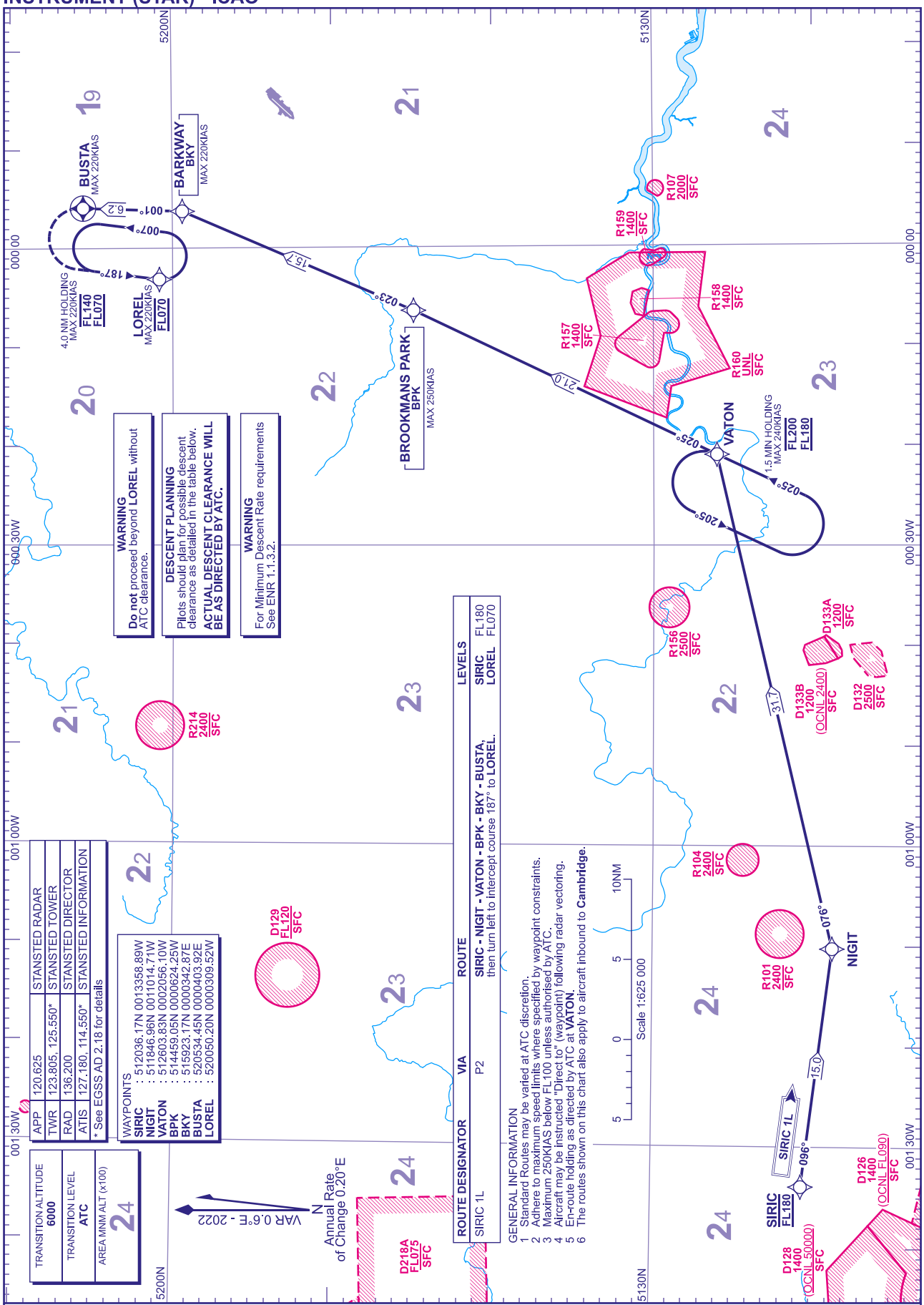
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON STANSTED SIRIC 1L



WARNING
Do not proceed beyond **LOREL** 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 1.3.2.

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

APP	120.625	STANSTED RADAR
TWR	123.805, 125.550*	STANSTED TOWER
RAD	136.200	STANSTED DIRECTOR
ATIS	127.180, 114.550*	STANSTED INFORMATION

* See EGSS AD 2.18 for details

WAYPOINTS

SIRIC	: 512036.17N 0013358.89W
NIGIT	: 511846.96N 0011014.71W
VATON	: 512603.83N 0002056.10W
BPK	: 514459.05N 0000624.25W
BKY	: 515923.17N 0000342.87E
BUSTA	: 520534.45N 0000403.92E
LOREL	: 520050.20N 0000309.52W

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
SIRIC 1L	P2	**SIRIC - NIGIT - VATON - BPK - BKY - BUSTA,** then turn left to intercept course 187° to **LOREL.**	**SIRIC**	FL180
			LOREL	FL070

GENERAL INFORMATION
1 Standard Routes may be varied at ATC discretion.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En-route holding as directed by ATC at **VATON.**
6 The routes shown on this chart also apply to aircraft inbound to **Cambridge.**

CHANGE (10/25): SPECIFICATION CHANGE.