

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EGGW

Terminal Charts For EGGW

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: London Gbr
IATA Code: LTN
Lat/Long: N51° 52.5' W000° 22.1'
Elevation: 526 ft

Airport Use: Public
Magnetic Variation: 1.4°W

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Pattern Altitude: 1000 ft AGL

Sunrise: 0506 Z
Sunset: 1857 Z,

Runway Information

Runway: 08
Length x Width: 7087 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 527 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26
Length x Width: 7087 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 524 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 279 ft
Stopway: 200 ft

Communication Information

ATIS 120.575
Luton Ground Tower 121.75
Luton Delivery Tower 121.885
Luton Tower 126.725
Luton Tower 132.55
Luton Radar Approach Control 129.55
Luton Radar Approach Control 128.75

Luton Director Radar 128.75

1. GENERAL

1.1. ATIS

ATIS 120.57

1.2. NOISE ABATEMENT PROCEDURES

Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

1.2.1. RUN-UP TESTS

For all engine runs by jet ACFT other than runs at ground idle power setting the operator of the ACFT concerned shall use his best endeavours to secure that the ACFT is positioned in the area prescribed by ATC before commencement of the run, and shall notify ATC by radio at the commencement and cessation of each run. The operator of the ACFT concerned shall use its best endeavours to secure that the ACFT is positioned in the area prescribed by ATC in such a manner that the jet blast will not impinge on any RWY, TWY, ACFT, equipment installation, or other property of the APT or third party.

London Luton APT shall only give permission for an engine run hereof between 0800-2000LT on Mondays to Saturdays inclusive, except that London Luton APT may at its absolute discretion grant permission for such runs:

- between 0600-0800LT and between 2000-2300LT on Mondays to Saturdays inclusive, and on Sundays between 1230-1800LT, and
- in respect of ACFT fitted with high by-pass engines at any time.

Subject to below the operator of the ACFT and/or its employees servants or agents as the case may be shall ensure that engine runs by high by-pass engines when fitted to the NN/C (Chapter III) range of ACFT, piston and turbo-prop ACFT, other than runs at ground idle power settings are carried out by positioning the ACFT in the area prescribed by ATC and that noise disturbance is kept to the minimum.

A single engine run at ground idle power settings may be undertaken provided that: the ACFT is positioned so as to cause no damage or inconvenience to persons or property; the engine run does not exceed 10 min; a person is at all times in attendance outside the ACFT to ensure the safety of persons and property during the engine run; continuous radio contact is maintained with ATC, from whom permission to start the engine(s) must be obtained and to whom notification must be given when the engine run is completed; prior to commencing the run the following information is given to ATC that: the ACFTs registration number or letters, the ACFTs position on the airport, the percentage power setting anticipated, the expected duration of the engine run, and the name of operator of the ACFT and/or its employees servants or agents as the case may be.

1.3. LOW VISIBILITY PROCEDURES DURING CAT II/III OPERATIONS

During CAT II/III operations, special ATC procedures will be applied.

Pilots will be informed via ATIS or RTF when these procedures are in operation.

1.4. TAXI PROCEDURES

Wide-bodied ACFT are not permitted to taxi in either direction via A8 without guidance of a Follow-me car.

Wide-bodied ACFT must not route via E1 in any direction. MAX size B757/A321 permitted under power.

Additional special procedures will be implemented in LVPs when VIS is 400m or less.

1.5. PARKING INFORMATION

Stands 60 and 61 have directional information provided by a SAFEDOCK Docking Guidance System.

On stands 16, 16L, 50, 54, 56, 58, 62 and 71 marshaller required.

1.6. OTHER INFORMATION

Bird scaring takes place regularly including the use of pyrotechnics.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Pilots should typically expect following speed restrictions to be enforced:

220 KT from holding facility during intermediate approach phase;

180 KT on base leg/closing heading to the ILS;

between 180 KT and 160 KT when first established on ILS;

and thereafter 160 KT until Luton 4 DME.

These speeds are applied for ATC separation purposes and are mandatory.

In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. ACFT unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

Cross Speed Limit Point or 3 MIN before holding facility at 250 KT or less.

2.2. NOISE ABATEMENT PROCEDURES

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger.

Where the ACFT is approaching the aerodrome to land it shall commensurate with its ATC clearance minimize noise disturbance by the use of continuous descent and low power/low drag procedures. Where the use of these procedures is not practicable, the ACFT shall maintain an altitude as high as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' ACFT configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the ACFT.

Except where otherwise required in the appropriate instrument approach procedure or otherwise instructed by ATC, maintain as high an altitude as practicable and avoid overflying congested areas below 3000' (Luton QNH). With the exception of training ACFT, propeller driven ACFT whose MTWA exceeds 5700 KGS and all jet ACFT shall not descend below 2500' (Luton QNH) before commencing final approach unless otherwise instructed by ATC. Orbits on final approach by such ACFT will not be authorized by ATC below 2500' (Luton QNH) except when the safety of an ACFT would otherwise be compromised. ACFT approaching without ILS or Radar assistance shall follow a descent path not lower than the normal approach path indicated by the PAPIs.

For all jet ACFT and for all propeller-driven ACFT whose MTWA exceeds 5700 KGS, ATC Continuous Descent Approach procedures will be applied to all straight-in approaches to RWY 08, and may be applied at other times to RWY 26.

ACFT shall conform to low power/low drag approach procedures. Headings and flight levels/altitudes by ATC. Radar Vectors will be given and descent clearance will include an estimate of distance to touchdown. Further distance information will be given between initial descent clearance and intercept heading to the ILS. On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to the achievement of continuous descent, to join the glidepath at the appropriate height for the distance without recourse to level flight.

Between 2300-0600LT(0700LT Sundays), all jet ACFT and all propeller-driven ACFT whose MTWA exceeds 5700 KGS, irrespective of the type of approach, are to be vectored onto a closing heading which will position the ACFT for RWY 26 on final approach no closer than 8 NM from touchdown and for RWY 08 no closer than 10 NM from touchdown. Descent below 3000' QNH is not to be given until 10 NM from touch-down.

2. ARRIVAL

VISUAL APPROACHES

All propeller driven ACFT whose AUW exceeds 5700 KGS and all jet ACFT which have requested or have been authorised to make a visual approach are to ensure that they are established on final approach no closer than 7 NM from touchdown. Additionally, such ACFT are not to descend below 2500 ' until established on final approach track.

2.3. CAT II/III OPERATIONS

Rwy 08/26 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. RWY OPERATIONS

2.4.1. LOW VISIBILITY PROCEDURES

The appropriate RWY exit will be illuminated. Pilots should report "RWY vacated" when the ACFT has passed the last alternate yellow and green centerline lights, which denote the extent of the ILS localizer sensitive area. The two ILS localizer sensitive areas are not identical. In case of an ACFT which has landed on RWY 26 and which is instructed to hold at holding point B2, pilot should report "RWY vacated", when at B2 hold as this position is clear of RWY 26 ILS localizer sensitive area.

2.4.2. MINIMUM RWY OCCUPANCY TIME

Pilots are reminded that rapid exit from RWY enables ATC to apply minimum spacing on final approach that will achieve maximum RWY utilisation and will minimize the occurrence of go-arounds.

Due to the proximity of ACFT taxiing on TWY A, TWY C must not be used to vacate RWY by ACFT that have landed unless specifically authorized by ATC.

2.5. OTHER INFORMATION

Inbound ACFT other than on Airways

In order to assist in the integration of arriving IFR flights from the north and northeast which have routed outside Controlled Airspace a Reporting Point BIGLI (N52 07.8 W000 14.5, BKY R-309/D14, BNN R-027/D27) is established beneath the London TMA. Pilots should expect to route via BIGLI. For ACFT receiving a service from London Military Radar, coordination procedures have been agreed between Luton ATC and London Military involving the use of BIGLI. There is no holding procedure associated with BIGLI. ACFT must not enter Controlled Airspace unless specific clearance to do so has been given.

Other ACFT wishing to enter the Luton CTR/CTA direct from the London FIR should obtain clearance at least 10 minutes before reaching the CTR or CTA boundary, when they will be advised of the route to be followed consistent with the current traffic situation.

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

3.1.1. GENERAL

Pilots of departing propeller driven ACFT exceeding MTWA 5700kg and all jet ACFT must use minimum breakaway power if self-maneuvring of any stand.

Pilots of departing ACFT approaching holding point B1 should exercise caution due to unusual alignment of TWY and RWY entry point, particularly when holding in a queue of ACFT. The area immediately to the West of B1 is not a designated holding area.

ACFT must not cross B1 or enter this area unless positive clearance to do so has been received from ATC and the stopbar at B1 has been extinguished.

3.1.2. START-UP & PUSH-BACK

Pilots should only request start-up and/or push-back clearance when imminently ready to do so.

Push-back from stands must not take place until positive clearance to push-back has been received from ATC.

ACFT pushing back from stands 43 thru 48 must not infringe TWY D without specific clearance from ATC.

3.1.2.1. USE OF NOSE-IN/PUSH-BACK STANDS

ATC will specify the direction of push-back as required by the tactical traffic situation. Flight crew must ensure that ground crew are aware of the required push-back direction. If flight crew are unable to communicate via headset or visually with ground crew they must advise GMC before start-up.

Push-back directions will be specified as one of the following:

- Main apron stands: Face North towards E1 or face South towards A7.
- North apron stands: Face East towards E2 or face West towards E1.
- South apron stands: Face East towards A5 or face West towards A6.
- Stand 16: Face North towards E1 or face South towards A7.
- Stand 16L: Face North towards E1 or face South towards A7.
- Stand 60: Face East towards E1.
- Stand 61: Face West towards E1.

3.1.2.2. LONG PUSH-BACK PROCEDURE

Dependent on RWY in use, ATC may instruct ACFT to undertake a "Long Push-back" procedure followed by engine start.

Stands 31 and 32: All wide-body ACFT and A319, A320, A321, BAe146, B737 and B757 and Lockheed Hercules ACFT are required to undertake a "Long Push-back" to face East at holding point E2 or face North at TWY D stopline, as instructed by ATC.

Stands 40, 41L, 41R and 42L: Push-back to holding point D4 to face South on TWY D.

Stand 60: Push-back via either stand 9 or 10 (as instructed by ATC), then pull forward to face South on the Main apron TWY centerline.

This procedure is not available when RVR is less than 400m.

Stand 61: Push-back via stand 41 to face East on TWY E.

This procedure is not available when RVR is less than 400m.

Stand 62: Push-back within the stand area to face West towards F1.

A "Long Push-back" will only be permitted from stands 60 or 61 if the associated stand (9, 10 or 41) is not occupied by ACFT.

3.1.3. LOW VISIBILITY PROCEDURE

ATC will require departing ACFT to use the following CAT III holding points, which are also to be used for departures in CAT II conditions:

RWY 08 - B2

RWY 26 - A2.

3. DEPARTURE

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL100 unless cleared otherwise. When ATC removes 250 KT speed restriction below FL100 by the phrase 'No ATC speed restriction', this must not be interpreted as removing the responsibility to adhere to any speed/power limitations due to noise abatement procedures. If a pilot can anticipate to be unable to comply with speed restriction, state minimum speed acceptable when requesting start-up.

3.3. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 50-4.

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger.

For all jet ACFT and for all propeller-driven ACFT whose MTWA exceeds 5700 kg, ATC Continuous Descent Approach procedures will be applied to all approaches to RWY 08 and RWY 26. Radar vectors will be given, and descent clearance will include an estimate of track distance to touchdown. Where the ACFT is approaching the APT to land it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures. Where the use of these procedures is not practicable, the ACFT shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a clean ACFT configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the ACFT.

The General Manager Airfield Operations may grant exemptions after a written permission has been obtained in advance.

The General Manager Airfield Operations has also discretion, in exceptional circumstances, to permit the departure of delayed flights by ACFT not meeting Chapter 3 standards upon applications submitted through the APT Manager
Tel. 01582 395451, Fax 01582 395040.

All subsonic jet ACFT with a MTOW more than 34000 KGS and a capacity of 19 seats or more must irrespective of the age of the ACFT, comply with Chapter 3. ACFT hush kitted or modified to Chapter 3 standards comply with this requirement.
London Luton APT Limited is obliged by EC Directive to recognize exemptions granted by other states in respect of Chapter 2 ACFT registered in those states.
Details of exempted ACFT are available from the Civil Aviation Authority's
Economic Regulation Group, CAA House, 45-59 Kingsway, London, WC2B 6TE.

Noise preferential routes are compatible with normal ATC requirements. In individual cases ATC may vary them whenever necessary. The use of the routings is supplementary to noise abatement take-off techniques used by piston-engined, turbo-prop and turbo-jet ACFT.

All ACFT with MTWA above 5700 KGS not intending to enter the airway system will use departures on charts 50-3E, 50-3F and 50-3G.

3.3.1. DEPARTURE TO OLNEY

RWY 08: Climb straight ahead to ILTN 2.6 DME, turn LEFT, intercept BPK R-317, climbing to cleared altitude or FL.

3.3.2. DEPARTURE VIA HEN

RWY 08: Climb straight ahead to ILTN 3 DME, turn RIGHT (at not less than half rate turn), intercept 258° bearing to HEN, climbing to cleared altitude or FL, ensuring that BNN DME does not decrease below 4 NM. Unless otherwise instructed by ATC, ACFT must remain at 4000' (Luton QNH) until west of BNN R-036.

3. DEPARTURE

3.3.3. DEPARTURE TO NORTH AND NORTHEAST

RWY 08: Climb straight ahead to LUT, turn LEFT, 038° bearing, intercept BIG R-359.

RWY 26: As soon as practicable after passing DER but not below 1030', turn LEFT, intercept BNN R-034 inbound, at D7 BNN (BPK R-295) turn RIGHT, intercept 257° bearing towards HEN, at BNN R-006 turn RIGHT, intercept BNN R-346 continuing climb to cleared altitude until clear of controlled airspace.

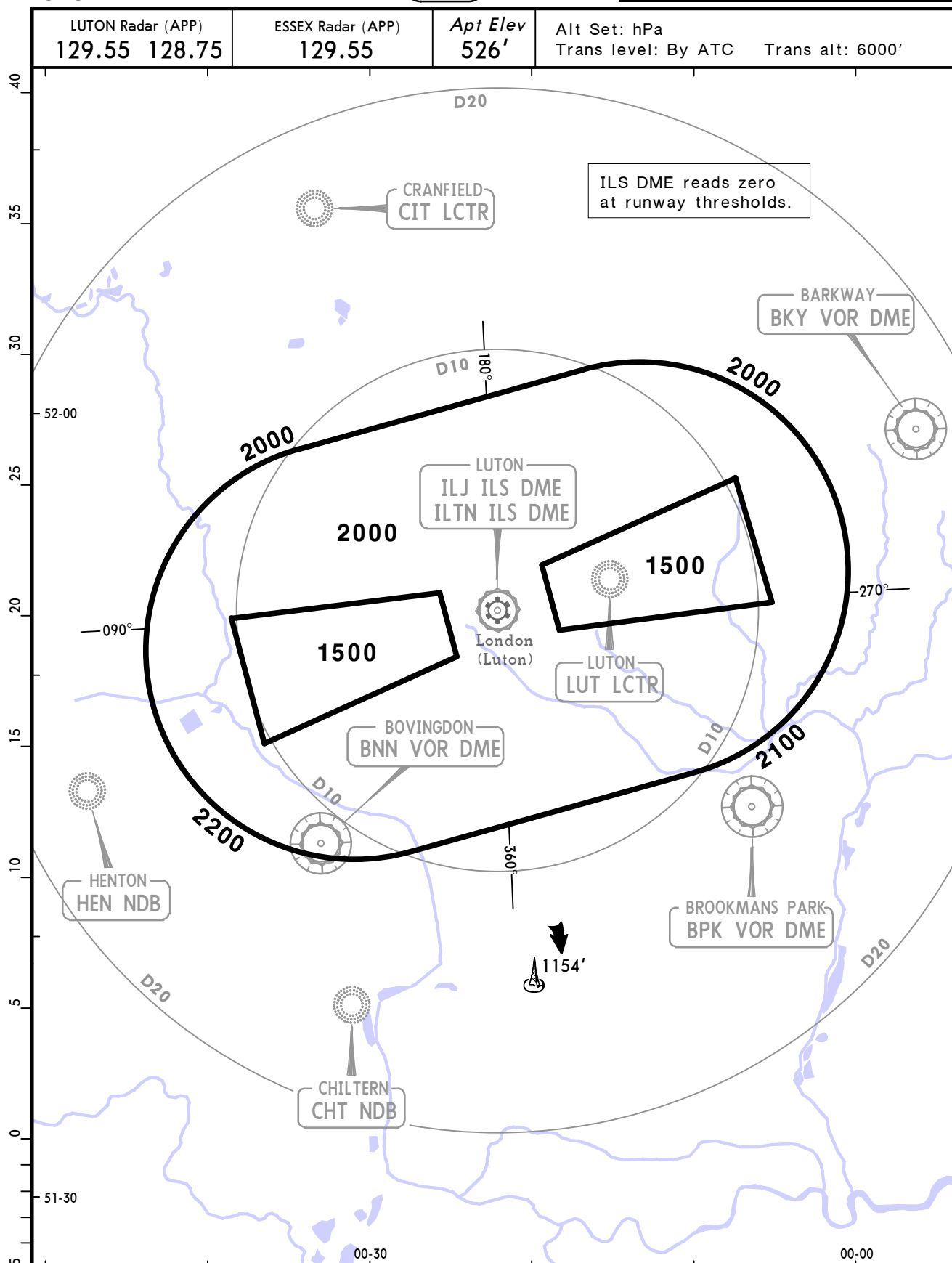
3.4. RUNWAY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

On receipt of back-track/line-up clearance, pilots should ensure, commensurate with safety and standard operating procedure, that they are able to taxi into the correct position if not already at the hold, and back-track/line-up on the RWY as soon as the preceding ACFT has commenced either its take-off roll or landing run and has passed the holding point. The crew of departing ACFT must inform ATC if they are not ready for departure when instructed by ATC to enter the RWY for take-off.

Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion when lined-up on RWY should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.

Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to LUTON Tower.

**OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or **1000'** above any fixed obstacles:

- within 5 NM **①** of the aircraft or
- within the sector 15 NM **②** ahead of and within 20° either side of the aircraft's track.

3 NM **①** or 10 NM **②** when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at last assigned level to LUT.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to LUT at 3000' .

ATIS
120.57Apt Elev
526'Alt Set: hPa Trans level: By ATC Trans alt: 6000'
Radar vectoring may be used. Acft may be instructed 'direct to'
(wpt) following radar vectoring.No MSA
publishedABBOT 1B [ABOT1B], ABBOT 1C [ABOT1C]
RNAV ARRIVALS

TO BE USED BY ACFT APPROVED

FOR BRNAV OPERATIONS IN UK AIRSPACE

NON-APPROVED ACFT USE STAR ABBOT 1D ON CHART 50-2B

WHEN BKY VOR OR DME UNSERVICEABLE USE

RNAV STARS CASEY 1B & 1C ON CHART 50-2A

SPEED RESTRICTION

Cross 3 Min before holding
facility at 250 KT or less.

SLP Speed Limit Point

WARNING

Do not proceed beyond
ABBOT
without ATC clearance.1 Aircraft will be
instructed by
ATC to fly at the
appropriate FL.

DESCENT PLANNING

Pilots should plan for possible descent
clearance as follows:ABBOT 1B: BARM (FL260)
DITOB (FL220; +10 NM)
LAPRA (FL120; K250-) K220-)ABBOT 1C: IDESI (FL220; +15 NM)
IDESI (FL180)
LAPRA (FL120; K250-) K220-)ABBOT (FL80+; FL140-; K220-)
ABBOT (FL80+; FL140-; K220-)
ABBOT (FL80+; FL140-; K220-)
ABBOT (FL80+; FL140-; K220-)ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.BARM
N52 28.7
E002 34.219.8
ABBOT 1B10 NM
before DITOBDITOB
N52 17.0 E001 49.5

24.1

257°

23.4

267°

20/26

FL140
FL80SLP
LAPRA
N52 07.1
E001 12.6

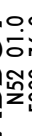
24.1

257°

23.4

267°

20/26

FL140
FL80ABBOT
(IAF)
N52 01.0
E000 36.0

20/26

FL140
FL80

20/26

FL140
FL80

20/26

FL140
FL80

20/26

FL140
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FL140
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FL140
FL80

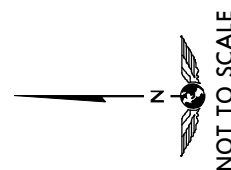
20/26

FL140
FL80

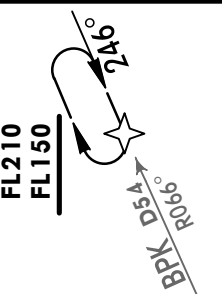
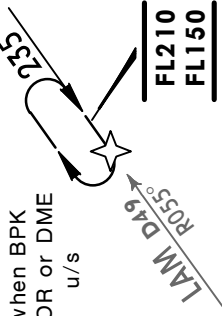
20/26

FL140
FL80

20/26

FL140
FL80

HOLDINGS OVER LAPRA

To be used
when BPK
VOR or DME
u/sBARKWAY
116.25 BKY
N51 59.4 E000 03.7

116.25 BKY

N51 59.4 E000 03.7

116.25 BKY

N51 59.4 E000 03.7

116.25 BKY

N51 59.4 E000 03.7

116.25 BKY

N51 59.4 E000 03.7

116.25 BKY

N51 59.4 E000 03.7

116.25 BKY

N51 59.4 E000 03.7

116.25 BKY

N51 59.4 E000 03.7

116.25 BKY

N51 59.4 E000 03.7

116.25 BKY

N51 59.4 E000 03.7

116.25 BKY

N51 59.4 E000 03.7

116.25 BKY

N51 59.4 E000 03.7

116.25 BKY

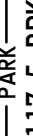
N51 59.4 E000 03.7

116.25 BKY

N51 59.4 E000 03.7

116.25 BKY

N51 59.4 E000 03.7

BROOKMANS
PARK
117.5 BPK
N51 45.0 W000 06.4

117.5 BPK

N51 45.0 W000 06.4

117.5 BPK

N51 45.0 W000 06.4

117.5 BPK

N51 45.0 W000 06.4

117.5 BPK

N51 45.0 W000 06.4

117.5 BPK

N51 45.0 W000 06.4

117.5 BPK

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117.5 BPK

N51 45.0 W000 06.4

117.5 BPK

N51 45.0 W000 06.4

117.5 BPK

N51 45.0 W000 06.4

117.5 BPK

N51 45.0 W000 06.4

LAMBOURNE
115.6 LAM
N51 38.8 E000 09.1

115.6 LAM

N51 38.8 E000 09.1

115.6 LAM

N51 38.8 E000 09.1

115.6 LAM

N51 38.8 E000 09.1

115.6 LAM

N51 38.8 E000 09.1

115.6 LAM

N51 38.8 E000 09.1

ATIS
120.57Apt Elev
526'Alt Set: hPa Trans level: By ATC Trans alt: 6000'
Radar vectoring may be used. Acft may be instructed 'direct to'
(wpt) following radar vectoring.No MSA
publishedCASEY 1B [CASE1B], CASEY 1C [CASE1C]
RNAV ARRIVALSTO BE USED BY ACFT APPROVED
FOR BRNAV OPERATIONS IN UK AIRSPACE
NON-APPROVED ACFT USE STAR CASEY 1D ON CHART 50-2C
TO BE USED WHEN BKY VOR OR DME UNSERVICEABLE

WARNING

Do not proceed beyond
CASEY
without ATC clearance.

SPEED RESTRICTION

Cross 3 Min before holding
facility at 250 KT or less.

SLP Speed Limit Point

DESCENT PLANNING

Pilots should plan for possible descent
clearance as follows:CASEY 1B: BARM1 (FL260)
DITOB (FL220; +10 NM)
LAPRA (FL120; K250-) K250-)CASEY 1C: IDESI (FL220; +15 NM)
IDESI (FL180)
LAPRA (FL120; K250-)
CASEY (FL80+; FL140-; K220-)ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.BARM1
N52 28.7
E002 34.2CASEY 1B
19.8
10 NM
before DITOBDITOB
N52 17.0 E001 49.5SLP
LAPRA
N52 07.1
E001 12.6FL140
FL80

CASEY

(IAF)

N52 00.5
E000 35.0

CASEY

N52 00.5
E000 35.0

CASEY

N52 00.5
E000 35.0

CASEY

N52 00.5
E000 35.0

CASEY

N52 00.5
E000 35.0

CASEY

N52 00.5
E000 35.0

CASEY

N52 00.5
E000 35.0

CASEY

N52 00.5
E000 35.0

CASEY

N52 00.5
E000 35.0

CASEY

N52 00.5
E000 35.0

CASEY

N52 00.5
E000 35.0

CASEY

N52 00.5
E000 35.0BROOKMANS
PARK

P 117.5 BPK

N51 45.0 W000 06.4

BROOKMANS
PARK

P 117.5 BPK

N51 45.0 W000 06.4

BROOKMANS
PARK

P 117.5 BPK

N51 45.0 W000 06.4

BROOKMANS
PARK

P 117.5 BPK

N51 45.0 W000 06.4

BROOKMANS
PARK

P 117.5 BPK

N51 45.0 W000 06.4

BROOKMANS
PARK

P 117.5 BPK

N51 45.0 W000 06.4

BROOKMANS
PARK

P 117.5 BPK

LAMBOURNE
P 115.6 LAM

N51 38.8 E000 09.1

LAMBOURNE
P 115.6 LAM

N51 38.8 E000 09.1

LAMBOURNE
P 115.6 LAM

N51 38.8 E000 09.1

LAMBOURNE
P 115.6 LAM

N51 38.8 E000 09.1

LAMBOURNE
P 115.6 LAM

N51 38.8 E000 09.1



NOT TO SCALE

HOLDINGS OVER LAPRA

To be used
when BPK
VOR or DME
u/sBPK D54
R066°FL210
FL150

246°

BPK D54
R066°FL210
FL150

246°

BPK D54
R066°FL210
FL150

246°

BPK D54
R066°FL210
FL150

246°

LAPRA D49
R055°FL210
FL150

235°

LAPRA D49
R055°FL210
FL150

235°

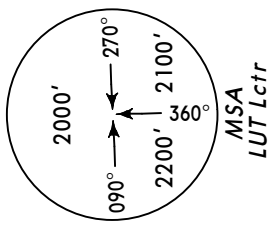
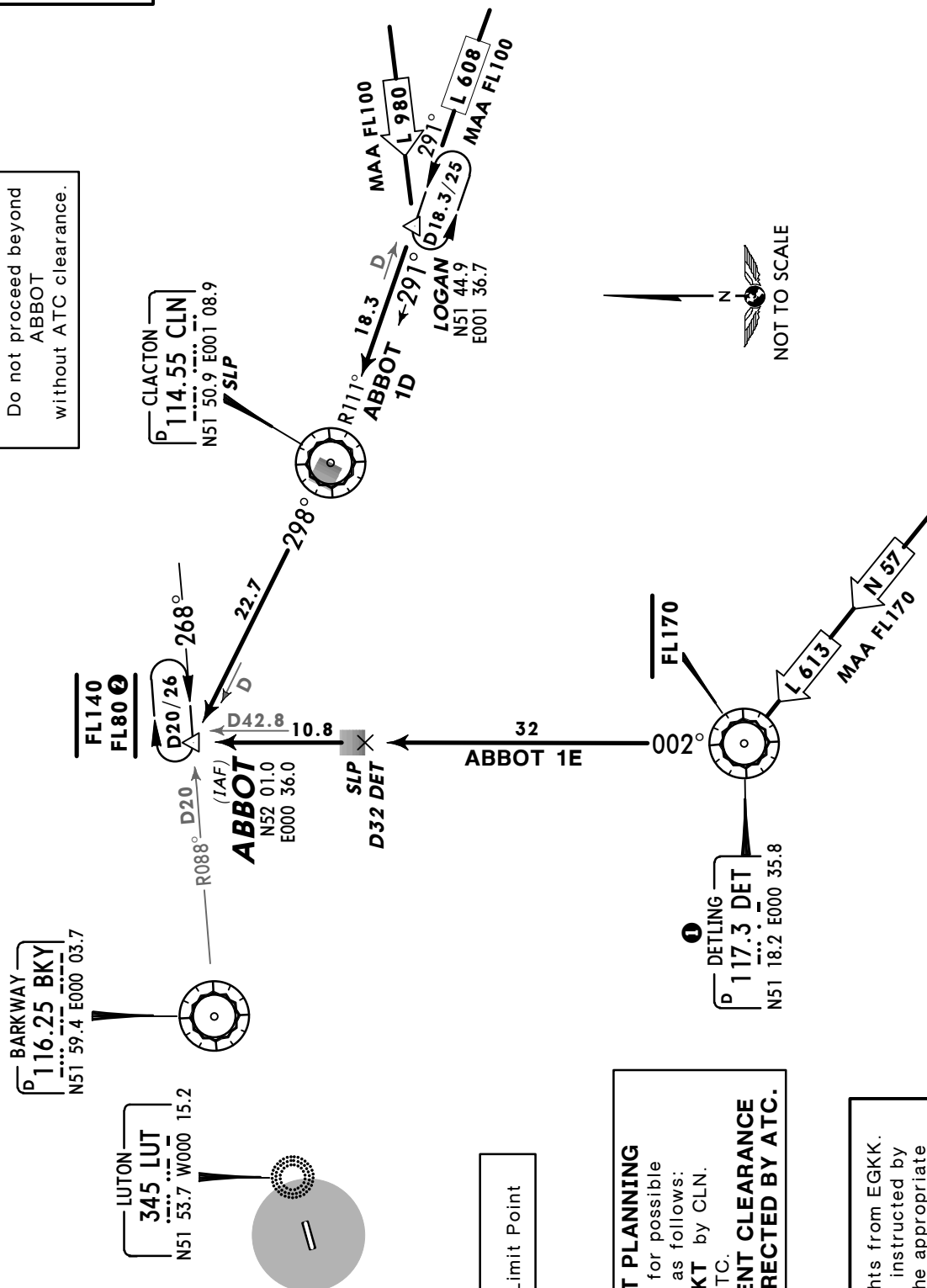
LAPRA D49
R055°FL210
FL150

235°

LAPRA D49
R055°FL210
FL150

235°

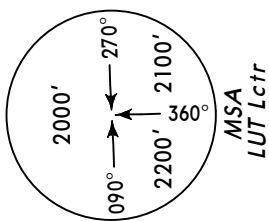
LAPRA D49
R055°

ATIS
120.57Apt Elev
526'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'ABBOT 1D [ABOT1D], ABBOT 1E [ABOT1E]
ARRIVALSWHEN BKY VOR OR DME UNSERVICEABLE USE
STARS CASEY 1D & 1E ON CHART 50-2C**WARNING**Do not proceed beyond
ABBOT
without ATC clearance.**DESCENT PLANNING**Pilots should plan for possible
descent clearance as follows:**ABBOT 1D: 250 KT** by CLN.**ABBOT 1E:** by ATC.**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.****1** Positioning flights from EGKK.**2** Aircraft will be instructed by
ATC to fly at the appropriate

ATIS
120.57

Apt Elev
526'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

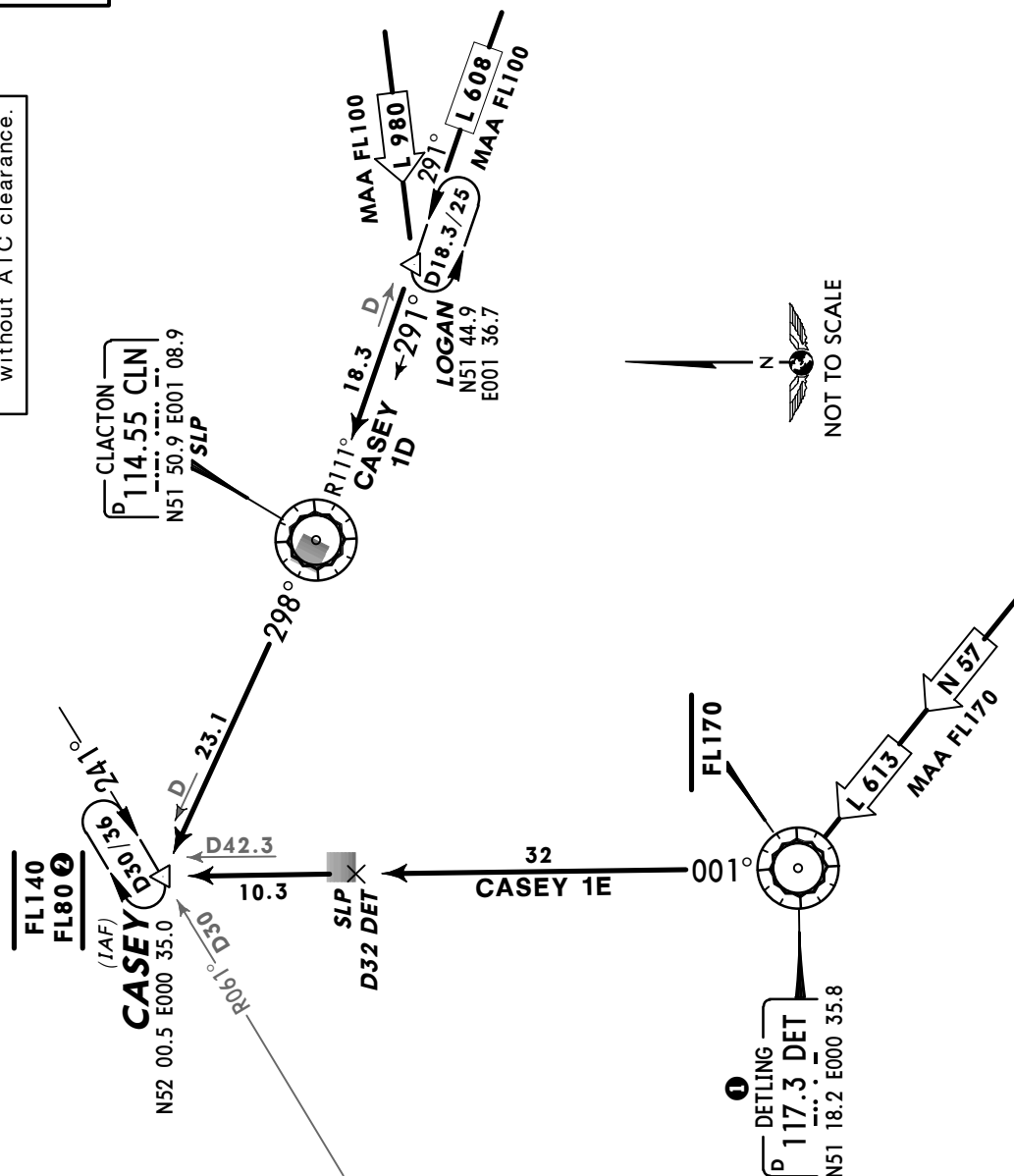


CASEY 1D [CASE1D], CASEY 1E [CASE1E] ARRIVALS

TO BE USED WHEN BKY VOR OR DME UNSERVICEABLE

WARNING

Do not proceed beyond
CASEY
without ATC clearance.

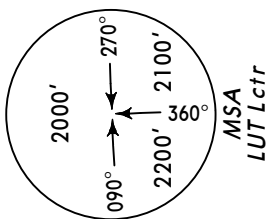
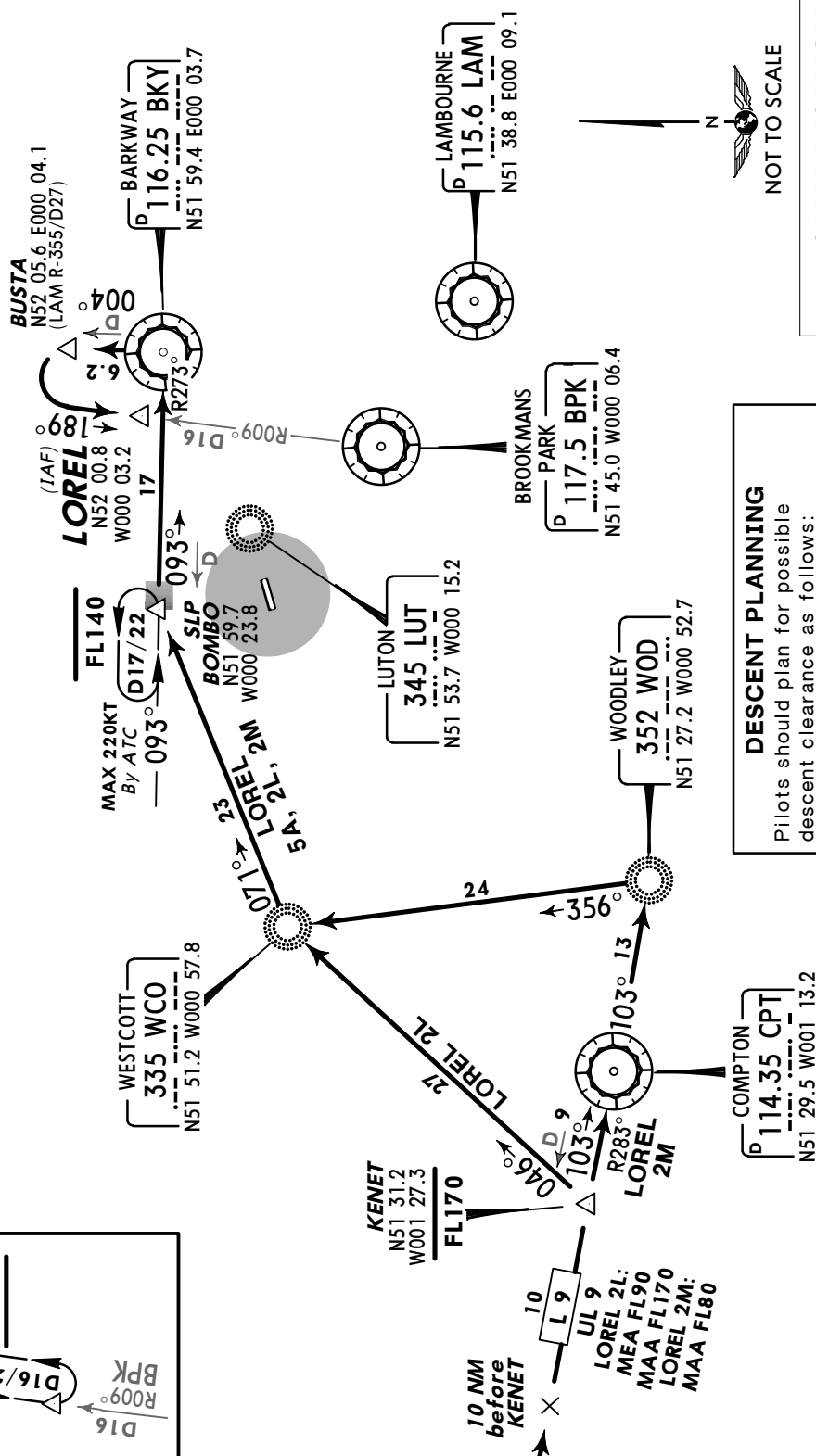
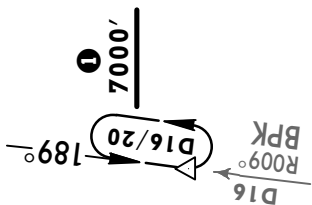


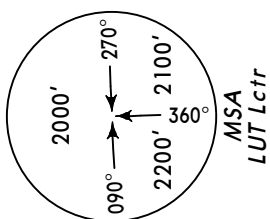
DESCENT PLANNING

Pilots should plan for possible
descent clearance as follows:
CASEY 1D: 250 KT by CLN.
CASEY 1E: by ATC.

**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

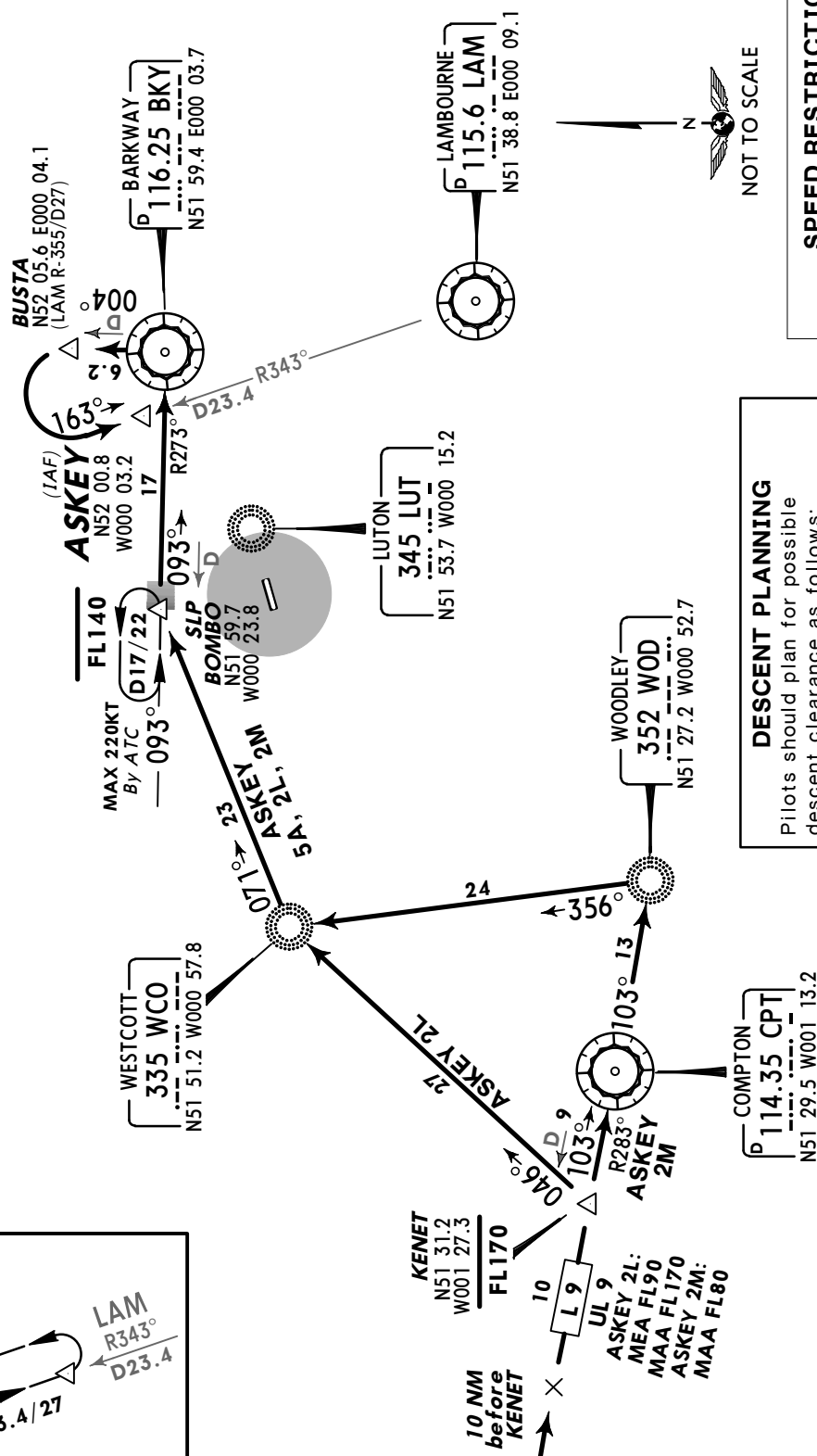
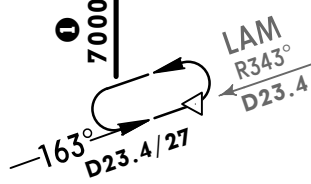
- ① Positioning flights from EGKK.
- ② Aircraft will be instructed by
ATC to fly at the appropriate

ATIS
120.57Apt Elev
526'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'LOREL 5A [LORE5A], LOREL 2L [LORE2L]
LOREL 2M [LORE2M]
ARRIVALSWHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 5A, 2L & 2M ON CHART 50-2E**WARNING**
Do not proceed beyond
LOREL
without ATC clearance.**1** Aircraft will be instructed by
ATC to fly at the appropriate FL.**HOLDING
OVER LOREL****SPEED RESTRICTION**
Cross SLPs or 3 Min before
holding facility at 250 KT or less.
SLP Speed Limit Point**DESCENT PLANNING**
Pilots should plan for possible
descent clearance as follows:
LOREL 2L: FL140 by 10NM before
KENET for flight planning purposes
only.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

ATIS
120.57Apt Elev
526'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

ASKEY 5A [ASKE5A], ASKEY 2L [ASKE2L] ASKEY 2M [ASKE2M] ARRIVALS

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

WARNINGDo not proceed beyond
ASKEY
without ATC clearance.① Aircraft will be instructed by
ATC to fly at the appropriate FL.**HOLDING
OVER ASKEY****SPEED RESTRICTION**Cross SLPs or 3 Min before
holding facility at 250 KT or less.

SLP Speed Limit Point

DESCENT PLANNINGPilots should plan for possible
descent clearance as follows:ASKEY 2L: FL140 by 10NM before
KENET for flight planning purposes
only.**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

Diagram illustrating a circular MSA LUT Lctr (Lateral Ultrasound Transducer) setup. The diagram shows a circle with a center point. Four distances are marked from the center to the circumference: 2000' (top), 2100' (bottom right), 2200' (bottom left), and 2000' (top). Four angles are marked around the center: 090° (left), 270° (right), 360° (bottom), and 090° (top).

WHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 1B, 2N & 2P ON CHART 50-2G

[illegible]

D16
R009°
BPK

D16/20

189°

7000'

①

Cross SLPs or 3 Min before
holding facility at 250 KT or less.

SLP Speed Limit Point

Pilots should plan for possible descent clearance as follows:
LOREL 1B, 2N: by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

Do not proceed beyond
LOREL
without ATC clearance.

MSA
LUT Lctr

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

ATC to fly at the appropriate FL.

WESTCOTT
335 WCO
N51 51.2 W000 57.8

MAX 220KT
By ATC
— 093°

FL140
D17/22

ASKEY
(IAF)
N52 00.8
W000 03.2
17

BUSTO
N52 05.6 E000 04.1
(LAM R-355/D27)

BARKWAY
116.25 BKY
N51 59.4 E000 03.7

SLP
BOMBO
N51 59.7
W000 23.8

LUTON
345 LUT
N51 53.7 W000 15.2

WOODLEY
352 WOD
N51 27.2 W000 52.7

HAZEL
N51 00.3 W000 59.1
FL170

SOUTHAMPTON
113.35 SAM
N50 57.3 W001 20.7

LAMBOURNE
115.6 LAM
N51 38.8 E000 09.1

NORRY
N51 28.8
W001 07.4

MAA FL170
L 620

MAA FL170
M 185

KATHY
N50 31.2 W001 20.0
FL170

MAA FL170
L 980

MAA FL90
Q 41

ASKEY 2P
32.6 D

ASKEY 1B, 2N
27
011°

ASKEY 1B
32

017°

027°

071°

23

24

356°

093°

R273°

D23.4

R343°

163°

004°

NOT TO SCALE

HOLDING OVER ASKEY

163°

D23.4/27

7000'

LAM

R343°

D23.4

SPEED RESTRICTION
Cross SLPs or 3 Min before
holding facility at 250 KT or less.

SLP Speed Limit Point

DESCENT PLANNING
Pilots should plan for possible

HOLDING OVER ASKEY

163°

D23.4/27

7000'

R343°

D23.4

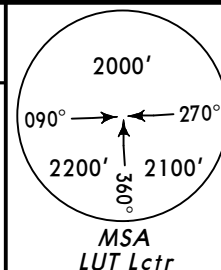
LAM

SPEED RESTRICTION
Cross SLPs or 3 Min before
holding facility at 250 KT or less.

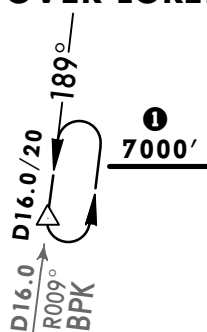
 **SLP** Speed Limit Point

DESCENT PLANNING
 Pilots should plan for possible descent clearance as follows:
ASKEY 1B, 2N: by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
Do not proceed beyond
ASKEY
without ATC clearance.

ATIS
120.57Apt Elev
526'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'LOREL 4C [LORE4C], LOREL 2S [LORE2S]
ARRIVALSWHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 4C & 2SDirect distance from LOREL to:
Luton Apt 14 NM

1 Aircraft will be instructed by
ATC to fly at the appropriate FL.

HOLDING
OVER LOREL

WARNING

Do not proceed beyond
LOREL
without ATC clearance.LUTON
345 LUT
N51 53.7 W000 15.2BROOKMANS
PARK
D (H) 117.5 BPK
N51 45.0 W000 06.4
SLP(IAF)
LOREL
N52 00.8
W000 03.2BUSTA
N52 05.6 E000 04.1
(LAM R-355/D27.0)BARKWAY
D (H) 116.25 BKY
N51 59.4 E000 03.7LAMBOURNE
D (H) 115.6 LAM
N51 38.8 E000 09.1BEDEK
N51 22.3
W001 33.5

FL180

NIGIT
N51 18.8
W001 10.3FL200
FL180VATON
N51 26.1 W000 20.9OCKHAM
D 115.3 OCK
N51 18.3 W000 26.8MIDHURST
D (H) 114.0 MID
N51 03.2 W000 37.5AVANT
N50 49.2 W000 56.3
FL190

NOT TO SCALE

DESCENT PLANNING

Pilots should plan for possible
descent clearance as follows:
LOREL 4C: FL190 by AVANT.
LOREL 2S: FL180 by BEDEK.
ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.

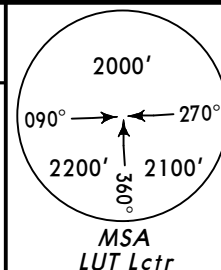
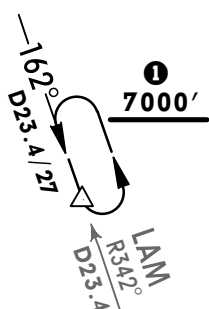
SPEED RESTRICTION

Cross SLPs or 3 Min before
holding facility at 250 KT or less.

SLP Speed Limit Point

ATIS
120.57Apt Elev
526'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'**ASKEY 4C [ASKE4C], ASKEY 2S [ASKE2S]
ARRIVALS**

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

Direct distance from ASKEY to:
Luton Apt **14 NM****1** Aircraft will be instructed by
ATC to fly at the appropriate FL.**HOLDING
OVER ASKEY****WARNING**
Do not proceed beyond
ASKEY
without ATC clearance.LUTON
345 LUT
N51 53.7 W000 15.2

N52 00.8 W000 03.2

BUSTA
N52 05.6 E000 04.1
(LAM R-355/D27.0)**BARKWAY**
D (H) 116.25 BKY
N51 59.4 E000 03.7SLP
D16 BKY**VATON**
N51 26.1 W000 20.9**LAMBOURNE**
D (H) 115.6 LAM
N51 38.8 E000 09.1**BEDEK**
N51 22.3
W001 33.5

FL180

NIGIT
N51 18.8
W001 10.3FL200
FL180**OCKHAM**
D 115.3 OCK
N51 18.3 W000 26.8**MIDHURST**
D (H) 114.0 MID
N51 03.2 W000 37.5**AVANT**
N50 49.2 W000 56.3
FL190

NOT TO SCALE

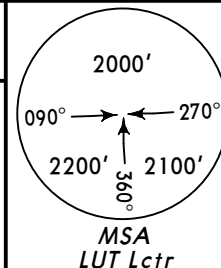
DESCENT PLANNINGPilots should plan for possible
descent clearance as follows:
ASKEY 4C: FL190 by AVANT.
ASKEY 2S: FL180 by BEDEK.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.****SPEED RESTRICTION**Cross SLPs or 3 Min before
holding facility at 250 KT or less.■ **SLP** Speed Limit Point

ATIS
120.57

Apt Elev
526'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

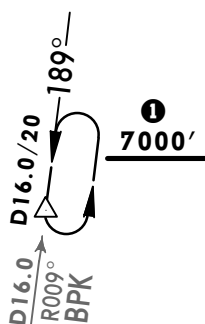
**LOREL 2D [LORE2D]
ARRIVAL**
WHEN BPK VOR OR DME UNSERVICEABLE USE
STAR ASKEY 2D



① Aircraft will be instructed by ATC to fly at the appropriate FL.

SPEED RESTRICTION
Cross SLPs or 3 Min before holding facility at 250 KT or less.
■ SLP Speed Limit Point

HOLDING OVER LOREL



WARNING
Do not proceed beyond LOREL without ATC clearance.

Direct distance from LOREL to:
Luton Apt 14 NM

LUTON
345 LUT
N51 53.7 W000 15.2

BROOKMANS
PARK
D(H) 117.5 BPK
N51 45.0 W000 06.4
SLP

(IAF)
LOREL
N52 00.8 W000 03.2

BUSTA
N52 05.6 E000 04.1
(LAM R-355/D27.0)

BARKWAY
D(H) 116.25 BKY
N51 59.4 E000 03.7

LAMBOURNE
D(H) 115.6 LAM
N51 38.8 E000 09.1

FL200
FL180
By ATC
VATON
N51 26.1 W000 20.9

OCKHAM
D(H) 115.3 OCK
N51 18.3 W000 26.8

SOUTHAMPTON
D(H) 113.35 SAM
N50 57.3 W001 20.7

MIDHURST
D(H) 114.0 MID
N51 03.2 W000 37.5

UM17
FL175
L620
FL175

GIBSO
N50 45.0 W002 31.1
FL270

BEGTO
N50 45.8 W001 14.1
FL210

AVANT
N50 49.2 W000 56.3
FL190

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL270 by GIBSO,
FL210 by BEGTO,
FL190 by AVANT.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

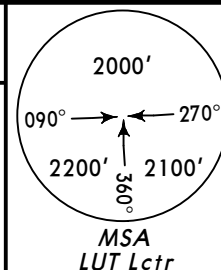


ATIS
120.57Apt Elev
526'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

ASKEY 2D [ASKE2D]

ARRIVAL

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE



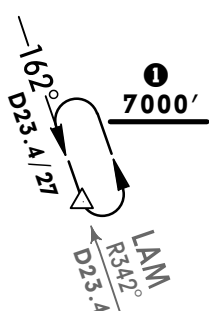
① Aircraft will be instructed by ATC to fly at the appropriate FL.

SPEED RESTRICTION

Cross SLPs or 3 Min before holding facility at 250 KT or less.

■ SLP Speed Limit Point

HOLDING OVER ASKEY

Direct distance from ASKEY to:
Luton Apt 14 NMLUTON
345 LUT
N51 53.7 W000 15.2

N52 00.8 W000 03.2

ASKEY

(IAF)

SLP D16 BKY

BUSTA
N52 05.6 E000 04.1
(LAM R-355/D27.0)BARKWAY
116.25 BKY
N51 59.4 E000 03.7LAMBOURNE
115.6 LAM
N51 38.8 E000 09.1

WARNING
Do not proceed beyond ASKEY without ATC clearance.

FL200
FL180VATON
N51 26.1 W000 20.9OCKHAM
115.3 OCK
N51 18.3 W000 26.8MIDHURST
114.0 MID
N51 03.2 W000 37.5SOUTHAMPTON
113.35 SAM
N50 57.3 W001 20.7UM17
FL175
L620
FL175GIBSO
N50 45.0 W002 31.1
FL270BEGTO
N50 45.8 W001 14.1
FL210AVANT
N50 49.2 W000 56.3
FL190

DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

FL270 by GIBSO,

FL210 by BEGTO,

FL190 by AVANT.

**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

NOT TO SCALE

ATIS
120.57Apt Elev
526'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

LOREL 4F [LORE4F]①, LOREL 3G [LORE3G]①
LOREL 1H [LORE1H], LOREL 1J [LORE1J]
LOREL 1K [LORE1K]②

ARRIVALS

WHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 4F, 3G, 1H, 1J & 1K

- ① In the event of congestion in the London TMA aircraft may be directed to hold over HON.
- ② Flights from EGNX. Normally only available to aircraft flying at FL70.
- ③ Aircraft will be instructed by ATC to fly at the appropriate FL.

DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

LOREL 4F, 3G: FL200 by ROGBI.

FL150 by CLIPY.

LOREL 1H: FL150 by CLIPY.

ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.

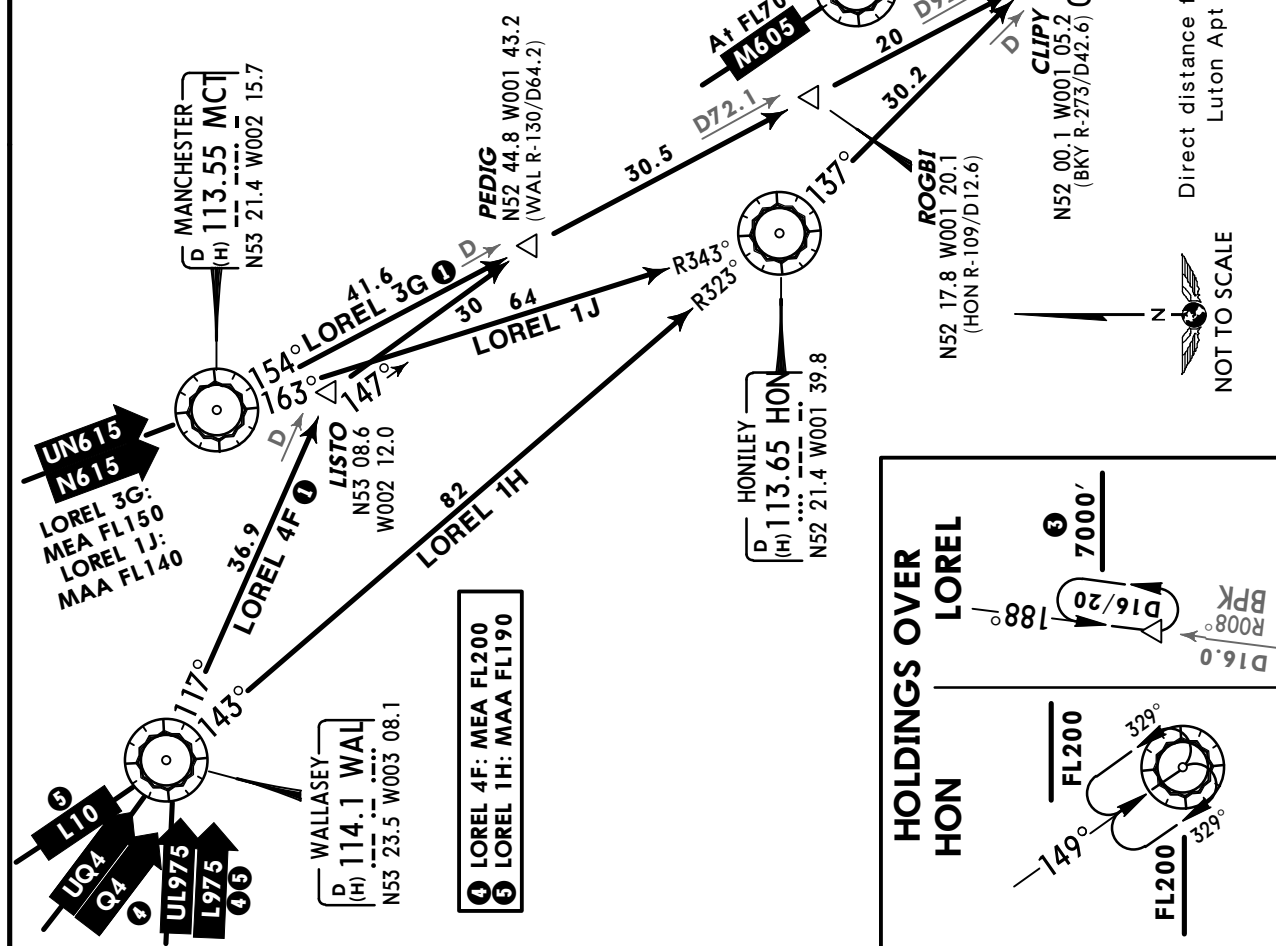
WARNING

Do not proceed beyond LOREL
without ATC clearance.

SPEED RESTRICTION

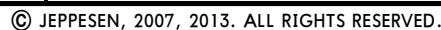
Cross SLPs or 3 Min before
holding facility at 250 KT or less.

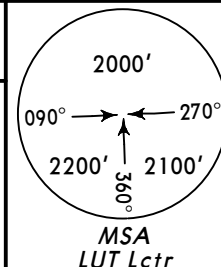
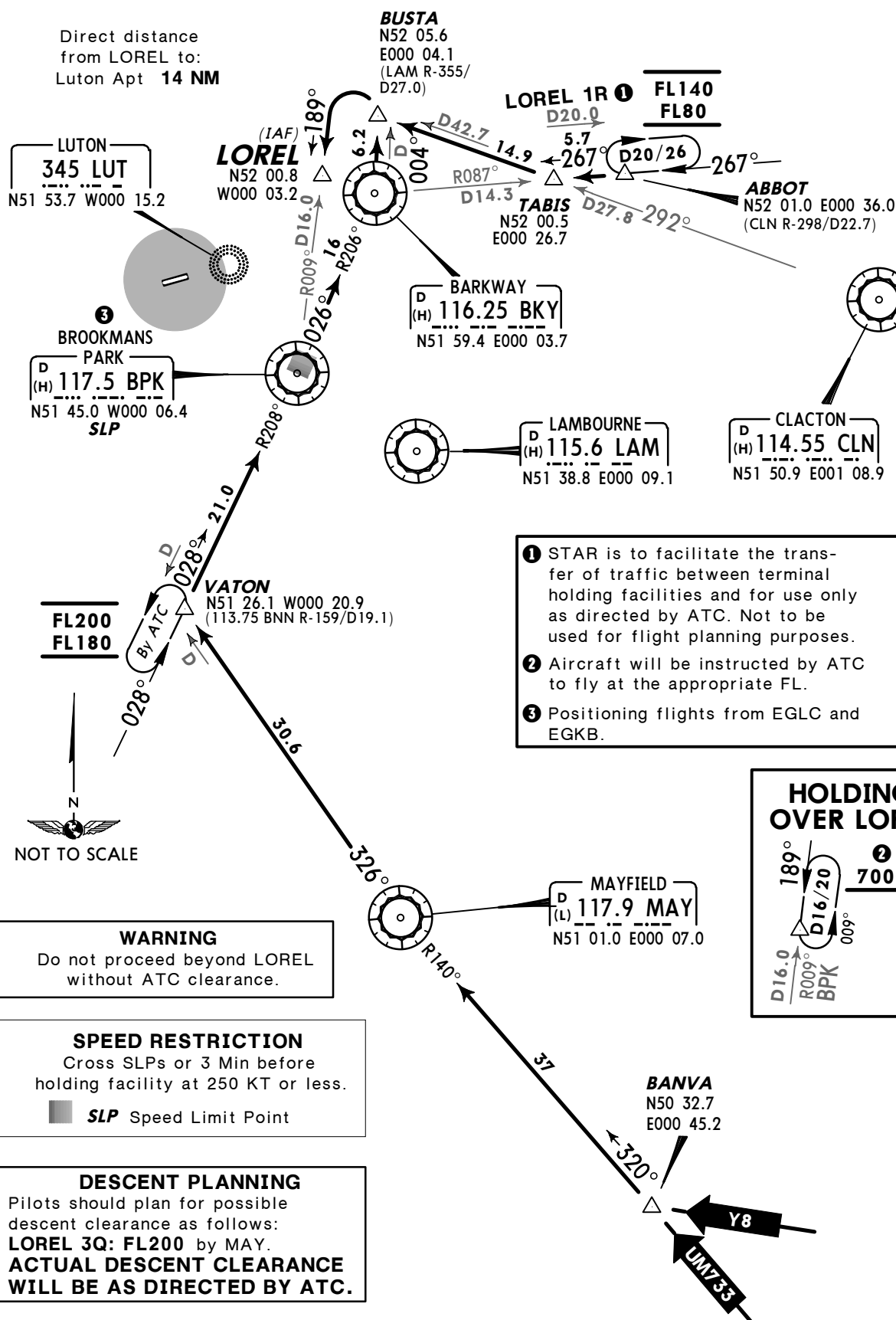
SLP Speed Limit Point

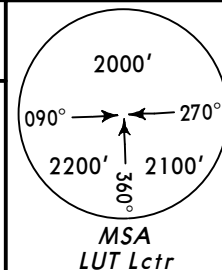


TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

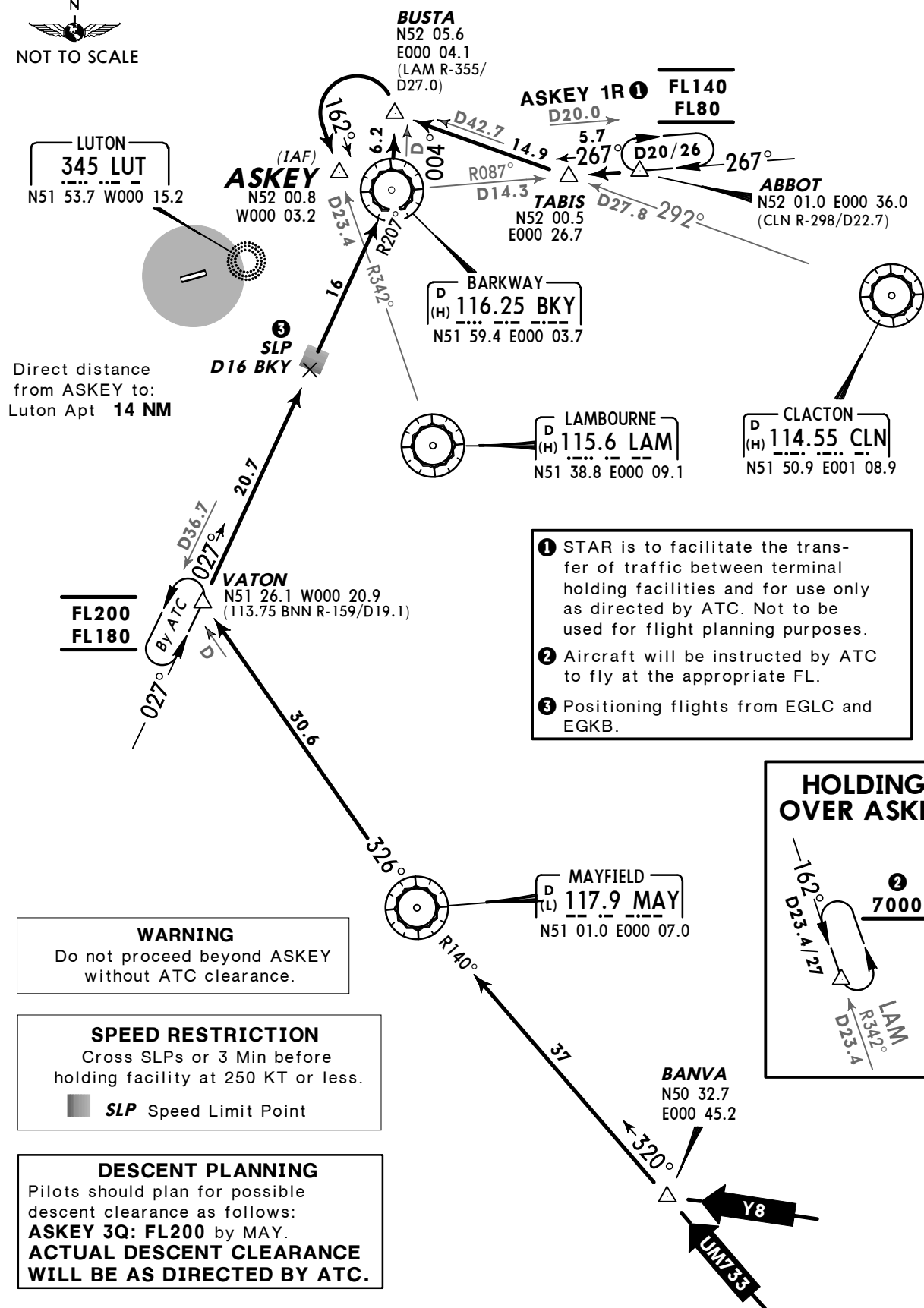
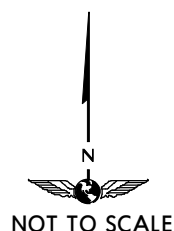
- Do not proceed beyond ASKEY
without ATC clearance.



ATIS
120.57Apt Elev
526'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'**LOREL 3Q [LORE3Q], LOREL 1R [LORE1R] ①**
ARRIVALSWHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 3Q & 1R

ATIS
120.57Apt Elev
526'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'**ASKEY 3Q [ASKE3Q], ASKEY 1R [ASKE1R] ①**
ARRIVALS

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE



LONDON Control
118.82
LUTON Radar (APP)
(ESSEX Radar)
129.55

Apt Elev
526'

Trans level: By ATC Trans alt: 6000'

1. After take-off contact LONDON Control or LUTON Approach Control or LUTON Radar (ESSEX Radar) when instructed by ATC.
2. SIDs include noise preferential routes (refer to 50-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID level until instructed by ATC.

CLACTON 7B (CLN 7B)**CLACTON 7C (CLN 7C)****RWYS 26, 08 DEPARTURES**

ALSO AVAILABLE FOR TRAFFIC TO EGKB AND EGLC

~~SPEED~~ MAX 250 KT BELOW FL100

UNLESS OTHERWISE AUTHORIZED

WARNING

No turns below **1030'**.

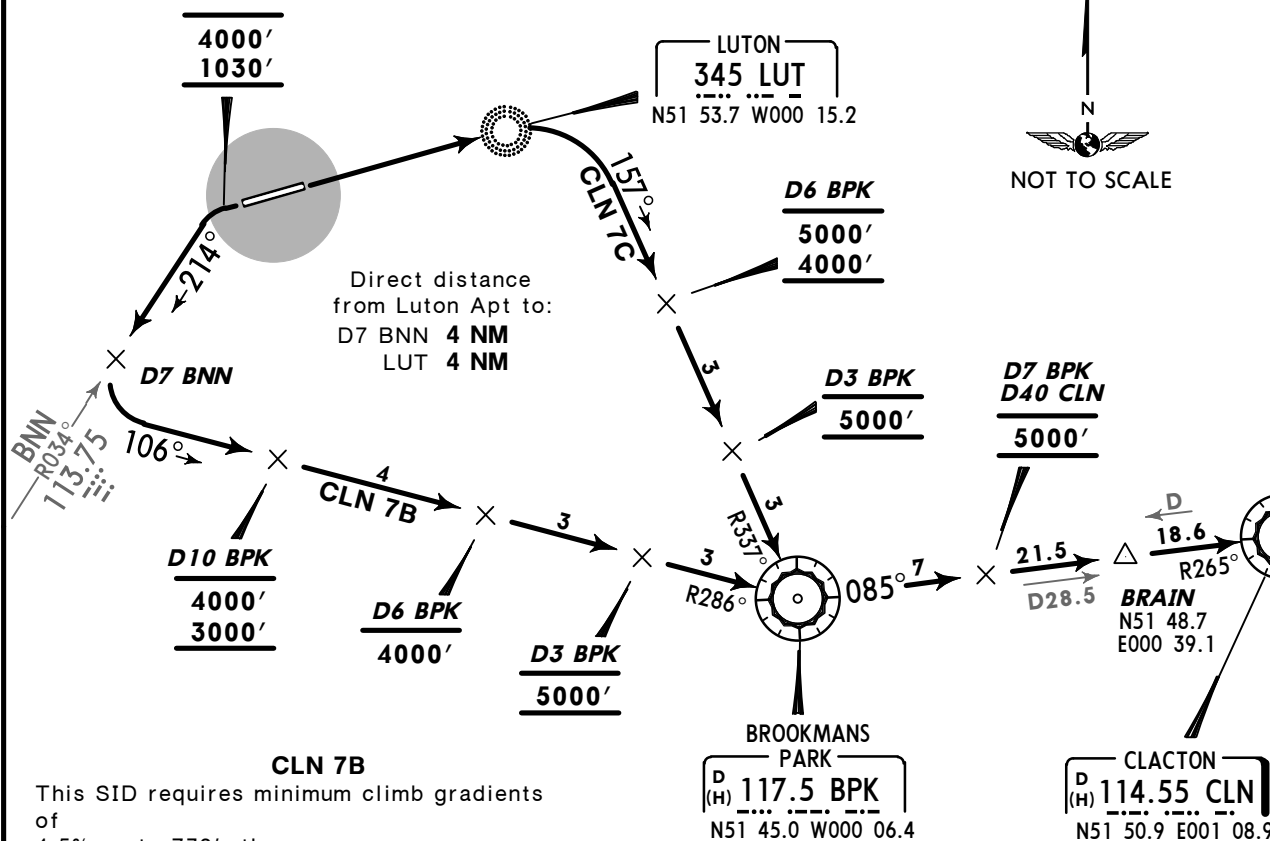
WARNING - STEPPED CLIMB

Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

AVERAGE TRACK MILEAGE

CLN 7B: 20 NM to BPK.

CLN 7C: 15 NM to BPK.

**CLN 7B**

This SID requires minimum climb gradients of
4.5% up to 730', then
5.1% up to 3000' due to ATM purposes.

Gnd Speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	RWY	ROUTING/ALTITUDE
CLN 7B	26	Climb to at or above 1030' (MAX 4000'), turn LEFT, intercept BNN R-034 inbound to D7 BNN, turn LEFT, intercept BPK R-286 inbound, cross D10 BPK at or above 3000' (MAX 4000'), D6 BPK at or below 4000', D3 BPK at 5000', to BPK, turn LEFT, intercept CLN R-265 inbound, cross D40 CLN/D7 BPK at 5000', then via BRAIN to CLN.
CLN 7C	08	Climb to LUT, turn RIGHT, intercept BPK R-337 inbound, cross D6 BPK at or above 4000' (MAX 5000'), D3 BPK at 5000', to BPK, turn LEFT, intercept CLN R-265 inbound, cross D40 CLN/D7 BPK at 5000', then via BRAIN to CLN.

SID	RWY	ROUTING/ALTITUDE
CPT 3B	26	Climb to at or above 1030' (MAX 5000'), turn LEFT, intercept BNN R-034 inbound to D7 BNN, turn RIGHT, intercept 257° bearing towards HEN, cross BNN R-345 at or above 3000' (MAX 5000'), to HEN at 5000', ensuring BNN DME does not decrease below 4NM, turn LEFT, intercept CPT R-046 inbound to CPT.
CPT 6C	08	Climb to ILTN 3 DME, turn RIGHT, intercept 258° bearing towards HEN, cross BNN R-039 at 4000', BNN R-010 at 5000', to HEN at 5000', ensuring BNN DME does not decrease below 4NM, turn LEFT, intercept CPT R-046 inbound to CPT.

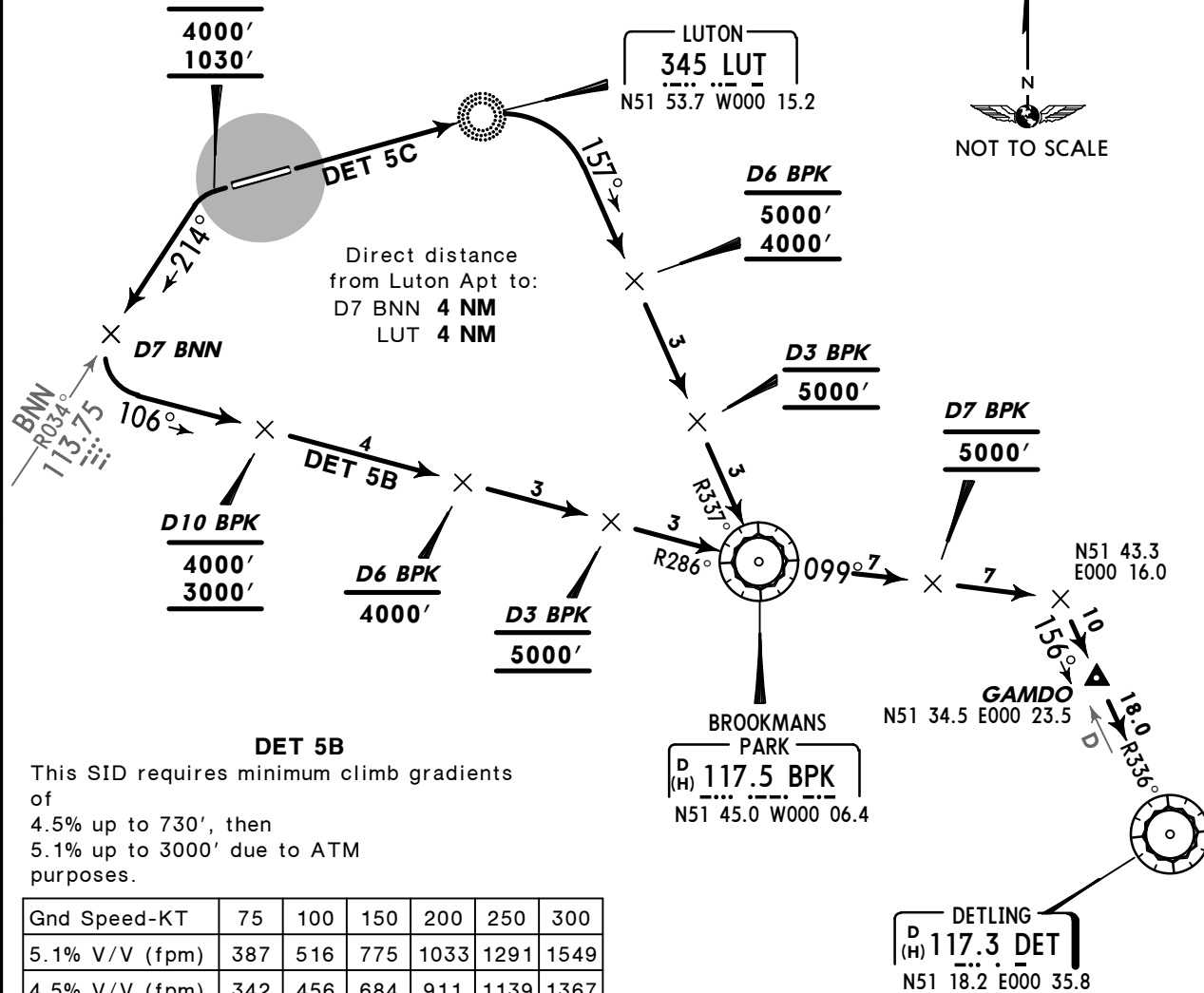
Trans level: By ATC Trans alt: 6000'

1. After take-off contact LONDON Control or LUTON Approach Control when instructed by ATC.
2. SIDs include noise preferential routes (refer to 50-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID level until instructed by ATC.

**SPEED: MAX 250 KT BELOW FL 100
UNLESS OTHERWISE AUTHORIZED**

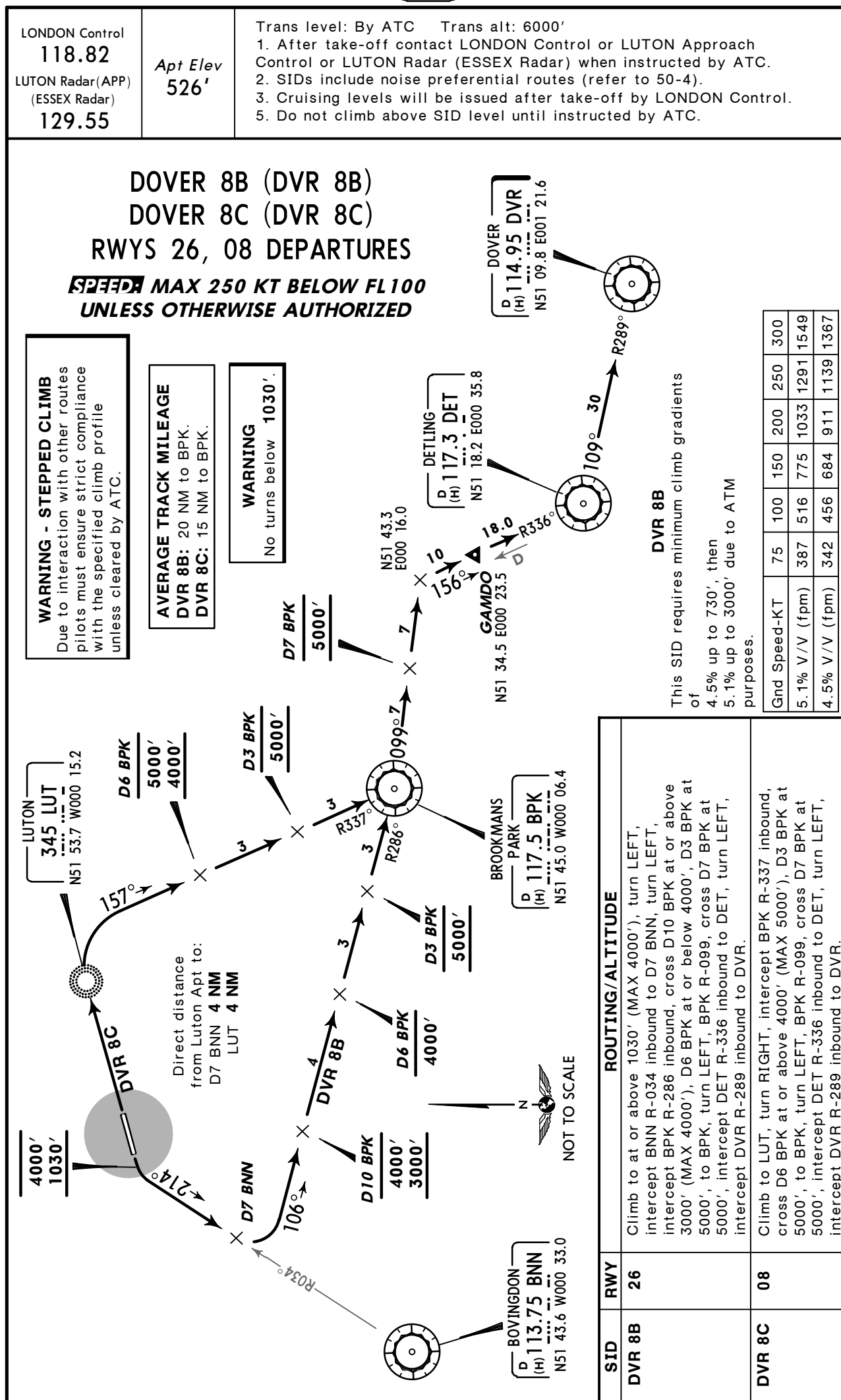
No turns below **1030'**.

DET 5C: 15 NM to BPK.

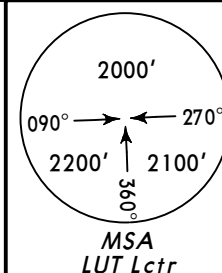


Gnd Speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
4.5% V/V (fpm)	342	456	684	911	1139	1367

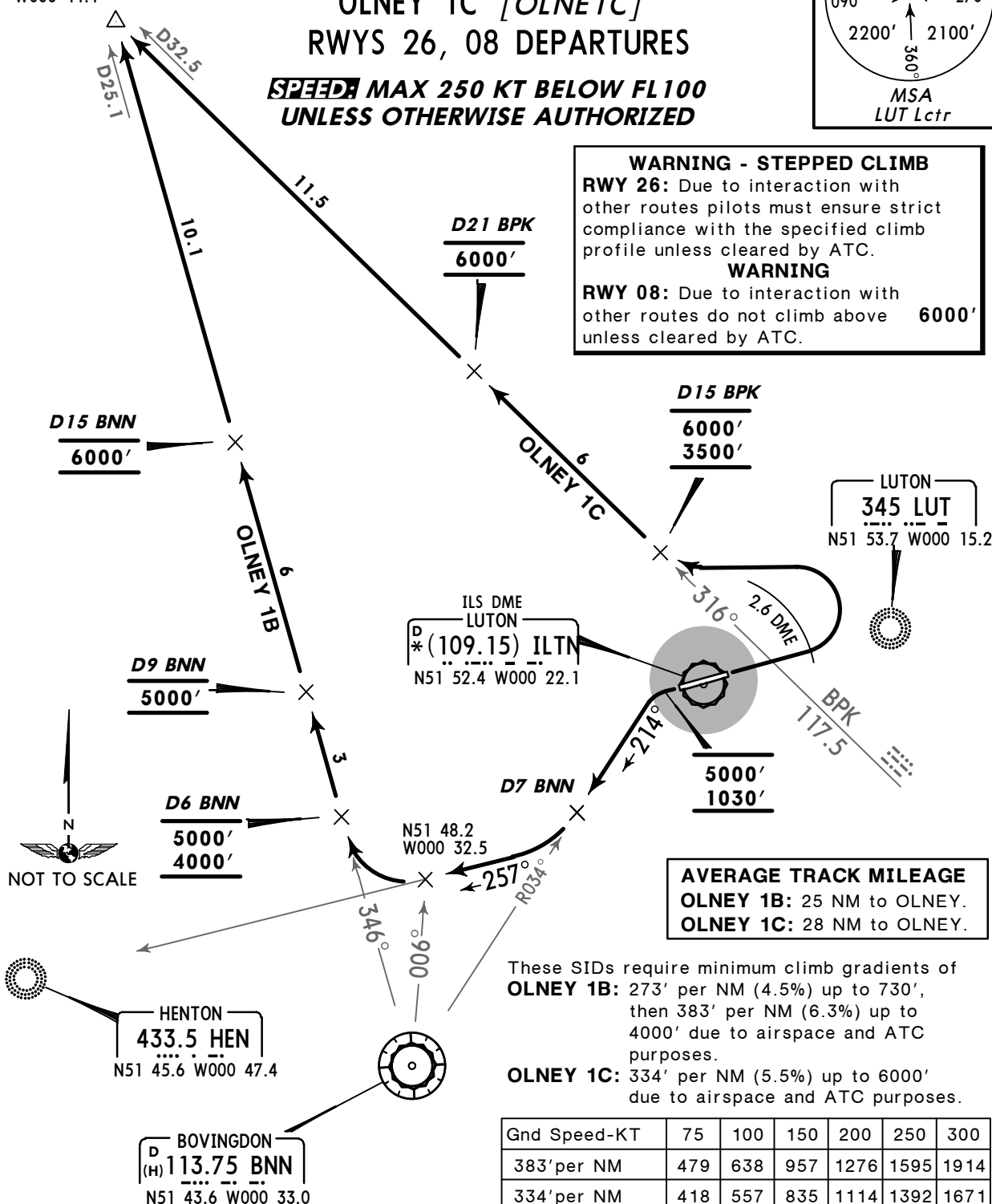
SID	RWY	ROUTING/ALTITUDE
DET 5B	26	Climb to at or above 1030' (MAX 4000'), turn LEFT, intercept BNN R-034 inbound to D7 BNN, turn LEFT, intercept BPK R-286 inbound, cross D10 BPK at or above 3000' (MAX 4000'), D6 BPK at or below 4000', D3 BPK at 5000', to BPK, turn LEFT, BPK R-099, cross D7 BPK at 5000', intercept DET R-336 inbound to DET.
DET 5C	08	Climb to LUT, turn RIGHT, intercept BPK R-337 inbound, cross D6 BPK at or above 4000' (MAX 5000'), D3 BPK at 5000', to BPK, turn LEFT, BPK R-099, cross D7 BPK at 5000', intercept DET R-336 inbound to DET.



LONDON Control 119.77 LUTON Radar(APP) (ESSEX Radar) 129.55	<i>Apt Elev</i> 526'	Trans level: By ATC Trans alt: 6000' 1. After take-off contact Rwy 26: LONDON Control or LUTON Approach Control or LUTON Radar as instructed by ATC/Rwy 08: LUTON Radar (ESSEX Radar). 2. SIDs include noise preferential routes (refer to 50-4). 3. No turns below 1030'. 4. Cruising levels will be issued after take-off by by LONDON Control. 5. Do not climb above SID level until instructed by ATC.
---	--------------------------------	--

OLNEY
N52 07.7
W000 44.1**OLNEY 1B [OLNE1B]
OLNEY 1C [OLNE1C]
RWYS 26, 08 DEPARTURES****~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**

WARNING - STEPPED CLIMB
RWY 26: Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.
WARNING
RWY 08: Due to interaction with other routes do not climb above **6000'** unless cleared by ATC.

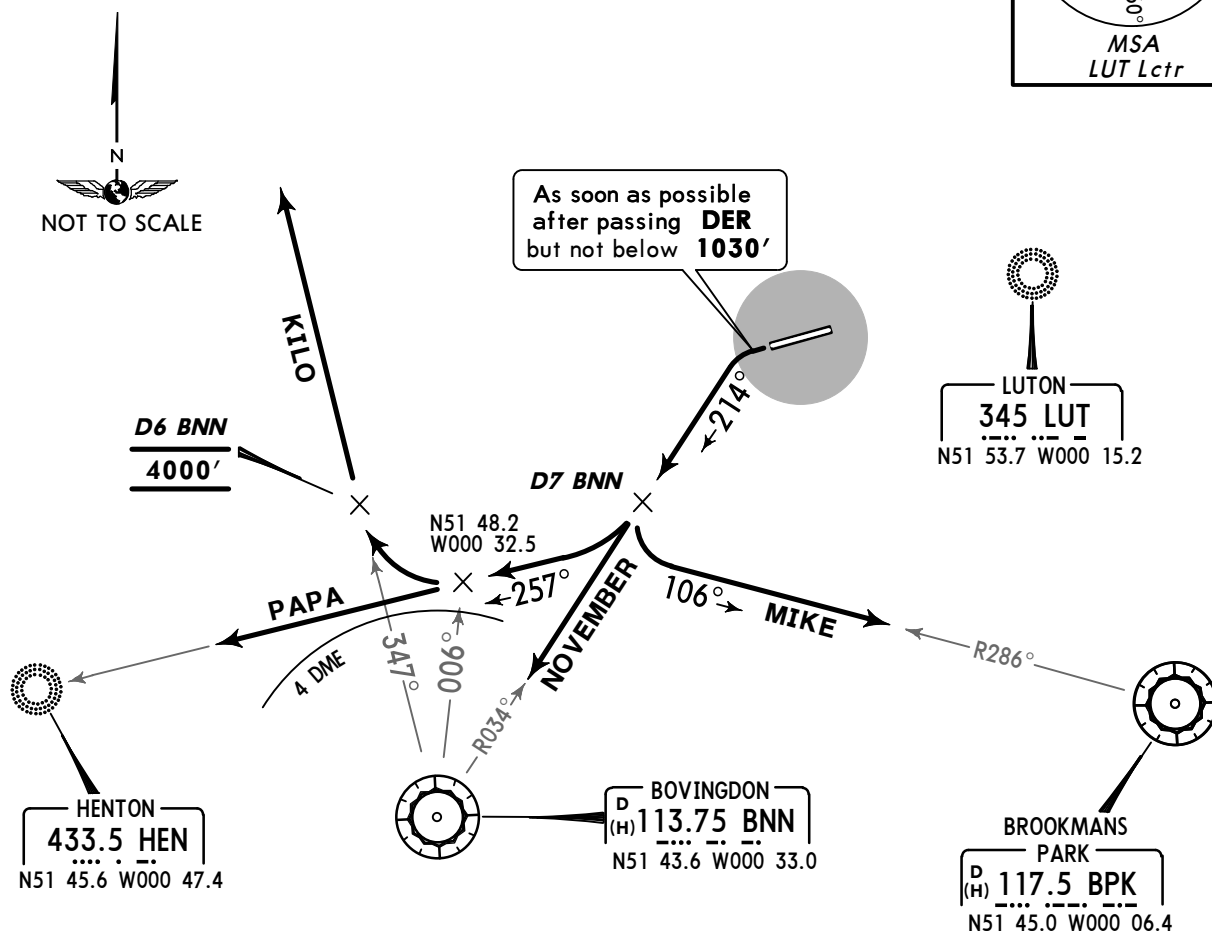


SID	RWY	ROUTING/ALTITUDE
OLNEY 1B	26	Climb to at or above 1030' (MAX 5000'), turn LEFT, intercept BNN R-034 inbound to D7 BNN, turn RIGHT, intercept 257° bearing towards HEN, when passing BNN R-006 turn RIGHT, intercept BNN R-346, cross D6 BNN at or above 4000' (MAX 5000'), D9 BNN at 5000', D15 BNN at 6000', then to OLNEY.
OLNEY 1C	08	Climb to ILTN 2.6 DME, turn LEFT, intercept BPK R-316, cross D15 BPK at or above 3500' (MAX 6000'), D21 BPK at 6000', then to OLNEY.

LUTON
Radar (APP)
129.55Apt Elev
526'

Trans level: By ATC Trans alt: 6000'

1. Non-airways departures will be controlled by LUTON Approach.
2. Procedures applicable to aircraft which are required by the Aerodrome Operator to adhere to noise preferential routes. Procedures incorporate noise preferential routes.
3. Pilots are reminded of the close proximity of Stansted CTR/CTA to the east and southeast, the London CTR to the south, minor aerodromes and ATZs below the London TMA.
4. Do not enter adjacent controlled airspace without specific ATC clearance from the appropriate ATC unit.
5. Procedures should be operated on Luton QNH.

KILO, MIKE, NOVEMBER, PAPA
RWY 26 NON-AIRWAYS DEPARTURES**SPEED: MAX 250 KT****MIKE, NOVEMBER: Initial climb clearance 2400'**
PAPA: Initial climb clearance 3000'

DEPARTURE	ROUTING/ALTITUDE
KILO ①	As soon as possible after passing DER, but not below 1030' turn LEFT, intercept BNN R-034 inbound to D7 BNN, turn RIGHT, intercept 257° bearing towards HEN, when passing BNN R-006 turn RIGHT, intercept BNN R-347, cross D6 BNN at 4000', until clear of controlled airspace.
MIKE	As soon as possible after passing DER, but not below 1030' turn LEFT, intercept BNN R-034 inbound to D7 BNN, turn LEFT, intercept BPK R-286 inbound until clear of controlled airspace.
NOVEMBER ②	As soon as possible after passing DER, but not below 1030' turn LEFT, intercept BNN R-034 inbound until clear of controlled airspace.
PAPA	As soon as possible after passing DER, but not below 1030' turn LEFT, intercept BNN R-034 inbound to D7 BNN, turn RIGHT, intercept 257° bearing towards HEN ensuring that BNN does not decrease below 4 NM until clear of controlled airspace.

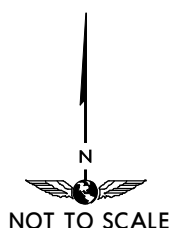
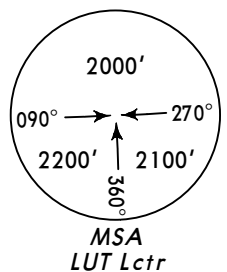
① Route KILO enters class A airspace at or above 3500'.
VFR flights are to remain below 3500' until cleared by ATC.

② Positioning flights to EGLL or EGWU will be cleared to BNN and will be allocated a level within controlled airspace prior to departure.

LUTON
Radar (APP)
129.55Apt Elev
526'

Trans level: By ATC Trans alt: 6000'

1. Non-airways departures will be controlled by LUTON Approach.
2. Procedures applicable to aircraft which are required by the Aerodrome Operator to adhere to noise preferential routes. Procedures incorporate noise preferential routes.
3. Pilots are reminded of the close proximity of Stansted CTR/CTA to the east and southeast, the London CTR to the south, minor aerodromes and ATZs below the London TMA.
4. Do not enter adjacent controlled airspace without specific ATC clearance from the appropriate ATC unit.
5. Procedures should be operated on Luton QNH.

**ROMEO, SIERRA, TANGO, UNIFORM, VICTOR
RWY 08 NON-AIRWAYS DEPARTURES*****SPEED: MAX 250 KT***HENTON
433.5 HEN
N51 45.6 W000 47.4D7 BNN
N51 49.5
W000 26.9

VICTOR

UNIFORM

BOVINGDON
113.75 BNN
N51 43.6 W000 33.0LUTON
345 LUT
N51 53.7 W000 15.2BROOKMANS
PARK
117.5 BPK
N51 45.0 W000 06.4**ROMEO: Initial climb clearance 4000'**
SIERRA, VICTOR: Initial climb clearance 3000'
TANGO, UNIFORM: Initial climb clearance 2400'

DEPARTURE	ROUTING/ALTITUDE
ROMEO ①	Straight ahead to ILTN 3.9 DME, turn LEFT, 038° track, intercept BPK R-359 until clear of controlled airspace.
SIERRA	Straight ahead to ILTN 2.6 DME, turn LEFT, intercept BPK R-317 until clear of controlled airspace.
TANGO	Straight ahead to ILTN 3.9 DME, turn RIGHT, intercept BPK R-337 inbound until clear of controlled airspace.
UNIFORM ②	Straight ahead to ILTN 3 DME, turn RIGHT, intercept 258° bearing towards HEN, at D7 BNN turn LEFT, intercept BNN R-035 inbound until clear of controlled air-space.
VICTOR	Straight ahead to ILTN 3 DME, turn RIGHT, intercept 258° bearing towards HEN ensuring that BNN does not decrease below 4 NM until clear of controlled air-space.

- ① Route ROMEO enters class A airspace at or above 3500'.
VFR flights are to remain below 3500'.

- ② Positioning flights to EGLL or EGWU will be cleared to BNN and will be allocated a level within controlled airspace prior to departure.

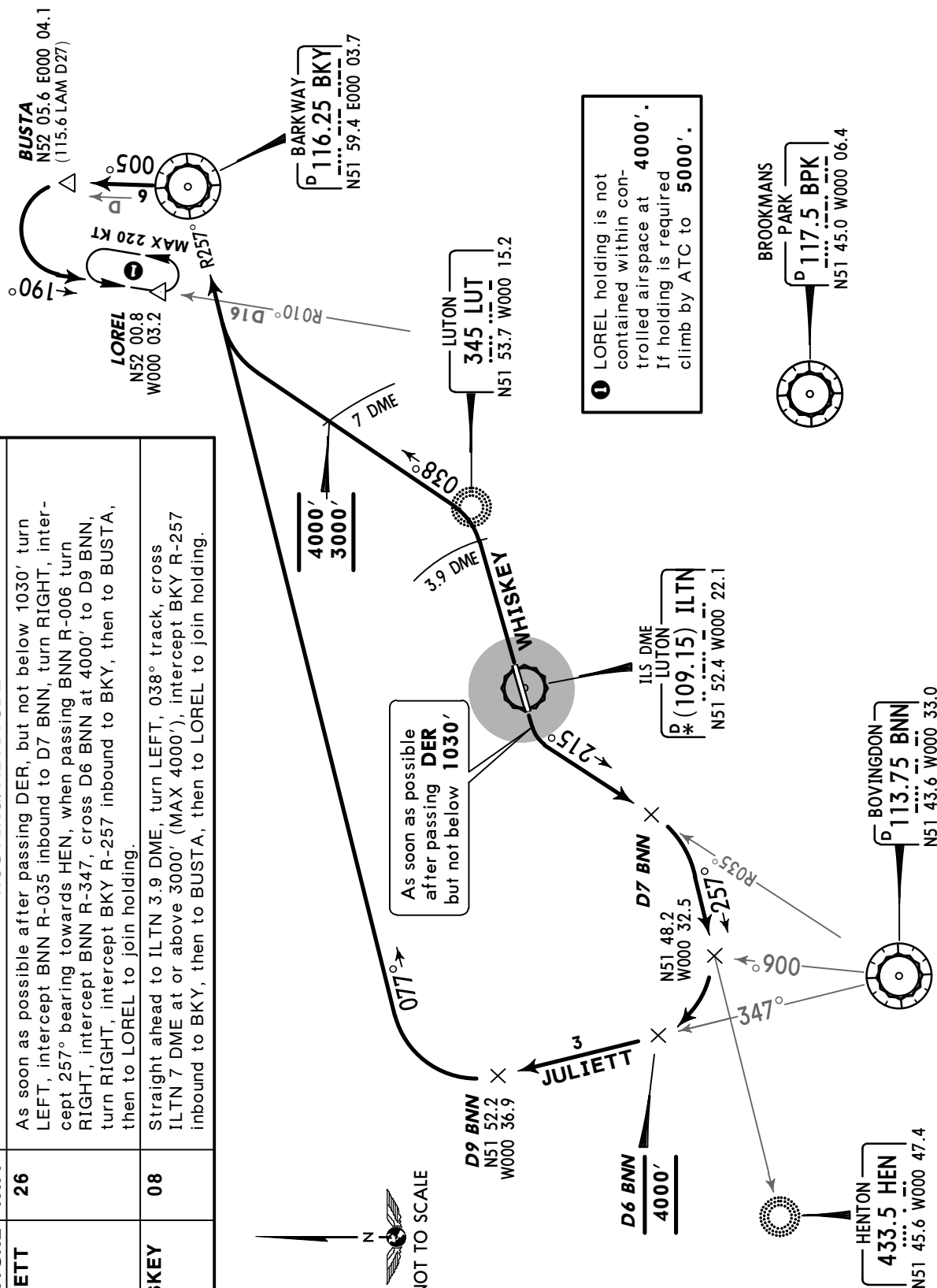
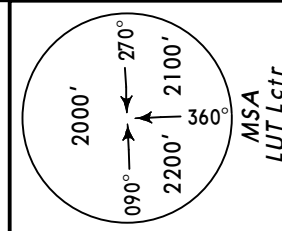
Apt Elev
526'

Trans level: By ATC Trans alt: 6000'

1. Procedures applicable to all aircraft which are required by the aerodrome operator to adhere to noise preferential routes. Procedures incorporate noise preferential routes. 2. Use Luton QNH until instructed by ATC to use Stansted QNH.

JULIETT [JULIET], WHISKEY [WHISKE] NON-AIRWAYS DEPARTURES TO STANSTED

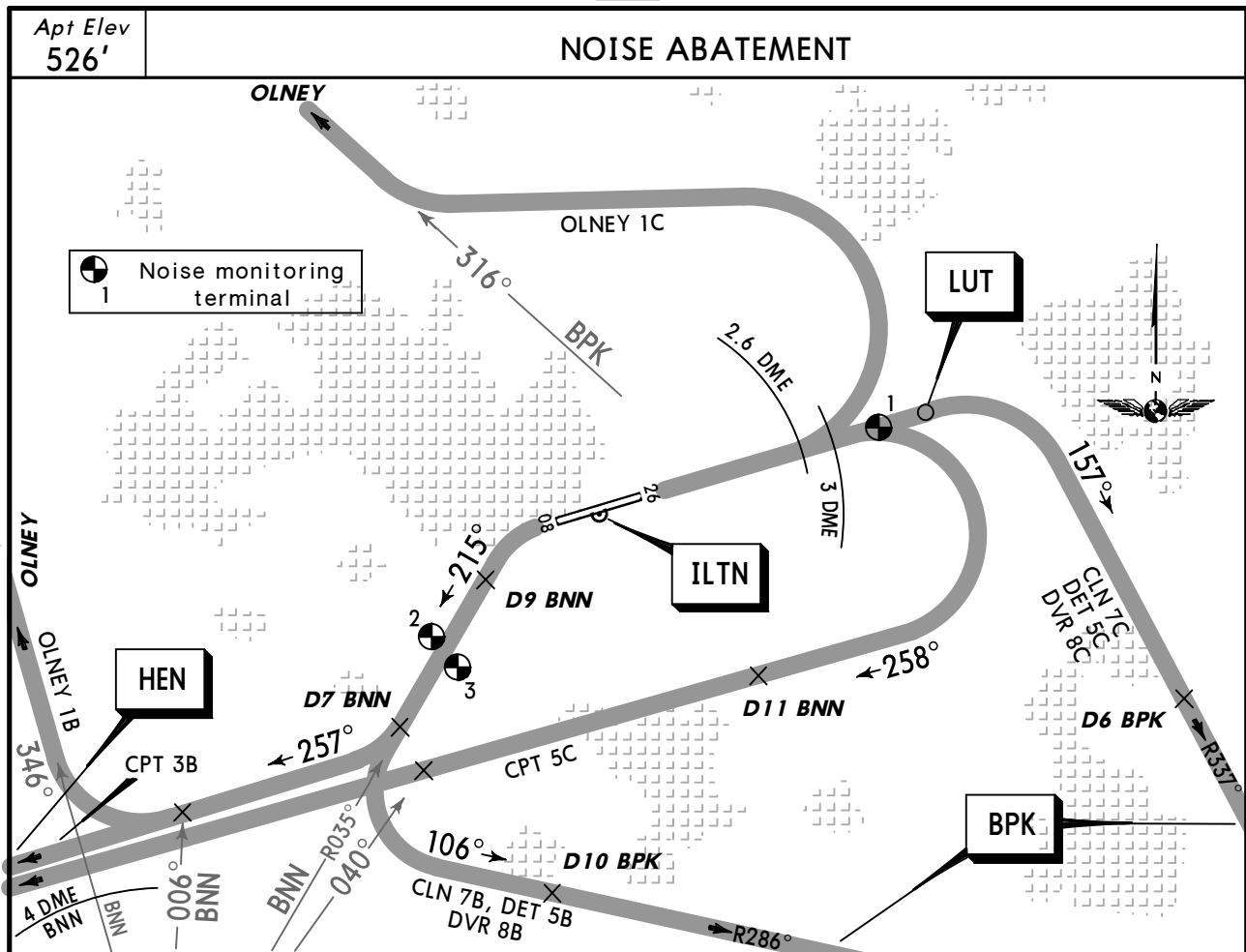
CLASS A AIRSPACE AT OR ABOVE 3500'
VFR FLIGHTS ARE TO REMAIN BELOW 3500'

SPEED: MAX 250 KT**ROUTING/ALTITUDE****DEPARTURE**
JULIETT**RWY**
26

As soon as possible after passing DER, but not below 1030' turn LEFT, intercept BNN R-035 inbound to D7 BNN, turn RIGHT, intercept 257° bearing towards HEN, when passing BNN R-006 turn RIGHT, intercept BNN R-347, cross D6 BNN at 4000' to D9 BNN, turn RIGHT, intercept BKY R-257 inbound to BKY, then to BUSTA, then to LOREL to join holding.

WHISKEY
08

Straight ahead to ILTN 3.9 DME, turn LEFT, 038° track, cross ILTN 7 DME at or above 3000' (MAX 4000'), intercept BKY R-257 inbound to BKY, then to BUSTA, then to LOREL to join holding.



For AIRPORT BRIEFING
refer to 50-1P pages.

EGGW/ LTN

Apt Elev 526'

N51 52.5 W000 22.1

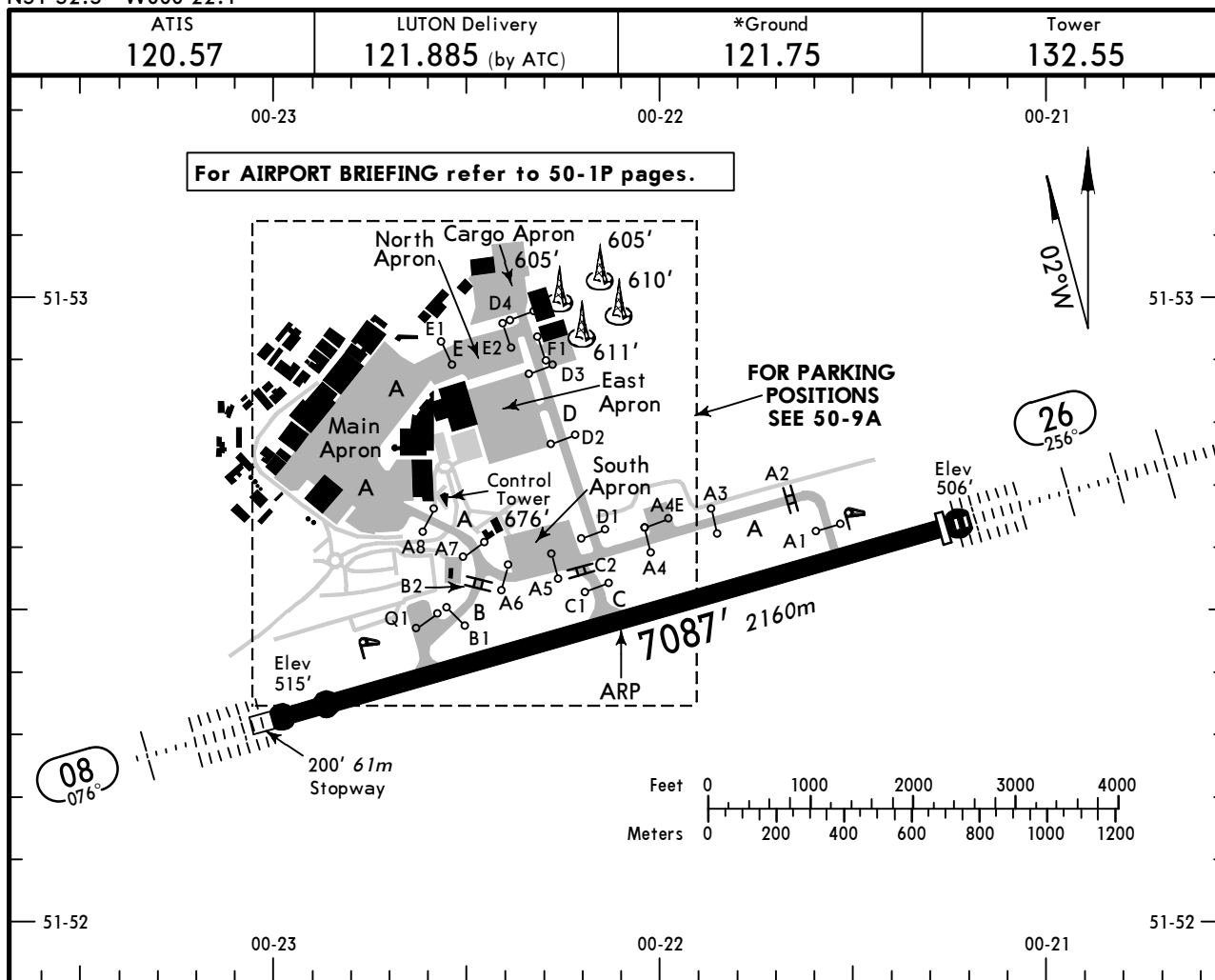
1 JUN 12

(50-9)

JEPPESEN

LONDON, UK

LUTON



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
08	HIRL CL HIALS-II TDZ PAPI-L (3.0°) grooved RVR		6089' 1856m	1	151' 46m
26		6808' 2075m	5896' 1797m		

1 TAKE-OFF RUN AVAILABLE

RWY 08:

From rwy head 7087' (2160m)
 twy B int 5656' (1724m)
 twy C int 3940' (1201m)

RWY 26:

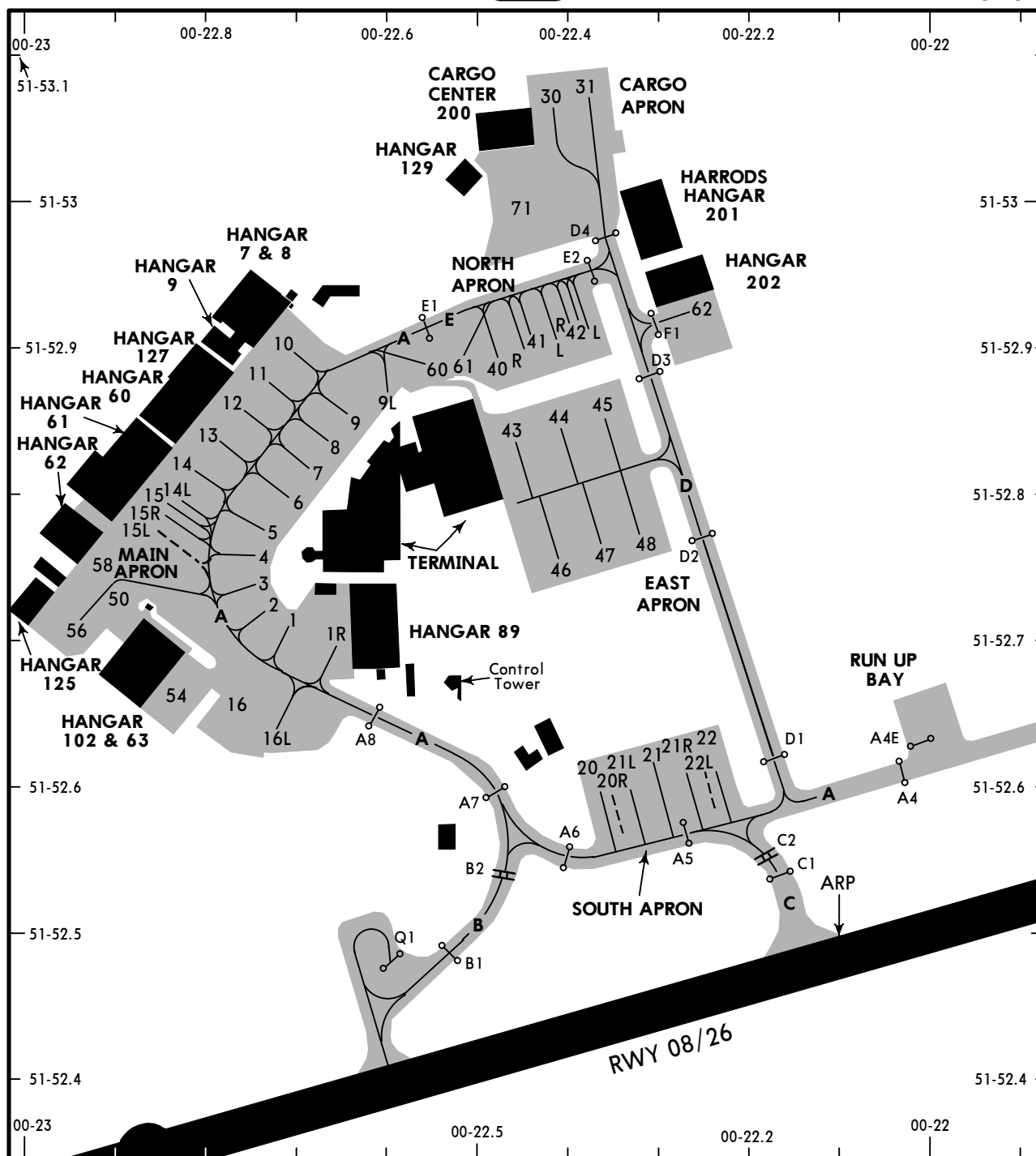
From rwy head 7087' (2160m)
 twy A int 5869' (1789m)
 twy C int 3638' (1109m)

Standard

TAKE-OFF **1**

	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N51 52.7 W000 22.7	41R	N51 52.9 W000 22.5
4 thru 8	N51 52.8 W000 22.7	42 thru 42R	N51 52.9 W000 22.4
9	N51 52.8 W000 22.6	43	N51 52.8 W000 22.5
9L	N51 52.9 W000 22.6	44, 45	N51 52.9 W000 22.4
10, 11	N51 52.9 W000 22.7	46, 47	N51 52.8 W000 22.4
12	N51 52.9 W000 22.8	48	N51 52.8 W000 22.3
13 thru 15	N51 52.8 W000 22.8	50	N51 52.7 W000 22.9
15L, 15R	N51 52.8 W000 22.9	54	N51 52.7 W000 22.8
16	N51 52.7 W000 22.8	56	N51 52.7 W000 22.9
16L	N51 52.6 W000 22.7	58	N51 52.8 W000 22.9
20, 20R	N51 52.6 W000 22.4	60	N51 52.9 W000 22.6
21 thru 22L	N51 52.6 W000 22.3	61	N51 52.9 W000 22.5
30, 31	N51 53.1 W000 22.4	62	N51 52.9 W000 22.3
40	N51 52.9 W000 22.5	71	N51 53.0 W000 22.5
41, 41L	N51 52.9 W000 22.4		

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
08	CAT 2 ILS ❶	615' (100')	RA 127' - 300m
	ILS	715' (200')	600m / 1000m
	LOC	910' (395')	1000m / 1000m
	SRA	990' (475')	1000m / 1000m
26	CAT 2 ILS ❶	608' (100')	RA 132' - 300m
	ILS	708' (200')	500m / 1000m
	LOC	860' (352')	800m / 1000m
	NDB	930' (422')	800m / 1000m
	SRA	940' (432')	800m / 1000m

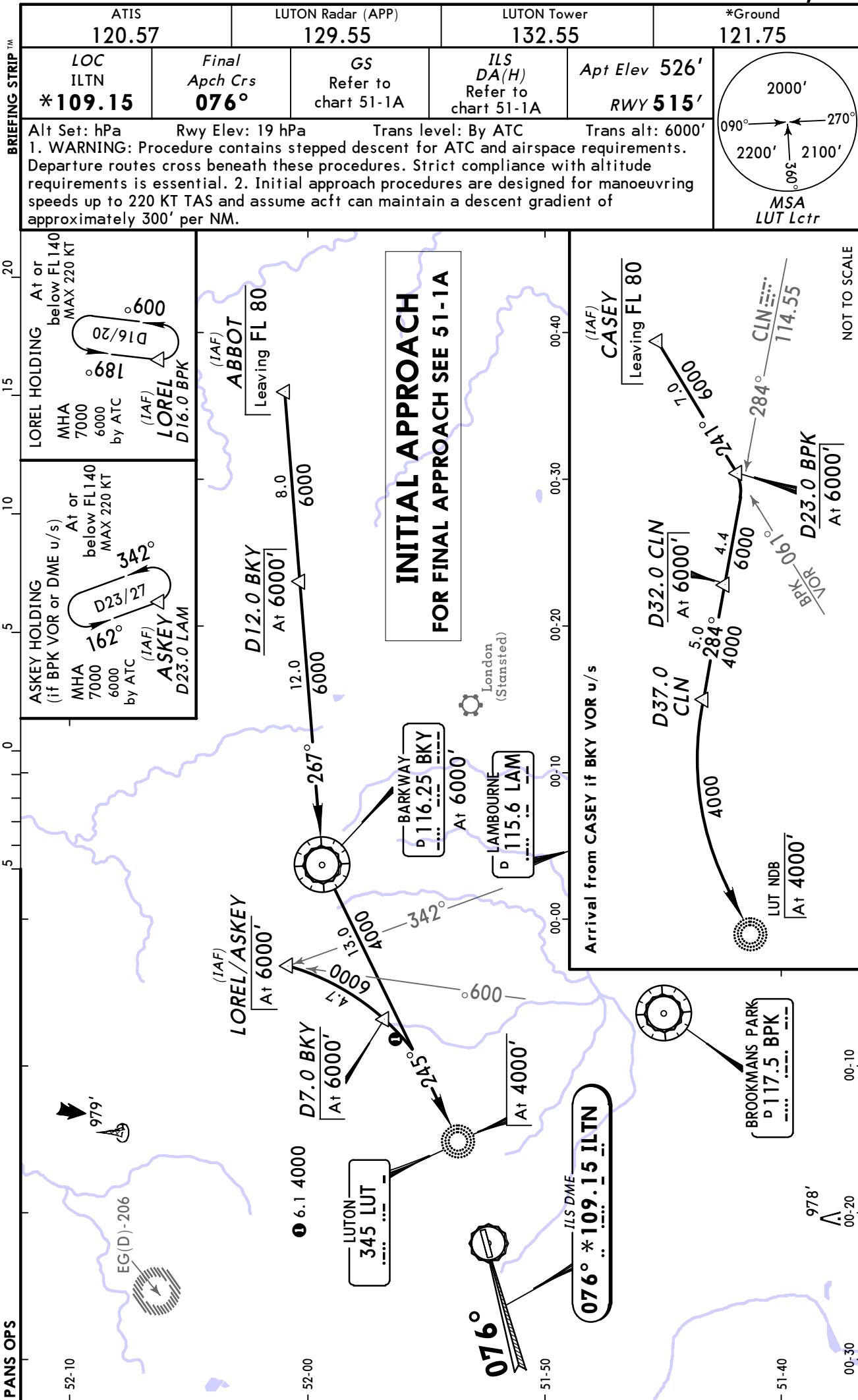
❶ Due to sloping terrain in the apch area, the rate of radio altimeter height reduction prior to threshold will be aprx double the normal rate.

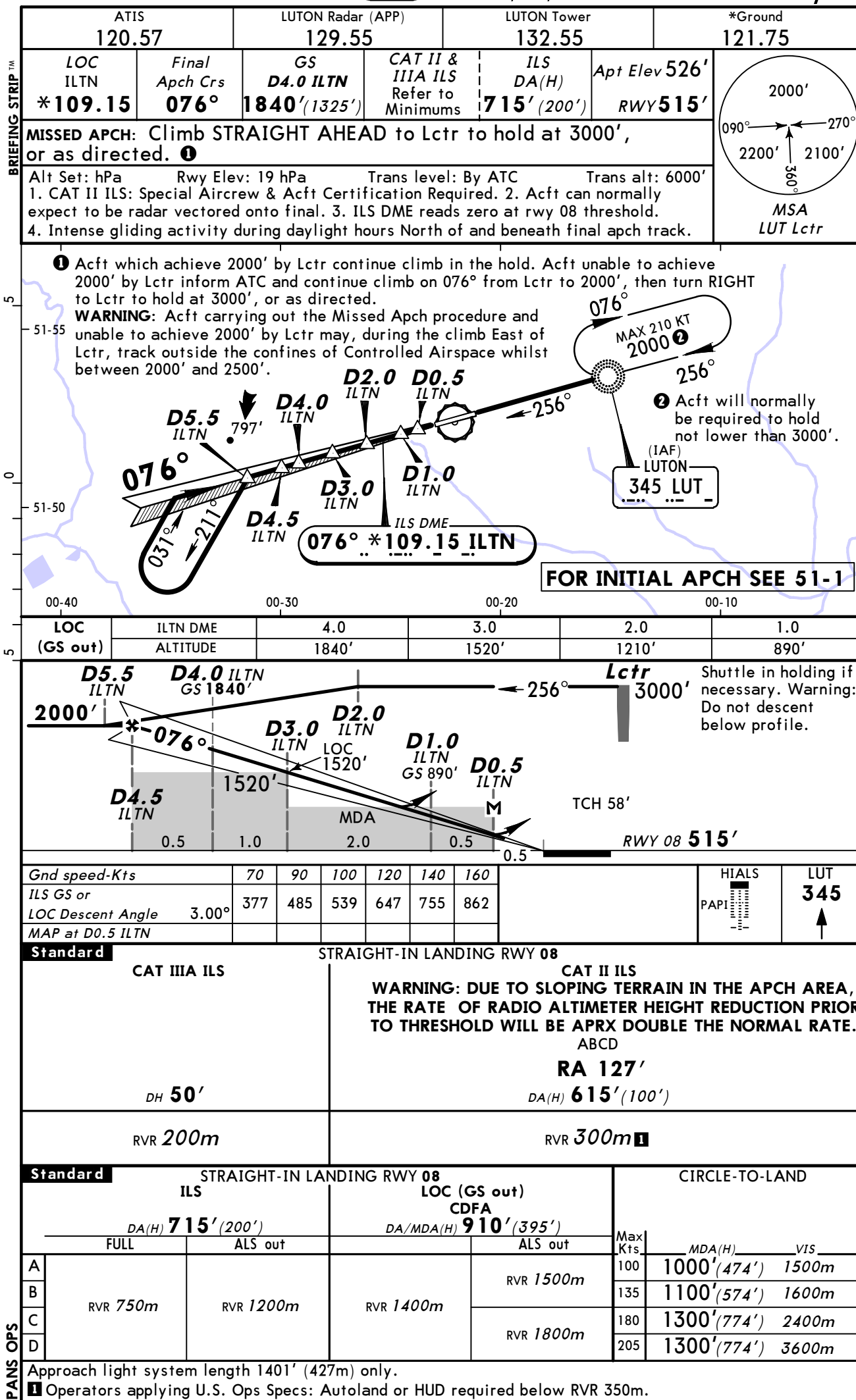
CIRCLE-TO-LAND	MDA(H)	VIS
	1000' (474')	1000m

TAKE-OFF RWY 08, 26				
LVP must be in Force ❷				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❸	800m

❷ Without LVP 400m are stipulated.

❸ Or rejected take-off distance whichever is the greater.





BRIEFING STRIP™



51-2A

CAT I/II/III NDB ILS DME Rwy 26

BRIEFING STRIP TM

② Acft will normally be required to hold not lower than 300



HIALS

PAPI

Standard

STRAIGHT-IN LANDING RWY 26

CAT IIIA ILS

CAT II ILS

WARNING: DUE TO SLOPING TERRAIN IN THE APCH AREA, THE RATE OF RADIO ALTIMETER HEIGHT REDUCTION PRIOR TO THRESHOLD WILL BE APRX DOUBLE THE NORMAL RATE.

ABCD

RA 132'

 $DA(H) \text{ } \mathbf{608'} (100')$

DH **50'**

RVR *200m*RVR **300m** **1**

Standard

STRAIGHT-IN LANDING RWY 26

LOC (GS out)

CIRCLE-TO-LAND

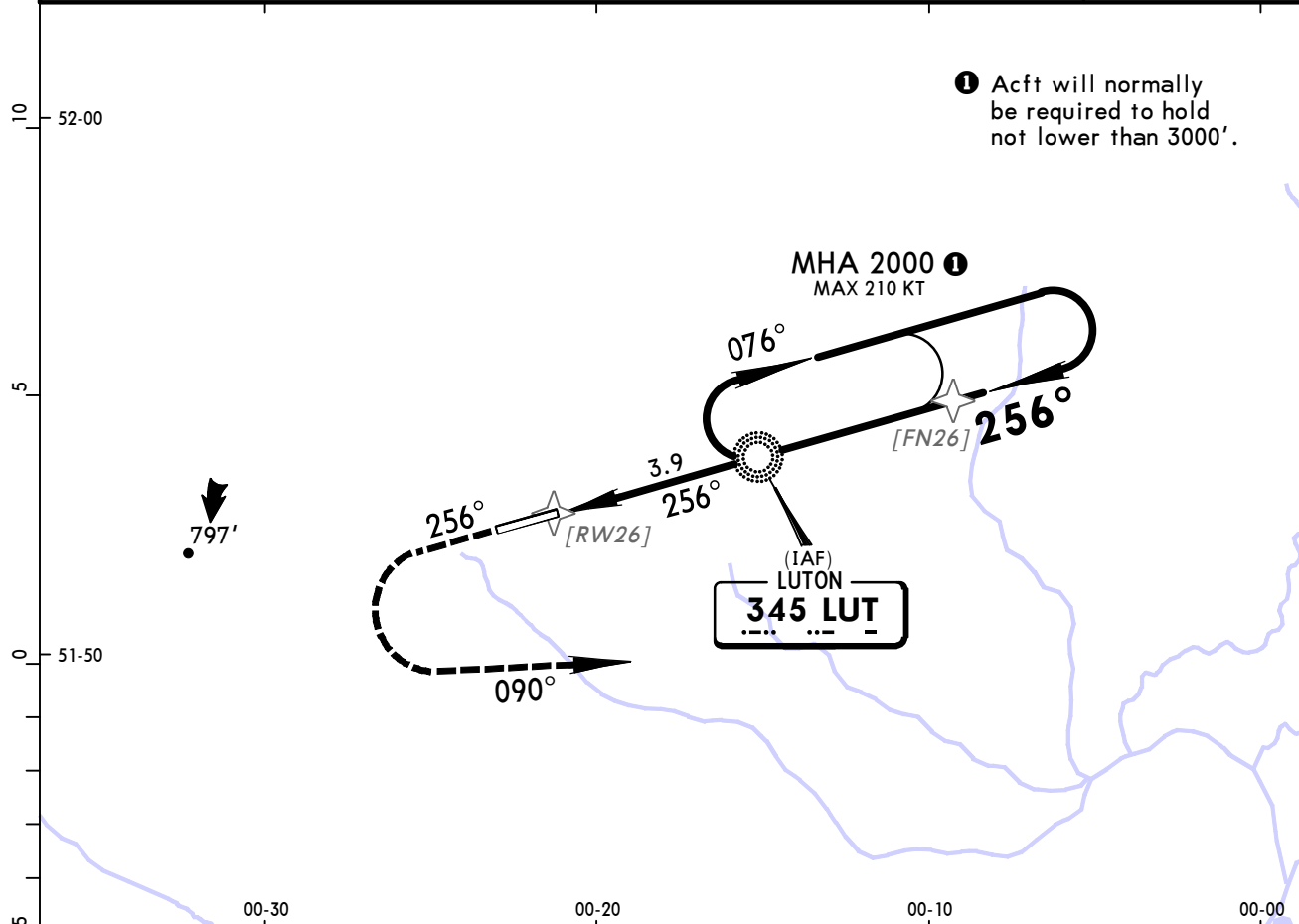
PANS OPS

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

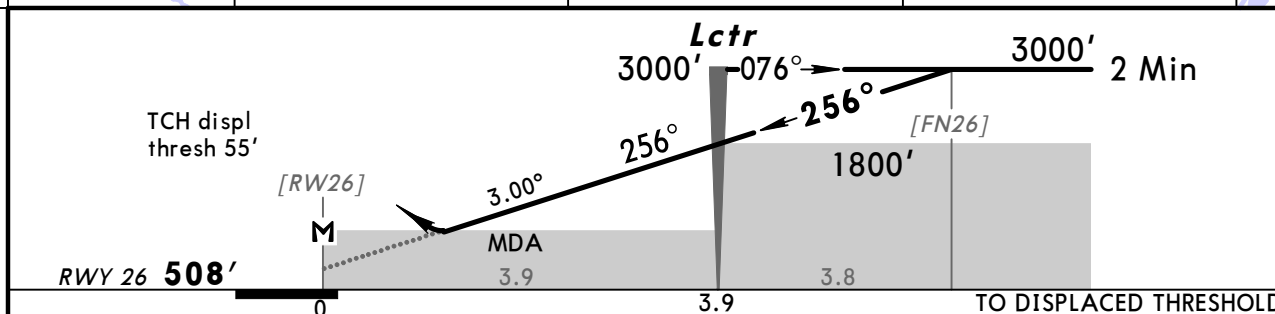
EGGW/LTN
LUTONJEPPESSEN
1 JUN 12 (56-1)LONDON, UK
NDB Rwy 26

BRIEFING STRIP™

ATIS 120.57		LUTON Radar (APP) 129.55		LUTON Tower 132.55		*Ground 121.75	
Lctr LUT 345	Final Apch Crs 256°	Procedure Alt Lctr 1800' (1292')	DA/MDA(H) 930' (422')	Apt Elev 526' RWY 508'			2000' 090° ← → 270° 2200' ↑ 2100' 360° MSA LUT Lctr
MISSED APCH: Climb to 3000'. Climb STRAIGHT AHEAD to 1500', then turn LEFT onto track 090°, continue climb to 3000', then as directed.							
Radio failure: Follow Missed Apch procedure to 3000', then return to Lctr at 3000'.							
Alt Set: hPa		Rwy Elev: 18 hPa		Trans level: By ATC		Trans alt: 6000'	



① Acft will normally be required to hold not lower than 3000'.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
Descent Angle	3.00°	372	478	531	637	743	849	1500'
Lctr to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28	↑

Standard				CIRCLE-TO-LAND			
CDFA							
DA/MDA(H) 930' (422')							
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1300m			100	1000' (474')	1500m	
B				135	1100' (574')	1600m	
C				180	1300' (774')	2400m	
D				205	1300' (774')	3600m	

PANS OPS

CHANGES: Minimums.

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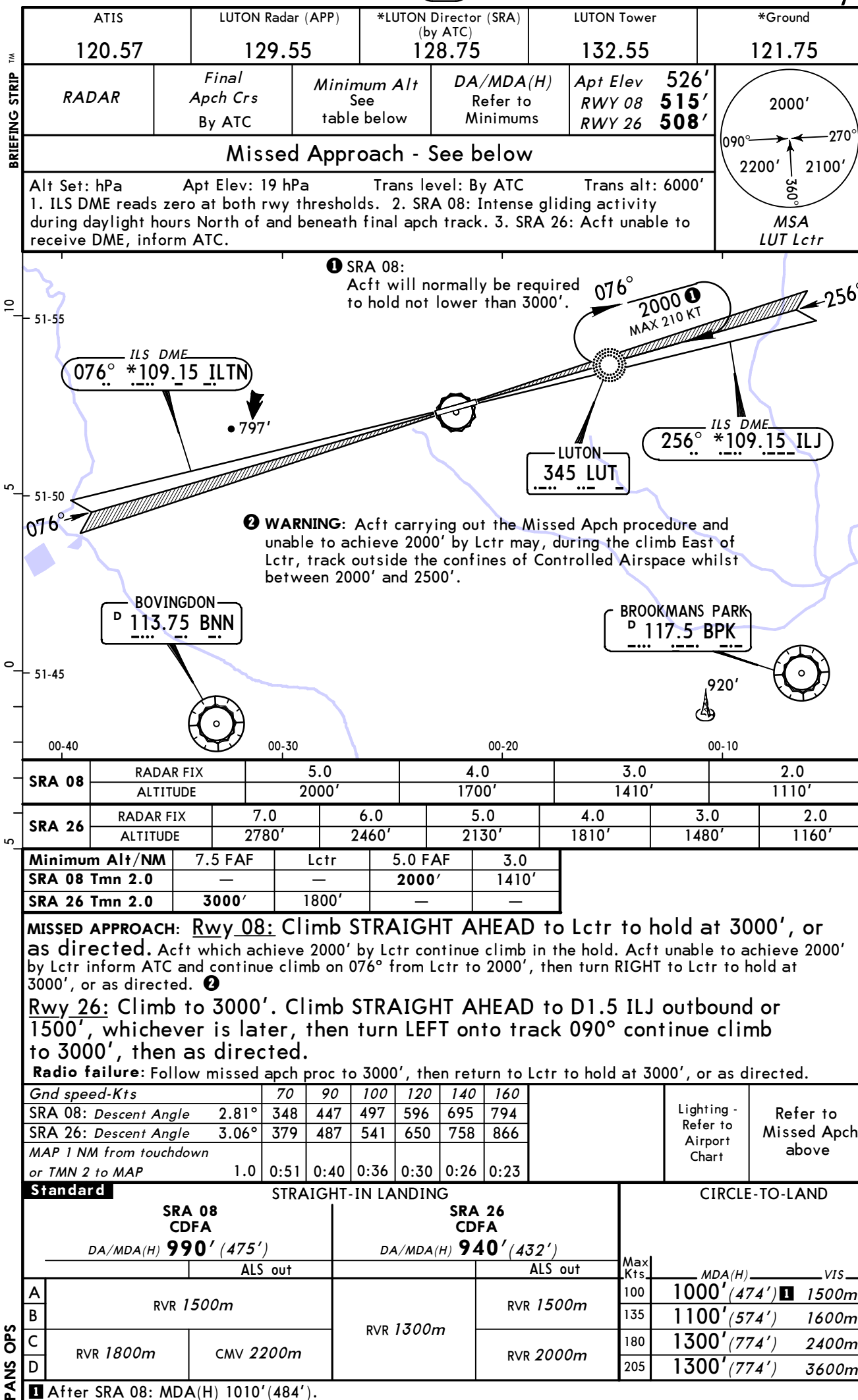


Chart changes since cycle 07-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LONDON, (LUTON - EGGW)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGGW

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Follow-me required for B757 when taxiing to/fm main apron via twy E.