

**RNAV1 (DME/DME or GNSS)  
STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON LUTON  
UNDUG 1N SIRIC 1N**

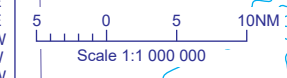
|      |                   |                   |
|------|-------------------|-------------------|
| APP  | 129.550           | LUTON RADAR       |
| TWR  | 132.555, 126.725* | LUTON TOWER       |
| RAD  | 128.750*          | LUTON DIRECTOR    |
| ATIS | 120.580           | LUTON INFORMATION |

\* See EGGW AD 2.18 for details.

**WAYPOINTS**

|       |                          |
|-------|--------------------------|
| UNDUG | : 504723.71N 0002530.03E |
| MAY   | : 510101.86N 0000658.04E |
| SIRIC | : 512036.17N 0013358.89W |
| NIGIT | : 511846.96N 0011014.71W |
| VATON | : 512603.83N 0002056.10W |
| OZZOT | : 514028.93N 0000952.93W |
| BPK   | : 514459.05N 0000624.25W |
| ILLOC | : 515517.20N 0001056.60E |
| OXDUF | : 520636.20N 0001900.00E |
| COCCU | : 521604.34N 0000322.02W |
| JUMZI | : 521943.58N 0002430.31W |
| ZAGZO | : 521812.97N 0001352.54W |

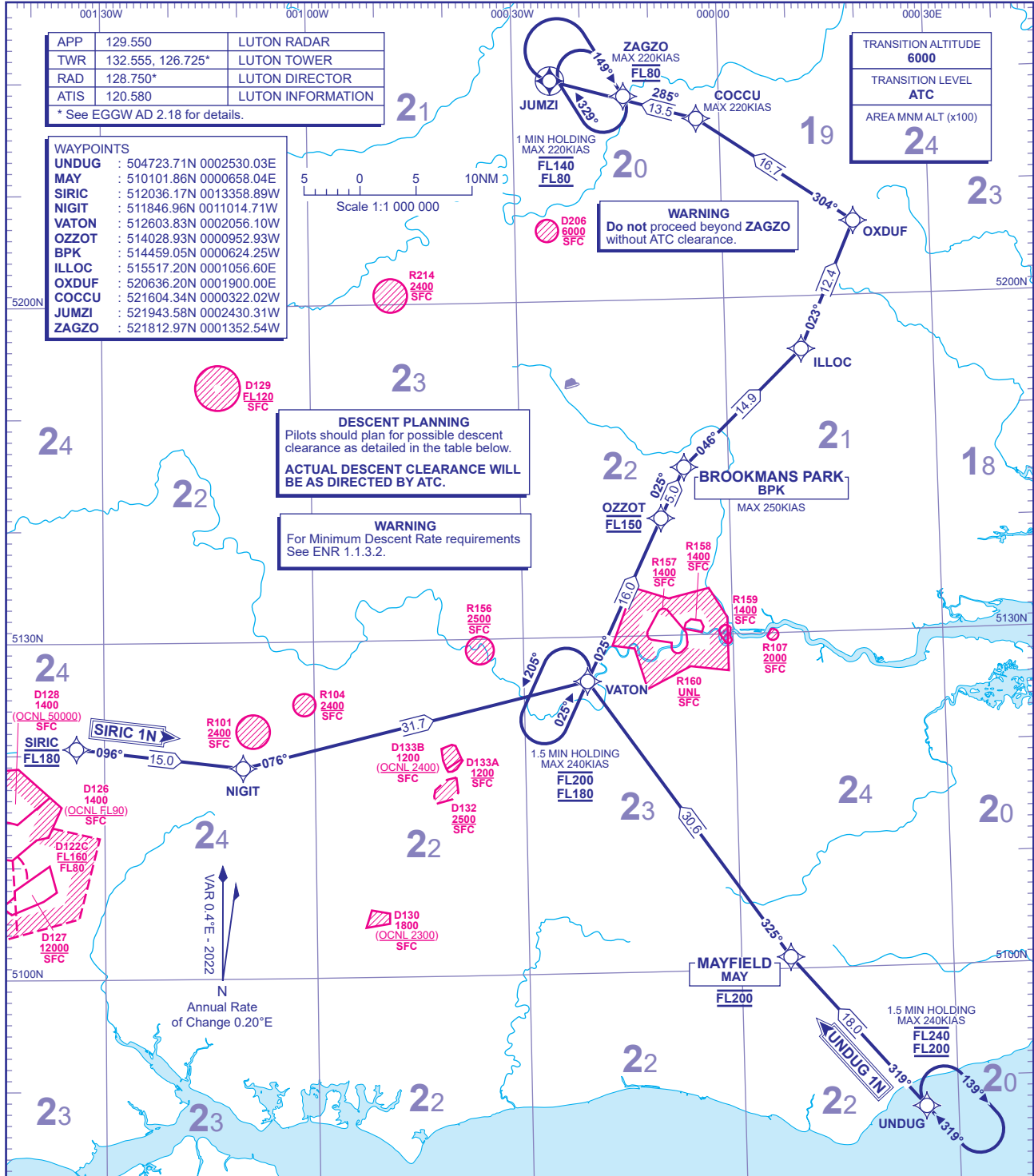
|                     |      |
|---------------------|------|
| TRANSITION ALTITUDE | 6000 |
| TRANSITION LEVEL    | ATC  |
| AREA MNM ALT (x100) | 24   |



**WARNING**  
Do not proceed beyond ZAGZO  
without ATC clearance.

**DESCENT PLANNING**  
Pilots should plan for possible descent  
clearance as detailed in the table below.  
**ACTUAL DESCENT CLEARANCE WILL  
BE AS DIRECTED BY ATC.**

**WARNING**  
For Minimum Descent Rate requirements  
See ENR 1.1.3.2.



| ROUTE DESIGNATOR | VIA     | ROUTE   | LEVELS                                   |
|------------------|---------|---|--|
| UNDUG 1N         | (U)M733 | UNDUG - MAY - VATON - OZZOT - BPK -<br>ILLOC - OXDUF - COCCU - JUMZI,<br>then turn right to intercept course 149° to ZAGZO.   | MAY FL200<br>OZZOT FL150<br>ZAGZO FL80   |
| SIRIC 1N         | P2      | SIRIC - NIGIT - VATON - OZZOT - BPK -<br>ILLOC - OXDUF - COCCU - JUMZI,<br>then turn right to intercept course 149° to ZAGZO. | SIRIC FL180<br>OZZOT FL150<br>ZAGZO FL80 |

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
  - Adhere to maximum speed limits where specified by waypoint constraints.
  - Maximum 250KIAS below FL100 unless authorised by ATC.
  - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
  - En-route holding may be required at UNDUG or VATON as directed by ATC.

CHANGE (3/23): BEDEK 1N REPLACED BY SIRIC 1N.  
AERO INFO DATE 09 JAN 23