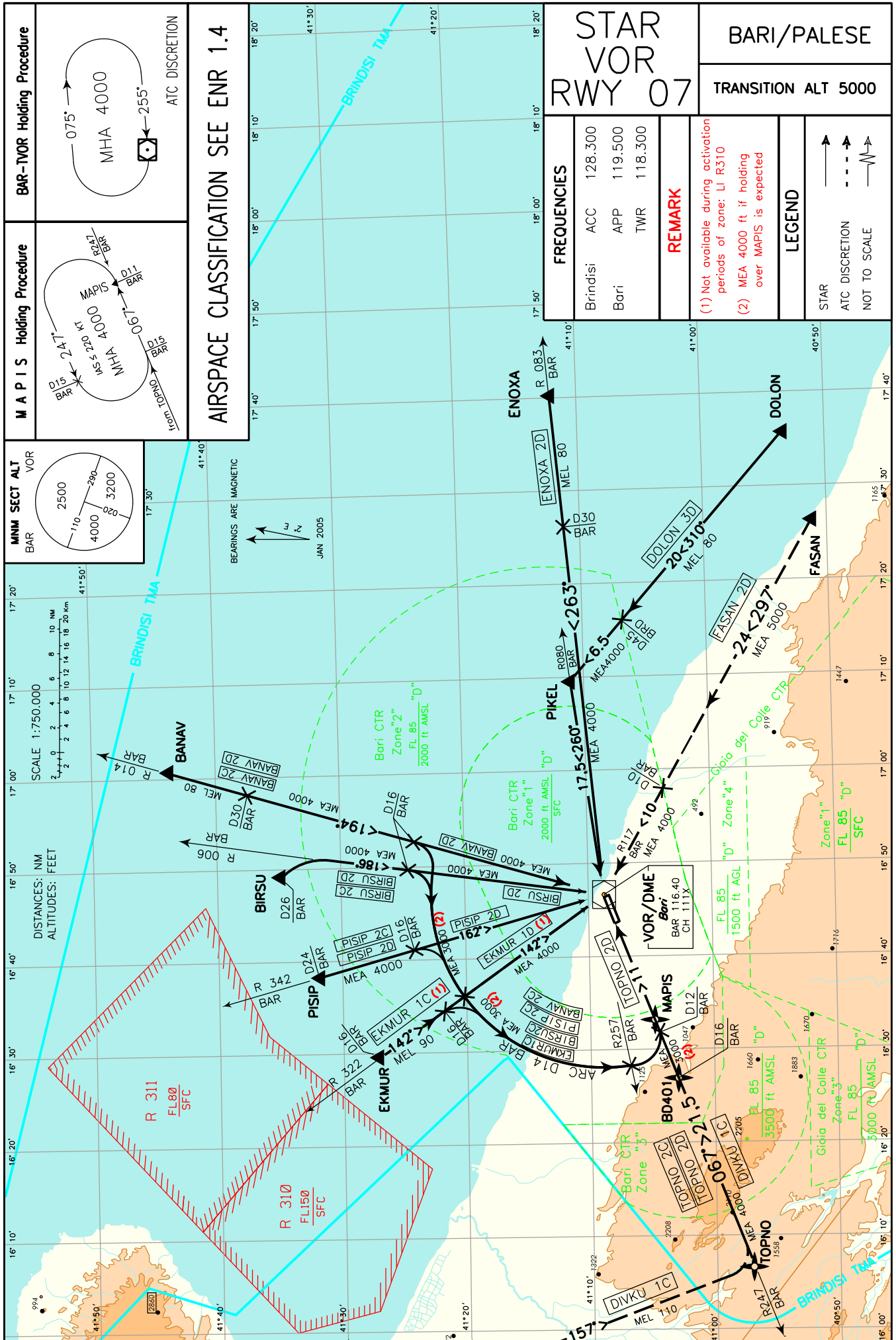


CHANGE: STAR FASAN 2D, EKMUR 1C and 1D IMPLEMENTED - STAR BRD 2M, VIE 2C and 2D WITHDRAWN



EKMUR 1C (*)

EKMUR – TR 142° (RDL 322 BAR VOR) fino a 16 NM BAR DME, quindi virare a destra fino ad intercettare e seguire ARC 14 NM BAR DME, quindi attraversando RDL 257 BAR VOR virare a sinistra per il punto MAPIS.

EKMUR 1C (*)

EKMUR – TR 142° (RDL 322 BAR VOR) until 16 NM BAR DME, then turn right until joining ARC 14 NM BAR DME, then crossing RDL 257 BAR VOR turn left bound to MAPIS.

EKMUR – INT RDL 322 BAR VOR/16 NM BAR DME: FL 90; INT RDL 322 BAR VOR/16 NM BAR DME – MAPIS: 3000 FT(**)

(*) (Non disponibile durante gli orari di attivazione della zona/Not available during activation periods of zone: LI R310)
() MEA 4000 FT se è prevista attesa nella holding su/if is expected holding on: MAPIS**

EKMUR 1D (*)

EKMUR – TR 142° (RDL 322 BAR VOR) per BAR VOR.

EKMUR 1D(*)

EKMUR – TR 142° (RDL 322 BAR VOR) bound to BAR VOR.

EKMUR – INT RDL 322 BAR VOR/16 NM BAR DME: FL 90; INT RDL 322 BAR VOR/16 NM BAR DME – BAR VOR: 4000 FT

(*) (Non disponibile durante gli orari di attivazione della zona/Not available during activation periods of zone: LI R310)

PISIP 2C

PISIP – TR 162° (RDL 342 BAR VOR) fino a 16 NM BAR DME, quindi virare a destra fino ad intercettare e seguire ARC 14 NM BAR DME, quindi attraversando RDL 257 BAR VOR virare a sinistra per il punto MAPIS.

PISIP 2C

PISIP – TR 162° (RDL 342 BAR VOR) until 16 NM BAR DME, then turn right until joining ARC 14 NM BAR DME, then crossing RDL 257 BAR VOR turn left bound to MAPIS.

MEA: PISIP – RDL 342/16 NM BAR DME: 4000 FT; RDL 342/16 NM BAR DME – MAPIS: 3000 FT (**)

() MEA 4000 FT se è prevista attesa nella holding su/if is expected holding on: MAPIS**

PISIP 2D

PISIP – TR 162° (RDL 342 BAR VOR) per BAR VOR.

PISIP 2D

PISIP – TR 162° (RDL 342 BAR VOR) bound to BAR VOR.

MEA: PISIP – BAR VOR: 4000 FT

BIRSU 2C

BIRSU – TR 186° (RDL 006 BAR VOR) fino a 16 NM BAR DME, quindi virare a destra fino ad intercettare e seguire ARC 14 NM BAR DME, quindi attraversando RDL 257 BAR VOR virare a sinistra per il punto MAPIS.

BIRSU 2C

BIRSU – TR 186° (RDL 006 BAR VOR) until 16 NM BAR DME, then turn right until joining ARC 14 NM BAR DME, then crossing RDL 257 BAR VOR turn left bound to MAPIS.

MEA: BIRSU – RDL 006/16 NM BAR VOR/DME: 4000 FT; RDL 006/16 NM BAR VOR/DME – MAPIS: 3000 FT(**)

() MEA 4000 FT se è prevista attesa nella holding su/if is expected holding on: MAPIS**

BIRSU 2D

BIRSU – TR 186° (RDL 006 BAR) per BAR VOR

BIRSU 2D

BIRSU – TR 186° (RDL 006 BAR) bound to BAR VOR

MEA: BIRSU – BAR VOR/DME: 4000 FT

BANAV 2C

BANAV – TR 194° (RDL 014 BAR VOR) fino a 16 NM BAR DME, quindi virare a destra fino ad intercettare e seguire ARC 14 NM BAR DME, quindi attraversando RDL 257 BAR VOR virare a sinistra per il punto MAPIS.

BANAV 2C

BANAV – TR 194° (RDL 014 BAR VOR) until 16 NM BAR DME, then turn right until joining ARC 14 NM BAR DME, then crossing RDL 257 BAR VOR turn left bound to MAPIS.

MEL/MEA: BANAV – RDL 014/30 NM BAR VOR/DME: FL 80; RDL 014/30 NM BAR VOR/DME – RDL 014/16 NM BAR VOR/DME: 4000 FT; RDL 014/16 NM BAR VOR/DME – MAPIS: 3000 FT (**)

() MEA 4000 FT se è prevista attesa nella holding su/if is expected holding on: MAPIS**

BANAV 2D

BANAV – TR 194° (RDL 014 BAR VOR) per BAR VOR.

BANAV 2D

BANAV – TR 194° (RDL 014 BAR VOR) bound to BAR VOR.

MEL/MEA: BANAV – RDL 014/30 NM BAR VOR/DME: FL 80; RDL 014/30 NM BAR VOR/DME – BAR VOR/DME: 4000 FT

ENOXA 2D

ENOXA – TR 263° (RDL 083 BAR VOR) per BAR VOR.

ENOXA 2D

ENOXA – TR 263° (RDL 083 BAR VOR) bound to BAR VOR.

MEL/MEA: ENOXA – RDL 083/30 NM BAR VOR/DME: FL 80; RDL 083/30 NM BAR VOR/DME – BAR VOR/DME: 4000 FT

DOLON 3D

DOLON – TR 310° (RDL 310 BRD VORTAC) – PIKEL – TR 260° (RDL 080 BAR VOR) – BAR VOR.

DOLON 3D

DOLON – TR 310° (RDL 310 BRD VORTAC) – PIKEL – TR 260° (RDL 080 BAR VOR) – BAR VOR.

MEL/MEA: DOLON – RDL 310/45 NM BRD VORTAC: FL 80; RDL 310/45 NM BRD VORTAC – BAR VOR: 4000 FT

FASAN 2D (A discrezione ATC)

FASAN – TR 297° (RDL 117 BAR VOR) per BAR VOR.

FASAN 2D (ATC discretion)

FASAN – TR 297° (RDL 117 BAR VOR) bound to BAR VOR.

MEA: FASAN – RDL 117/10 NM BAR VOR/DME: 5000 FT ; RDL 117/10 NM BAR VOR/DME – BAR VOR: 4000 FT

TOPNO 2C

TOPNO – RDL 247 BAR VOR per MAPIS.

MEA: TOPNO – RDL 247/16 NM BAR VOR/DME: 4000FT; RDL 247/16 NM BAR VOR/DME – MAPIS: 4000 FT

TOPNO 2C

TOPNO – RDL 247 BAR VOR bound to MAPIS.

TOPNO 2D

TOPNO – RDL 247 BAR VOR per BAR VOR.

MEA: TOPNO – BAR VOR: 4000 FT

TOPNO 2D

TOPNO – RDL 247 BAR VOR bound to BAR VOR.

DIVKU 1C (ATC discretion) (*)

DIVKU – TOPNO – BD401 – MAPIS

MEL/MEA: DIVKU - TOPNO: FL110; TOPNO – BD401: 4000 FT; BD401- MAPIS 3000FT(**)

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	MEL/ MEA	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	DIVKU	-	-	-	-	-	-	Conventional/RNAV 1
TF	TOPNO	-	-	FL110	-	-	-	Conventional/RNAV 1
TF	BD401	-	-	+4000	-	-	-	Conventional/RNAV 1
HM	MAPIS	-	-	+3000 (**)	-	-	-	Conventional/RNAV 1

(*) In caso di attivazione della zona LI R310 il tratto DIVKU – TOPNO deve essere volato sotto controllo radar e la navigazione dovrà essere strettamente riferita all'asse centrale della rotta/When LI R310 is active segment DIVKU – TOPNO must be performed under radar control and navigation shall be strictly referred to the centre line

(**) MEA 4000 FT se è prevista attesa nella holding su/if is expected holding on: MAPIS

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude
BD401	N4102596234	E01626479775