN VOR (RDL 087 MMP VOR) bound to MMP VOR/DME.

MCA/MCL: INT TR 358°/4.1 NM MMP DME, 2200 FT; INT RDL 011 MMP VOR 3000 FT

**DOGUB 5L**

Intercettare e seguire RDL 057 BLA VOR diretti a DOGUB (INT RDL 057/21 NM BLA VOR/DME).

**DOGUB 5L**

Join RDL 057 BLA VOR bound to DOGUB (INT RDL 057/21 NM BLA VOR/DME).

MCA/MCL: INT TR 358°/4.1 NM MMP DME, 2200 FT; RDL 057/D25 BLA VOR/DME 5000FT; DOGUB 6000FT.

**NOTE GENERALI (riferite a tutte le SID RWY 35R)**

Il gradiente di salita non prende in considerazione ostacoli nella "close-in-area" di altezza, comprensiva del MOC, inferiore a 60 m (200 ft) sull'elevazione della DER (vedere Carte Ostacoli ICAO e NOTAM in vigore).

**GENERAL REMARKS (for all SID RWY 35R)**

Initial climb gradient doesn't take into account close-in obstacles lower than 60 m (200 ft), MOC included, above DER elevation (see ICAO Obstacle Charts and NOTAM in force).

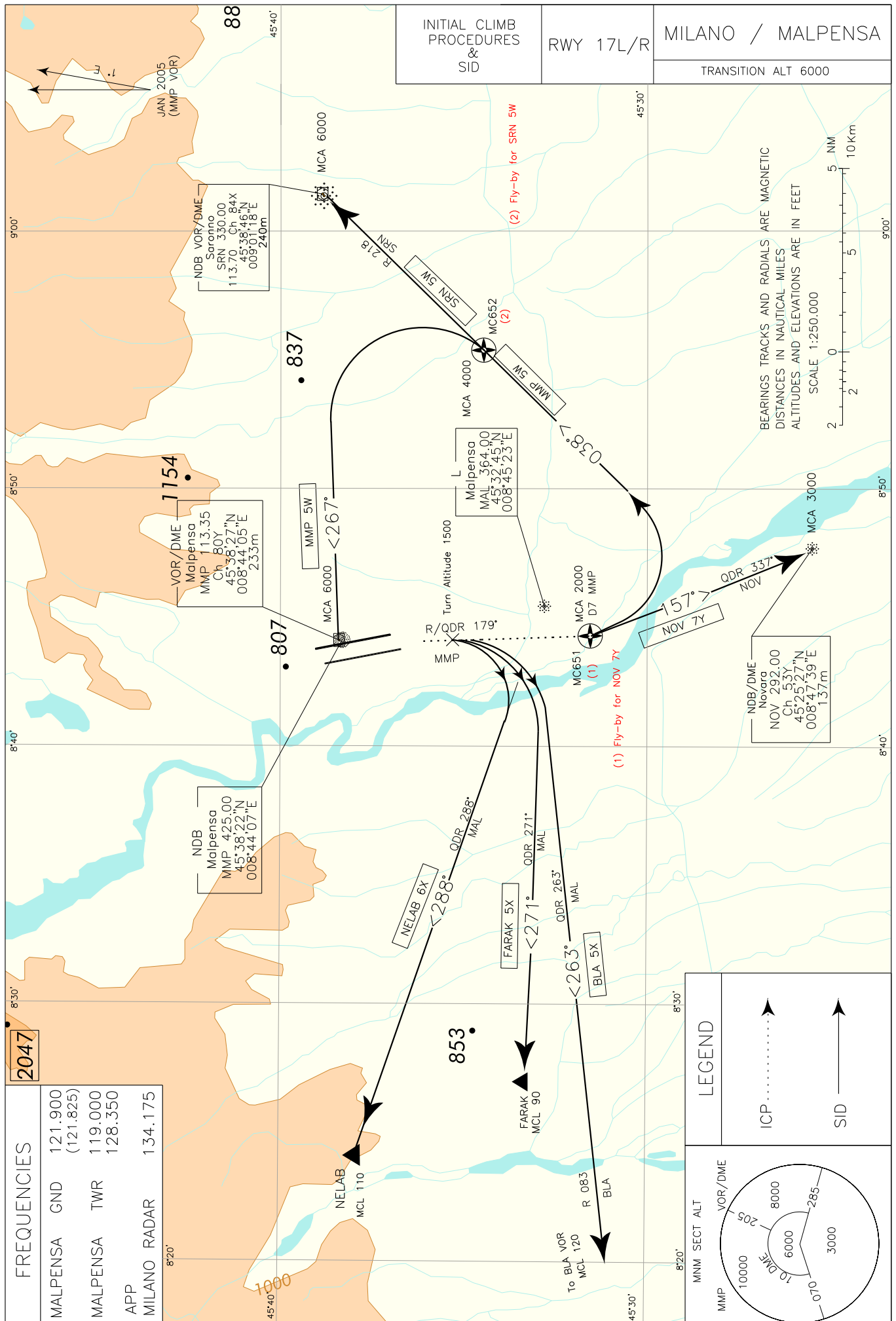
**USO DELL'AEROPORTO DA PARTE DEGLI AEROMOBILI  
CAPITOLO 2 ANNESSO 16 ICAO.**

Gli aeromobili del capitolo 2 annesso 16 ICAO non possono utilizzare l'aeroporto di Malpensa tranne che per emergenza.

**USE OF AERODROME BY AIRCRAFT CHAPTER 2 ANNEX  
16 ICAO.**

Aircraft chapter 2 annex 16 ICAO cannot use Malpensa airport, except for emergency.

CHANGE: SID NELAB 6X UPDATED



**PROCEDURE ANTIRUMORE RWY 17 L/R**

Le procedure antirumore (vedi ENR 1.5) dovranno essere applicate fino ad attraversare i 4000 ft AMSL.

La salita iniziale dovrà avvenire con il massimo rateo compatibile con le prestazioni dell'aeromobile almeno fino ad attraversare i 5000 ft AMSL.

**PROCEDURE DI SALITA INIZIALE RWY 17 L/R**

- A) Se autorizzati per le SID: **BLA 5X, FARAK 5X, NELAB 6X**, dopo il decollo intercettare e seguire RDL/QDR 179 MMP VOR/NDB fino ad attraversare 1500ft AMSL, per inserirsi nella SID assegnata.

**Gradiente minimo di salita:**

- 7.5% (456 ft/NM) fino ad attraversare 3000 ft per la BLA 5X
- 7.5% (456 ft/NM) fino a lasciare il Livello di Transizione per la FARAK 5X
- 8% (486 ft/NM) fino a lasciare FL 135 per la NELAB 6X

Le SID **BLA 5X, FARAK 5X e NELAB 6X** sono soggette al traffico presente nell' ATZ di Cameri.

- B) Se autorizzati per le SID: **MMP 5W, NOV 7Y, SRN 5W**, dopo il decollo intercettare e seguire RDL/QDR 179 MMP VOR/NDB fino a raggiungere MC651 (D7 MMP DME) per inserirsi nella SID assegnata.

**Gradiente minimo di salita:**

- 7.5% (456 ft/NM) fino ad attraversare 5000 ft per la MMP 5W e SRN 5W
- 7.5% (456 ft/NM) fino ad attraversare 3000 ft per la NOV 7Y

**NOTA 1**

Ostacoli Close-in: aeromobili sulla via di rullaggio H tra le testate RWY 35L e RWY 35R.

**DESCRIZIONE SID RWY 17 L/R****NOTA 2**

Le tabelle di codifica sotto riportate, limitatamente alla Navigazione Convenzionale, vengono fornite a carattere sperimentale e solo per scopi di codifica dei dati.

Eseguita la procedura di salita iniziale:

**BLA 5X**

Virare a destra (IAS MAX 240 KT durante la virata) per intercettare e seguire QDR 263° MAL L (RDL 083 BLA VOR) diretti a BLA VOR/DME

**NOISE ABATEMENT PROCEDURES RWY 17 L/R**

Noise abatement procedures (see ENR 1.5) shall be applied until passing 4000 ft AMSL.

Initial climb procedures shall be performed using the maximum rate of climb compatible with the aircraft performances until passing 5000 ft AMSL.

**INITIAL CLIMB PROCEDURES RWY 17 L/R**

- A) If cleared via SID: **BLA 5X, FARAK 5X, NELAB 6X**, after take-off intercept and follow RDL/QDR 179 MMP VOR/NDB until passing 1500ft AMSL, to join the assigned SID.

**Minimum climb gradient:**

- 7.5% (456 ft/NM) until passing 3000 ft for BLA 5X
- 7.5% (456 ft/NM) until passing Transition Level for FARAK 5X
- 8% (486 ft/NM) until passing FL 135 for NELAB 6X

SID **BLA 5X, FARAK 5X and NELAB 6X** subject to traffic in Cameri ATZ.

- B) If cleared via SID: **MMP 5W, NOV 7Y, SRN 5W**, after take-off intercept and follow RDL/QDR 179 MMP VOR/NDB until reaching MC651 (D7 MMP DME) to join the assigned SID.

**Minimum climb gradient:**

- 7.5% (456 ft/NM) until passing 5000 ft for MMP 5W and SRN 5W
- 7.5% (456 ft/NM) until passing 3000 ft for NOV 7Y

**REMARK 1**

Close-in obstacles: aircraft on taxiway H between runway head 35L and 35R.

**SID DESCRIPTION RWY 17 L/R****NOTA 2**

The below coding tables, limited to Conventional Navigation, are provided on trial basis and for data coding purposes only.

Initial climb procedure executed:

**BLA 5X**

Turn right (IAS MAX 240 KT during turn) to intercept and follow QDR 263° MAL L (RDL 083 BLA VOR) bound to BLA VOR/DME

MCA/MCL: BLA VOR/DME, FL 120

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	168°	-	1092 ft	-	MMP VOR/DME	-	Conventional/ P-RNAV
CA	-	-	179°	-	1500 ft	-	MMP VOR/DME	-	Conventional/ P-RNAV
CF	BLA	-	263°	R	FL120	240	BLA VOR/DME	-	Conventional/ P-RNAV



**FARAK 5X**

Virare a destra (IAS MAX 220KT durante la virata) per intercettare e seguire QDR 271° MAL L per il FARAK (INT QDR 271° MAL L/ 13 NM MMP DME).

**FARAK 5X**

Turn right (IAS MAX 220KT during turn) to intercept and follow QDR 271° MAL L bound to FARAK (INT QDR 271° MAL L/ 13 NM MMP DME).

MCL: FARAK, FL 90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	168°	-	1092 ft	-	MMP VOR/DME	-	Conventional/P-RNAV
CA	-	-	179°	-	1500 ft	-	MMP VOR/DME	-	Conventional/P-RNAV
CF	FARAK	-	271°	R	FL90	220	MMP VOR/DME	RDL 245 D13	Conventional/P-RNAV

**MMP 5W**

Virare a sinistra su RDL 218 SRN VOR fino al punto MC 652 (D6 SRN DME), quindi virare a sinistra per MMP VOR/DME.

**MMP 5W**

Turn left on RDL 218 SRN VOR until reaching point MC 652 (D6 SRN DME), then turn left to MMP VOR/DME.

MCA/MCL: MC 651, 2000 FT; MC 652, 4000 FT; MMP VOR/DME 6000 FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	168°	-	1092 ft	-	MMP VOR/DME	-	Conventional/P-RNAV
CF	MC651	Y	179°	-	2000 ft	-	MMP VOR/DME	RDL179 D7	Conventional/P-RNAV
CF	MC652	Y	038°	L	4000 ft	-	MMP VOR/DME	RDL 116 D9	Conventional/P-RNAV
CF	MMP	-	267°	-	6000 ft	-	MMP VOR/DME	-	Conventional/P-RNAV

**NELAB 6X**

Virare a destra (IAS MAX 210KT durante la virata) per intercettare e seguire QDR 288° MAL L per il NELAB (INT QDR 288° MAL L/14 NM MMP DME).

**NELAB 6X**

Turn right (IAS MAX 210KT during turn) to intercept and follow QDR 288° MAL L bound to NELAB (INT QDR 288° MAL L/14 NM MMP DME).

MCL: NELAB, FL 110

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	168°	-	1092 ft	-	MMP VOR/DME	-	Conventional/P-RNAV
CA	-	-	179°	-	1500 ft	-	MMP VOR/DME	-	Conventional/P-RNAV
CF	NELAB	-	288°	R	FL 110	210	MMP VOR/DME	RDL 266 D14	Conventional/P-RNAV

**NOV 7Y**

Virare a sinistra su TR 157° (QDR 337° NOV NDB) diretti a NOV NDB.

**NOV 7Y**

Turn left on TR 157° (QDR 337° NOV NDB) bound to NOV NDB.

MCA/MCL: MC 651, 2000 FT; NOV NDB, 3000 FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	168°	-	1092 ft	-	MMP VOR/DME	-	Conventional/ P-RNAV
CF	MC651	-	179°	-	2000 ft	-	MMP VOR/DME	RDL179 D7	Conventional/ P-RNAV
TF	NOV	-	157°	L	3000 ft	-			Conventional/ P-RNAV

**SRN 5W**

Virare a sinistra su TR 038° RDL 218 SRN VOR via MC652 (INT RDL 218/6 NM SRN VOR/DME) diretti a SRN VOR/NDB.

**SRN 5W**

Turn left on TR 038° RDL 218 SRN VOR via MC652 (INT RDL 218/6 NM SRN VOR/DME) direct to SRN VOR/NDB.

MCA: MC 651, 2000 FT; MC 652, 4000 FT; SRN VOR/NDB, 6000 FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	168°	-	1092 ft	-	MMP VOR/DME	-	Conventional/ P-RNAV
CF	MC651	Y	179°	-	2000 ft	-	MMP VOR/DME	RDL 179° - D7	Conventional/ P-RNAV
CF	MC652	-	038°	L	4000 ft	-	MMP VOR/DME	RDL 116° - D9	Conventional/ P-RNAV
TF	SRN		038°	-	6000 ft	-	-	-	Conventional/ P-RNAV

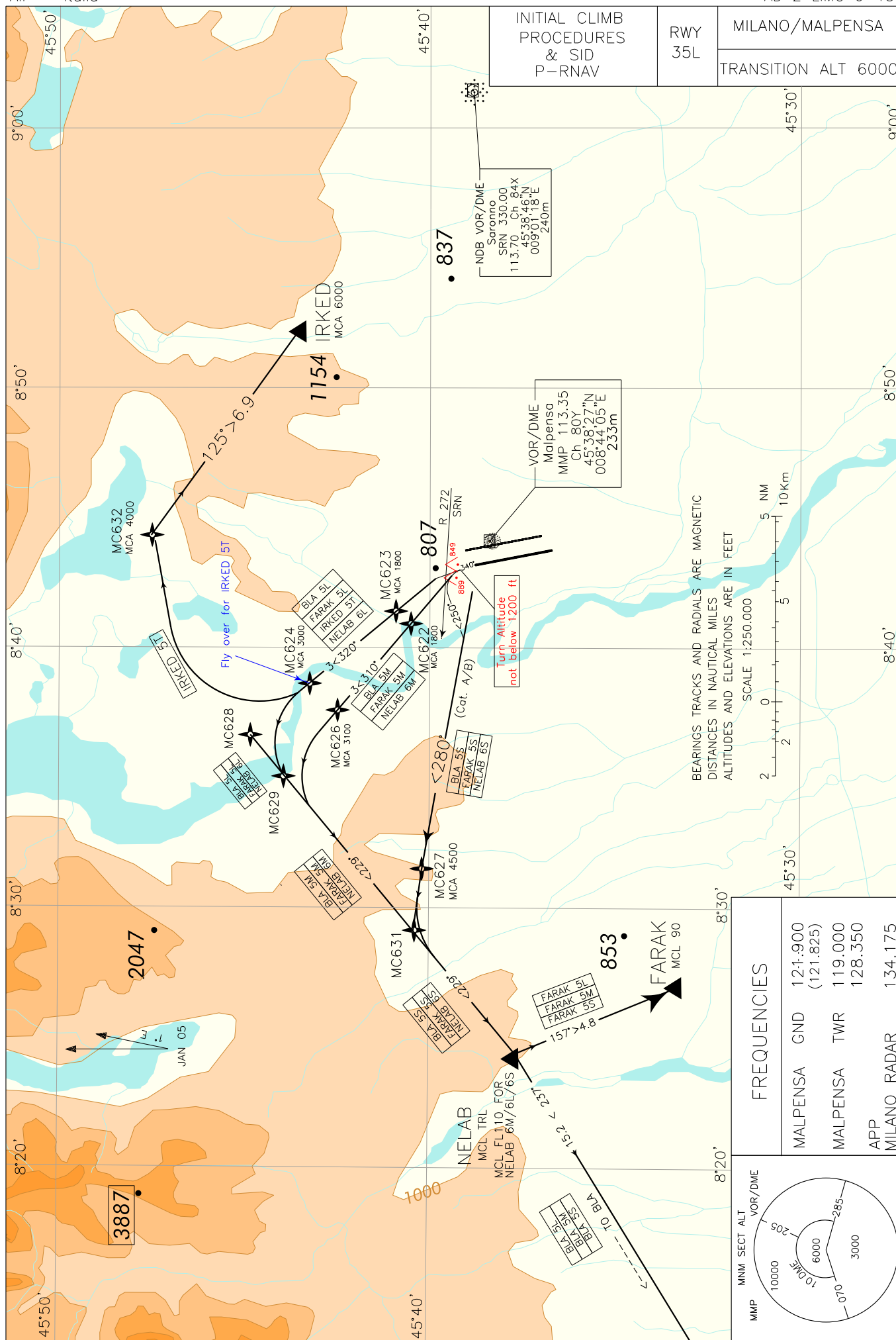
**Waypoints Table formatted according ARINC 424 standards**

WAYPOINT	Latitude	Longitude
MC 651	N45312719	E008440682
MC 652	N45340520	E008555537

Intenzionalmente bianca

*Intentionally left blank*

CHANGE: RENUMBERED PAGE



## PROCEDURE ANTIRUMORE RWY 35L

## NOISE ABATEMENT PROCEDURES RWY 35L

## DESCRIZIONE SID RWY 35L

## SID DESCRIPTION RWY 35L

## NOTE PER SID BLA 5S, FARAK 5S, NELAB 6S

## REMARK FOR SID BLA 5S, FARAK 5S, NELAB 6S

## NOTA 1

La virata per intercettare rotta 280° (RDL 280 MMP VOR) deve essere iniziata non appena possibile, anche prima della fine pista a condizione che siano stati raggiunti 1200 ft su rotta 340°.

## REMARK 1

Turn to intercept track 280° (RDL 280 MMP VOR) shall be started as soon as practicable, even before the end of the runway, provided that the turn altitude of 1200 ft on track 340°.

## Gradiente minimo di salita:

- 7.41% (450 ft/NM) fino a lasciare il Livello di Transizione per BLA 5S e FARAK 5S
- 8% (486 ft/NM) fino a FL 135 per NELAB 6S

## Minimum climb gradient:

- 7.41% (450 ft/NM) until passing Transition Level for BLA 5S and FARAK 5S
- 8% (486 ft/NM) until FL 135 for NELAB 6S

## NOTA 2

Durante la virata per intercettare rotta 280° (RDL 280 MMP VOR), non oltrepassare RDL 272 SRN VOR. I piloti di aeromobili B737 della serie 400, che ritengano di non potersi attenere a tale restrizione devono informare l'ATC allo start-up e richiedere una SID alternativa (Disposizione n° UEN/334/ TRAF ENAC del 06 NOV 2002).

## REMARK 2

During turn to intercept track 280° (RDL 280 MMP VOR), do not overshoot RDL 272 SRN VOR. Pilots of ACFT B737 series 400 expecting to be unable to comply with such restriction shall advise ATC at start-up and ask for an alternative SID (Provision nr UEN/334/TRAF of Civil Aviation Authority dated 06 NOV 2002).

## NOTA 3

Raggio di virata 1.5 NM o angolo di banco 25°, se impossibilitati, avvisare l'ATC alla messa in moto.

## REMARK 3

Radius of turn 1.5 NM or bank angle 25°, if unable to comply advise ATC at start-up.

## BLA 5L

Dopo il decollo procedere su rotta 340°. Non al di sotto di 1200 ft virare a sinistra per intercettare e seguire rotta 320° diretti a MC623 - MC624 - MC628 quindi virare a sinistra per NELAB quindi BLA VOR/DME.

## BLA 5L

After take-off proceed on track 340°. Not below 1200 ft turn left to join track 320° bound to MC623 - MC624 - MC628 then turn left bound to NELAB then BLA VOR/DME.

## NOTA

Gradiente minimo di salita 7.5% (456 ft/NM) fino a lasciare 3000 ft.

## REMARK

Minimum climb gradient 7.5%(456 ft/NM) until passing 3000ft

MCA/MCL: MC623: 1800 FT; MC624: 3000 FT; NELAB: TRL; BLA: FL 120

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1158 ft	-	-	-	P-RNAV
CA	-	-	340°	-	1200 ft	-	MMP	-	P-RNAV
CF	MC623	-	320°	-	1800 ft	210	MMP	RDL 320/D3	P-RNAV
TF	MC624	-	320°	-	3000 ft	-	-	-	P-RNAV
TF	MC628	-	320°	-	-	-	-	-	P-RNAV
TF	NELAB	-	229°	L	TRL	220	-	-	P-RNAV
TF	BLA	-	237°	-	FL120	-	-	-	P-RNAV

## BLA 5M

Dopo il decollo procedere su rotta 340°. Non al di sotto di 1200 ft virare a sinistra su rotta 310° diretti a MC622 - MC626 - MC629 quindi virare a sinistra per il punto NELAB quindi BLA VOR/DME.

## BLA 5M

After take-off proceed on track 340°. Not below 1200 ft turn left to join track 310° bound to MC622 - MC626 - MC629 then turn left bound to NELAB then BLA VOR/DME.

## NOTA

Gradiente minimo di salita (7.5%) 456 ft/NM fino a lasciare il Livello di Transizione.

## REMARK

Minimum climb gradient (7.5%) 456 ft/NM until passing Transition Level.

MCA/MCL: MC622: 1800 FT; MC626: 3100 FT; NELAB: TRL; BLA: FL 120

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1158 ft	-	-	-	P-RNAV
CA	-	-	340°	-	1200 ft	-	MMP	-	P-RNAV
CF	MC622	-	310°	-	1800 ft	210	MMP	RDL 310/D3	P-RNAV
TF	MC626	-	310°	-	3100 ft	-	-	-	P-RNAV
TF	MC629	-	310°	-	-	-	-	-	P-RNAV
TF	NELAB	-	229°	-	TRL	220	-	-	P-RNAV
TF	BLA	-	237°	-	FL120	-	-	-	P-RNAV

**BLA 5S**

Dopo il decollo procedere su rotta 340°. Non al di sotto di 1200 ft virare a sinistra (su rotta 250° per aeromobili cat. C) per intercettare e seguire rotta 280° (RDL 280 MMP VOR) per il punto MC627 – MC631 – NELAB – BLA VOR/DME.

**BLA 5S**

After take-off proceed on track 340°. Not below 1200 ft turn left (on track 250° for ACFT cat. C) to join track 280° (RDL 280 MMP VOR) bound to MC627 – MC631 – NELAB – BLA VOR/DME.

**NOTA**

**Gradiente minimo di salita 7.41% (450 ft/NM) fino a lasciare il Livello di Transizione.**

**REMARK**

**Minimum climb gradient 7.41% (450 ft/NM) until passing Transition Level.**

MCA/MCL: MC627: 4500 FT; NELAB: TRL; BLA: FL 120

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1158 ft	-	-	-	P-RNAV
CA	-	-	340°	-	1200 ft	-	MMP	-	P-RNAV
CF	MC627	-	280°	-	4500 ft	200	MMP	RDL 280/D9	P-RNAV
TF	MC631	-	280°	-	-	-	-	-	P-RNAV
TF	NELAB	-	229°	-	TRL	210	-	-	P-RNAV
TF	BLA	-	237°	-	FL 120	-	-	-	P-RNAV

**FARAK 5L**

Dopo il decollo procedere su rotta 340°. Non al di sotto di 1200 ft virare a sinistra per intercettare e seguire rotta 320° diretti a MC623 - MC624 – MC628 quindi virare a sinistra per NELAB quindi FARAK.

**FARAK 5L**

After take-off proceed on track 340°. Not below 1200 ft turn left to join track 320° bound to MC623 - MC624 – MC628 then turn left bound to NELAB then FARAK.

**NOTA**

**Gradiente minimo di salita 7.5% (456 ft/NM) fino a lasciare 3000ft.**

**REMARK**

**Minimum climb gradient 7.5% (456 ft/NM) until passing 3000 ft.**

MCA/MCL: MC623: 1800 FT; MC624: 3000 FT; NELAB: TRL, FARAK: FL 90

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1158 ft	-	-	-	P-RNAV
CA	-	-	340°	-	1200 ft	-	MMP	-	P-RNAV
CF	MC623	-	320°	-	1800 ft	210	MMP	RDL 320/D3	P-RNAV
TF	MC624	-	320°	-	3000 ft	-	-	-	P-RNAV
TF	MC628	-	320°	-	-	-	-	-	P-RNAV
TF	NELAB	-	229°	L	TRL	-	-	-	P-RNAV
TF	FARAK	-	157°	-	FL 90	-	-	-	P-RNAV

**FARAK 5M**

Dopo il decollo procedere su rotta 340°. Non al di sotto di 1200 ft virare a sinistra su rotta 310° diretti a MC622 - MC626 – MC629 quindi virare a sinistra per il punto NELAB, quindi FARAK.

**FARAK 5M**

After take-off proceed on track 340°. Not below 1200 ft turn left to join track 310° bound to MC622 – MC626 – MC629 then turn left bound to NELAB then FARAK.

**NOTA**

**Gradiente minimo di salita 7.5% (456 ft/NM) fino a lasciare il Livello di Transizione.**

**REMARK**

**Minimum climb gradient 7.5% (456 ft/NM) until passing Transition Level.**

MCA/MCL: MC622: 1800 FT; MC626: 3100 FT; NELAB: TRL, FARAK: FL 90

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1158 ft	-	-	-	P-RNAV
CA	-	-	340°	-	1200 ft	-	MMP	-	P-RNAV
CF	MC622	-	310°	-	1800 ft	210	MMP	RDL 310/D3	P-RNAV
TF	MC626	-	310°	-	3100 ft	-	-	-	P-RNAV
TF	MC629	-	310°	-	-	-	-	-	P-RNAV
TF	NELAB	-	229°	-	TRL	-	-	-	P-RNAV
TF	FARAK	-	157°	-	FL 90	-	-	-	P-RNAV

**FARAK 5S**

Dopo il decollo procedere su rotta 340°. Non al di sotto di 1200 ft virare a sinistra (su rotta 250° per aeromobili cat. C) per intercettare e seguire rotta 280° (RDL 280 MMP VOR) per il punto MC627 – MC631 –NELAB quindi FARAK.

**FARAK 5S**

After take-off proceed on track 340°. Not below 1200 ft turn left (on track 250° for ACFT cat. C) to join track 280° (RDL 280 MMP VOR) bound to MC627 – MC631 – NELAB then FARAK.

**NOTA**

**Gradiente minimo di salita 7.41% (450 ft/NM) fino a lasciare il Livello di Transizione.**

**REMARK**

**Minimum climb gradient 7.41% (450 ft/NM) until passing Transition Level.**

MCA/MCL: MC627: 4500 FT; NELAB: TRL, FARAK: FL90

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
CA	-	-	348°	-	1158 ft	-	-	-	P-RNAV
CA	-	-	340°	-	1200 ft	-	MMP	-	P-RNAV
CF	MC627	-	280°	-	4500 ft	210	MMP	RDL 280/D9	P-RNAV
TF	MC631	-	280°	-	-	-	-	-	P-RNAV
TF	NELAB	-	229°	-	TRL	-	-	-	P-RNAV
TF	FARAK	-	157°	-	FL 90	230	-	-	P-RNAV

**IRKED 5T**

Dopo il decollo procedere su rotta 340°. Non al di sotto di 1200 ft virare a sinistra per intercettare e seguire rotta 320° diretti a MC623 - MC624 quindi virare a destra per il punto MC632 quindi IRKED.

**IRKED 5T**

After take-off proceed on track 340°. Not below 1200 ft turn left to join track 320° bound to MC623 - MC624 then turn right bound to MC632 then IRKED.

**NOTA**

**Gradiente minimo di salita 7.5% (456 ft/NM) fino a lasciare 3000 ft.**

**REMARK**

**Minimum climb gradient 7.5% (456 ft/NM) until passing 3000 ft.**

MCA/MCL: MC623: 1800 FT; MC624: 3000 FT; MC632: 4000 FT; IRKED: 6000 FT

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
CA	-	-	348°	-	1158 ft	-	-	-	P-RNAV
CA	-	-	340°	-	1200 ft	-	MMP	-	P-RNAV
CF	MC623	-	320°	-	1800 ft	210	MMP	RDL 320/D3	P-RNAV
TF	MC624	Y	320°	-	3000 ft	-	-	-	P-RNAV
DF	MC632	-	-	R	4000 ft	230	-	-	P-RNAV
TF	IRKED	-	125°	-	6000 ft	-	-	-	P-RNAV

**NELAB 6L**

Dopo il decollo procedere su rotta 340°. Non al di sotto di 1200 ft virare a sinistra per intercettare e seguire rotta 320° diretti a MC623 - MC624 – MC628 quindi virare a sinistra per NELAB.

**NELAB 6L**

After take-off proceed on track 340°. Not below 1200 ft turn left to join track 320° bound to MC623 - MC624 – MC628 then turn left bound to NELAB.

**NOTA**

**Gradiente minimo di salita 8% (486 ft/NM) fino a FL135.**

**REMARK**

**Minimum climb gradient 8% (486 ft/NM) until FL135.**

MCA/MCL: MC623: 1800 FT; MC624: 3000 FT; NELAB: FL110

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
CA	-	-	348°	-	1158 ft	-	-	-	P-RNAV
CA	-	-	340°	-	1200 ft	-	MMP	-	P-RNAV
CF	MC623	-	320°	-	1800 ft	210	MMP	RDL 320/D3	P-RNAV
TF	MC624	-	320°	-	3000 ft	-	-	-	P-RNAV
TF	MC628	-	320°	-	-	-	-	-	P-RNAV
TF	NELAB	-	229°	L	FL110	220	-	-	P-RNAV

**NELAB 6M**

Dopo il decollo procedere su rotta 340°. Non al di sotto di 1200 ft virare a sinistra su rotta 310° diretti a MC622 - MC626 – MC629 quindi virare a sinistra per il punto NELAB.

**NELAB 6M**

After take-off proceed on track 340°. Not below 1200 ft turn left to join track 310° bound to MC622 – MC626 – MC629 then turn left bound to NELAB.

**NOTA**

**Gradiente minimo di salita 8% (486 ft/NM) fino a FL135.**

**REMARK**

**Minimum climb gradient 8% (486 ft/NM) until FL135.**

MCA/MCL: MC622: 1800 FT; MC626: 3100 FT; NELAB: FL110

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
CA	-	-	348°	-	1158 ft	-	-	-	P-RNAV
CA	-	-	340°	-	1200 ft	-	MMP	-	P-RNAV
CF	MC622	-	310°	-	1800 ft	210	MMP	RDL 310/D3	P-RNAV
TF	MC626	-	310°	-	3100 ft	-	-	-	P-RNAV
TF	MC629	-	310°	-	-	-	-	-	P-RNAV
TF	NELAB	-	229°	-	FL110	220	-	-	P-RNAV

**NELAB 6S**

Dopo il decollo procedere su rotta 340°. Non al di sotto di 1200 ft virare a sinistra (su rotta 250° per aeromobili cat. C) per intercettare e seguire rotta 280° (RDL 280 MMP VOR) per il punto MC627 – MC631 quindi NELAB.

**NELAB 6S**

After take-off proceed on track 340°. Not below 1200 ft turn left (on track 250° for ACFT cat. C) to join track 280° (RDL 280 MMP VOR) bound to MC627 – MC631 then NELAB.

**NOTA**

**Gradiente minimo di salita 8% (486 ft/NM) fino a FL135.**

**REMARK**

**Minimum climb gradient 8% (486 ft/NM) until FL135.**

MCA/MCL: MC627: 4500 FT; NELAB: FL110

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
CA	-	-	348°	-	1158 ft	-	-	-	P-RNAV
CA	-	-	340°	-	1200 ft	-	MMP	-	P-RNAV
CF	MC627	-	280°	-	4500 ft	200	MMP	RDL 280/D9	P-RNAV
TF	MC631	-	280°	-	-	-	-	-	P-RNAV
TF	NELAB	-	229°	-	FL110	210	-	-	P-RNAV

**USO DELL'AEROPORTO DA PARTE DEGLI AEROMOBILI CAPITOLO 2 ANNESSO 16 ICAO.**

Gli aeromobili del capitolo 2 annesso 16 ICAO non possono utilizzare l'aeroporto di Milano/Malpensa tranne che per emergenza.

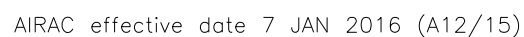
**USE OF AERODROME BY AIRCRAFT CHAPTER 2 ANNEX 16 ICAO.**

Aircraft Chapter 2 Annex 16 ICAO cannot use Milano/Malpensa airport, except for emergency.

**Waypoints Table formatted according ARINC 424 standards**

Waypoint	Latitude	Longitude
MC622	N45402475	E008405176
MC623	N45404662	E008412384
MC624	N45430639	E008384204
MC626	N45422269	E008373778
MC627	N45400903	E008312998
MC628	N45445309	E008363798
MC629	N45435698	E008350200
MC631	N45402830	E008290587
MC632	N45472825	E008440596





## PROCEDURE ANTIRUMORE RWY 35R

## NOISE ABATEMENT PROCEDURES RWY 35R

## DESCRIZIONE SID RWY 35R

## SID DESCRIPTION RWY 35R

**DOGUB 5T**

Dopo il decollo procedere su rotta 358° fino al punto MC604 quindi virare a sinistra per MC613 – DOGUB.

**DOGUB 5T**

After take-off proceed on TR 358° till MC604 then turn left bound to MC613 – DOGUB.

**NOTA**

Gradiente minimo di salita 7.41% (450 ft/NM) fino a lasciare 3000 ft.

**REMARK**

Minimum climb gradient 7.41% (450 ft/NM) until passing 3000 ft.

MCA: MC604, 2300 FT; MC613, 5000 FT; DOGUB, 6000 FT

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1162 ft	-	-	-	P-RNAV
CF	MC604	Y	358°	-	2300 ft	-	MMP	RDL 354/D4.1	P-RNAV
DF	MC613	-	-	L	5000 ft	220	-	-	P-RNAV
TF	DOGUB	-	237°	-	6000 ft	-	-	-	P-RNAV

**MMP 5L**

Dopo il decollo procedere su rotta 358° fino al punto MC604 quindi virare a destra e procedere via MC608 - MC603, quindi virare a destra per intercettare e seguire rotta 267° diretti a MMP VOR.

**MMP 5L**

After take-off proceed on TR 358° until MC604 then turn right and proceed via MC608 - MC603, then turn right to join TR 267° bound to MMP VOR.

**NOTA**

Gradiente minimo di salita 7.41% (450 ft/NM) fino a lasciare 3000 ft.

**REMARK**

Minimum climb gradient 7.41% (450 ft/NM) until passing 3000 ft.

MCA: MC604, 2300 FT; MC608, 4000 FT; MMP VOR/DME, 6000 FT

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1162 ft	-	-	-	P-RNAV
CF	MC604	Y	358°	-	2300 ft	-	MMP	RDL 354/D4.1	P-RNAV
DF	MC608	-	-	R	4000 ft	220	-	-	P-RNAV
TF	MC603	Y	108°	-	-	-	-	-	P-RNAV
CF	MMP	-	267°	R	6000 ft	-	MMP	-	P-RNAV

**MMP 5M**

Dopo il decollo procedere su rotta 358°, attraversando 1300 ft continuare per MC611 - MC602- MC607, quindi virare a destra su rotta 267° diretti a MMP VOR/DME.

**MMP 5M**

After take-off proceed on TR 358°, crossing 1300 ft continue via MC611 - MC602 - MC607, then turn right on TR 267° bound to MMP VOR/DME.

**NOTA**

Gradiente minimo di salita 7.41% (450 ft/NM) fino a lasciare 3000 ft.

**REMARK**

Minimum climb gradient 7.41% (450 ft/NM) until passing 3000 ft.

MCA: MC602, 3000 FT; MC607, 3500 FT; MMP VOR/DME, 6000 FT

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1162 ft	-	-	-	P-RNAV
CA	-	-	358°	-	1300 ft	-	MMP	-	P-RNAV
CF	MC611	-	358°	-	-	-	MMP	RDL 351/D2.3	P-RNAV
TF	MC602	-	071°	-	3000 ft	200	-	-	P-RNAV
CF	MC607	Y	038°	-	3500 ft	-	MMP	RDL 038/D5.7	P-RNAV
CF	MMP	-	267°	R	6000 ft	220	MMP	-	P-RNAV

**MMP 5S**

Dopo il decollo procedere su rotta 358°. Non al di sotto di 1300 ft virare a destra (su rotta 070° per aeromobili cat. C) per intercettare e seguire rotta 038° per il punto MC607 quindi virare a destra su rotta 267° diretti a MMP VOR/DME.

**MMP 5S**

After take-off proceed on TR 358°. Not below 1300 ft turn right (on TR 070° for aircraft cat. C) to join TR 038° to MC607, then turn right on TR 267° bound to MMP VOR/DME.

**NOTA**

**Gradiente minimo di salita 7.41% (450 ft/NM) fino a lasciare 4000 ft, quindi 5.76% (350 ft/NM).**

**REMARK**

**Minimum climb gradient 7.41% (450 ft/NM) until passing 4000 ft, then 5.76% (350 ft/NM).**

MCA: MC607, 3500 FT; MMP VOR/DME 6000 FT

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1162 ft	-	-	-	P-RNAV
CA	-	-	358°	-	1300 ft	-	MMP	-	P-RNAV
CF	MC607	Y	038°	-	3500 ft	200	MMP	RDL 038/D5.7	P-RNAV
CF	MMP	-	267°	R	6000 ft	220	MMP	-	P-RNAV

**SRN 5L**

Dopo il decollo procedere su rotta 358° fino al punto MC604 quindi virare a destra e procedere via MC608 - MC603 – SRN VOR/DME.

**SRN 5L**

After take-off proceed on TR 358° until MC604 then turn right and proceed via MC608 - MC603 – SRN VOR/DME.

**NOTA**

**Gradiente minimo di salita 7.41% (450 ft/NM) fino a lasciare 3000 ft.**

**REMARK**

**Minimum climb gradient 7.41% (450 ft/NM) until passing 3000 ft.**

MCA: MC604, 2300 FT; MC608, 4000 FT; SRN VOR/DME, 6000 FT

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1162 ft	-	-	-	P-RNAV
CF	MC604	Y	358°	-	2300 ft	-	MMP	RDL 354/D4.1	P-RNAV
DF	MC608	-	-	R	4000 ft	220	-	-	P-RNAV
TF	MC603	-	108°	-	-	-	-	-	P-RNAV
TF	SRN	-	125°	-	6000 ft	-	-	-	P-RNAV

**SRN 5M**

Dopo il decollo procedere su rotta 358°, attraversando 1300 ft procedere via MC611 - MC602 - MC603, quindi virare a destra su rotta 125° diretti a SRN VOR/DME.

**SRN 5M**

After take-off proceed on TR 358°, crossing 1300 ft continue via MC611 - MC602- MC603, then turn right on TR 125° bound to SRN VOR/DME.

**NOTA**

**Gradiente minimo di salita 7.41% (450 ft/NM) fino a lasciare 3000 ft.**

**REMARK**

**Minimum climb gradient 7.41% (450 ft/NM) until passing 3000 ft.**

MCA: MC602, 3000 FT; SRN VOR/DME, 6000 FT

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1162 ft	-	-	-	P-RNAV
CA	-	-	358°	-	1300 ft	-	MMP	-	P-RNAV
CF	MC611	-	358°	-	-	-	MMP	RDL 351/D2.3	P-RNAV
TF	MC602	-	071°	-	3000 ft	200	-	-	P-RNAV
TF	MC603	-	038°	-	-	-	-	-	P-RNAV
TF	SRN	-	125°	-	6000 ft	220	-	-	P-RNAV

**SRN 5S**

Dopo il decollo procedere su rotta 358°. Non al di sotto di 1300 ft virare a destra (su rotta 070° per aeromobili cat. C) per intercettare rotta 038° per i punti MC607 – MC603 quindi virare a destra diretti a SRN VOR/DME.

**SRN 5S**

After take-off proceed on TR 358°. Not below 1300 ft turn right (on TR 070° for aircraft cat. C) to join TR 038° to MC607 – MC603, then turn right bound to SRN VOR/DME.

**NOTA**

**Gradiente minimo di salita 7.41% (450 ft/NM) fino a lasciare 3000 ft.**

**REMARK**

**Minimum climb gradient 7.41% (450 ft/NM) until passing 3000 ft.**

MCA: MC607, 3500 FT; SRN VOR/DME 6000 FT

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1162 ft	-	-	-	P-RNAV
CA	-	-	358°	-	1300 ft	-	MMP	-	P-RNAV
CF	MC607	-	038°	-	3500 ft	200	MMP	RDL 038/D5.7	P-RNAV
TF	MC603	-	038°	-	-	-	-	-	P-RNAV
TF	SRN	-	125°	-	6000 ft	220	-	-	P-RNAV

**TELVA 5L (A discrezione ATC)**

Dopo il decollo procedere su rotta 358° fino al punto MC604 quindi virare a destra e procedere via MC608 - MC603 – MC612 – TELVA.

**TELVA 5L (ATC discretion)**

After take-off proceed on TR 358° until MC604 then turn right and proceed via MC608 - MC603 – MC612 – TELVA.

**NOTA**

**Gradiente minimo di salita 7.41% (450 ft/NM) fino a lasciare 3000 ft.**

**REMARK**

**Minimum climb gradient 7.41% (450 ft/NM) until passing 3000 ft.**

MCA/MCL: MC604, 2300 FT; MC608, 4000 FT; MC612, TRL; TELVA, FL100

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1162 ft	-	-	-	P-RNAV
CF	MC604	Y	358°	-	2300 ft	-	MMP	RDL 354/D4.1	P-RNAV
DF	MC608	-	-	R	4000 ft	220	-	-	P-RNAV
TF	MC603	Y	108°	-	-	-	-	-	P-RNAV
CF	MC612	-	175°	-	TRL	-	VOG	RDL355/D38	P-RNAV
TF	TELVA	-	175°	-	FL100	-	-	-	P-RNAV

**TELVA 5M (A discrezione ATC)**

Dopo il decollo procedere su rotta 358°, attraversando 1300Ft procedere via MC611 - MC602- MC607, quindi virare a destra su rotta 175° per MC612 – TELVA.

**TELVA 5M (ATC discretion)**

After take-off proceed on TR 358°, crossing 1300Ft continue via MC611 - MC602 - MC607, then turn right on TR 175° to MC612 – TELVA.

**NOTA**

**Gradiente minimo di salita 7.41% (450 ft/NM) fino a lasciare 3000 ft.**

**REMARK**

**Minimum climb gradient 7.41% (450 ft/NM) until passing 3000 ft.**

MCA/MCL: MC602, 3000 FT; MC607, 3500 FT; MC612, TRL; TELVA, FL100

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1162 ft	-	-	-	P-RNAV
CA	-	-	358°	-	1300 ft	-	MMP	-	P-RNAV
CF	MC611	-	358°	-	-	-	MMP	RDL351/D2.3	P-RNAV
TF	MC602	-	071°	-	3000 ft	200	-	-	P-RNAV
CF	MC607	Y	038°	-	3500 ft	-	MMP	RDL038/D5.7	P-RNAV
CF	MC612	-	175°	R	TRL	220	VOG	RDL355/D38	P-RNAV
TF	TELVA	-	175°	-	FL100	-	-	-	P-RNAV

**TELVA 5S (A discrezione ATC)**

Dopo il decollo procedere su rotta 358°. Non al di sotto di 1300 ft virare a destra (su rotta 070° per aeromobili cat. C) per intercettare e seguire rotta 038° fino al punto MC607 quindi virare a destra su rotta 175° per MC612 – TELVA.

**NOTA**

Gradiente minimo di salita 7.41% (450 ft/NM) fino a lasciare 4000 ft, quindi 5.76% (350 ft/NM).

**TELVA 5S (ATC discretion)**

After take-off proceed on TR 358°. Not below 1300 ft turn right (on TR 070° for aircraft cat. C) to join and follow TR 038° until point MC607, then turn right on TR 175° bound to MC612-TELVA.

**REMARK**

Minimum climb gradient 7.41% (450 ft/NM) until passing 4000 ft, then 5.76% (350 ft/NM).

MCA/MCL: MC607, 3500 FT; MC612, TRL; TELVA FL100

Path Terminator	WPT name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
CA	-	-	348°	-	1162 ft	-	-	-	P-RNAV
CA	-	-	358°	-	1300 ft	-	MMP	-	P-RNAV
CF	MC607	Y	038°	-	3500 ft	-	MMP	RDL 038/D5.7	P-RNAV
CF	MC612	-	175°	R	TRL	220	VOG	RDL355/D38	P-RNAV
TF	TELVA	-	175°	-	FL100	-	-	-	P-RNAV

**NOTE GENERALI (riferite a tutte le SID RWY 35R)**

Il gradiente di salita non prende in considerazione ostacoli nella "close-in-area" di altezza, comprensiva del MOC, inferiore a 60 m (200 ft) sull'elevazione della DER (vedere Carte Ostacoli ICAO e NOTAM in vigore).

**USO DELL'AERODROMO DA PARTE DEGLI AEROMOBILI  
CAPITOLO 2 ANNESSO 16 ICAO**

Gli aeromobili del capitolo 2 annesso 16 ICAO non possono utilizzare l'aeroporto di Milano/Malpensa tranne che per emergenza.

**GENERAL REMARKS (for all SID RWY 35R)**

Initial climb gradient doesn't take into account close-in obstacles lower than 60 m (200 ft), MOC included, above DER elevation (see ICAO Obstacle Charts and NOTAM in force).

**USE OF AERODROME BY AIRCRAFT CHAPTER 2  
ANNEX 16 ICAO**

Aircraft Chapter 2 Annex 16 ICAO cannot use Milano/Malpensa airport, except for emergency.

**Waypoints Table formatted according ARINC 424 standards**

Waypoint	Latitude	Longitude
MC602	N45414123	E008475028
MC603	N45440861	E008504095
MC604	N45423203	E008433415
MC607	N45425159	E008491224
MC608	N45444875	E008475380
MC611	N45404430	E008433677
MC612	N45354748	E008543060
MC613	N45425509	E008361245



CHANGE: ZONE D11 MODIFIED



**DESCRIZIONE ROTTE DI TRANSIZIONE  
RWY 35L**

**TRANSITION SEGMENTS TO ENROUTE DESCRIPTION  
RWY 35L**

**NOTA 1**

Le tabelle di codifica sotto riportate, limitatamente alla Navigazione Convenzionale, vengono fornite a carattere sperimentale e solo per scopi di codifica dei dati.

**NOTA 2 (per CANNE 5V e ABESI 5V)**

Ai fini della separazione dagli ostacoli la protezione della virata è stata costruita applicando la metodologia e i criteri stabiliti dal DOC. 8168 (PANS-OPS) per le aree di attesa, con le seguenti differenziazioni:

- IAS MAX 280 KT durante la virata, se effettuata con angolo di banco 15°;
- IAS MAX 315 KT durante la virata, se effettuata con angolo di banco 20°.

**REMARK 1**

The below coding tables, limited to Conventional Navigation, are provided on trial basis and for data coding purposes only.

**REMARK 2 (for CANNE 5V and ABESI 5V)**

For the purpose of obstacle clearance the protection of the turn was drawn applying DOC. 8168 (PANS-OPS) methodology and criteria established for holding areas with following distinctive features:

- IAS MAX 280 KT during turn, if performed with bank angle 15°;
- IAS MAX 315 KT during turn, if performed with bank angle 20°.

**ABESI 7Y (A discrezione ATC / ATC discretion)**

Gradiente di salita/Climb gradient 7.41% (450 ft/NM) fino ad attraversare / until passing FL 130

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	IRKED	-	-	-	-	-	-	-	P-RNAV
TF	MC503	-	087°	-	FL100	-	-	-	P-RNAV
TF	ADARI	-	053°	L	FL140	-	-	-	P-RNAV
TF	NIKMO	-	310°	-	-	-	-	-	P-RNAV
TF	ABESI	-	331°	-	FL140/150*	-	-	-	P-RNAV

\* FL140/150 in dipendenza di Zurigo QNH/ depending on Zurich QNH

**ABESI 7X**

IRKED procedere su TR 125° (RDL/QDR 305 SRN VOR NDB) per SRN VOR NDB/DME, virare a sinistra su TR 089° (RDL 089 SRN VOR) per OLPUR (INT RDL/QDR 089/25 NM SRN VOR NDB/DME), quindi virare a sinistra fino ad intercettare e seguire RDL 310 BEG VOR e procedere via ADARI (INT RDL 310/16 NM BEG VOR/DME) – NIKMO (INT RDL 310/30 NM BEG VOR/DME), quindi virare a destra fino ad intercettare e seguire RDL/QDR 331 TZO VOR NDB diretti ad ABESI (INT RDL/QDR 331/41 NM TZO VOR NDB/DME).

**ABESI 7X**

IRKED proceed on TR 125° (RDL/QDR 305 SRN VOR NDB) to SRN VOR NDB/DME, turn left on TR 089° (RDL 089 SRN VOR) to OLPUR (INT RDL/QDR 089/25 NM SRN VOR NDB/DME), then turn left until join and follow RDL 310 BEG VOR and proceed via ADARI (INT RDL 310/16 NM BEG VOR/DME) – NIKMO (INT RDL 310/30 NM BEG VOR/DME), then turn right until join and follow RDL/QDR 331 TZO VOR NDB direct to ABESI (INT RDL/QDR 331/41 NM TZO VOR NDB/DME).

MCL: OLPUR, FL125; ADARI, FL140; ABESI \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	IRKED	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	SRN	-	125°	-	-	-	-	-	Conventional/ P-RNAV
TF	OLPUR	Y	089°	-	FL125	-	-	-	Conventional/ P-RNAV
CF	ADARI	-	310°	L	FL140	-	BEG VOR/DME	RDL310 D16	Conventional/ P-RNAV
TF	NIKMO	-	310°	-	-	-	-	-	Conventional/ P-RNAV
TF	ABESI	-	331°	-	FL140/150*	-	-	-	Conventional/ P-RNAV

\*FL140/150 in dipendenza di Zurigo QNH/ depending on Zurich QNH

**ABESI 5V (A discrezione ATC - vedi NOTA 2)**

BLA VOR/DME procedere su TR 232° (RDL 232 BLA VOR) fino a 5 NM BLA DME (MC512) quindi virare a destra per intercettare e seguire RDL 269 SRN VOR fino ad intercettare e seguire RDL 043 BLA VOR per ABESI.

**ABESI 5V (ATC discretion - see REMARK 2)**

BLA VOR/DME proceed on TR 232° (RDL 232 BLA VOR) until 5 NM BLA DME (MC512) then turn right to join and follow RDL 269 SRN VOR until join and follow RDL 043 BLA VOR to ABESI.

MCL: BLA VOR/DME, FL 120; MC512, FL 135; ABESI \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	BLA	-	-	-	FL120	-	-	-	Conventional/ P-RNAV
TF	MC512	Y	232°	-	FL135	-	-	-	Conventional/ P-RNAV
CF	MC516	-	089°	-	-	-	SRN VOR/DME	RDL269 D30	Conventional/ P-RNAV
TF	ABESI	-	043°	-	FL140/150*	-	-	-	Conventional/ P-RNAV

\* MCL: FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH

**AOSTA 6L**

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	NELAB	-	-	-	FL 110	-	-	-	P-RNAV
TF	MC501	-	229°	-	-	-	-	-	P-RNAV
TF	MC502	-	287°	-	FL135	-	-	-	P-RNAV
TF	MC519	-	287°	-	FL 160	-	-	-	P-RNAV
TF	AOSTA	-	287°	-	FL180/190*	-	-	-	P-RNAV

\* MCL: FL 180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH

**AOSTA 5M**

BLA VOR/DME procedere su TR 232° (RDL 232 BLA VOR) via MC512 (INT RDL232/5NM BLA VOR/DME) fino ad attraversare FL150 (comunque non oltre 17NM BLA DME), quindi virare a destra fino ad intercettare e seguire RDL 339 CSL VOR per MC506 (INT RDL 339/16NM CSL VOR/DME) - AOSTA (INT RDL 339/37 NM CSL VOR/DME).

**AOSTA 5M**

BLA VOR/DME proceed on TR 232° (RDL 232 BLA VOR) via MC512 (INT RDL232/5NM BLA VOR/DME) till passing FL150 (anyway not beyond 17NM BLA DME), then turn right until joining RDL 339 CSL VOR to MC506 (INT RDL 339/16NM CSL VOR/DME) - AOSTA (INT RDL 339/37 NM CSL VOR/DME).

MCL: BLA VOR/DME, FL120; MC512, FL135; MC504 (INT RDL 232/17NM BLA VOR/DME), FL150; MC506, FL 180; AOSTA \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	BLA	-	-	-	FL120	-	-	-	Conventional/ P-RNAV
TF	MC512	-	232°	-	FL135	-	-	-	Conventional/ P-RNAV
TF	MC504	Y	232°	-	FL150	-	-	-	Conventional/ P-RNAV
CF	MC506	-	339	-	FL180	-	-	-	Conventional/ P-RNAV
TF	AOSTA	-	339°	-	FL180/190*	-	-	-	Conventional/ P-RNAV

\* MCL FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH



**AOSTA 5V**

BLA VOR/DME procedere su TR 300° (RDL 300 BLA VOR) via MC507 (INT RDL 300/6 NM BLA VOR/DME) - MC508 (INT RDL 300/18 NM BLA VOR/DME) diretti ad AOSTA (INT RDL 300/37 NM BLA VOR/DME).

**AOSTA 5V**

BLA VOR/DME proceed on TR 300° (RDL 300 BLA VOR) via MC507 (INT RDL 300/6 NM BLA VOR/DME) - MC508 (INT RDL 300/18 NM BLA VOR/DME) direct to AOSTA (INT RDL 300/37 NM BLA VOR/DME).

MCL: BLA VOR/DME, FL120; MC507, FL145; MC508, FL180; AOSTA\*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	BLA	-	-	-	FL120	-	-	-	Conventional/ P-RNAV
TF	MC507	-	300°	-	FL145	-	-	-	Conventional/ P-RNAV
TF	MC508	-	300°	-	FL180	-	-	-	Conventional/ P-RNAV
TF	AOSTA	-	300°	-	FL180/190*	-	-	-	Conventional/ P-RNAV

\* MCL FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH

**CANNE 7Y (A discrezione ATC/ATC discretion)**

Gradiente di salita / climb gradient 7.41% (450 ft/NM) fino a lasciare / until passing FL 130

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	IRKED	-	-	-	-	-	-	-	P-RNAV
TF	MC503	-	087°	-	FL100	-	-	-	P-RNAV
TF	ADARI	-	053°	L	FL140	-	-	-	P-RNAV
TF	NIKMO	-	310°	-	-	-	-	-	P-RNAV
TF	CANNE	-	310°	-	FL140/150*	-	-	-	P-RNAV

\* FL140/150 in dipendenza di Zurigo QNH/ depending on Zurich QNH

**CANNE 7X**

IRKED procedere su TR 125° (RDL/QDR 305 SRN VOR NDB) per SRN VOR NDB/DME, quindi virare a sinistra su TR 089° (RDL/QDR 089 SRN VOR NDB) per OLPUR (INT RDL/QDR 089/25 NM SRN VOR NDB/DME), quindi virare a sinistra fino ad intercettare e seguire RDL 310 BEG VOR e procedere via ADARI (INT RDL 310/16 NM BEG VOR/DME) – NIKMO (INT RDL 310/30 NM BEG VOR/DME) - CANNE (INT RDL 310/46 NM BEG VOR/DME).

**CANNE 7X**

IRKED proceed on TR 125° (RDL/QDR 305 SRN VOR NDB) to SRN VOR NDB/DME, then turn left on TR 089° (RDL/QDR 089 SRN VOR NDB) to OLPUR (INT RDL/QDR 089/25 NM SRN VOR NDB/DME), then turn left until join and follow RDL 310 BEG VOR and proceed via ADARI (INT RDL 310/16 NM BEG VOR/DME) – NIKMO (INT RDL 310/30 NM BEG VOR/DME) - CANNE (INT RDL 310/46 NM BEG VOR/DME).

MCL: OLPUR, FL125; ADARI, FL140; CANNE \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	IRKED	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	SRN	-	125°	-	-	-	-	-	Conventional/ P-RNAV
TF	OLPUR	Y	089°	-	FL125	-	-	-	Conventional/ P-RNAV
CF	ADARI	-	310°	-	FL140	-	BEG VOR/DME	RDL310 D16	Conventional/ P-RNAV
TF	NIKMO	-	310°	-	-	-	-	-	Conventional/ P-RNAV
TF	CANNE	-	310°	-	FL140/150*	-	-	-	Conventional/ P-RNAV

\* FL140/150 in dipendenza di Zurigo QNH/ depending on Zurich QNH

**CANNE 5V (A discrezione ATC – vedi NOTA 2)**

BLA VOR/DME procedere su TR 232° (RDL 232 BLA VOR) fino a 5 NM BLA DME (MC512) quindi virare a destra per intercettare e seguire RDL 269 SRN VOR fino ad intercettare e seguire RDL 038 BLA VOR per CANNE (INT RDL 038/52 NM BLA VOR/DME).

**CANNE 5V (ATC discretion – see REMARK 2)**

BLA VOR/DME proceed on TR 232° (RDL 232 BLA VOR) until 5 NM BLA DME (MC512) then turn right to join and follow RDL 269 SRN VOR to join and follow RDL 038 BLA VOR bound to CANNE (INT RDL 038/52 NM BLA VOR/DME).

MCL: BLA VOR/DME, FL 120; MC512, FL 135; CANNE \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	BLA	-	-	-	FL120	-	-	-	Conventional/ P-RNAV
TF	MC512	Y	232°	-	FL135	-	-	-	Conventional/ P-RNAV
CF	MC514	-	089°	-	-	-	SRN VOR/DME	RDL269 D31.5	Conventional/ P-RNAV
TF	CANNE	-	038°	-	FL140/150*	-	-	-	Conventional/ P-RNAV

\* MCL FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH

**EKPAL 5Y**

IRKED procedere su TR 125° (RDL/QDR 305 SRN VOR NDB) per SRN VOR NDB, quindi virare su TR 131° (RDL 131 SRN VOR) per PIKOT (INT RDL 131/41 NM SRN VOR/DME), quindi intercettare e seguire RDL 155 TZO VOR diretti ad EKPAL (INT RDL 155 TZO VOR/85 NM SRN DME o INT RDL 155/70 NM TZO VOR/DME).

**EKPAL 5Y**

IRKED proceed on TR 125° (RDL/QDR 305 SRN VOR NDB) to SRN VOR NDB, then turn on TR 131° (RDL 131 SRN VOR) to PIKOT (INT RDL 131/41 NM SRN VOR/DME), then join RDL 155 TZO VOR direct to EKPAL (INT RDL 155 TZO VOR/85 NM SRN DME or INT RDL 155/70 NM TZO VOR/DME).

MCL: PIKOT, FL 90; EKPAL, FL 195

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	IRKED	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	SRN	-	125°	-	-	-	-	-	Conventional/ P-RNAV
TF	PIKOT	-	131°	-	FL90	-	-	-	Conventional/ P-RNAV
TF	EKPAL	-	155°	-	FL195	-	-	-	Conventional/ P-RNAV

**EKPAL 5U**

FARAK procedere su TR 118° (QDR 298° NOV NDB) per NOV NDB, quindi continuare su TR 118° (QDR 118° NOV NDB) fino ad intercettare e seguire RDL 155 TZO VOR diretti ad EKPAL (INT RDL 155 TZO VOR/85 NM SRN DME o INT RDL 155/70 NM TZO VOR/DME).

**EKPAL 5U**

FARAK proceed on TR 118° (QDR 298° NOV NDB) to NOV NDB, then continue on TR 118° (QDR 118° NOV NDB) until join and follow RDL 155 TZO VOR direct to EKPAL (INT RDL 155 TZO VOR/85 NM SRN DME or INT RDL 155/70 NM TZO VOR/DME).

MCL: NOV NDB, FL 100; EKPAL, FL 195

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	FARAK	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	NOV	-	118°	-	FL100	-	-	-	Conventional/ P-RNAV
TF	MC511	-	118°	-	-	-	-	-	Conventional/ P-RNAV
TF	EKPAL	-	155°	-	FL 195	-	-	-	Conventional/ P-RNAV

**LAGEN 9U**

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	FARAK	-	-	-	-	-	-	-	P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	LAGEN	-	164°	-	FL110	-	-	-	P-RNAV

**LOGDI 5Y**

IRKED procedere su TR 125° (RDL/QDR 305 SRN VOR NDB) per SRN VOR NDB/DME, continuare su TR 131° (RDL 131 SRN VOR) per PIKOT (INT RDL 131/41 NM SRN VOR/DME), quindi TR 144° diretti a LOGDI.

**LOGDI 5Y**

IRKED proceed on TR 125° (RDL/QDR 305 SRN VOR NDB) to SRN VOR NDB/DME, continue on TR 131° (RDL 131 SRN VOR) to PIKOT (INT RDL 131/41 NM SRN VOR/DME), then TR 144° direct to LOGDI.

MCL: PIKOT, FL 90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	IRKED	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	SRN	-	125°	-	-	-	-	-	Conventional/ P-RNAV
TF	PIKOT	-	131°	-	FL90	-	-	-	Conventional/ P-RNAV
TF	LOGDI	-	144°	-	-	-	-	-	P-RNAV

**LOGDI 5U**

FARAK procedere su TR 112° per COD L, quindi virare su TR 105° (QDR 105° COD L) per PIKOT (INT QDR 105° COD L/26 NM LIN DME), quindi virare su TR 144° diretti a LOGDI.

**LOGDI 5U**

FARAK proceed on TR 112° to COD L, then turn on TR 105° (QDR 105° COD L) to PIKOT (INT QDR 105° COD L/26 NM LIN DME), then turn on TR 144° direct to LOGDI.

MCL: PIKOT: FL90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	FARAK	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	COD	-	112°	-	-	-	-	-	Conventional/ P-RNAV
TF	PIKOT	-	105°	-	FL90	-	-	-	Conventional/ P-RNAV
TF	LOGDI	-	144°	-	-	-	-	-	P-RNAV

**NEDED 8U**

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	FARAK	-	-	-	-	-	-	-	P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	NEDED	-	188°	-	FL200	-	-	-	P-RNAV

**OSBUL 5Y (A discrezione ATC)**

IRKED procedere su TR 125° (RDL/QDR 305 SRN VOR NDB) per SRN VOR NDB, quindi continuare su TR 131° (RDL 131 SRN VOR) via PIKOT (INT RDL 131/41 NM SRN VOR/DME) seguendo TR 131° (RDL 131 SRN VOR) diretti a OSBUL.

**OSBUL 5Y (ATC discretion)**

IRKED proceed on TR 125° (RDL/QDR 305 SRN VOR NDB) to SRN VOR NDB, then continue on TR 131° (RDL 131 SRN VOR) via PIKOT (INT RDL 131/41 NM SRN VOR/DME) following TR 131° (RDL 131 SRN VOR) direct to OSBUL.

MCL: PIKOT, FL90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	IRKED	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	SRN	-	125°	-	-	-	-	-	Conventional/ P-RNAV
TF	PIKOT	-	131°	-	FL90	-	-	-	Conventional/ P-RNAV
TF	OSBUL	-	131°	-	-	-	-	-	Conventional/ P-RNAV

**OSBUL 5U (A discrezione ATC)**

FARAK procedere su TR 112° per COD L, quindi virare su TR 105° (QDR 105° COD L) per PIKOT (INT QDR 105° COD L/26 NM LIN DME), quindi virare su TR 131° (RDL 131 SRN VOR) diretti a OSBUL.

**OSBUL 5U (ATC discretion)**

FARAK proceed on TR 112° to COD L, then turn on TR 105° (QDR 105° COD L) to PIKOT (INT QDR 105° COD L/26 NM LIN DME), then turn on TR 131° (RDL 131 SRN VOR) direct to OSBUL.

MCL: PIKOT, FL 90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	FARAK	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	COD	-	112°	-	-	-	-	-	Conventional/ P-RNAV
TF	PIKOT	-	105°	-	FL90	-	-	-	Conventional/ P-RNAV
TF	OSBUL	-	131°	-	-	-	-	-	Conventional/ P-RNAV

**OSKOR 7Y**

IRKED procedere su TR 125° (RDL/QDR 305 SRN VOR NDB) per SRN VOR NDB/DME, quindi virare a sinistra su TR 089° (RDL 089 SRN VOR) per ORI L, quindi continuare su TR 087° (QDR 087° ORI L) diretti ad OSKOR (INT QDR 087° ORI L/17 NM BEG DME).

**OSKOR 7Y**

IRKED proceed on TR 125° (RDL/QDR 305 SRN VOR NDB) to SRN VOR NDB/DME, then turn left on TR 089° (RDL 089 SRN VOR) to ORI L, then continue on TR 087° (QDR 087° ORI L) direct to OSKOR (INT QDR 087° ORI L/17 NM BEG DME).

MCL: ORI L, FL95; OSKOR, \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	IRKED	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	SRN	-	125°	-	-	-	-	-	Conventional/ P-RNAV
TF	ORI	-	089°	-	FL95	-	-	-	Conventional/ P-RNAV
TF	OSKOR	-	087°	-	FL125/110 *	-	-	-	Conventional/ P-RNAV

\* FL125 (o/or FL110 se procede via L/UL615/ if proceeding via L/UL615)

**PIKOT 5Y**

IRKED procedere su TR 125° (RDL/QDR 305 SRN VOR NDB) per SRN VOR NDB/DME, quindi virare su TR 131° (RDL 131 SRN VOR) diretti a PIKOT (INT RDL 131/41 NM SRN VOR/DME).

**PIKOT 5Y**

IRKED proceed on TR 125° (RDL/QDR 305 SRN VOR NDB) to SRN VOR NDB/DME, then turn on TR 131° (RDL 131 SRN VOR) direct to PIKOT (INT RDL 131/41 NM SRN VOR/DME).

MCL: PIKOT, FL90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	IRKED	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	SRN	-	125°	-	-	-	-	-	Conventional/ P-RNAV
TF	PIKOT	-	131°	-	FL90	-	-	-	Conventional/ P-RNAV

**PIKOT 5U**

FARAK procedere su TR 112° per COD L, quindi virare su TR 105° (QDR 105° COD L) diretti a PIKOT (INT QDR 105° COD L/26 NM LIN DME).

**PIKOT 5U**

FARAK proceed on TR 112° to COD L, then turn on TR 105° (QDR 105° COD L) direct to PIKOT (INT QDR 105° COD L/26 NM LIN DME).

MCL: PIKOT, FL90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	FARAK	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	COD	-	112°	-	-	-	-	-	Conventional/ P-RNAV
TF	PIKOT	-	105°	-	FL90	-	-	-	Conventional/ P-RNAV

**TOP 9U**

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	FARAK	-	-	-	-	-	-	-	P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	TOP	-	234°	-	MNM ENR FL *	-	-	-	P-RNAV

\* in accordo con il successivo segmento di rotta ATS/according to the next ATS route segment

**VAKON 7Y**

IRKED procedere su TR 125° (RDL/QDR 305 SRN VOR NDB) per SRN VOR NDB/DME, continuare su TR 103° (RDL 103 SRN VOR o RDL/QDR 283 TZO VOR NDB) per TZO VOR NDB, quindi TR 102° (RDL/QDR 102 TZO VOR NDB) diretti a VAKON (INT RDL/QDR 102/21 NM TZO VOR NDB/DME).

**VAKON 7Y**

IRKED proceed on TR 125° (RDL/QDR 305 SRN VOR NDB) to SRN VOR NDB/DME, continue on TR 103° (RDL 103 SRN VOR or RDL/QDR 283 TZO VOR NDB) to TZO VOR NDB, then TR 102° (RDL/QDR 102 TZO VOR NDB) direct to VAKON (INT RDL/QDR 102/21 NM TZO VOR NDB/DME).

MCL: VAKON, FL110

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	IRKED	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	SRN	-	125°	-	-	-	-	-	Conventional/ P-RNAV
TF	TZO	-	103°	-	-	-	-	-	Conventional/ P-RNAV
TF	VAKON	-	102°	-	FL110	-	-	-	Conventional/ P-RNAV

**Waypoints Table formatted according ARINC 424 standards**

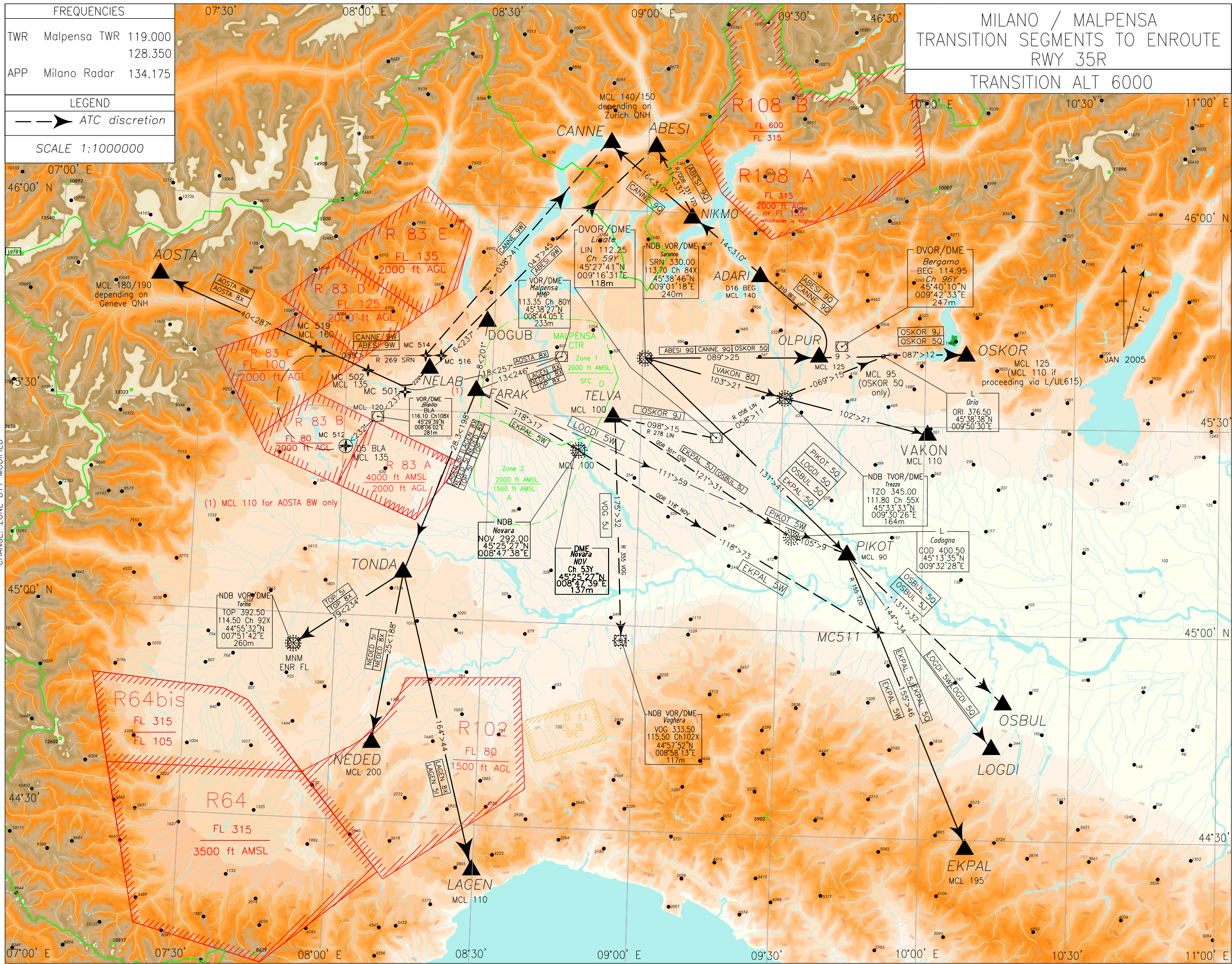
Waypoint	Latitude	Longitude
MC501	N45342938	E008185627
MC502	N45352906	E008144042
MC503	N45435860	E009114210
MC504	N45192019	E007465095
MC506	N45281075	E007310423
MC507	N45324283	E007584152
MC508	N45384935	E007435897
MC511	N45001463	E009505583
MC512	N45263734	E008002254
MC514	N45380249	E008152294
MC516	N45380459	E008171459
MC519	N45400371	E007545202



FREQUENCIES		
TWR	Malpensa TWR	119.000
		128.350
APP	Milano Radar	134.175
LEGEND		
—> ATC discretion		
SCALE 1:1000000		

MILANO / MALPENSA  
TRANSITION SEGMENTS TO ENROUTE  
RWY 35R  
TRANSITION ALT 6000

CHANGE: ZONE D11 MODIFIED





## DESCRIZIONE ROTTE DI TRANSIZIONE RWY 35R

## TRANSITION SEGMENT TO ENROUTE DESCRIPTION RWY 35R

**NOTA**

Le tabelle di codifica sotto riportate, limitatamente alla Navigazione Convenzionale, vengono fornite a carattere sperimentale e solo per scopi di codifica dei dati.

**REMARK**

The below coding tables, limited to Conventional Navigation, are provided on trial basis and for data coding purposes only.

**ABESI 9Q**

SRN VOR procedere su TR 089° (RDL 089 SRN VOR) per OLPUR (INT RDL/QDR 089/25 NM SRN VOR NDB/DME), quindi virare a sinistra fino ad intercettare e seguire RDL 310 BEG VOR e procedere via ADARI (INT RDL 310/16 NM BEG VOR/DME) – NIKMO (INT RDL 310/30 NM BEG VOR/DME), quindi virare a destra fino ad intercettare e seguire RDL 331 TZO VOR diretti ad ABESI (INT RDL/QDR 331/41 NM TZO VOR NDB/DME).

**ABESI 9Q**

SRN VOR proceed on TR 089° (RDL 089 SRN VOR) to OLPUR (INT RDL/QDR 089/25 NM SRN VOR NDB/DME), then turn left until join and follow RDL 310 BEG VOR and proceed via ADARI (INT RDL 310/16 NM BEG VOR/DME) – NIKMO (INT RDL 310/30 NM BEG VOR/DME), then turn right until join and follow RDL 331 TZO VOR direct to ABESI (INT RDL/QDR 331/41 NM TZO VOR NDB/DME).

MCL: OLPUR, FL125; ADARI, FL140; ABESI,\*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	OLPUR	Y	089°	-	FL125	-	-	-	Conventional/ P-RNAV
CF	ADARI	-	310°	L	FL140	-	BEG VOR	RDL 310/D16	Conventional/ P-RNAV
TF	NIKMO	-	310°	-	-	-	-	-	Conventional/ P-RNAV
TF	ABESI	-	331°	-	FL140/150*	-	-	-	Conventional/ P-RNAV

\* FL140/150 in dipendenza di Zurigo QNH/ depending on Zurich QNH

**ABESI 9W (A discrezione ATC)**

DOGUB procedere su TR 237° (RDL 057 BLA VOR) via NELAB (INT RDL 057/15 NM BLA VOR/DME) - BLA VOR/DME da lasciare su RDL 232 fino a 5NM BLA DME (MC512) quindi virare a destra per intercettare e seguire RDL 269 SRN VOR fino ad intercettare e seguire RDL 043 BLA VOR per ABESI (INT RDL 043/56 NM BLA VOR/DME).

**ABESI 9W (ATC discretion)**

DOGUB proceed on TR 237° (RDL 057 BLA VOR) via NELAB (INT RDL 057/15 NM BLA VOR/DME) - BLA VOR/DME to leave on RDL 232 until 5NM BLA DME (MC512) then turn right to join RDL 269 SRN VOR to join and follow RDL 043 BLA VOR bound to ABESI (INT RDL 043/56 NM BLA VOR/DME).

MCL: BLA VOR/DME, FL 120; MC512, FL 135; ABESI, \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	DOGUB	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	NELAB	-	237°	-	-	-	-	-	Conventional/ P-RNAV
TF	BLA	-	237°	-	FL120	-	-	-	Conventional/ P-RNAV
TF	MC512	Y	232°	-	FL135	-	-	-	Conventional/ P-RNAV
CF	MC516	-	089°	R	-	-	SRN VOR/DME	RDL 269/D30	Conventional/ P-RNAV
TF	ABESI	-	043°	-	FL140/150*	-	-	-	Conventional/ P-RNAV

\* FL 140/150 in dipendenza di ZURIGO QNH/depending on ZURICH QNH



**AOSTA 8X**

MMP VOR/DME procedere su TR 257° (RDL 257 MMP VOR) per MC501 (INT RDL 257/18 NM MMP VOR/DME), quindi virare su TR 287° diretti ad AOSTA.

**AOSTA 8X**

MMP VOR/DME proceed on TR 257° (RDL 257 MMP VOR) to MC501 (INT RDL 257/18 NM MMP VOR/DME), then turn right on TR 287° direct to AOSTA.

MCL: MC502, FL135; MC519, FL160; AOSTA \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	MMP	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	MC501	-	257°	-	-	-	-	-	Conventional/ P-RNAV
TF	MC502	-	287°	-	FL135	-	-	-	P-RNAV
TF	MC519	-	287°	-	FL160	-	-	-	P-RNAV
TF	AOSTA	-	287°	-	FL180/190*	-	-	-	P-RNAV

\* MCL 180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH

**AOSTA 8W**

DOGUB procedere su TR 237° (RDL 057 BLA VOR) per NELAB (INT RDL 057/15 NM BLA VOR/DME), continuare su TR 229° fino a 10 NM BLA DME (MC501), quindi virare su TR 287° diretti ad AOSTA.

**AOSTA 8W**

DOGUB proceed on TR 237° (RDL 057 BLA VOR) to NELAB (INT RDL 057/15 NM BLA VOR/DME), continue on TR 229° until 10 NM BLA DME (MC501), then turn on TR 287° direct to AOSTA.

MCL: NELAB, FL110; MC502, FL135; MC519, FL160; AOSTA, \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	DOGUB	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	NELAB	-	057°	-	FL110	-	-	-	Conventional/ P-RNAV
TF	MC501	-	229°	-	-	-	-	-	P-RNAV
TF	MC502	-	287°	-	FL135	-	-	-	P-RNAV
TF	MC519	-	287°	-	FL160	-	-	-	P-RNAV
TF	AOSTA	-	287°	-	FL180/190*	-	-	-	P-RNAV

\* MCL 180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH

**CANNE 9Q**

SRN VOR/DME procedere su TR 089° (RDL 089 SRN VOR) per OLPUR (INT RDL 089/25 NM SRN VOR/DME), quindi virare a sinistra fino ad intercettare e seguire RDL 310 BEG VOR e procedere via ADARI (INT RDL 310/16 NM BEG VOR/DME) – NIKMO (INT RDL 310/30 NM BEG VOR/DME) - CANNE (INT RDL 310/46 NM BEG VOR/DME).

**CANNE 9Q**

SRN VOR /DME proceed on TR 089° (RDL 089 SRN VOR) to OLPUR (INT RDL 089/25 NM SRN VOR/DME), then turn left until join and follow RDL 310 BEG VOR and proceed via ADARI (INT RDL 310/16 NM BEG VOR/DME) – NIKMO (INT RDL 310/30 NM BEG VOR/DME) - CANNE (INT RDL 310/46 NM BEG VOR/DME).

MCL: OLPUR, FL125; ADARI, FL140; CANNE, \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	OLPUR	Y	089°	-	FL125	-	-	-	Conventional/ P-RNAV
CF	ADARI	-	310°	L	FL140	-	BEG VOR	RDL 310/D16	Conventional/ P-RNAV
TF	NIKMO	-	310°	-	-	-	-	-	Conventional/ P-RNAV
TF	CANNE	-	310°	-	FL140/150*	-	-	-	Conventional/ P-RNAV

\* FL140/150 in dipendenza di Zurigo QNH/ depending on Zurich QNH

**CANNE 9W (A discrezione ATC)**

DOGUB procedere su TR 237° (RDL 057 BLA VOR) via NELAB (INT RDL 057/15 NM BLA VOR/DME) – BLA VOR/DME da lasciare su RDL 232 BLA VOR fino a 5NM BLA DME (MC512), quindi virare a destra per intercettare e seguire RDL 269 SRN VOR fino ad intercettare e seguire RDL 038 BLA VOR per CANNE (INT RDL 038 BLA VOR/32 NM SRN DME).

**CANNE 9W (ATC discretion)**

DOGUB proceed on TR 237° (RDL 057 BLA VOR) via NELAB (INT RDL 057/15 NM BLA VOR/DME) – BLA VOR/DME to leave on RDL 232 BLA VOR until 5NM BLA DME (MC512), then turn right to join RDL 269 SRN VOR to join and follow RDL 038 BLA VOR bound to CANNE (INT RDL 038 BLA VOR/32 NM SRN DME).

MCL: BLA VOR/DME, FL 120; MC512, FL 135; CANNE, \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	DOGUB	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	NELAB	-	237°	-	-	-	-	-	Conventional/ P-RNAV
TF	BLA	-	237°	-	FL120	-	-	-	Conventional/ P-RNAV
TF	MC512	Y	232°	-	FL135	-	-	-	Conventional/ P-RNAV
CF	MC514	-	089°	R	-	-	SRN VOR/DME	RDL 269/D31.5	Conventional/ P-RNAV
TF	CANNE	-	038°	-	FL140/150*	-	-	-	Conventional/ P-RNAV

\* FL 140/150 in dipendenza di ZURIGO QNH/depending on ZURICH QNH

**EKPAL 5J (A discrezione ATC)**

TELVA procedere su TR 121° (QDR 301° COD L) per COD L, quindi procedere su TR 105° (QDR 105° COD L) per PIKOT (INT QDR 105° COD L/RDL 155 TZO VOR), quindi virare a destra su TR 155° (RDL 155 TZO VOR) diretti ad EKPAL (INT RDL 155 TZO VOR/85 NM SRN DME).

**EKPAL 5J (ATC discretion)**

TELVA procedere su TR 121° (QDR 301° COD L) per COD L, quindi procedere su TR 105° (QDR 105° COD L) per PIKOT (INT QDR 105° COD L/RDL 155 TZO VOR), quindi virare a destra su TR 155° (RDL 155 TZO VOR) diretti ad EKPAL (INT RDL 155 TZO VOR/85 NM SRN DME).

MCL: TELVA, FL 100; EKPAL, FL195

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	TELVA	-	-	-	FL100	-	-	-	Conventional/ P-RNAV
TF	COD	-	121°	-	-	-	-	-	Conventional/ P-RNAV
TF	PIKOT	-	105°	-	-	-	-	-	Conventional/ P-RNAV
TF	EKPAL	-	155°	-	FL195	-	-	-	Conventional/ P-RNAV

**EKPAL 5Q**

SRN VOR NDB procedere su TR 131° (RDL 131 SRN VOR) per PIKOT (INT RDL 131/41 NM SRN VOR/DME) quindi virare su TR 155° (RDL 155 TZO VOR) diretti ad EKPAL (INT RDL 155 TZO VOR/85 NM SRN DME).

**EKPAL 5Q**

SRN VOR NDB proceed on TR 131° (RDL 131 SRN VOR) to PIKOT (INT RDL 131/41 NM SRN VOR/DME) then turn on TR 155° (RDL 155 TZO VOR) direct to EKPAL (INT RDL 155 TZO VOR/85 NM SRN DME).

MCL: PIKOT: FL90; EKPAL: FL 195

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	PIKOT	-	131°	-	FL90	-	-	-	Conventional/ P-RNAV
TF	EKPAL	-	155°	-	FL195	-	-	-	Conventional/ P-RNAV

**EKPAL 5W (A discrezione ATC)**

DOGUB procedere su TR 201° per FARAK (INT QDR 298°/17 NM NOV NDB/DME) quindi virare su TR 118° (QDR 298° NOV NDB) per NOV NDB e continuare su TR 118° (QDR 118° NOV NDB) fino ad intercettare e seguire RDL 155 TZO VOR diretti ad EKPAL (INT RDL 155/70 NM TZO VOR/DME o INT RDL 155 TZO VOR/85 NM SRN DME).

**EKPAL 5W (ATC discretion)**

DOGUB proceed on TR 201° per FARAK (INT QDR 298°/17 NM NOV NDB/DME) then turn on TR 118° (QDR 298° NOV NDB) to NOV NDB and continue on TR 118° (QDR 118° NOV NDB) until join and follow RDL 155 TZO VOR direct to EKPAL (INT RDL 155/70 NM TZO VOR/DME or INT RDL 155 TZO VOR/85 NM SRN DME).

MCL: NOV NDB: FL 100; EKPAL: FL195

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	DOGUB	-	-	-	-	-	-	-	P-RNAV
TF	FARAK	-	201°	-	-	-	-	-	P-RNAV
TF	NOV	-	118°	-	FL100	-	-	-	Conventional/ P-RNAV
TF	MC511	-	118°	-	-	-	-	-	Conventional/ P-RNAV
TF	EKPAL	-	155°	-	FL195	-	-	-	Conventional/ P-RNAV

**LAGEN 5I**

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	DOGUB	-	-	-	-	-	-	-	P-RNAV
TF	FARAK	-	201°	-	-	-	-	-	P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	LAGEN	-	164°	-	FL110	-	-	-	P-RNAV

**LAGEN 8X**

MMP VOR/DME procedere su TR 246° (RDL 246 MMP VOR) per FARAK (INT RDL 246/13 NM MMP VOR/DME), quindi virare su TR 198° per TONDA e TR 164° diretti a LAGEN.

**LAGEN 8X**

MMP VOR/DME proceed on TR 246° (RDL 246 MMP VOR) to FARAK (INT RDL 246/13 NM MMP VOR/DME), then turn on TR 198° to TONDA and TR 164° direct to LAGEN.

MCL: LAGEN FL 110

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	MMP	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	FARAK	-	246°	-	-	-	-	-	Conventional/ P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	LAGEN	-	164°	-	FL110	-	-	-	P-RNAV

**LOGDI 5Q**

SRN VOR procedere su TR 131° (RDL 131 SRN VOR) per PIKOT (INT RDL 131/41 NM SRN VOR/DME), quindi TR 144° diretti a LOGDI.

**LOGDI 5Q**

SRN VOR proceed on TR 131° (RDL 131 SRN VOR) to PIKOT (INT RDL 131/41 NM SRN VOR/DME), then TR 144° direct to LOGDI.

MCL: PIKOT, FL90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	PIKOT	-	131°	-	FL90	-	-	-	Conventional/ P-RNAV
TF	LOGDI	-	144°	-	-	-	-	-	P-RNAV

**LOGDI 5W (A discrezione ATC / ATC discretion)**

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	DOGUB	-	-	-	-	-	-	-	P-RNAV
TF	FARAK	-	201°	-	-	-	-	-	P-RNAV
TF	PIKOT	-	111°	-	FL90	-	-	-	P-RNAV
TF	LOGDI	-	144°	-	-	-	-	-	P-RNAV

**NEDED 5I**

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	DOGUB	-	-	-	-	-	-	-	P-RNAV
TF	FARAK	-	201°	-	-	-	-	-	P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	NEDED	-	188°	-	FL200	-	-	-	P-RNAV

**NEDED 8X**

MMP VOR/DME procedere su TR 246° (RDL 246 MMP VOR) per FARAK (INT RDL 246/13 NM MMP VOR/DME), quindi virare su TR 198° per TONDA, quindi TR 188° diretti a NEDED.

**NEDED 8X**

MMP VOR/DME proceed on TR 246° (RDL 246 MMP VOR) to FARAK (INT RDL 246/13 NM MMP VOR/DME), then turn on TR 198° to TONDA, then TR 188° direct to NEDED.

MCL: NEDED FL 200

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	MMP	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	FARAK	-	246°	-	-	-	-	-	Conventional/ P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	NEDED	-	188°	-	FL200	-	-	-	P-RNAV

**OSKOR 9J (A discrezione ATC)**

TELVA procedere su TR 098° (RDL 278 LIN VOR) per LIN VOR, quindi virare a sinistra e procedere su TR 058° (RDL 058 LIN VOR o RDL/QDR 238 TZO VOR NDB) per TZO VOR NDB, quindi continuare su TR 069° (RDL 069 TZO VOR o QDR 249° ORI L) per ORI L quindi TR 087° (QDR 087° ORI L) diretti ad OSKOR (INT QDR 087° ORI L/17 NM BEG DME).

**OSKOR 9J (ATC discretion)**

TELVA proceed on TR 098° (RDL 278 LIN VOR) to LIN VOR, then turn left and proceed on TR 058° (RDL 058 LIN VOR or RDL/QDR 238 TZO VOR NDB) to TZO VOR NDB, then continue on TR 069° (RDL 069 TZO VOR or QDR 249° ORI L) to ORI L then TR 087° (QDR 087° ORI L) direct to OSKOR (INT QDR 087° ORI L/17 NM BEG DME).

MCL: TELVA, FL 100; OSKOR, \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	TELVA	-	-	-	FL100	-	-	-	Conventional/ P-RNAV
TF	LIN	-	098°	-	-	-	-	-	Conventional/ P-RNAV
TF	TZO	-	058°	-	-	-	-	-	Conventional/ P-RNAV
TF	ORI	-	069°	-	-	-	-	-	Conventional/ P-RNAV
TF	OSKOR	-	087°	-	FL125/110*	-	-	-	Conventional/ P-RNAV

\* FL125 (o/or FL110 se procede via L/UL615/ if proceeding via L/UL615)

**OSKOR 5Q**

SRN VOR NDB procedere su TR 089° (RDL 089 SRN VOR) per ORI L, quindi TR 087° (QDR 087° ORI L) diretti ad OSKOR (INT QDR 087° ORI L/17 NM BEG DME).

**OSKOR 5Q**

SRN VOR NDB proceed on TR 089° (RDL 089 SRN VOR) to ORI L, then TR 087° (QDR 087° ORI L) direct to OSKOR (INT QDR 087° ORI L/17 NM BEG DME).

MCL: ORI L, FL95; OSKOR, \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	ORI	-	089°	-	FL95	-	-	-	Conventional/ P-RNAV
TF	OSKOR	-	087°	-	FL125/110*	-	-	-	Conventional/ P-RNAV

\* FL125 (o/or FL110 se procede via L/UL615/ if proceeding via L/UL615)

**OSBUL 5J (A discrezione ATC)**

TELVA procedere su TR 121° (QDR 301° COD L) per COD L, virare su TR 105° (QDR 105° COD L) per PIKOT (INT QDR 105° COD L/41 NM SRN DME) quindi TR 131° (RDL 131 SRN VOR) diretti a OSBUL.

**OSBUL 5J (ATC discretion)**

TELVA proceed on TR 121° (QDR 301° COD L) to COD L, turn on TR 105° (QDR 105° COD L) to PIKOT (INT QDR 105° COD L/41 NM SRN DME) then TR 131° (RDL 131 SRN VOR) direct to OSBUL.

MCL: TELVA FL 100

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	TELVA	-	-	-	FL100	-	-	-	Conventional/ P-RNAV
TF	COD	-	121°	-	-	-	-	-	Conventional/ P-RNAV
TF	PIKOT	-	105°	-	-	-	-	-	Conventional/ P-RNAV
TF	OSBUL	-	131°	-	-	-	-	-	Conventional/ P-RNAV

**OSBUL 5Q (A discrezione ATC)**

SRN VOR NDB procedere su TR 131° (RDL 131 SRN VOR) per PIKOT (INT RDL 131/41 NM SRN VOR/DME) quindi TR 131° (RDL 131 SRN VOR) diretti a OSBUL.

**OSBUL 5Q (ATC discretion)**

SRN VOR NDB proceed on TR 131° (RDL 131 SRN VOR) to PIKOT (INT RDL 131/41 NM SRN VOR/DME) then TR 131° (RDL 131 SRN VOR) direct to OSBUL.

MCL: PIKOT, FL90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	PIKOT	-	131°	-	FL90	-	-	-	Conventional/ P-RNAV
TF	OSBUL	-	131°	-	-	-	-	-	Conventional/ P-RNAV

**PIKOT 5Q****PIKOT 5Q**

SRN VOR NDB procedere su TR 131° (RDL 131 SRN VOR) per PIKOT (INT RDL 131/41 NM SRN VOR/DME).

SRN VOR NDB proceed on TR 131° (RDL 131 SRN VOR) to PIKOT (INT RDL 131/41 NM SRN VOR/DME).

MCL: PIKOT, FL90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	PIKOT	-	131°	-	FL90	-	-	-	Conventional/ P-RNAV

**PIKOT 5W (A discrezione ATC / ATC discretion)**

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	DOGUB	-	-	-	-	-	-	-	P-RNAV
TF	FARAK	-	201°	-	-	-	-	-	P-RNAV
TF	PIKOT	-	111°	-	FL90	-	-	-	P-RNAV

**TOP 5I****TOP 5I**

DOGUB procedere su TR 201° per FARAK, TR 198° per TONDA, quindi virare su TR 234° (RDL/QDR 054 TOP VOR NDB) diretti a TOP VOR NDB.

DOGUB proceed on TR 201° to FARAK, TR 198° to TONDA, then turn on TR 234° (RDL/QDR 054 TOP VOR NDB) direct to TOP VOR NDB.

MCL: TOP VOR/DME, MNM ENR FL \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	DOGUB	-	-	-	-	-	-	-	P-RNAV
TF	FARAK	-	201°	-	-	-	-	-	P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	TOP	-	234°	-	MNM ENR FL *	-	-	-	Conventional/ P-RNAV

\* in accordo con il successivo segmento di rotta ATS/according to the next ATS route segment

**TOP 8X**

MMP VOR/DME procedere su TR 246° (RDL 246 MMP VOR) per FARAK (INT RDL 246/13 NM MMP VOR/DME), quindi virare su TR 198° per TONDA, TR 234° (RDL/QDR 054 TOP VOR NDB) diretti a TOP VOR NDB.

**TOP 8X**

MMP VOR/DME proceed on TR 246° (RDL 246 MMP VOR) to FARAK (INT RDL 246/13 NM MMP VOR/DME), then turn on TR 198° to TONDA, TR 234° (RDL/QDR 054 TOP VOR NDB) direct to TOP VOR NDB.

MCL: TOP VOR/DME, MNM ENR FL \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	MMP	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	FARAK	-	246°	-	-	-	-	-	Conventional/ P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	TOP	-	234°	-	MNM ENR FL *	-	-	-	Conventional/ P-RNAV

\* in accordo con il successivo segmento di rotta ATS/according to the next ATS route segment

**VAKON 8Q**

SRN VOR procedere su TR 103° (RDL 103 SRN VOR o RDL/QDR 283 TZO VOR NDB) per TZO VOR NDB, quindi continuare su TR 102° (RDL/QDR 102 TZO VOR NDB) diretti a VAKON (INT RDL/QDR 102/21 NM TZO VOR NDB/DME).

**VAKON 8Q**

SRN VOR proceed on TR 103° (RDL 103 SRN VOR or RDL/QDR 283 TZO VOR NDB) to TZO VOR NDB, then continue on TR 102° (RDL/QDR 102 TZO VOR NDB) direct to VAKON (INT RDL/QDR 102/21 NM TZO VOR NDB/DME).

MCL: VAKON FL110

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	TZO	-	103°	-	-	-	-	-	Conventional/ P-RNAV
TF	VAKON	-	102°	-	FL110	-	-	-	Conventional/ P-RNAV

**VOG 5J (A discrezione ATC)**

TELVA procedere su TR 175° (RDL/QDR 355 VOG VOR NDB) diretti a VOG VOR NDB.

**VOG 5J (ATC discretion)**

TELVA proceed on TR 175° (RDL/QDR 355 VOG VOR NDB) direct to VOG VOR NDB.

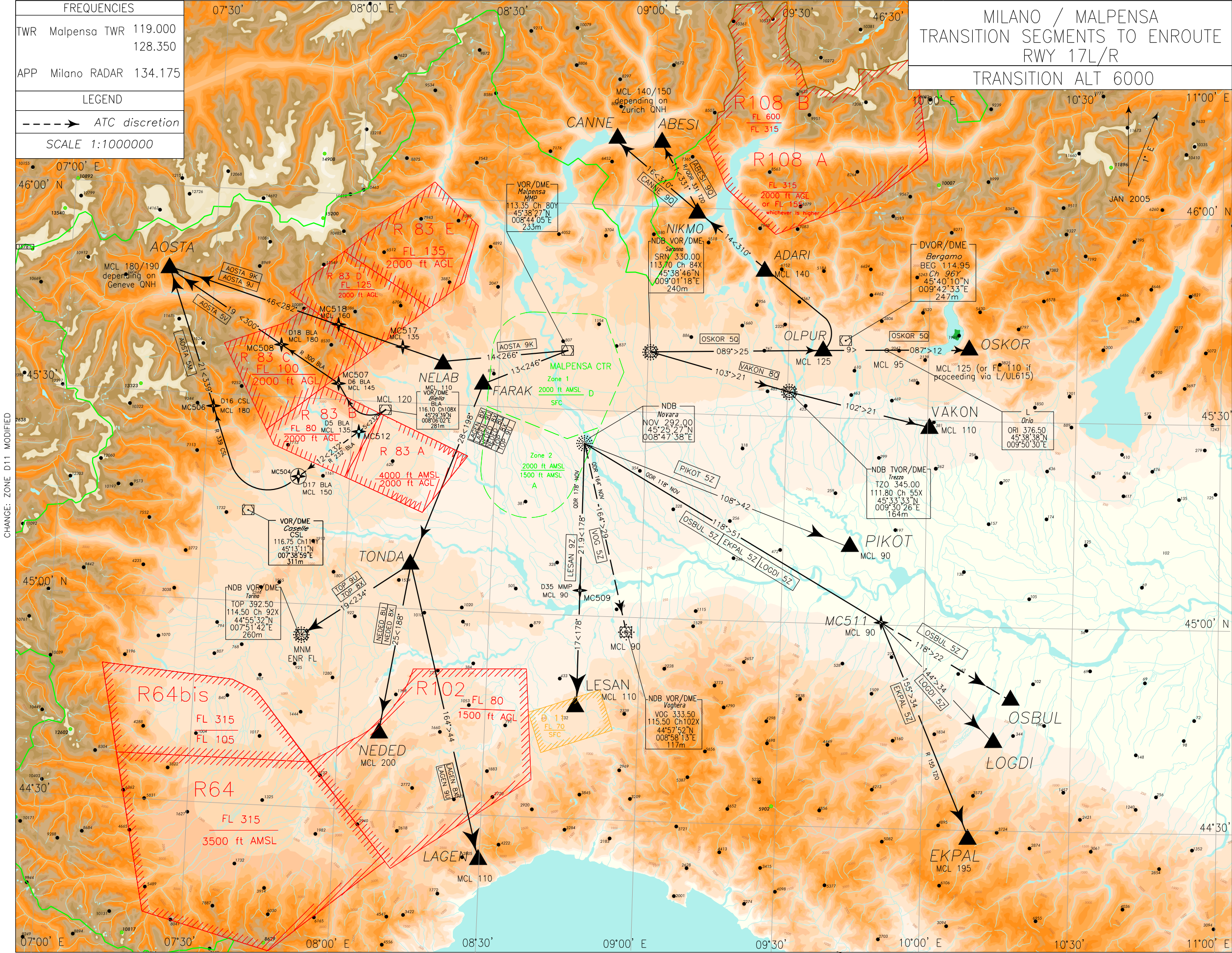
MCL: TELVA FL 100

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	TELVA	-	-	-	FL100	-	-	-	Conventional/ P-RNAV
TF	VOG	-	175°	-	-	-	-	-	Conventional/ P-RNAV

**Waypoints Table formatted according ARINC 424 standards**

Waypoint	Latitude	Longitude
MC501	N45342938	E008185627
MC502	N45352906	E008144042
MC511	N45001463	E009505583
MC512	N45263734	E008002254
MC514	N45380249	E008152294
MC516	N45380459	E008171459
MC519	N45400371	E007545202







**DESCRIZIONE ROTTE DI TRANSIZIONE  
RWY 17L/R**

**TRANSITION SEGMENTS TO ENROUTE DESCRIPTION  
RWY 17L/R**

**NOTA**

Le tabelle di codifica sotto riportate, limitatamente alla Navigazione Convenzionale, vengono fornite a carattere sperimentale e solo per scopi di codifica dei dati.

**REMARK**

The below coding tables, limited to Conventional Navigation, are provided on trial basis and for data coding purposes only.

**ABESI 9Q**

SRN VOR procedere su TR 089° (RDL 089 SRN VOR) per OLPUR (INT RDL 089/25 NM SRN VOR/DME), quindi virare a sinistra fino ad intercettare e seguire RDL 310 BEG VOR e procedere via ADARI (INT RDL 310/16 NM BEG VOR/DME) – NIKMO (INT RDL 310/30 NM BEG VOR/DME), quindi virare a destra fino ad intercettare e seguire RDL 331 TZO VOR per il punto ABESI (INT RDL/QDR 331/41 NM TZO VOR NDB/DME).

**ABESI 9Q**

SRN VOR proceed on TR 089° (RDL 089 SRN VOR) to OLPUR (INT RDL 089/25 NM SRN VOR/DME), then turn left until joining RDL 310 BEG VOR and proceed via ADARI (INT RDL 310/16 NM BEG VOR/DME) – NIKMO (INT RDL 310/30 NM BEG VOR/DME), then turn right until joining RDL 331 TZO VOR bound to ABESI (INT RDL/QDR 331/41 NM TZO VOR NDB/DME).

MCL: OLPUR, FL125; ADARI, FL140; ABESI \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	OLPUR	Y	089°	-	FL125	-	-	-	Conventional/ P-RNAV
TF	ADARI	-	310°	L	FL140	-	-	-	Conventional/ P-RNAV
TF	NIKMO	-	310°	-	-	-	-	-	Conventional/ P-RNAV
TF	ABESI	-	331°	-	FL140/150*	-	-	-	Conventional/ P-RNAV

\* FL140/150 in dipendenza di Zurigo QNH/ depending on Zurich QNH.

**AOSTA 5M**

BLA VOR/DME procedere su TR 232° (RDL 232 BLA VOR) via MC512 (INT RDL 232/5 NM BLA VOR/DME) fino ad attraversare FL150 (comunque non oltre 17NM BLA DME o MC504), quindi virare a destra fino ad intercettare e seguire RDL 339 CSL VOR via MC506 (INT RDL 339/16 NM CSL VOR/DME) diretti ad AOSTA (INT RDL 339/37 NM CSL VOR/DME).

**AOSTA 5M**

BLA VOR/DME proceed on TR 232° (RDL 232 BLA VOR) via MC512 (INT RDL 232/5 NM BLA VOR/DME) till passing FL150 (anyway not beyond 17NM BLA DME or MC504), then turn right until joining RDL 339 CSL VOR via MC506 (INT RDL 339/16 NM CSL VOR/DME) direct to AOSTA (INT RDL 339/37 NM CSL VOR/DME).

MCL: BLA VOR/DME, FL120; MC512, FL135; MC504, FL150; MC506, FL 180; AOSTA \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	BLA	-	-	-	FL120	-	-	-	Conventional/ P-RNAV
TF	MC512	-	232°	-	FL135	-	-	-	Conventional/ P-RNAV
TF	MC504	Y	232°	-	FL150	-	-	-	Conventional/ P-RNAV
TF	MC506	-	339	-	FL180	-	-	-	Conventional/ P-RNAV
TF	AOSTA	-	339°	-	FL180/190*	-	-	-	Conventional/ P-RNAV

\* FL180/190 in dipendenza di Ginevra QNH/ depending on Geneva QNH.

**AOSTA 9K**

MMP VOR/DME procedere su TR 266° (RDL 266 MMP VOR) per NELAB (INT RDL 266/14 NM MMP VOR/DME) quindi virare su TR 282° diretti ad AOSTA.

**AOSTA 9K**

MMP VOR/DME proceed on TR 266° (RDL 266 MMP VOR) to NELAB (INT RDL 266/14 NM MMP VOR/DME) then turn on TR 282° direct to AOSTA.

MCL: NELAB, FL110 ; MC517, FL135; MC518, FL160; AOSTA, \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	MMP	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	NELAB	-	266°	-	FL110	-	-	-	Conventional/ P-RNAV
TF	MC517	-	282°	-	FL135	-	-	-	P-RNAV
TF	MC518	-	282°	-	FL160	-	-	-	P-RNAV
TF	AOSTA	-	282°	-	FL 180/ 190**	-	-	-	P-RNAV

\* FL 180/190 in dipendenza da/depending on Geneva QNH

**AOSTA 9J**

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	NELAB	-	-	-	FL110	-	-	-	P-RNAV
TF	MC517	-	282°	-	FL135	-	-	-	P-RNAV
TF	MC518	-	282°	-	FL160	-	-	-	P-RNAV
TF	AOSTA	-	282°	-	FL 180/ 190*	-	-	-	P-RNAV

\* FL 180/190 in dipendenza da/depending on Geneva QNH

**AOSTA 5V**

BLA VOR/DME virare a destra fino a intercettare e seguire RDL 300 BLA VOR e procedere via MC507 (INT RDL 300/6 NM BLA VOR/DME) - MC508 (INT RDL 300/18 NM BLA VOR/DME) diretti ad AOSTA (INT RDL 300/37 NM BLA VOR/DME).

**AOSTA 5V**

BLA VOR/DME turn right until join and follow RDL 300 BLA VOR and proceed via MC507 (INT RDL 300/6 NM BLA VOR/DME) - MC508 (INT RDL 300/18 NM BLA VOR/DME) direct to AOSTA (INT RDL 300/37 NM BLA VOR/DME).

MCL: BLA VOR/DME, FL120; MC507, FL145; MC508, FL180; AOSTA \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	BLA	-	-	-	FL120	-	-	-	Conventional/ P-RNAV
TF	MC507	-	300°	-	FL145	-	-	-	Conventional/ P-RNAV
TF	MC508	-	300°	-	FL180	-	-	-	Conventional/ P-RNAV
TF	AOSTA	-	300°	-	FL180/190*	-	-	-	Conventional/ P-RNAV

\* FL180/190 in dipendenza di Ginevra QNH/depending on Geneva QNH.

**CANNE 9Q**

SRN VOR/DME procedere su TR 089° (RDL 089 SRN VOR) per OLPUR (INT RDL 089/25 NM SRN VOR/DME), quindi virare a sinistra fino ad intercettare e seguire RDL 310 BEG VOR e procedere via ADARI (INT RDL 310/16 NM BEG VOR/DME) – NIKMO (INT RDL 310/30 NM BEG VOR/DME) diretti a CANNE (INT RDL 310/46 NM BEG VOR/DME).

**CANNE 9Q**

SRN VOR /DME proceed on TR 089° (RDL 089 SRN VOR) to OLPUR (INT RDL 089/25 NM SRN VOR/DME), then turn left until join and follow RDL 310 BEG VOR and proceed via ADARI (INT RDL 310/16 NM BEG VOR/DME) – NIKMO (INT RDL 310/30 NM BEG VOR/DME) direct to CANNE (INT RDL 310/46 NM BEG VOR/DME).

MCL: OLPUR, FL125; ADARI, FL140; CANNE \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	OLPUR	Y	089°	-	FL125	-	-	-	Conventional/ P-RNAV
TF	ADARI	-	310°	L	FL140	-	-	-	Conventional/ P-RNAV
TF	NIKMO	-	310°	-	-	-	-	-	Conventional/ P-RNAV
TF	CANNE	-	310°	-	FL140/150*	-	-	-	Conventional/ P-RNAV

\* FL140/150 in dipendenza di Zurigo QNH/ depending on Zurich QNH.

**EKPAL 5Z**

NOV NDB procedere su TR 118° (QDR 118° NOV NDB) per MC511 (INT RDL 155 TZO VOR/QDR 118° NOV NDB) quindi virare per intercettare e seguire RDL 155 TZO VOR diretti a EKPAL (INT RDL 155 TZO VOR/85 NM SRN DME o INT RDL 155/70 NM TZO VOR/DME).

**EKPAL 5Z**

NOV NDB proceed on TR 118° (QDR 118° NOV NDB) to MC511 (INT RDL 155 TZO VOR/QDR 118° NOV NDB) then turn to join and follow RDL 155 TZO VOR direct to EKPAL (INT RDL 155 TZO VOR/85 NM SRN DME or INT RDL 155/70 NM TZO VOR/DME).

MCL: MC511 FL 90; EKPAL FL 195

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	NOV	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	MC511	-	118°	R	FL90	-	-	-	Conventional/ P-RNAV
TF	EKPAL	-	155°	-	FL195	-	-	-	Conventional/ P-RNAV

**LAGEN 8X**

MMP VOR/DME procedere su TR 246° (RDL 246 MMP VOR) per FARAK (INT RDL 246/13 NM MMP VOR/DME) quindi TR 198° per TONDA e TR 164° diretti a LAGEN.

**LAGEN 8X**

MMP VOR/DME proceed on TR 246° (RDL 246 MMP VOR) to FARAK (INT RDL 246/13 NM MMP VOR/DME) then TR 198° to TONDA and TR 164° direct to LAGEN.

MCL: LAGEN: FL110

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	MMP	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	FARAK	-	246°	-	-	-	-	-	Conventional/ P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	LAGEN	-	164°	-	FL110	-	-	-	P-RNAV

**LAGEN 9U**

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	FARAK	-	-	-	-	-	-	-	P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	LAGEN	-	164°	-	FL110	-	-	-	P-RNAV

**LESAN 9Z**

NOV NDB procedere su TR 178° (QDR 178° NOV NDB) via MC509 (INT QDR 178° NOV NDB/35 NM MMP DME) diretti a LESAN (INT QDR 178° NOV NDB/52 NM MMP DME).

**LESAN 9Z**

NOV NDB proceed on TR 178° (QDR 178° NOV NDB) via MC509 (INT QDR 178° NOV NDB/35 NM MMP DME) direct to LESAN (INT QDR 178° NOV NDB/52 NM MMP DME).

MCL: MC509, FL 90; LESAN, FL110

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	NOV	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	MC509	-	178°	-	FL90	-	-	-	Conventional/ P-RNAV
TF	LESAN	-	178°	-	FL110	-	-	-	Conventional/ P-RNAV

**LOGDI 5Z**

NOV NDB procedere su TR 118° (QDR 118° NOV NDB) per MC511 (INT RDL 155 TZO VOR/ QDR 118° NOV NDB), quindi virare su TR 144° diretti a LOGDI.

**LOGDI 5Z**

NOV NDB proceed on TR 118° (QDR 118° NOV NDB) to MC511 (INT RDL 155 TZO VOR/ QDR 118° NOV NDB), then turn on TR 144° direct to LOGDI.

MCL: MC511, FL 90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	NOV	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	MC511	-	118°	-	FL90	-	-	-	Conventional/ P-RNAV
TF	LOGDI	-	144°	-	-	-	-	-	P-RNAV

**NEDED 8X**

MMP VOR/DME procedere su TR 246° (RDL 246 MMP VOR) per FARAK (INT RDL 246/13 NM MMP VOR/DME) quindi TR 198° per TONDA e TR 188° diretti a NEDED.

**NEDED 8X**

MMP VOR/DME proceed on TR 246° (RDL 246 MMP VOR) to FARAK (INT RDL 246/13 NM MMP VOR/DME) then TR 198° to TONDA and TR 188° direct to NEDED.

MCL: NEDED: FL200

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	MMP	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	FARAK	-	246°	-	-	-	-	-	Conventional/ P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	NEDED	-	188°	-	FL200	-	-	-	P-RNAV

**NEDED 8U**

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	FARAK	-	-	-	-	-	-	-	P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	NEDED	-	188°	-	FL200	-	-	-	P-RNAV

**OSBUL 5Z (A discrezione ATC)**

NOV NDB procedere su TR 118° (QDR 118° NOV NDB) via MC511 (INT RDL 155 TZO VOR/ QDR 118° NOV NDB) diretti a OSBUL.

**OSBUL 5Z (ATC discretion)**

NOV NDB proceed on TR 118° (QDR 118° NOV NDB) via MC511 (INT RDL 155 TZO VOR/ QDR 118° NOV NDB) direct to OSBUL.

MCL: MC511, FL 90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	NOV	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	MC511	-	118°	-	FL90	-	-	-	Conventional/ P-RNAV
TF	OSBUL	-	118°	-	-	-	-	-	Conventional/ P-RNAV

**OSKOR 5Q**

SRN VOR procedere su TR 089° (RDL 089 SRN VOR) per ORI L, quindi TR 087° (QDR 087° ORI L) diretti a OSKOR (INT QDR 087° ORI L/17 NM BEG DME).

**OSKOR 5Q**

SRN VOR proceed on TR 089° (RDL/ 089 SRN VOR) to ORI L, then TR 087° (QDR 087° ORI L) direct to OSKOR (INT QDR 087° ORI L/17 NM BEG DME).

MCL: ORI L, FL95; OSKOR,\*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	ORI	-	089°	-	FL95	-	-	-	Conventional/ P-RNAV
TF	OSKOR	-	087°	-	FL125/110*	-	-	-	Conventional/ P-RNAV

\* FL125 (o/or FL110 se procede via L/UL615/ if proceeding via L/UL615)

**PIKOT 5Z**

NOV NDB procedere su TR 108° (QDR 108° NOV NDB) diretti a PIKOT (INT QDR 108° NOV NDB / 42 NM NOV DME).

**PIKOT 5Z**

NOV NDB proceed on TR 108° (QDR 108° NOV NDB) direct to PIKOT (INT QDR 108° NOV NDB / 42 NM NOV DME).

MCL: PIKOT: FL 90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	NOV	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	PIKOT	-	108°	-	FL90	-	-	-	Conventional/ P-RNAV

**TOP 8X**

MMP VOR/DME procedere su TR 246° (RDL 246 MMP VOR) per FARAK (INT RDL 246/13 NM MMP VOR/DME), quindi virare su TR 198° per TONDA, TR 234° (RDL/QDR 054 TOP VOR NDB) diretti a TOP VOR NDB.

**TOP 8X**

MMP VOR/DME proceed on TR 246° (RDL 246 MMP VOR) to FARAK (INT RDL 246/13 NM MMP VOR/DME), then turn on TR 198° to TONDA, TR 234° (RDL/QDR 054 TOP VOR NDB) direct to TOP VOR NDB.

MCL: TOP VOR/DME, MNM ENR FL \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	MMP	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	FARAK	-	246°	-	-	-	-	-	Conventional/ P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	TOP	-	234°	-	MNM ENR FL *	-	-	-	Conventional/ P-RNAV

\*in accordo con il successivo segmento di rotta ATS/according to the next ATS route segment

**TOP 9U**

FARAK procedere su TR 198° per TONDA, TR 234° (RDL/QDR 054 TOP VOR NDB) diretti a TOP VOR NDB.

**TOP 9U**

FARAK proceed on TR 198° to TONDA, TR 234° (RDL/QDR 054 TOP VOR NDB) direct to TOP VOR NDB.

MCL: TOP VOR/DME, MNM ENR FL \*

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	FARAK	-	-	-	-	-	-	-	P-RNAV
TF	TONDA	-	198°	-	-	-	-	-	P-RNAV
TF	TOP	-	234°	-	MNM ENR FL *	-	-	-	Conventional/ P-RNAV

\*in accordo con il successivo segmento di rotta ATS/according to the next ATS route segment

**VAKON 8Q**

SRN VOR NDB procedere su TR 103° (RDL 103 SRN VOR o RDL/QDR 283 TZO VOR NDB) per TZO VOR NDB, quindi continuare su TR 102° (RDL/QDR 102 TZO VOR NDB) diretti a VAKON (INT RDL/QDR 102/21 NM TZO VOR NDB/DME).

**VAKON 8Q**

SRN VOR NDB proceed on TR 103° (RDL 103 SRN VOR or RDL/QDR 283 TZO VOR NDB) to TZO VOR NDB, then continue on TR 102° (RDL/QDR 102 TZO VOR NDB) direct to VAKON (INT RDL/QDR 102/21 NM TZO VOR NDB/DME).

MCL: VAKON, FL110

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	TZO	-	103°	-	-	-	-	-	Conventional/ P-RNAV
TF	VAKON	-	102°	-	FL110	-	-	-	Conventional/ P-RNAV

**VOG 5Z (A discrezione ATC)**

NOV NDB procedere su TR 164° (QDR 164° NOV NDB o RDL/QDR 344 VOG VOR NDB) diretti a VOG VOR NDB.

**VOG 5Z (ATC discretion)**

NOV NDB proceed on TR 164° (QDR 164° NOV NDB or RDL/QDR 344 VOG VOR NDB) direct to VOG VOR NDB.

MCL: VOG VOR NDB, FL90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit (IAS)	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	NOV	-	-	-	-	-	-	-	Conventional/ P-RNAV
TF	VOG	-	164°	-	FL90	-	-	-	Conventional/ P-RNAV

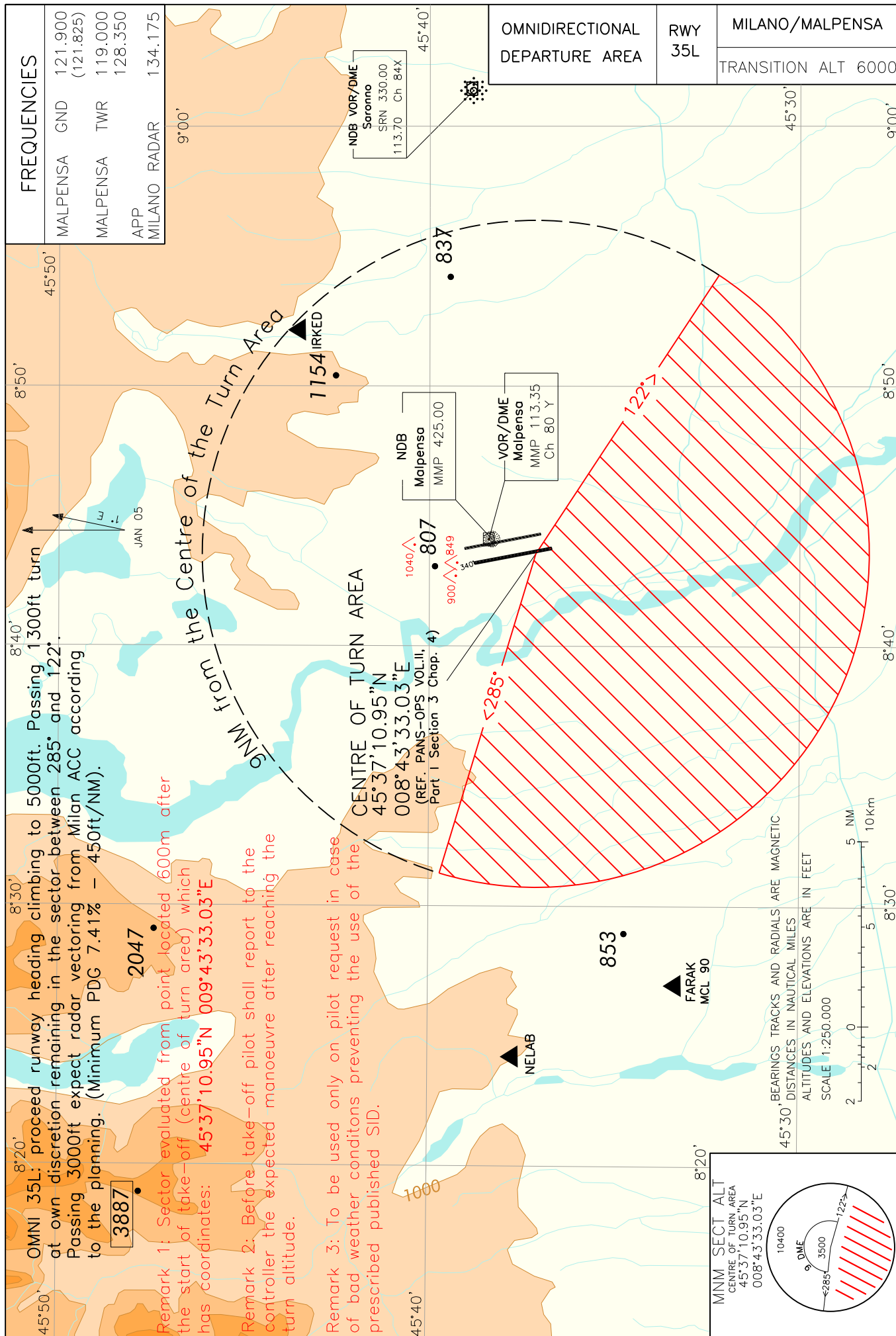
**Waypoints Table formatted according ARINC 424 standards**

Waypoint	Latitude	Longitude
MC504	N45192019	E007465095
MC506	N45281075	E007310423
MC507	N45324283	E007584152
MC508	N45384935	E007435897
MC509	N45033467	E008481269
MC511	N45001463	E009505583
MC512	N45263734	E008002254
MC517	N45390344	E008160402
MC518	N45421068	E007563838

Intenzionalmente bianca

*Intentionally left blank*





NEW CHART

