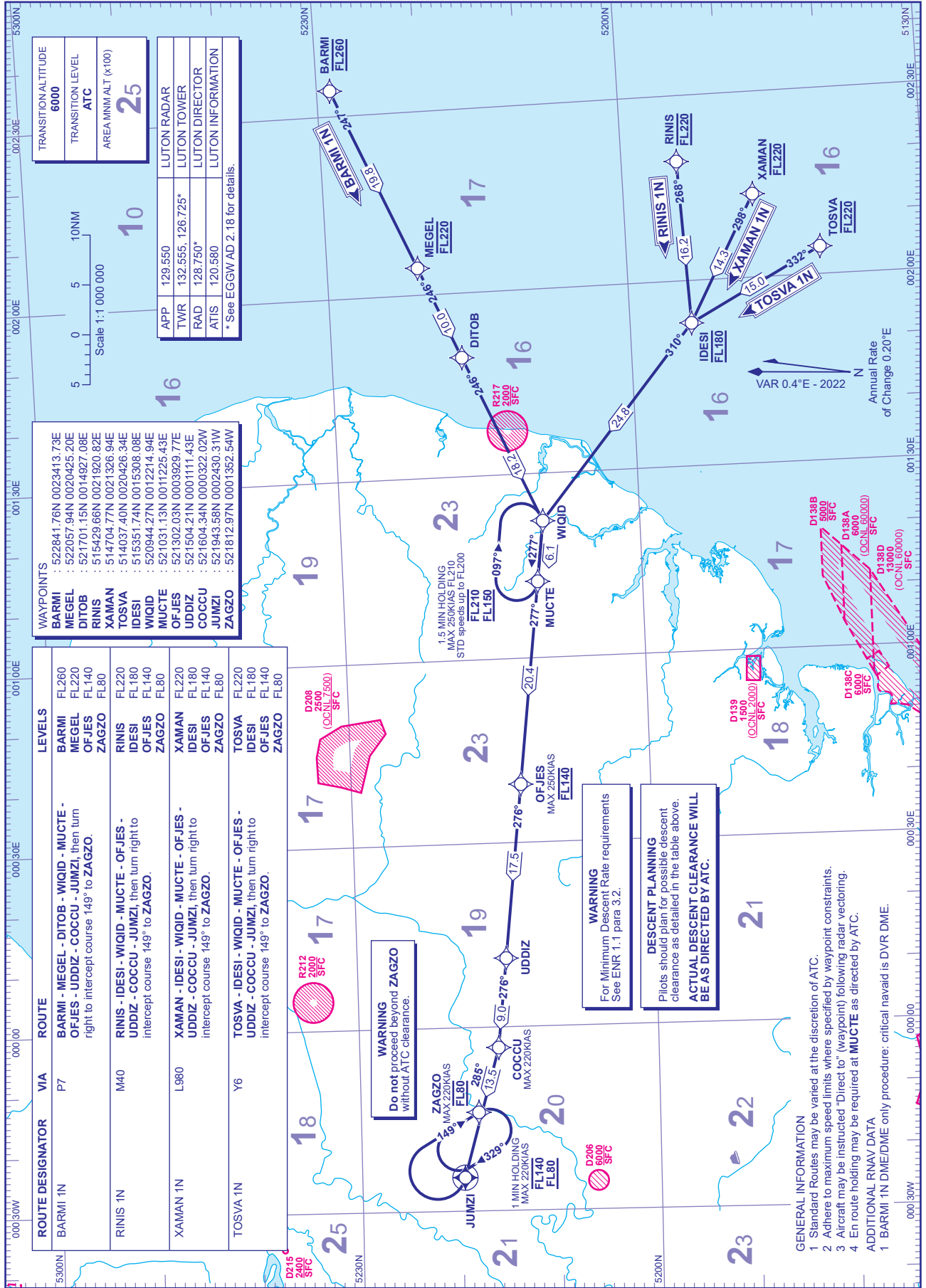


STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON LUTON  
BARM I 1N RINIS 1N  
XAMAN 1N TOSVA 1N



TRANSITIONAL ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	25

APP	129.550
TWR	132.555, 126.725*
RAD	128.750*
ATIS	120.580
* See EGGW AD 2.18 for details.	

**WAYPOINTS**

BARM I	: 522841.76N 00234113.73E
MEGEL	: 522057.94N 0020425.20E
DITOB	: 521701.15N 0014927.08E
RINIS	: 515429.66N 0021920.82E
XAMAN	: 514704.77N 0021326.94E
TOSVA	: 514037.40N 0020426.34E
IDESI	: 515351.74N 0015308.08E
WIQID	: 520944.27N 0012214.94E
MUCTE	: 521031.13N 0011225.43E
OFJES	: 521302.03N 0003929.77E
UDDIZ	: 521504.21N 0001111.43E
COCCU	: 521604.34N 0000322.02W
JUMZI	: 521943.58N 0002430.31W
ZAGZO	: 521812.97N 0001352.54W

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
BARM I 1N	P7	BARM I - MEGEL - DITOB - WIQID - MUCTE - OFJES - UDDIZ - COCCU - JUMZI, then turn right to intercept course 149° to ZAGZO.	BARM I FL260 MEGEL FL220 OFJES FL140 ZAGZO FL80
RINIS 1N	M40	RINIS - IDESI - WIQID - MUCTE - OFJES - UDDIZ - COCCU - JUMZI, then turn right to intercept course 149° to ZAGZO.	RINIS FL220 IDESI FL180 OFJES FL140 ZAGZO FL80
XAMAN 1N	L980	XAMAN - IDESI - WIQID - MUCTE - OFJES - UDDIZ - COCCU - JUMZI, then turn right to intercept course 149° to ZAGZO.	XAMAN FL220 IDESI FL180 OFJES FL140 ZAGZO FL80
TOSVA 1N	Y6	TOSVA - IDESI - WIQID - MUCTE - OFJES - UDDIZ - COCCU - JUMZI, then turn right to intercept course 149° to ZAGZO.	TOSVA FL220 IDESI FL180 OFJES FL140 ZAGZO FL80

**1.5 MIN HOLDING**  
MAX 250KIAS  
M.S. 2000  
STD spreads up to FL200

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

**WARNING**  
For Minimum Descent Rate requirements See ENR 1.1 para 3.2.

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

**GENERAL INFORMATION**

- Standard Routes may be varied at the discretion of ATC.
- Adhere to maximum speed limits where specified by waypoint constraints.
- Aircraft may be instructed "Direct to", (waypoint) following radar vectoring.
- En route holding may be required at MUCTE as directed by ATC.

**ADDITIONAL RNAV DATA**

- BARM I 1N DME/DME only procedure: critical navaid is DVR DME.