

List of pages in this Trip Kit

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Airport Information For EGGW

Terminal Charts For EGGW

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: LONDON GBR
ICAO/IATA: EGGW / LTN
Lat/Long: N51° 52.48', W000° 22.10'
Elevation: 526 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 1.0° 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
Traffic Pattern Altitude: 1526 ft (1000 ft AGL)

Sunrise: 0806 Z
Sunset: 1612 Z

Runway Information

Runway: 08
Length x Width: 7093 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 527 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26
Length x Width: 7093 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 524 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 269 ft
Stopway: 187 ft

Communication Information

ATIS: 120.575
Luton Ground Tower: 121.750
Luton Tower: 132.550
Luton Tower: 126.725
Luton Delivery Tower: 121.885

Luton Radar Approach: 129.550
Luton Radar Approach: 128.750
Luton Director Radar: 128.750

EGGW/LTN
LUTON

JEPPESEN

14 AUG 15

50-1P

LONDON, UK

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 120.575

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.

1.5. PARKING INFORMATION

ACFT parking on all stands is only allowed with marshaller.

1.6. OTHER INFORMATION

Bird scaring takes place regularly including the use of pyrotechnics.

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50-1P1

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AIRPORT BRIEFING

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 5700kgs 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 5700kgs, 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 GS 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 5700kgs, 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 8NM from touchdown and for RWY 08 no closer than 10NM from touchdown. Descent below 3000' QNH is not to be given until 10NM from touchdown.

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50-1P2

LONDON, UK

AIRPORT BRIEFING

2. ARRIVAL

VISUAL APPROACHES

All propeller-driven ACFT whose AUW exceeds 5700kgs 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 7NM 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 center-line lights, which denote the extent of the ILS LOC sensitive area. The two ILS LOC 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 LOC 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.

ACFT vacating RWY via:

- a) TWY A, must hold at A4 until further instructed by ATC.
- b) TWY B, must hold at B2 until further instructed 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.

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50-1P3

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AIRPORT BRIEFING

3. DEPARTURE

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

3.1.1. GENERAL

Pilots of departing propeller-driven ACFT exceeding MTWA 5700kgs and all jet ACFT must use minimum breakaway power if self-maneuvring off 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 stop bar at B1 has been extinguished.

3.1.2. DATALINK DEPARTURE CLEARANCE (DCL)

Pre-departure clearance by DCL available using ARINC.

DCL available from EOBT -120 to EOBT -1. Flight crews should ensure that stand information is entered in the request correctly. If the attempt to obtain in DCL is unsuccessful, ACFT must instead request via RTF.

3.1.3. START-UP & PUSH-BACK

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

Engine start-up and push-back from stands must not take place until positive clearance to do so has been received from ATC.

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

3.1.3.1. 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.
- Stand 62: Push-back within the stand area to face West towards F1.

3.1.3.2. ALTERNATIVE PUSH-BACKS

- Stands 30 and 31: All wide-body ACFT and A319, A320, A321, BAe146, B737, B757 and Lockheed Hercules ACFT are required to pushback onto TWY E to face EAST at holding point E2.
- Stands 40, 41L, 41R and 42L: Depending on prevailing traffic, ATC may instruct ACFT to pushback to holding point D4 to face SOUTH on TWY D.

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50-1P4

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AIRPORT BRIEFING

3. DEPARTURE

3.1.4. 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.

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL 100 unless cleared otherwise. When ATC removes 250 KT speed restriction below FL 100 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 5700kgs, 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.

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 5700kgs not intending to enter the airway system will use departures on charts 50-3F, 50-3G and 50-3H.

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(50-1P5)

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AIRPORT BRIEFING

3. DEPARTURE

3.3.1. DEPARTURE TO OLNEY

RWY 08: Climb straight ahead to ILTN 2.6 DME, turn LEFT, intercept BPK R-316, climbing to cleared altitude or FL.

3.3.2. DEPARTURE VIA HEN

RWY 08: Climb straight ahead to ILTN 3 DME, turn RIGHT, intercept 258° bearing to HEN, climbing to cleared altitude or FL, ensuring that BNN DME does not decrease below 4NM. Unless otherwise instructed by ATC, ACFT must remain at 4000' (Luton QNH) until west of BNN R-033.

3.3.3. DEPARTURE TO NORTH AND NORTHEAST

RWY 08: Climb straight ahead to ILTN 3.9 DME, turn LEFT, 038° bearing, intercept BPK R-358 or BKY R-257.

RWY 26: Climb straight ahead to 1030', turn LEFT, intercept BNN R-033 inbound, at D7 BNN turn RIGHT, intercept 257° bearing towards HEN, at BNN R-005 turn RIGHT, intercept BNN R-345 crossing BNN R-345 6 DME at 4000'.

3.3.4. DEPARTURE TO NORTH

RWY 26: Climb straight ahead to 1030', turn LEFT, intercept BNN R-033 inbound, at D7 BNN turn RIGHT, intercept 257° bearing toward HEN, ensuring that BNN DME does not decrease below 4NM.

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.

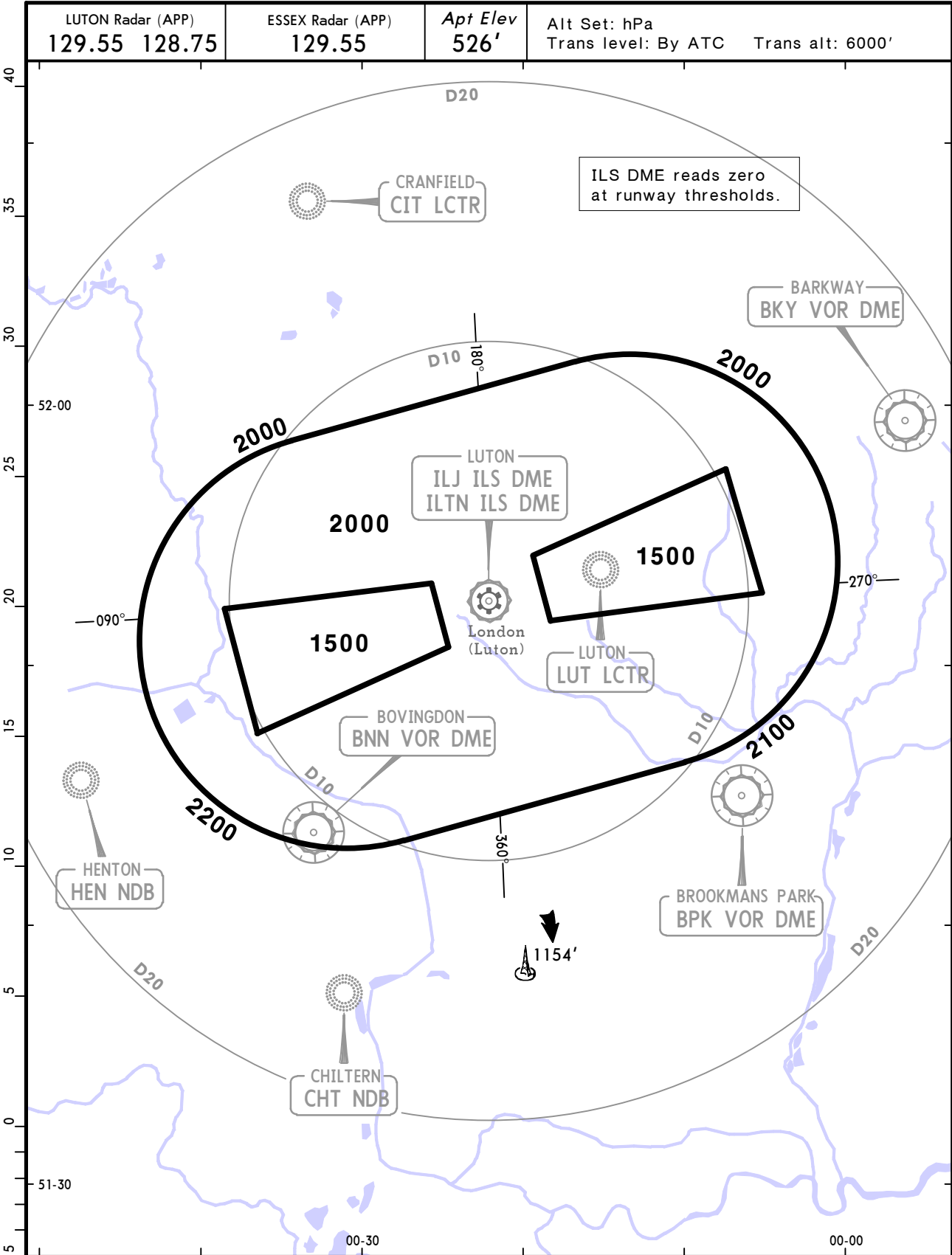
Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to LUTON Tower.

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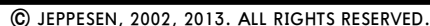
RADAR MINIMUM ALTITUDES



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' .

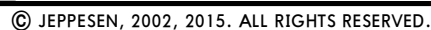
Alt Set: hPa Trans level: By ATC Trans alt: 6000'
RADAR vectoring may be used. Acft may be instructed 'direct to'
(wpt) following radar vectoring.

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



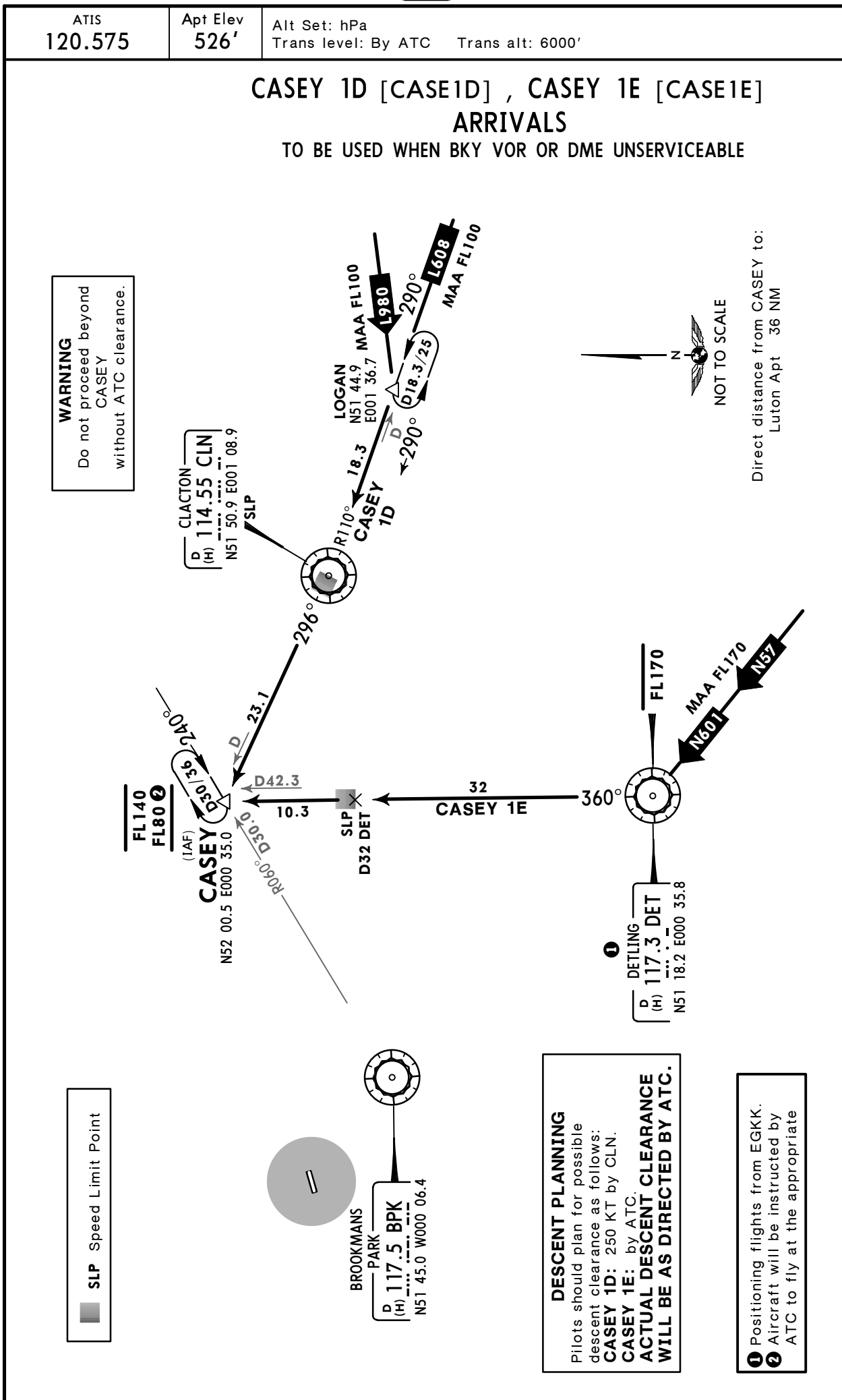
Alt Set: hPa Trans level: By ATC Trans alt: 6000'
RADAR vectoring may be used. Acft may be instructed 'direct to'
(wpt) following radar vectoring.

TO 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



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LONDON, UK
STAR



EGGW/LTN
LUTON

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6 MAR 15 (50-2D)

LONDON, UK
STAR

ATIS
120.575

Apt Elev
526'

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

LOREL 5A [LORE5A], LOREL 2L [LORE2L]
LOREL 2M [LORE2M]
ARRIVALS

WARNING
Do not proceed beyond
LOREL
without ATC clearance.

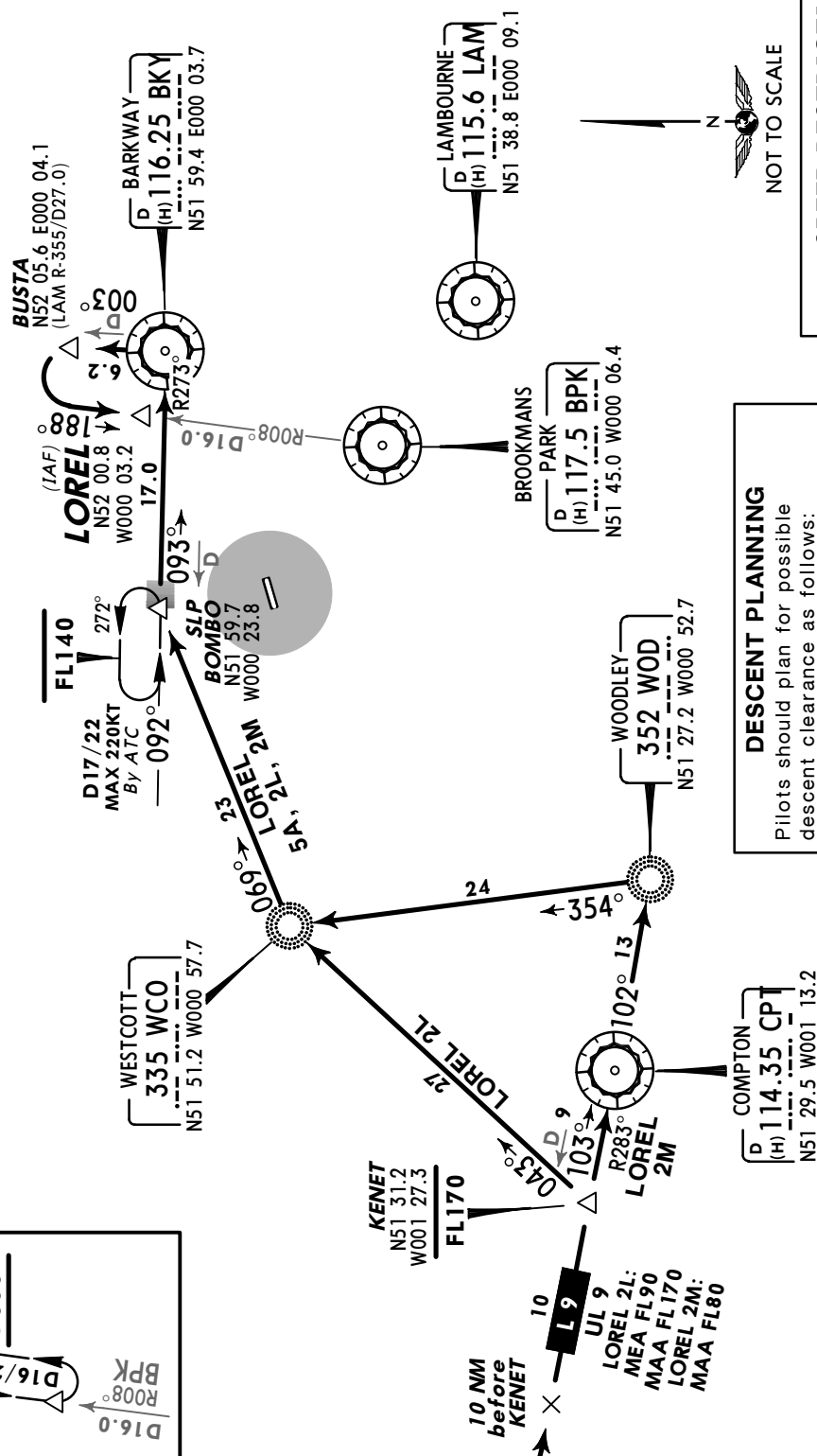
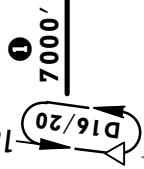
SPEED RESTRICTION
Cross SLPs or 3 Min before
holding facility at 250 KT or less.
SLP Speed Limit Point

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.**

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

Direct distance from LOREL to:
Luton Apt 14 NM

**HOLDING
OVER LOREL**



EGGW/LTN
LUTON

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6 MAR 15 (50-2E)

LONDON, UK
STAR

ATIS
120.575

Apt 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

WARNING

Do not proceed beyond
ASKEY
without ATC clearance.

SPEED RESTRICTION

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

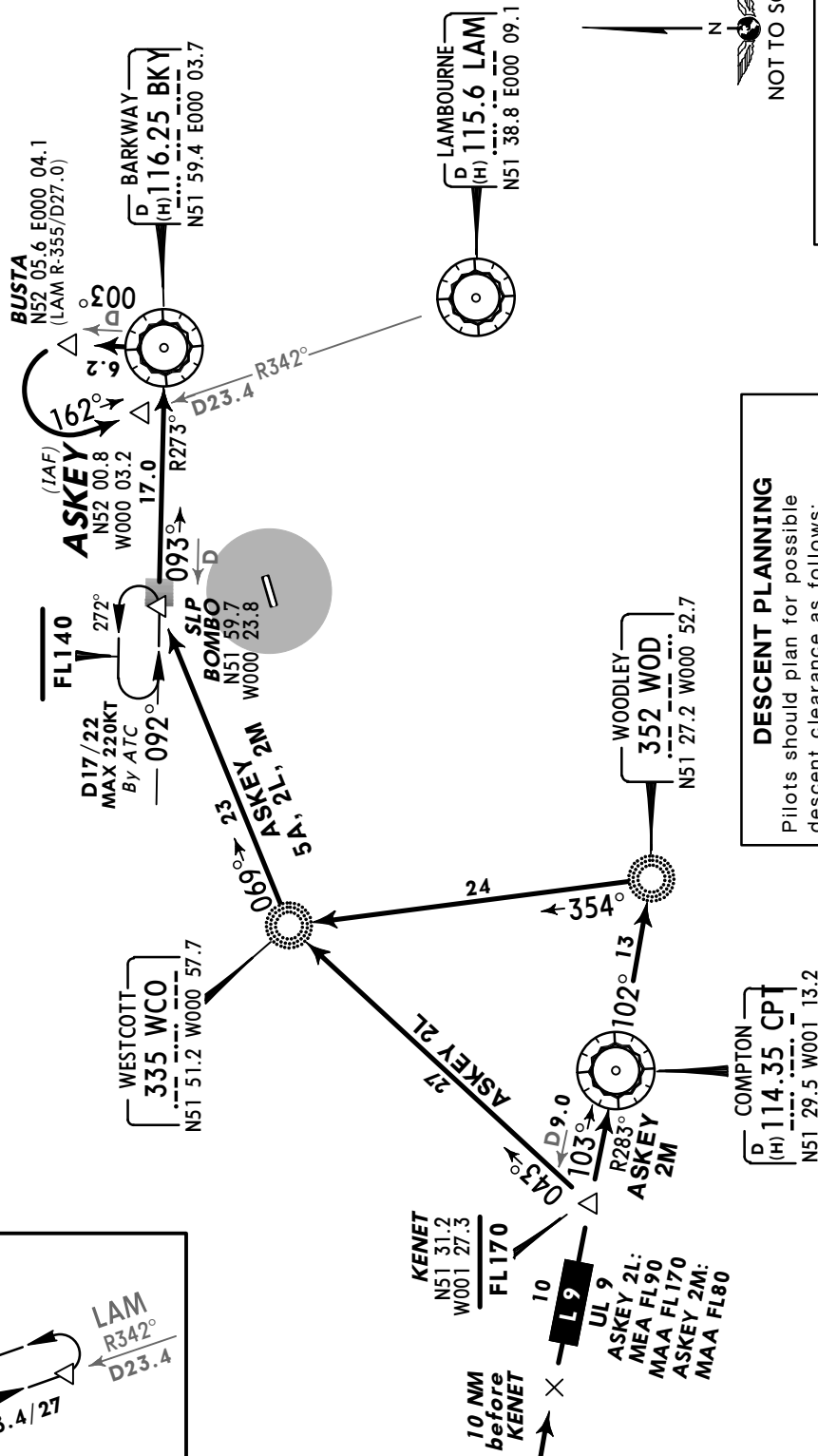
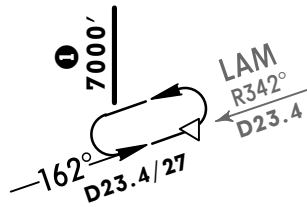
SLP Speed Limit Point

NOT TO SCALE

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

Direct distance from ASKEY to:
Luton Apt 14 NM

HOLDING OVER ASKEY

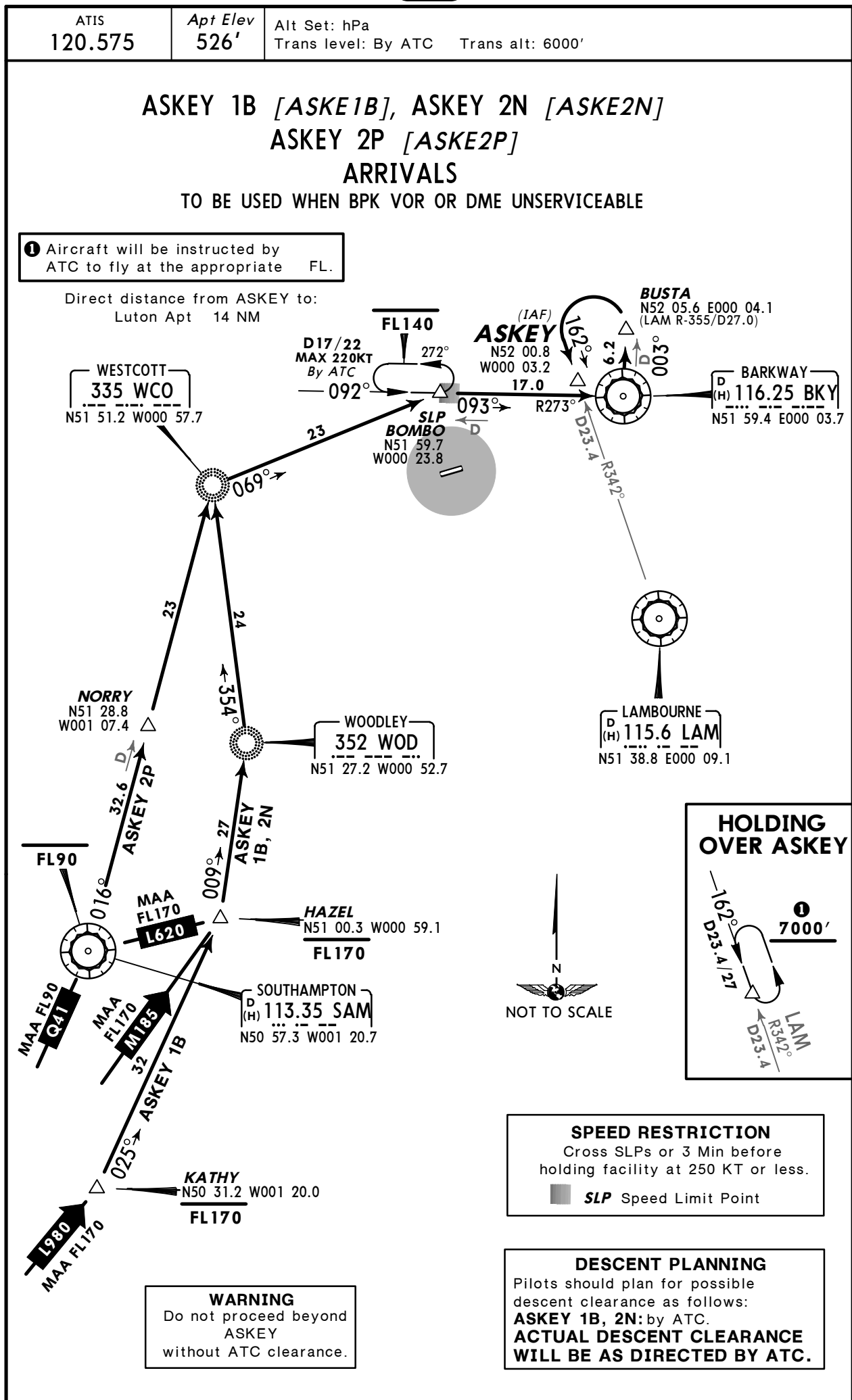


DESCENT PLANNING

Pilots 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.

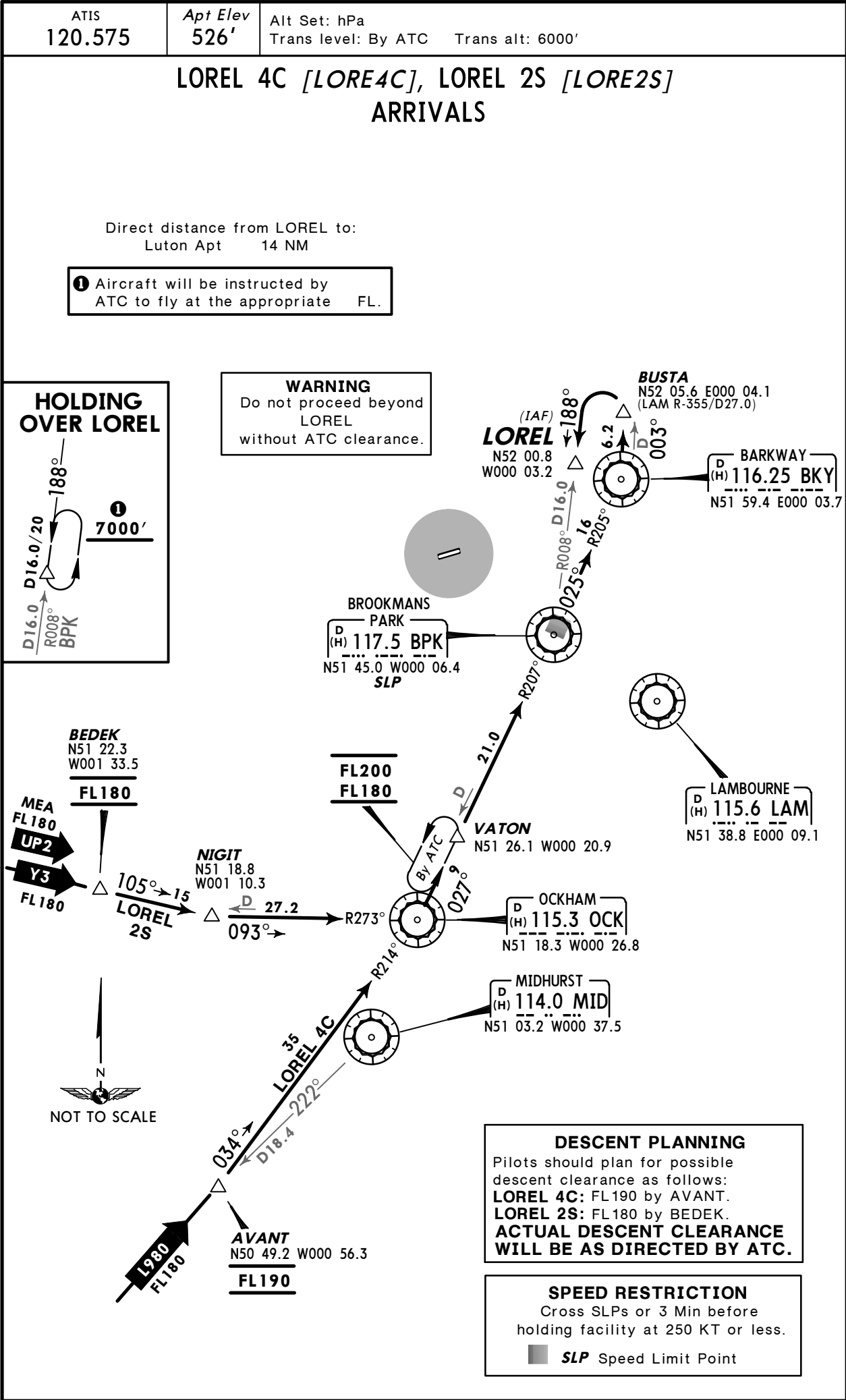
LONDON, UK
STAR



EGGW/LTN
LUTON

JEPPESSEN
6 MAR 15 (50-2H)

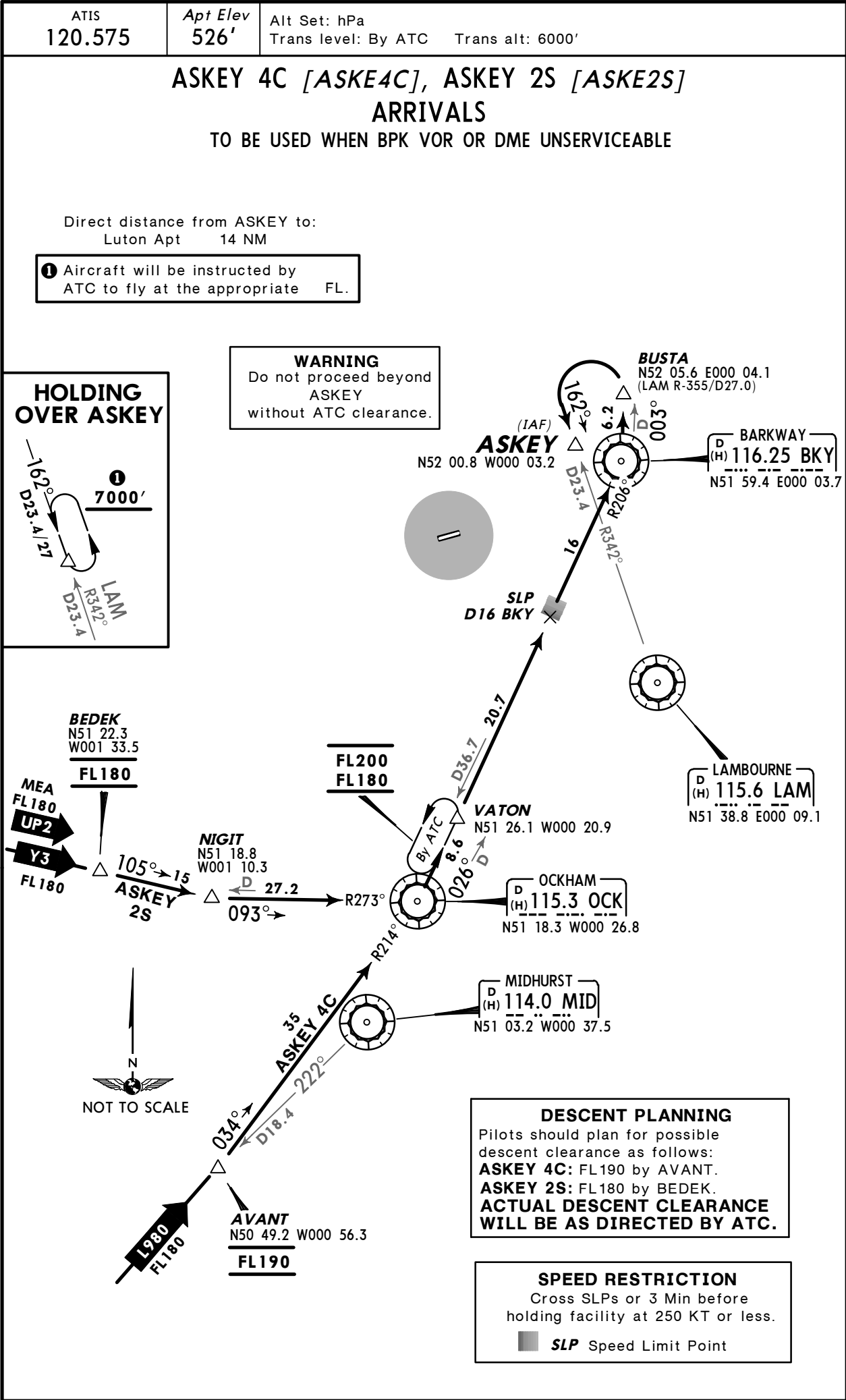
LONDON, UK
STAR



EGGW/LTN
LUTON

JEPPESSEN
6 MAR 15 (50-2J)

LONDON, UK
STAR



EGGW/LTN
LUTON

JEPPESSEN
6 MAR 15 (50-2K)

LONDON, UK
STAR

ATIS
120.575

Apt Elev
526'

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

LOREL 2D [LORE2D] ARRIVAL

Direct distance from LOREL to:
Luton Apt 14 NM

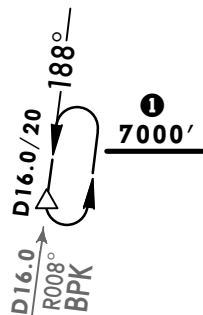
① Aircraft will be instructed by
ATC to fly at the appropriate FL.

SPEED RESTRICTION

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

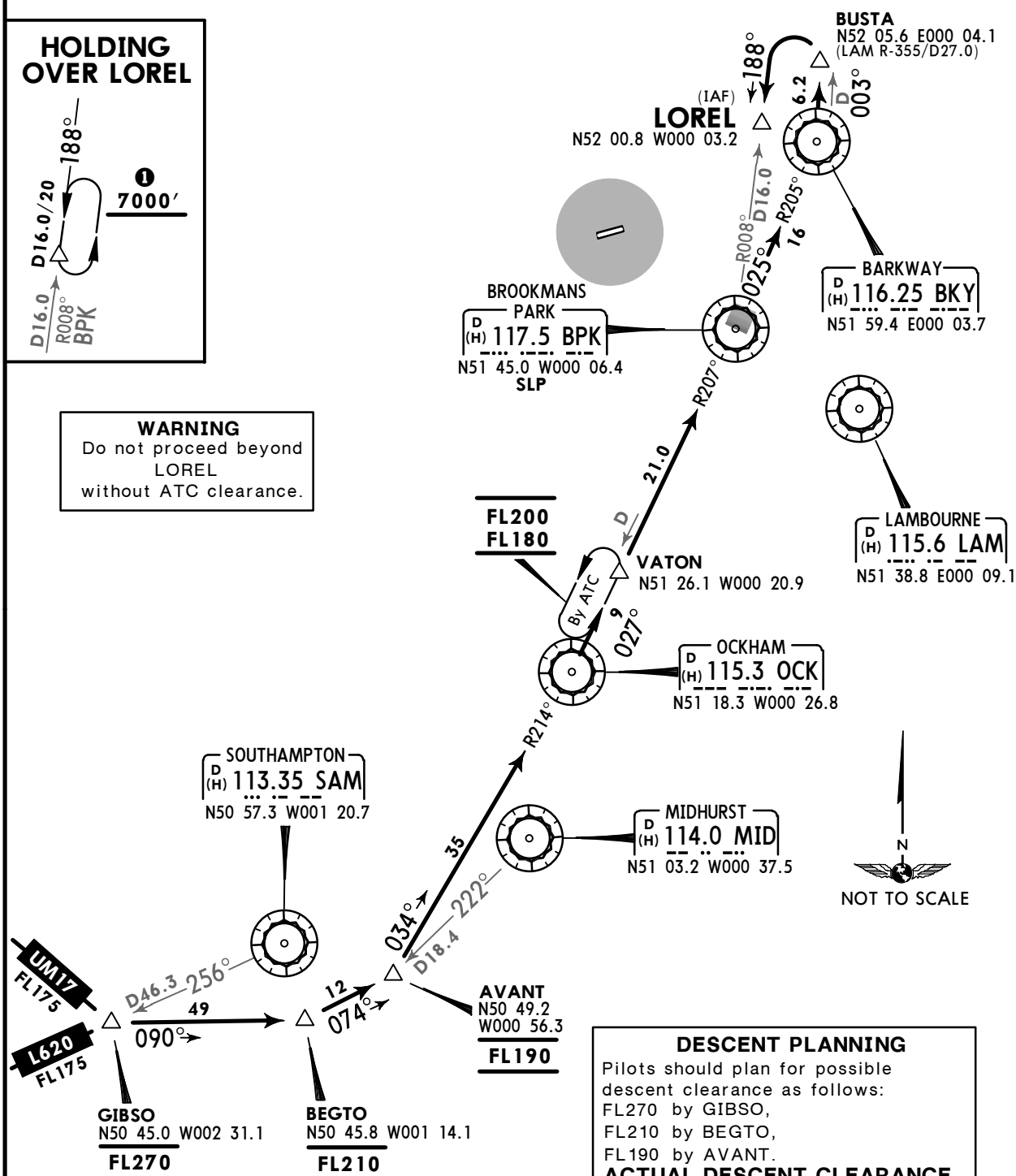
■ SLP Speed Limit Point

HOLDING OVER LOREL



WARNING

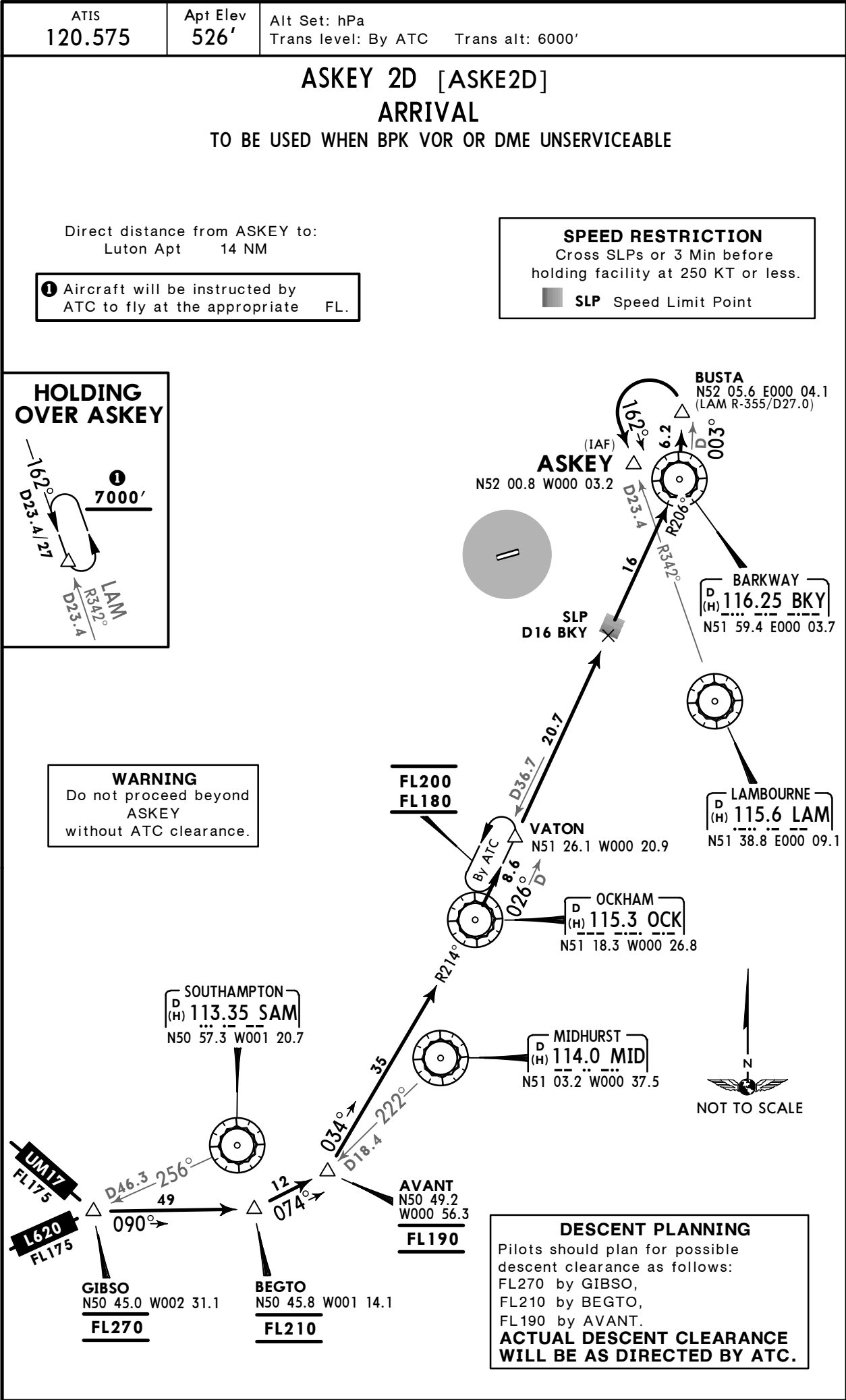
Do not proceed beyond
LOREL
without ATC clearance.



EGGW/LTN
LUTON

JEPPESSEN
6 MAR 15 (50-2L)

LONDON, UK
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EGGW/LTN
LUTON

JEPPESSEN

LONDON, UK

5 DEC 14

50-2M

Eff 11 Dec

STAR

ATIS
120.575

Apt Elev
526'

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

LOREL 4F [LORE4F]①, LOREL 3G [LORE3G]①
LOREL 2H [LORE2H], LOREL 1K [LORE1K]②

ARRIVALS

WHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 4F, 3G, 2H & 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.

LOREL 2H: FL150 by CLIPY.

LOREL 1K: FL150 by CLIPY.
ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.

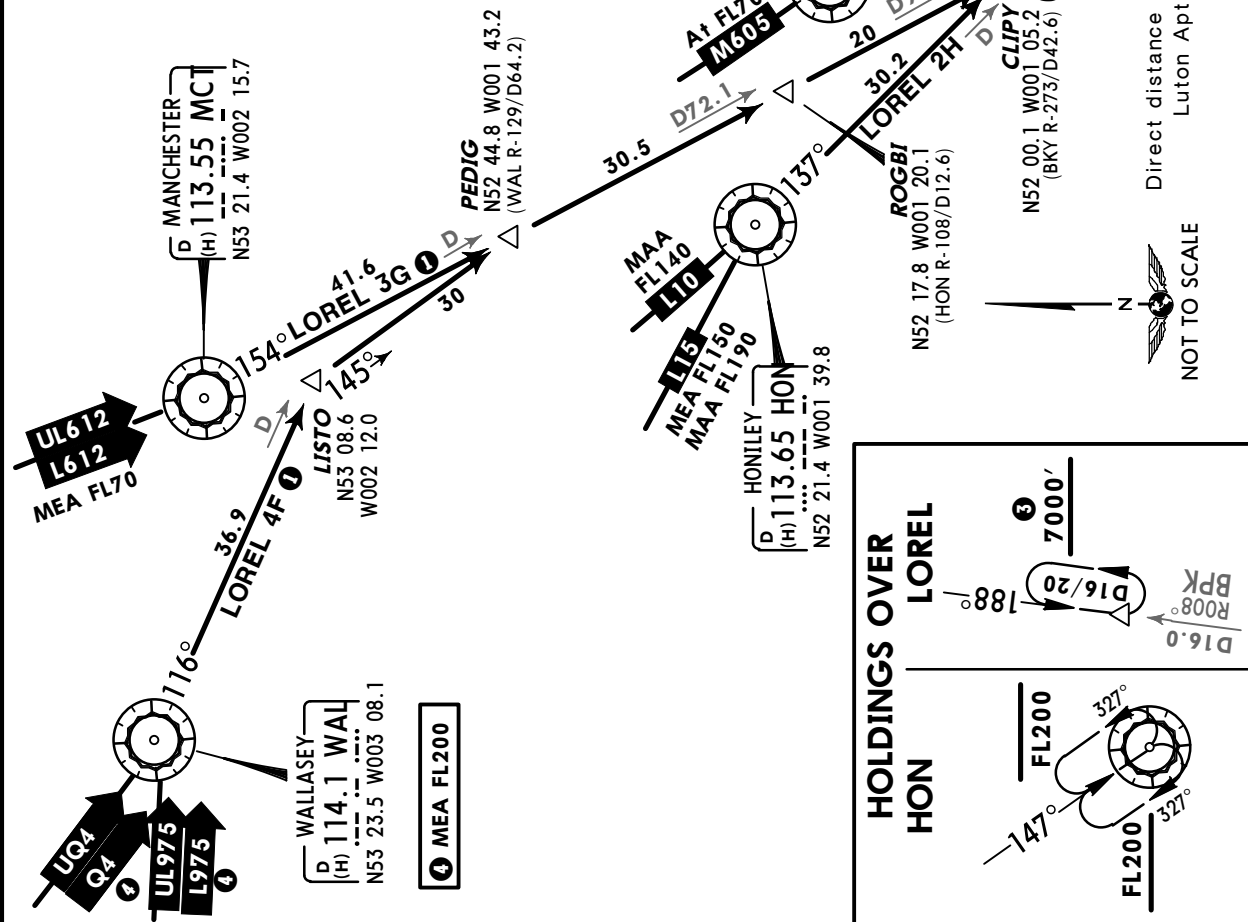
WARNING

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



EGGW/LTN
LUTON
JEPPESSEN

5 DEC 14

(50-2N)

Eff 11 Dec

LONDON, UK
STAR
ATIS
120.575
Apt Elev
526'
Alt Set: hPa
Trans level: By ATC **Trans alt: 6000'**
ASKEY 4F [ASKE4F] ①, ASKEY 3G [ASKE3G] ①
ASKEY 2H [ASKE2H], ASKEY 1K [ASKE1K] ②

ARRIVALS

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

- 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:

ASKEY 4F, 3G: FL200 by ROGBI.

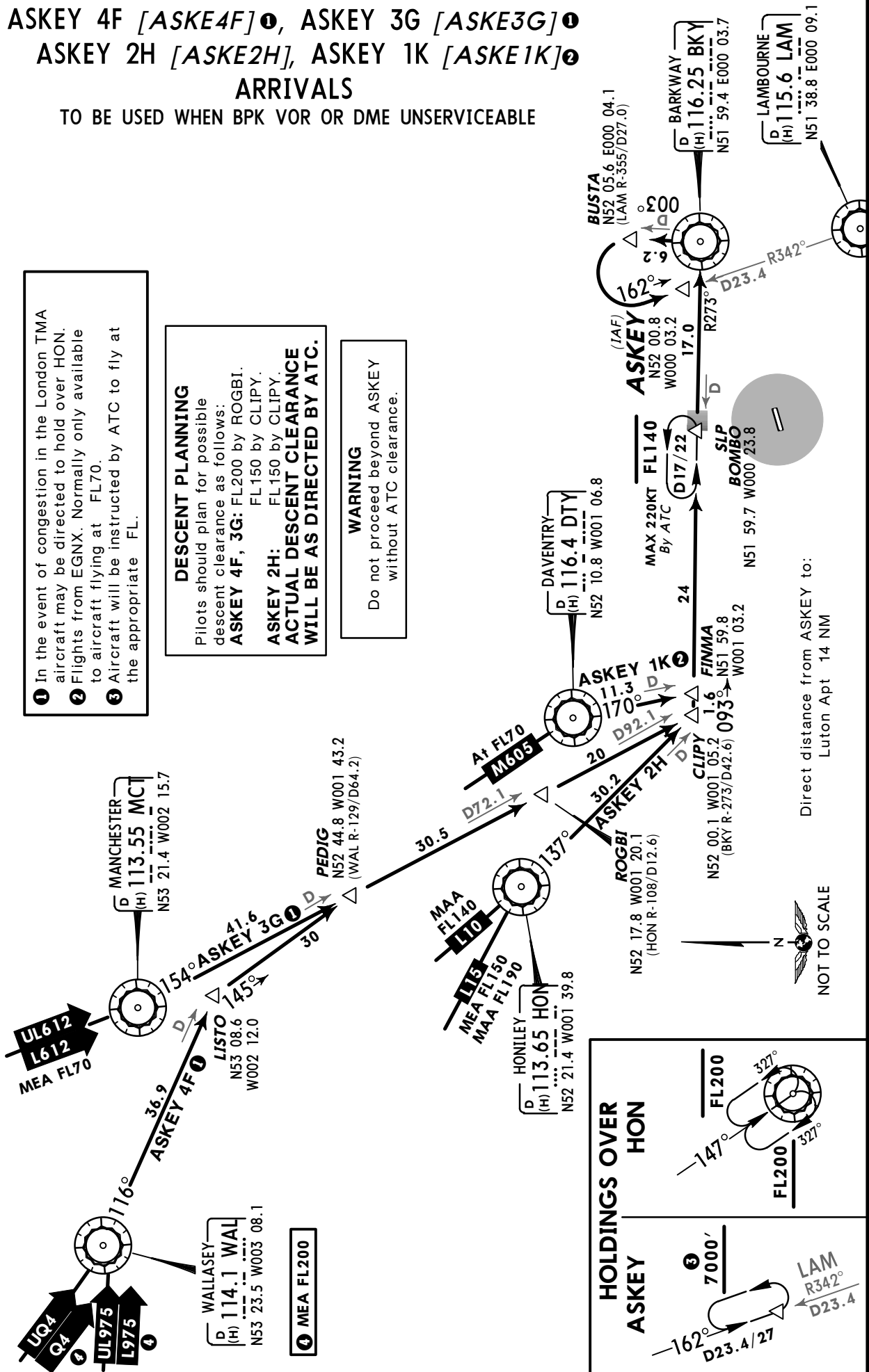
FL150 by CLIPY.

ASKEY 2H: FL150 by CLIPY.

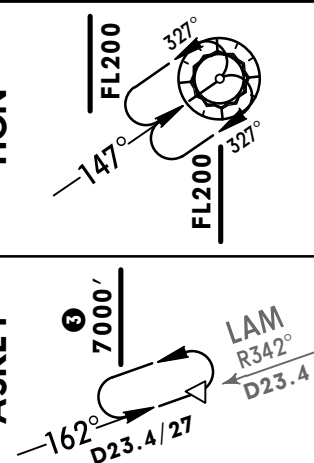
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING

Do not proceed beyond ASKEY without ATC clearance.


Direct distance from ASKEY to:
Luton Apt 14 NM

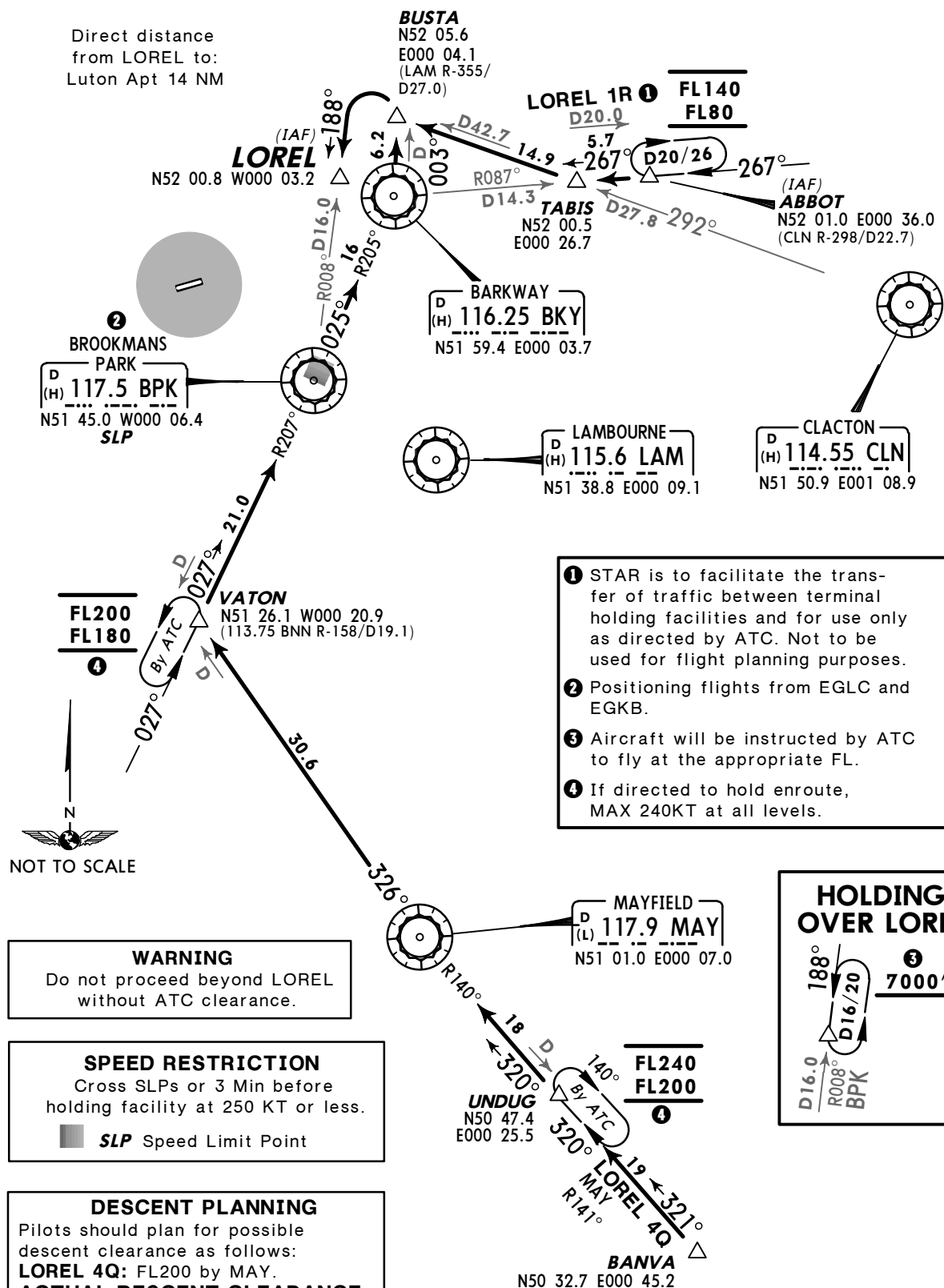
NOT TO SCALE

HOLDINGS OVER
ASKEY
HON


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

LOREL 4Q [LORE4Q], LOREL 1R [LORE1R] ❶

ARRIVALS



EGGW/LTN
LUTON

JEPPESSEN
6 MAR 15 (50-2Q)

LONDON, UK
STAR

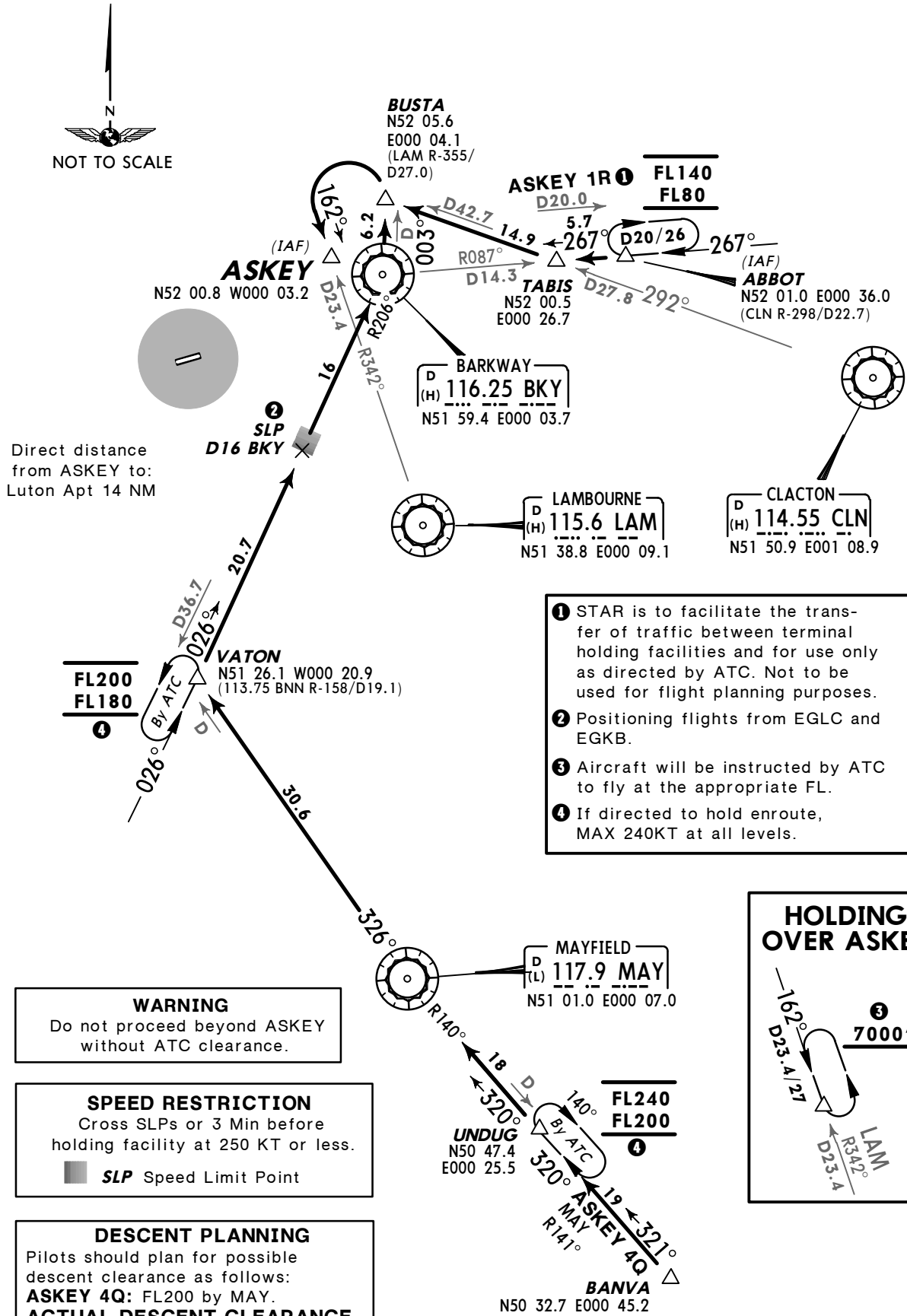
ATIS
120.575

Apt Elev
526'

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

ASKEY 4Q [ASKE4Q], ASKEY 1R [ASKE1R] ①
ARRIVALS

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE



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EGGW/LTN
LUTON

JEPPESSEN
14 AUG 15 **50-3A** Eff 20 Aug

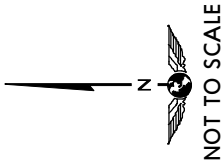
LONDON, UK
RNAV SID

LONDON Control 118.825 LUTON Radar (APP) 129.550	Apt Elev 526'	Trans level: By ATC Trans alt: 6000' 1. All RNAV SIDs include noise preferential routes (refer to 50-4). 2. After take off contact LONDON Control or LUTON Approach Control when instructed by ATC. Report C/S, SID designator, current altitude and initial cleared altitude. 3. Cruising levels will be issued after take-off by LONDON Control. 4. Adhere to maximum speed limits where specified by wpt constraints. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
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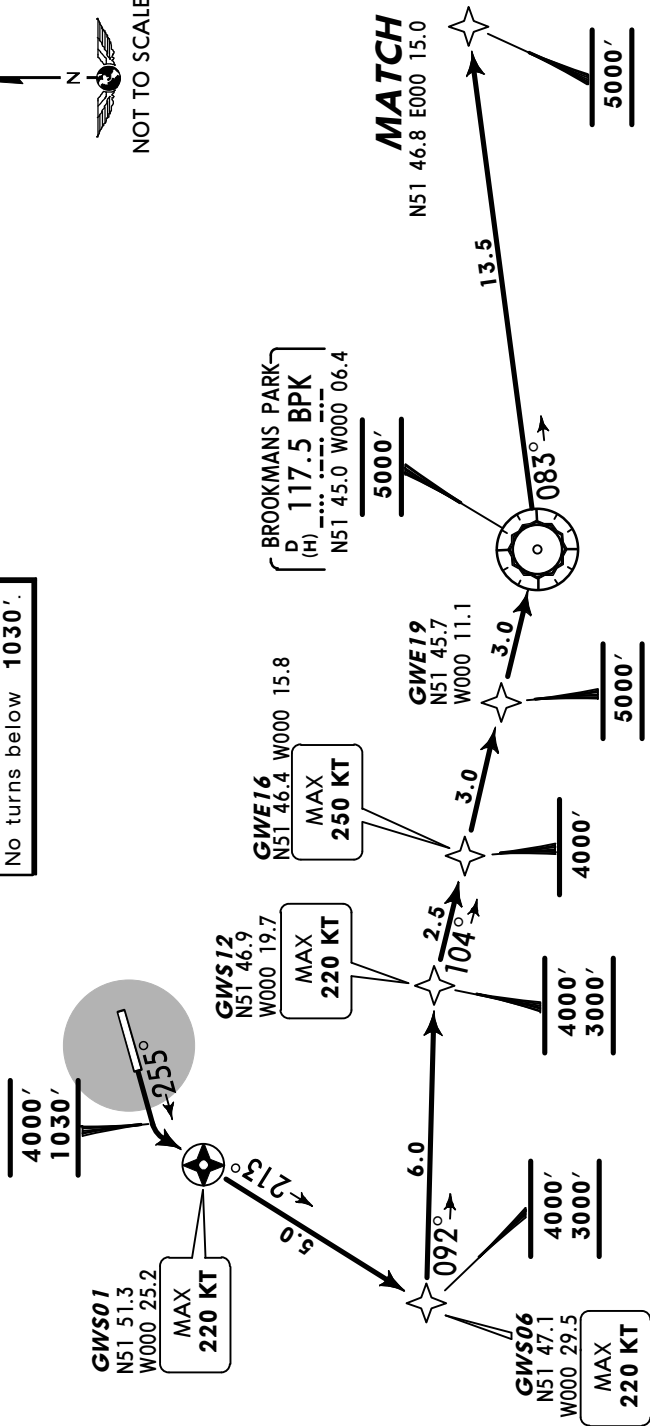
MATCH 1Y [MATCH1Y]
RWY 26 RNAV DEPARTURE
RNAV 1 (DME/DME OR GNSS)

ONLY AVAILABLE FOR EQUIPPED AND APPROVED ACFT
ALSO AVAILABLE FOR TRAFFIC TO EGKB & EGLC

SPEED: AFTER GWS12 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.

This SID requires a minimum climb gradient of 4.5% up to 730'.

Gnd Speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

ROUTING/ALTITUDE

Climb straight ahead to at or above 1030' (MAX 4000'), turn LEFT to GWS01, to GWS06, turn LEFT to GWS12, turn RIGHT to GWE16, to GWE19, to BPk, turn LEFT to MATCH.

LONDON, UK

Trans level: By ATC Trans alt: 6000'

1. When instructed by ATC, contact after take-off RWY 26: LONDON Control/RWY 08: LUTON Radar. Report C/S, SID designator, current altitude and initial cleared altitude.
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.

COMPTON 3B (CPT 3B)
COMPTON 6C (CPT 6C)
RWYS 26, 08 DEPARTURES
~~SPEED:~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING - STEPPED CLIMB

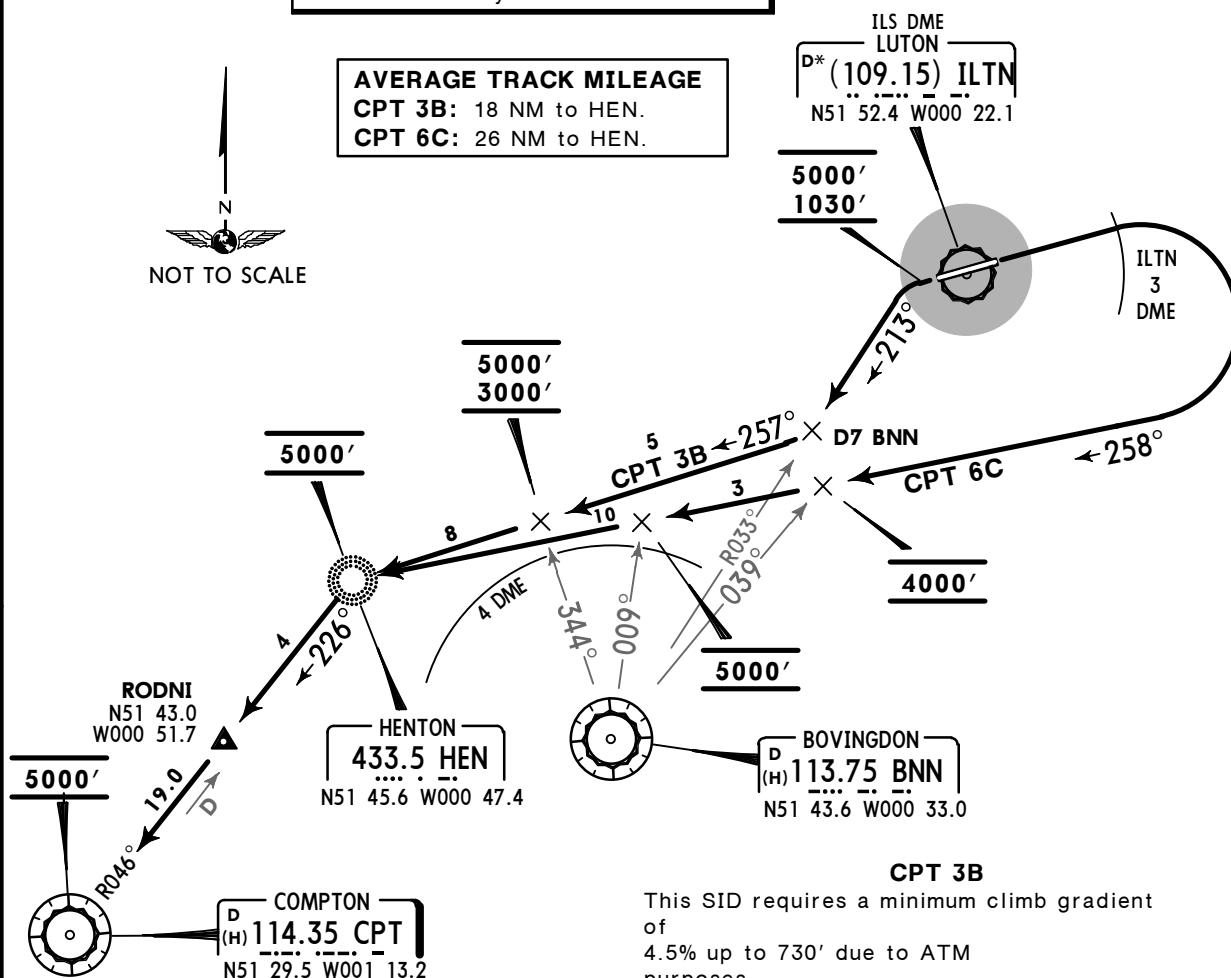
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

AVERAGE TRACK MILEAGE

CPT 3B: 18 NM to HEN.
CPT 6C: 26 NM to HEN.

WARNING

No turns below **1030'**.



CPT 3B

This SID requires a minimum climb gradient of 4.5% up to 730' due to ATM purposes.

Gnd Speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	RWY	ROUTING/ALTITUDE
CPT 3B	26	Climb straight ahead to at or above 1030' (MAX 5000'), turn LEFT, intercept BNN R-033 inbound to D7 BNN, turn RIGHT, intercept 257° bearing towards HEN, cross BNN R-344 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 straight ahead to ILTN 3 DME, turn RIGHT, intercept 258° bearing towards HEN, cross BNN R-039 at 4000', BNN R-009 at 5000', to HEN at 5000', ensuring BNN DME does not decrease below 4NM, turn LEFT, intercept CPT R-046 inbound to CPT.

EGGW/LTN
LUTON
JEPPESEN
14 AUG 15 **(50-3C)** **Eff 20 Aug**
LONDON, UK
SID

LONDON Control
118.825
LUTON Radar (APP)
(ESSEX Radar)
129.550

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. Report C/S, SID designator, current altitude and initial cleared altitude.
 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.

DETLING 6B (DET 6B)
DETLING 6C (DET 6C)
RWYS 26, 08 DEPARTURES
ALSO AVAILABLE FOR TRAFFIC TO EGKK

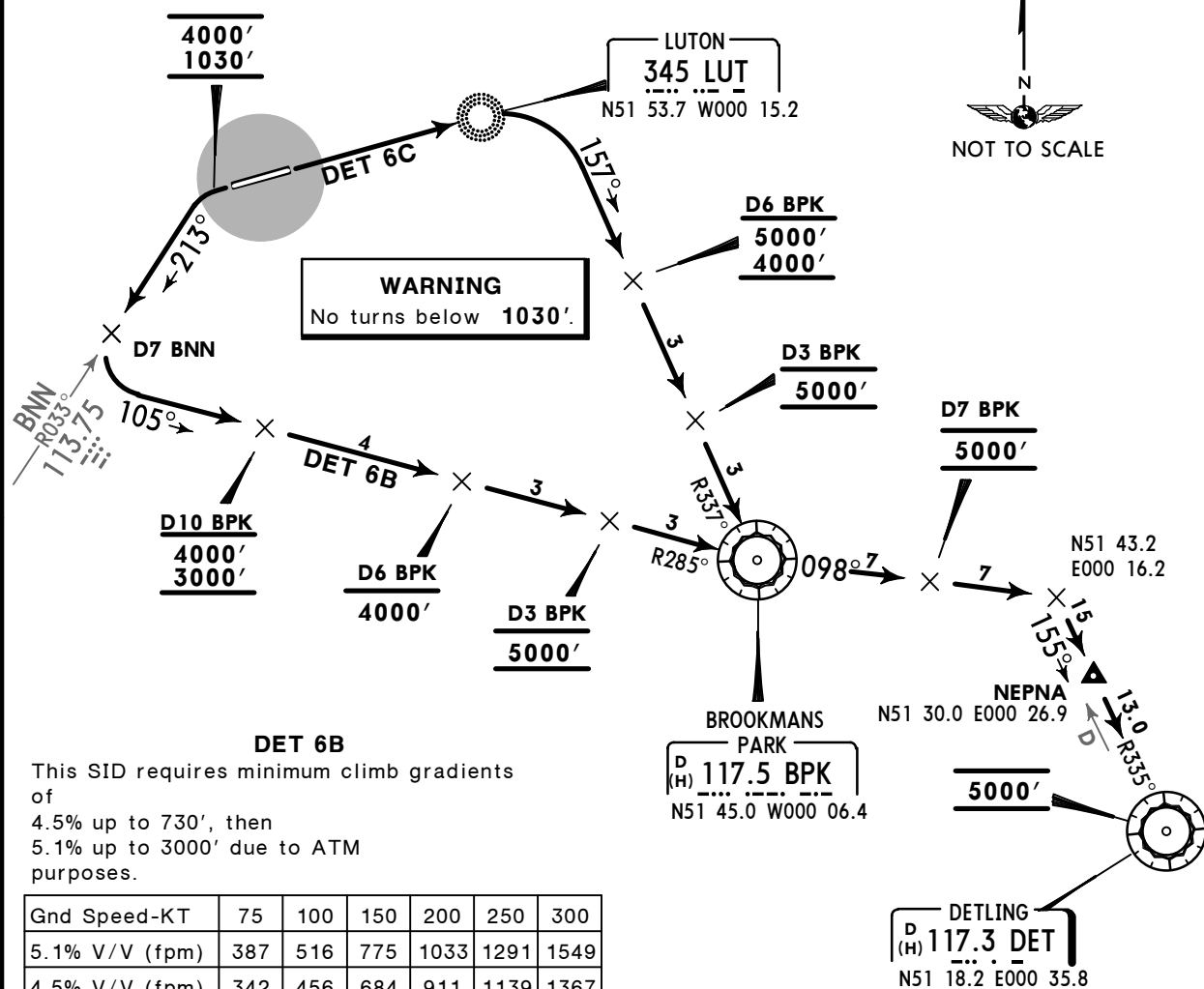
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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

DET 6B: 20 NM to BPK.
DET 6C: 15 NM to BPK.



SID	RWY	ROUTING/ALTITUDE
DET 6B	26	Climb straight ahead to at or above 1030' (MAX 4000'), turn LEFT, intercept BNN R-033 inbound to D7 BNN, turn LEFT, intercept BPK R-285 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-098, cross D7 BPK at 5000', intercept DET R-335 inbound to DET.
DET 6C	08	Climb straight ahead 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-098, cross D7 BPK at 5000', intercept DET R-335 inbound to DET.

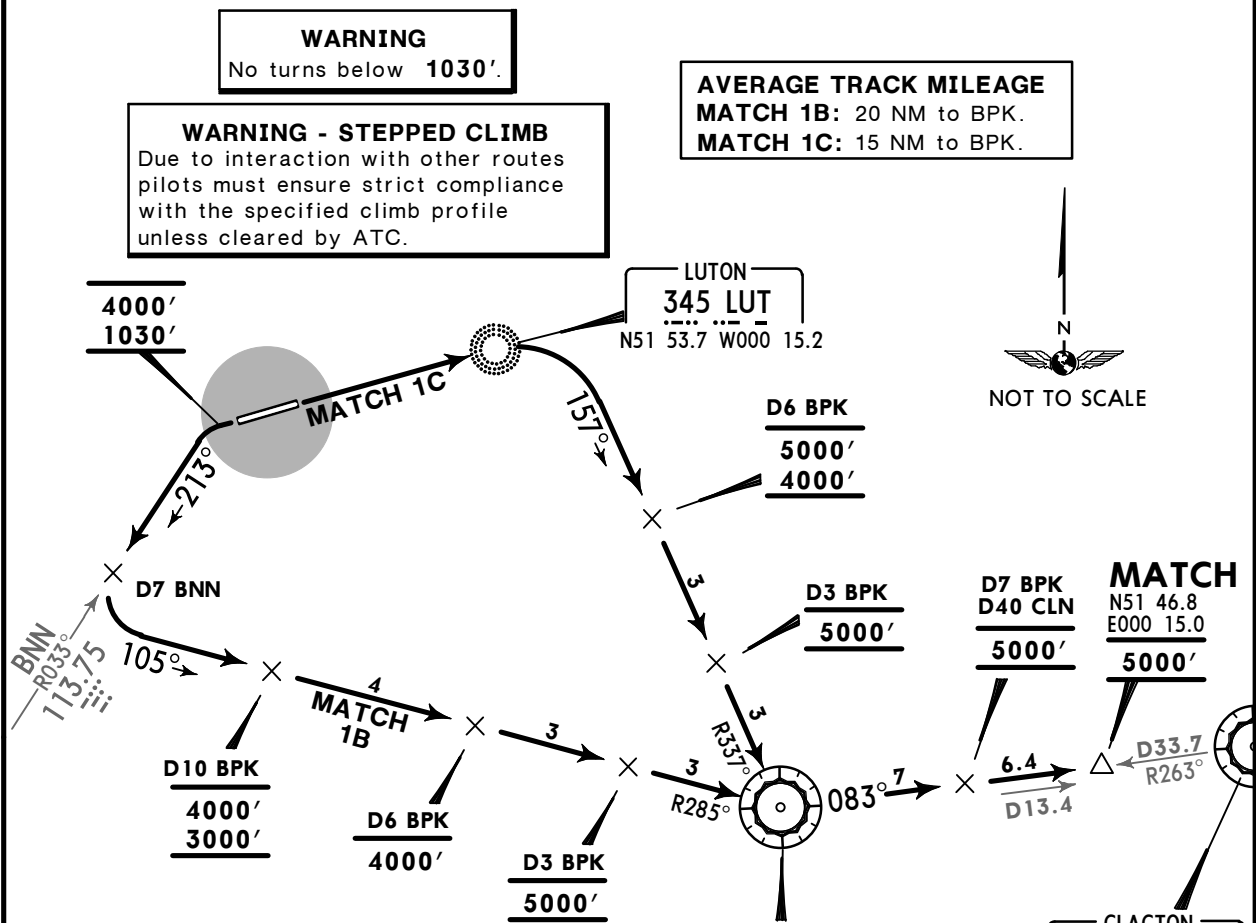
EGGW/LTN
LUTON

JEPPESEN
14 AUG 15 (50-3D) Eff 20 Aug

LONDON, UK
SID

LONDON Control 118.825 LUTON Radar(APP) (ESSEX Radar) 129.550	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. Report C/S, SID designator, current altitude and initial cleared altitude. 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.
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MATCH 1B [MATC1B]
MATCH 1C [MATC1C]
RWYS 26, 08 DEPARTURES
ALSO AVAILABLE FOR TRAFFIC TO EGKB AND EGLC
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



MATCH 1B
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
MATCH 1B	26	Climb straight ahead to at or above 1030' (MAX 4000'), turn LEFT, intercept BNN R-033 inbound to D7 BNN, turn LEFT, intercept BPK R-285 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-263 inbound, cross D40 CLN/D7 BPK at 5000', to MATCH.
MATCH 1C	08	Climb straight ahead 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-263 inbound, cross D40 CLN/D7 BPK at 5000', to MATCH.

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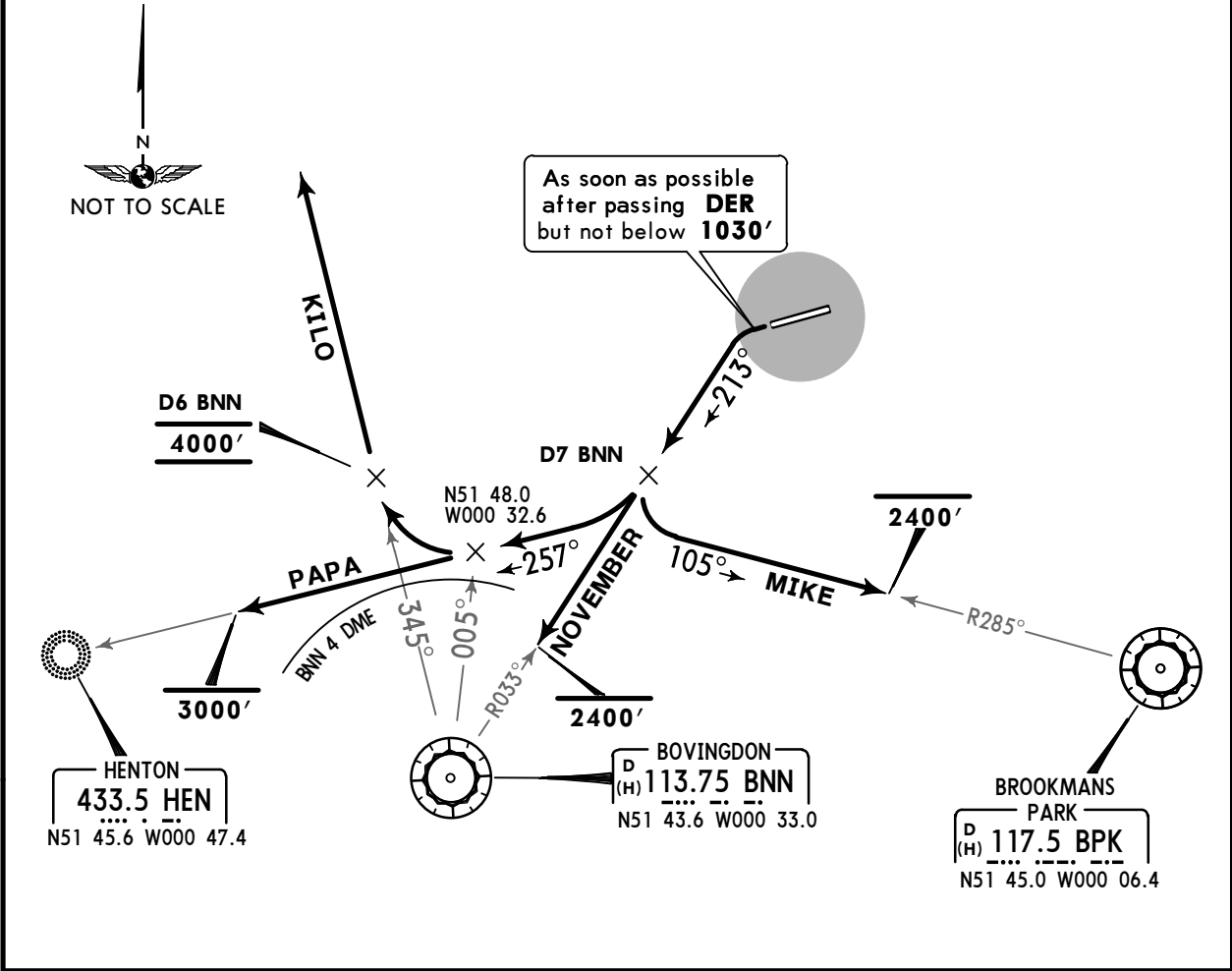
EGGW/LTN
LUTON

JEPPESSEN
14 AUG 15 **(50-3F)** **Eff 20 Aug**

LONDON, UK
DEPARTURE

LUTON Radar (APP) 129.550	Apt 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 Aero- drome 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.
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KILO, MIKE, NOVEMBER, PAPA
RWY 26 NON-AIRWAYS DEPARTURES
SPEED: MAX 250 KT



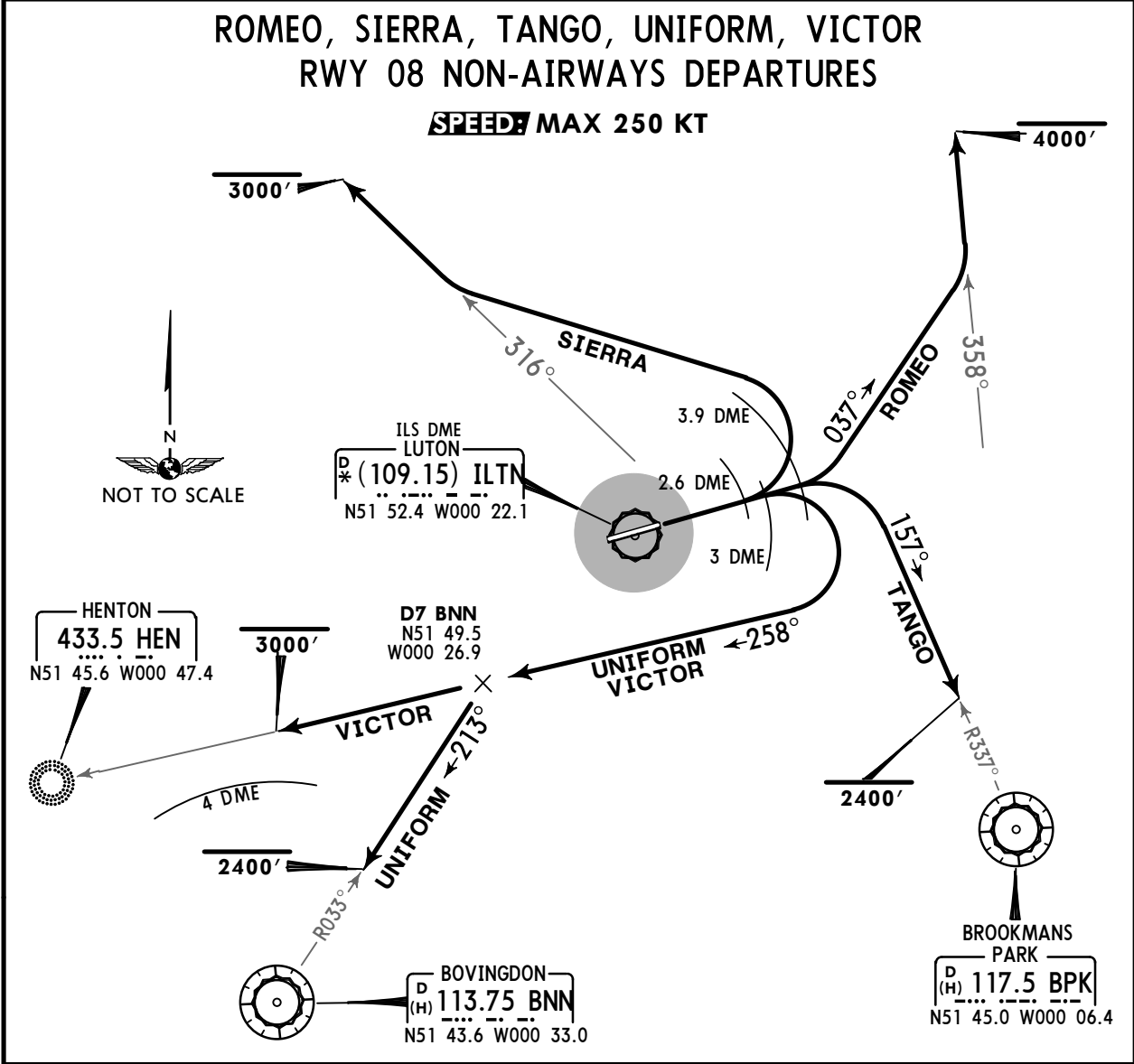
MIKE, NOVEMBER: Initial climb clearance 2400' PAPA: Initial climb clearance 3000'	
DEPARTURE	ROUTING/ALTITUDE
KILO ①	As soon as possible after passing DER, but not below 1030', turn LEFT, intercept BNN R-033 inbound to D7 BNN, turn RIGHT, intercept 257° bearing towards HEN, when passing BNN R-005 turn RIGHT, intercept BNN R-345, 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-033 inbound to D7 BNN, turn LEFT, intercept BPK R-285 inbound until clear of controlled airspace.
NOVEMBER ②	As soon as possible after passing DER, but not below 1030', turn LEFT, intercept BNN R-033 inbound until clear of controlled airspace.
PAPA	As soon as possible after passing DER, but not below 1030', turn LEFT, intercept BNN R-033 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.	

EGGW/LTN
LUTON

JEPPESSEN
14 AUG 15 (50-3G) Eff 20 Aug

LONDON, UK
DEPARTURE

LUTON Radar (APP) 129.550	Apt 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 Aero- drome 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.
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ROMEO: Initial climb clearance 4000' SIERRA, VICTOR: Initial climb clearance 3000' TANGO, UNIFORM: Initial climb clearance 2400'
--

DEPARTURE	ROUTING/ALTITUDE
ROMEO ①	Climb straight ahead to ILTN 3.9 DME, turn LEFT, 037° track, intercept BPK R-359 until clear of controlled airspace.
SIERRA	Climb straight ahead to ILTN 2.6 DME, turn LEFT, intercept BPK R-316 until clear of controlled airspace.
TANGO	Climb straight ahead to ILTN 3.9 DME, turn RIGHT, intercept BPK R-337 inbound until clear of controlled airspace.
UNIFORM ②	Climb straight ahead to ILTN 3 DME, turn RIGHT, intercept 258° bearing towards HEN, at D7 BNN turn LEFT, intercept BNN R-033 inbound until clear of controlled airspace.
VICTOR	Climb 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 airspace.

- 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.

**For AIRPORT BRIEFING
refer to 50-1P pages.**

EGGW/LTN

Apt Elev **526'**
N51 52.5 W000 22.1

JEPPESSEN

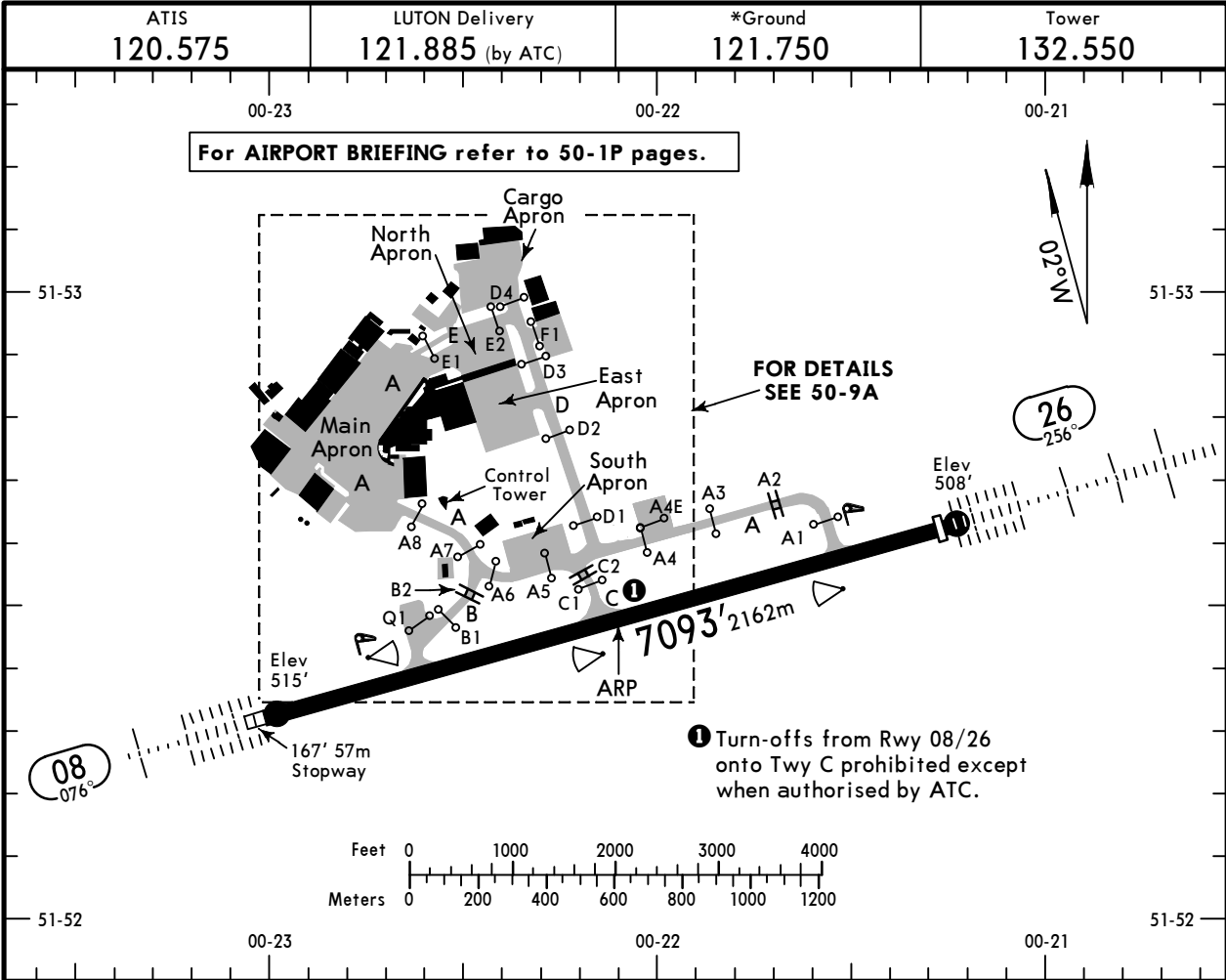
17 APR 15

(50-9)

Eff 30 Apr

LONDON, UK

LUTON



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		
			Threshold	Glide Slope	
08	26	HIRL CL HIALS-II TDZ PAPI-L (3.0°) grooved RVR	6824' 2080m	6364' 1940m 6034' 1839m	②

② TAKE-OFF RUN AVAILABLE	
<u>RWY 08:</u>	<u>RWY 26:</u>
From rwy head 7093'(2162m)	From rwy head 7093'(2162m)
twy B int 5538'(1688m)	twy A int 5810'(1771m)
twy C int 3714'(1132m)	twy C int 3455'(1053m)

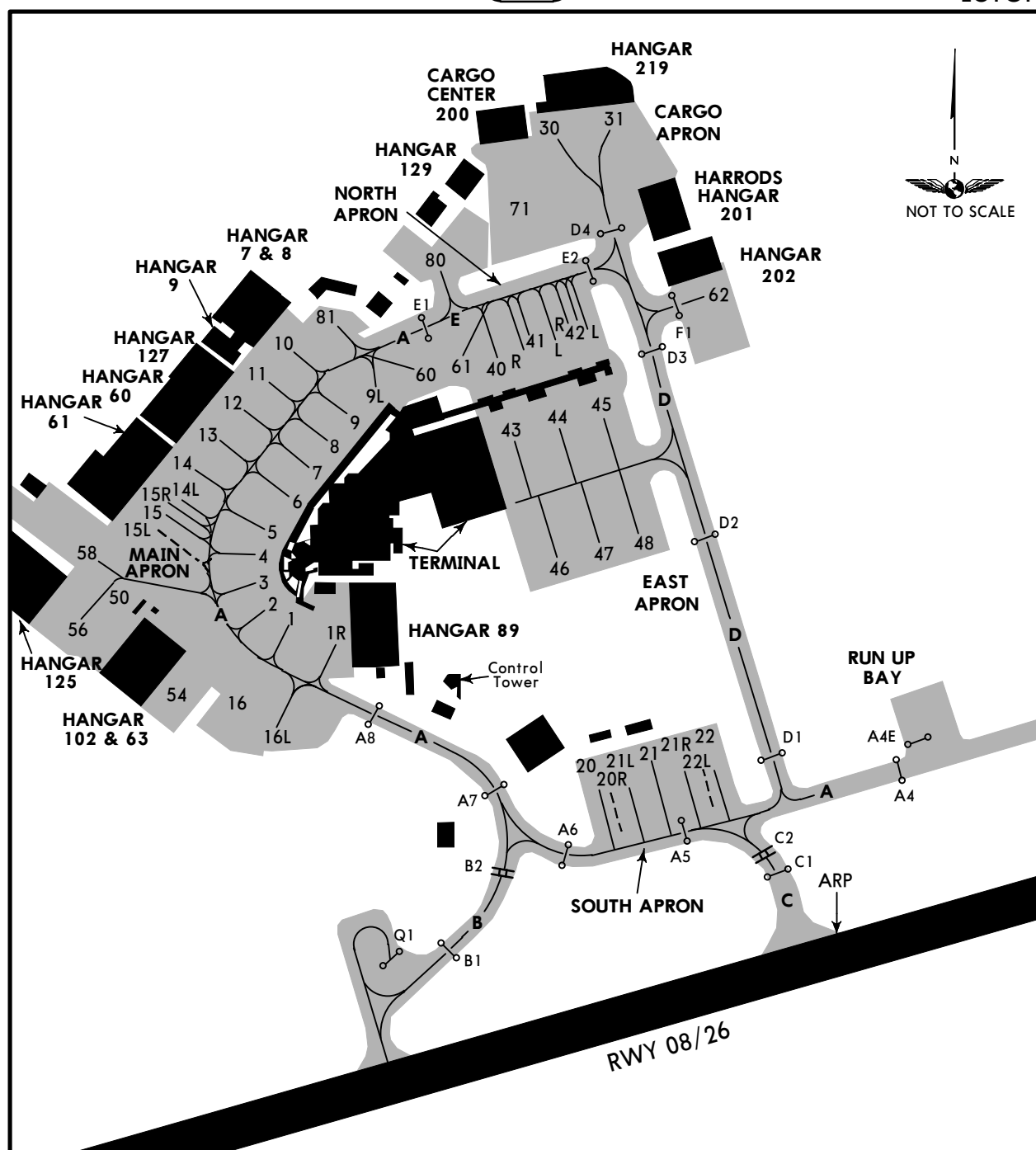
Standard TAKE-OFF ①					
LVP must be in Force					
Approved Operators	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

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

EGGW/LTN

JEPPesen
17 APR 15 (50-9A) Eff 30 Apr

LONDON, UK
LUTON



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 15R	N51 52.8 W000 22.8	50	N51 52.7 W000 22.9
15L	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 23.0
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, 80	N51 53.0 W000 22.5
41, 41L	N51 52.9 W000 22.4	81	N51 52.9 W000 22.7

CHANGES: Parking coordinates.

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EGGW/LTN



JAA COPTER MINIMUMS
LONDON, UK
LUTON

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.

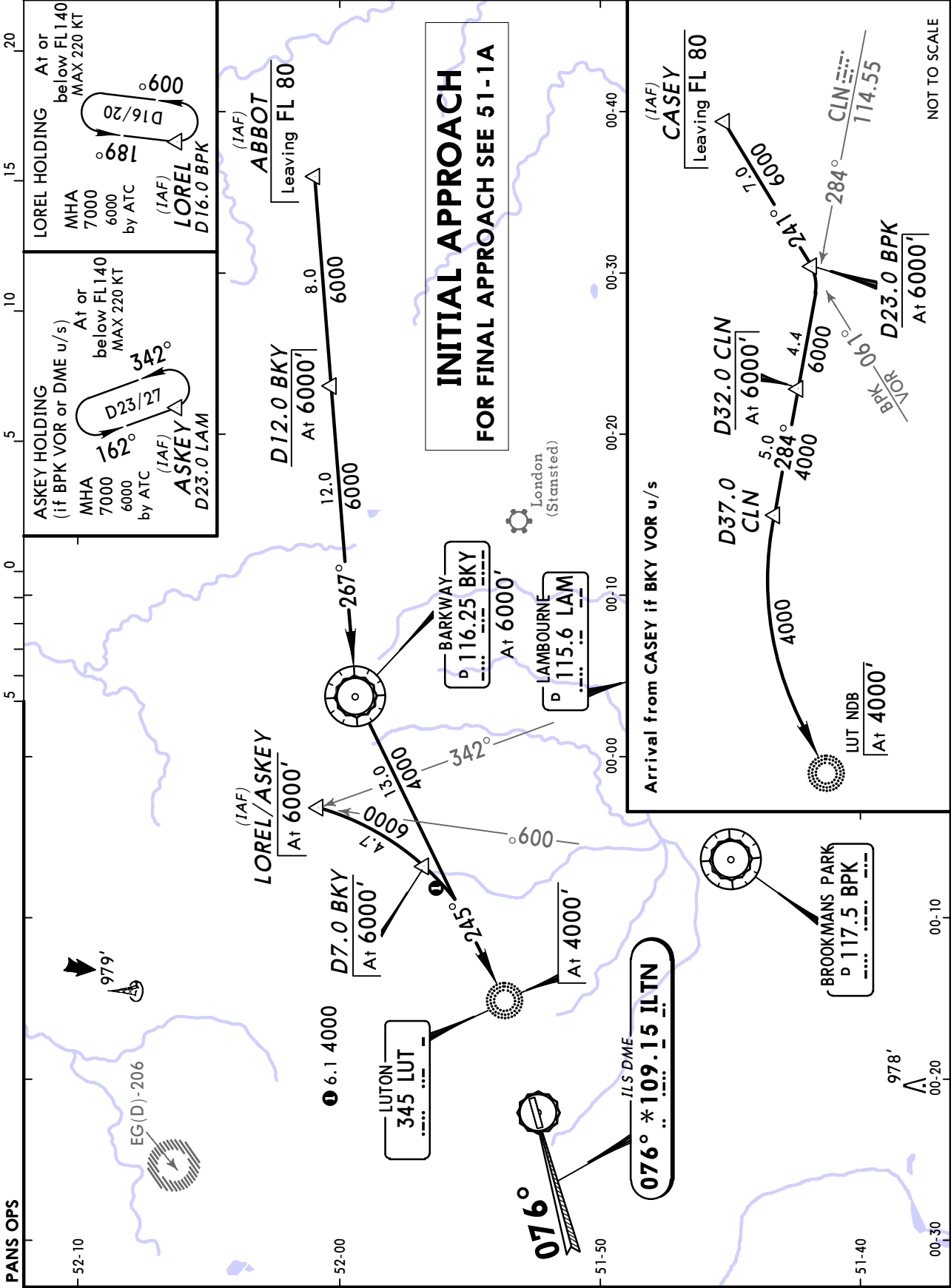
❸ Or rejected take-off distance whichever is the greater.

EGGW/LTN
LUTON

JEPPESSEN
1 JUN 12 (51-1)

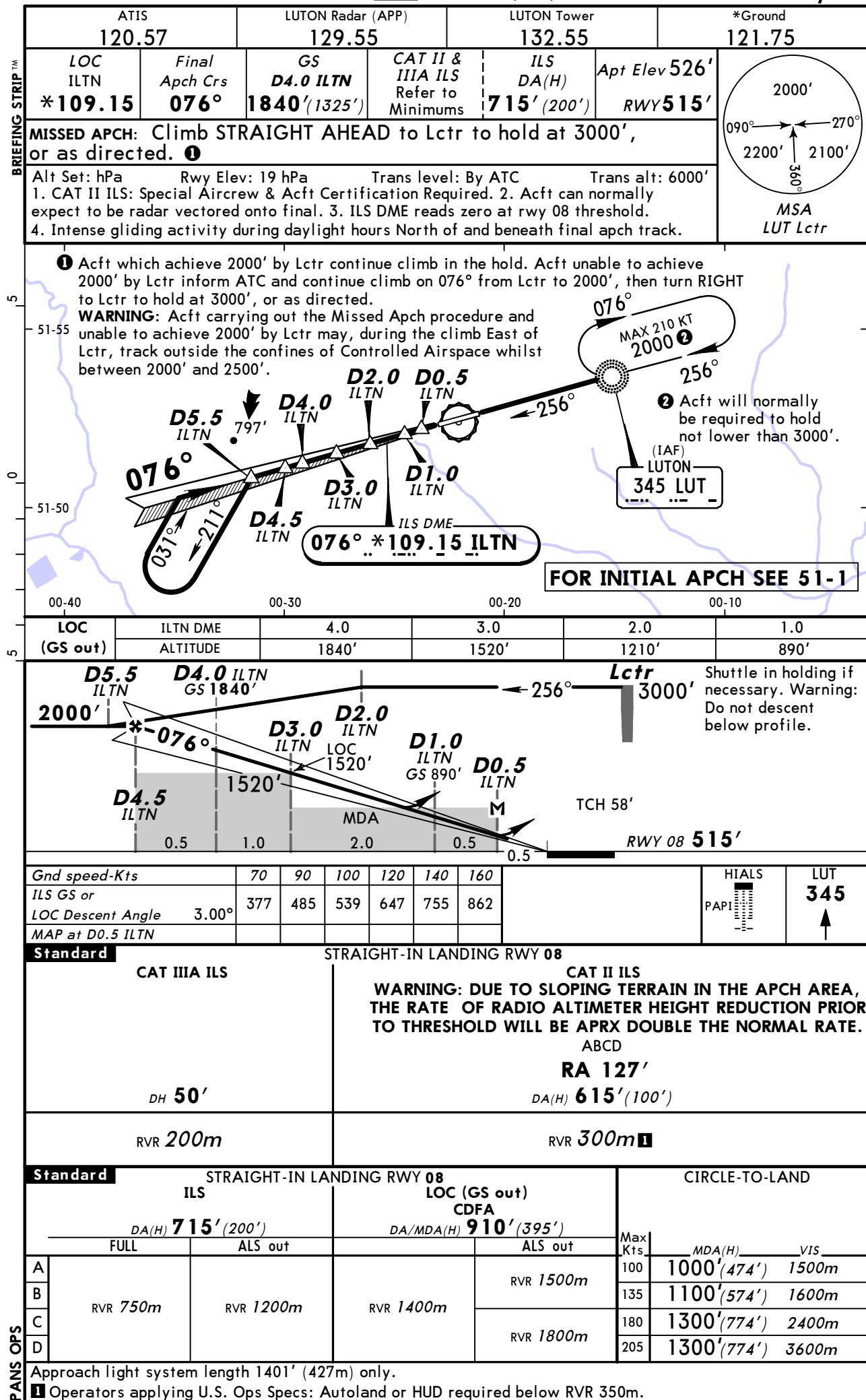
LONDON, UK
NDB ILS DME Rwy 08

ATIS 120.57		LUTON Radar (APP) 129.55		LUTON Tower 132.55		*Ground 121.75
LOC ILTN *109.15	Final ApcH Crs 076°	GS Refer to chart 51-1A	ILS DA(H) Refer to chart 51-1A	Apt Elev 526' RWY 515'		
Alt Set: hPa Rwy Elev: 19 hPa Trans level: By ATC Trans alt: 6000'						
1. WARNING: Procedure contains stepped descent for ATC and airspace requirements. Departure routes cross beneath these procedures. Strict compliance with altitude requirements is essential. 2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT TAS and assume acft can maintain a descent gradient of approximately 300' per NM.						



CHANGES: Bearings.

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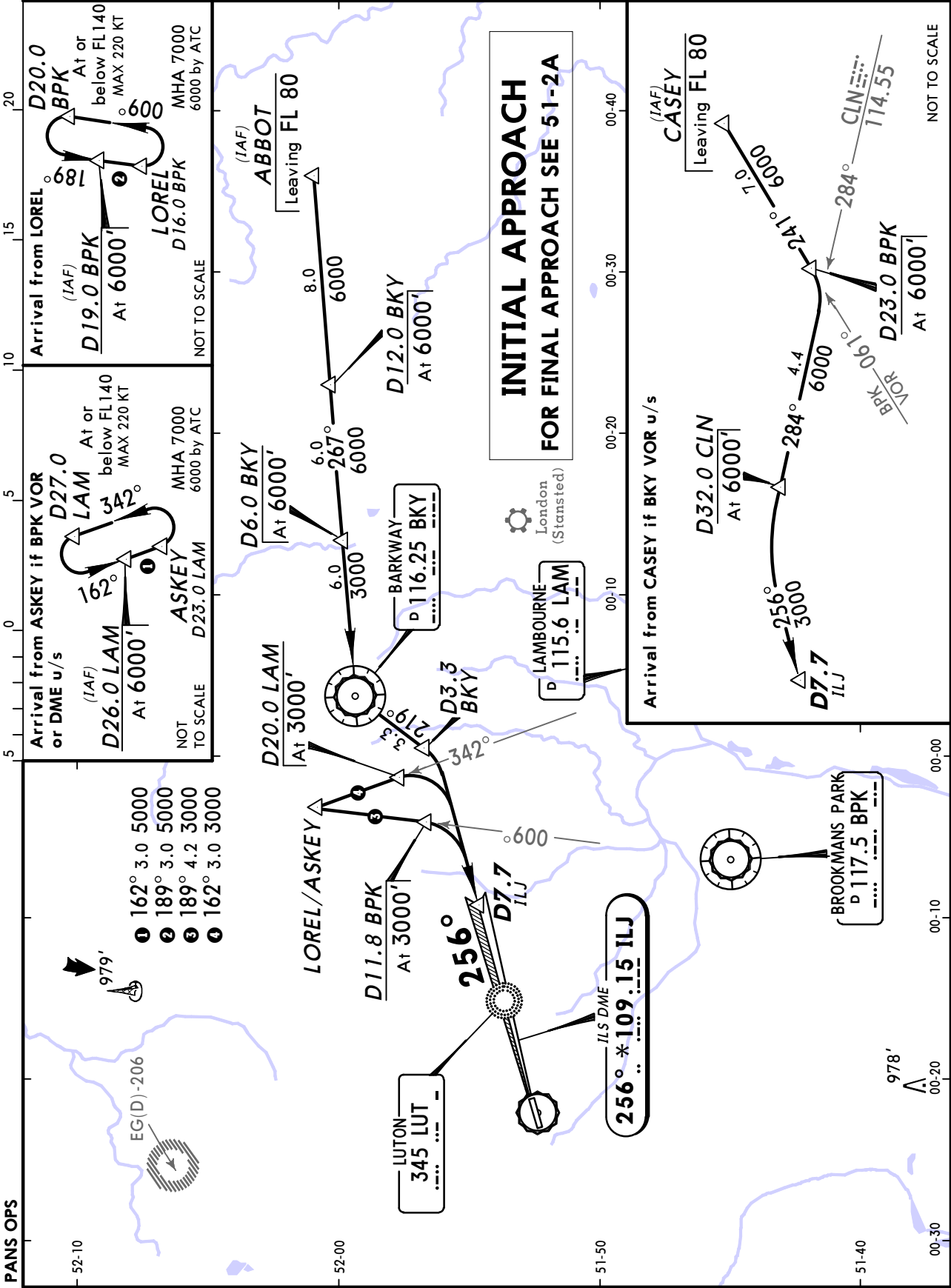
EGGW/LTN
LUTON
JEPPESSEN
 1 JUN 12 **(51-1A)**
LONDON, UK
CAT I/II/III NDB ILS DME Rwy 08


EGGW/LTN
LUTON

JEPPESSEN
1 JUN 12 (51-2)

LONDON, UK
NDB ILS DME Rwy 26

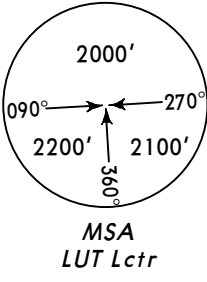
ATIS 120.57		LUTON Radar (APP) 129.55		LUTON Tower 132.55		*Ground 121.75	
LOC ILJ *109.15	Final Apch Crs 256°	GS Refer to chart 51-2A	ILS DA(H) Refer to chart 51-2A	Apt Elev 526' RWY 508'			
Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 6000'							
1. WARNING: Procedure contains stepped descent for ATC and airspace requirements. Departure routes cross beneath these procedures. Strict compliance with altitude requirements is essential. 2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT TAS and assume acft can maintain a descent gradient of approximately 300' per NM. 3. ILS DME reads zero at rwy 26 displaced threshold.							

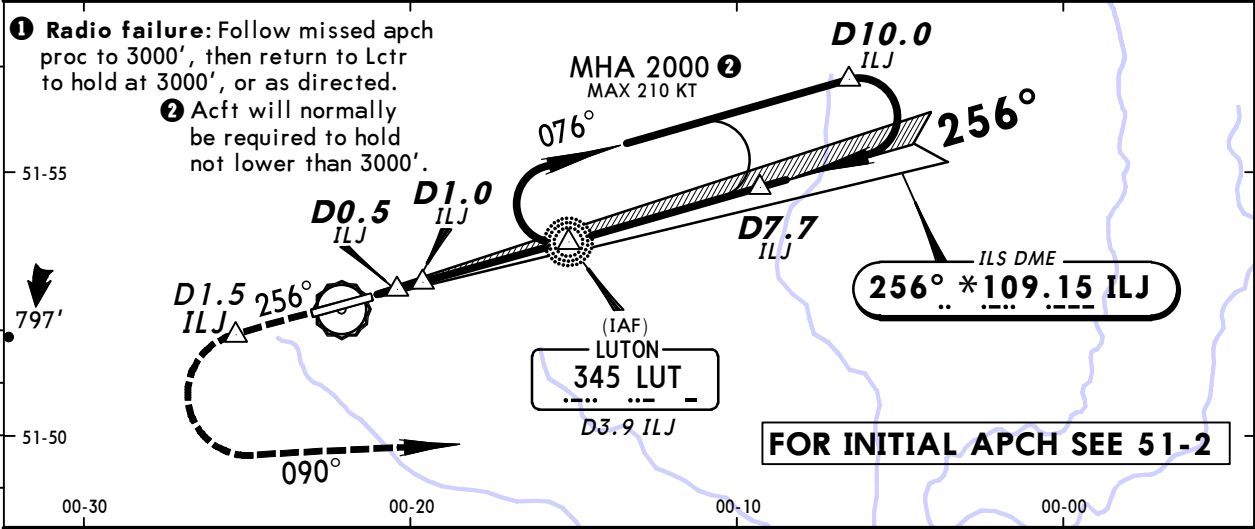


EGGW/LTN
LUTON

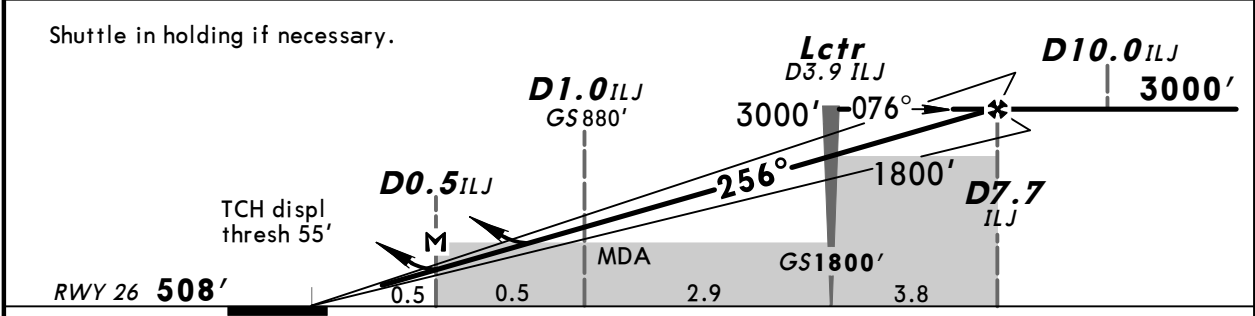
JEPPesen
1 JUN 12 (51-2A)

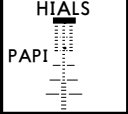
LONDON, UK
CAT I/II/III NDB ILS DME Rwy 26

ATIS 120.57		LUTON Radar (APP) 129.55		LUTON Tower 132.55		*Ground 121.75
LOC ILJ *109.15	Final Apch Crs 256°	GS Lctr 1800'(1292')	CAT II & IIIA ILS Refer to Minimums	ILS DA(H) 708'(200')	Apt Elev 526'	RWY 508'
MISSED APCH: Climb to 3000'. Climb STRAIGHT AHEAD to D1.5 ILJ outbound or 1500' whichever is later, then turn LEFT onto track 090° continue climb to 3000', then as directed. ①						
Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 6000'						
1. CAT II ILS: Special Aircrew & Acft Certification Required. 2. Acft can normally expect to be radar vectored onto final. 3. ILS DME reads zero at rwy 26 displaced threshold. 4. ILS: Acft unable to receive DME, inform ATC.						



LOC (GS out)	ILJ DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	880'	1200'	1510'	1830'	2150'	2460'	2780'



Gnd speed-Kts	70	90	100	120	140	160		D1.5 ILJ 1500' whichever is later
ILS GS or	377	485	539	647	755	862		
LOC Descent Angle 3.00°								
MAP at D0.5 ILJ								

Standard CAT IIIA ILS		STRAIGHT-IN LANDING RWY 26		CAT II ILS	
DH 50'		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) 608'(100')	
RVR 200m				RVR 300m	

Standard STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND	
ILS		LOC (GS out) CDFA			
DA(H) 708'(200')		DA/MDA(H) 860'(352')			
FULL		Limited	ALS out	Max Kts	MDA(H) VIS
				100	1000'(474') 1500m
				135	1100'(574') 1600m
				180	1300'(774') 2400m
				205	1300'(774') 3600m

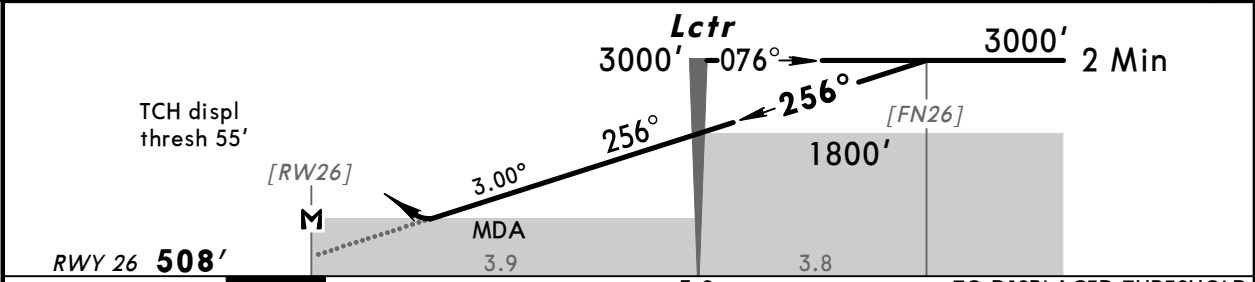
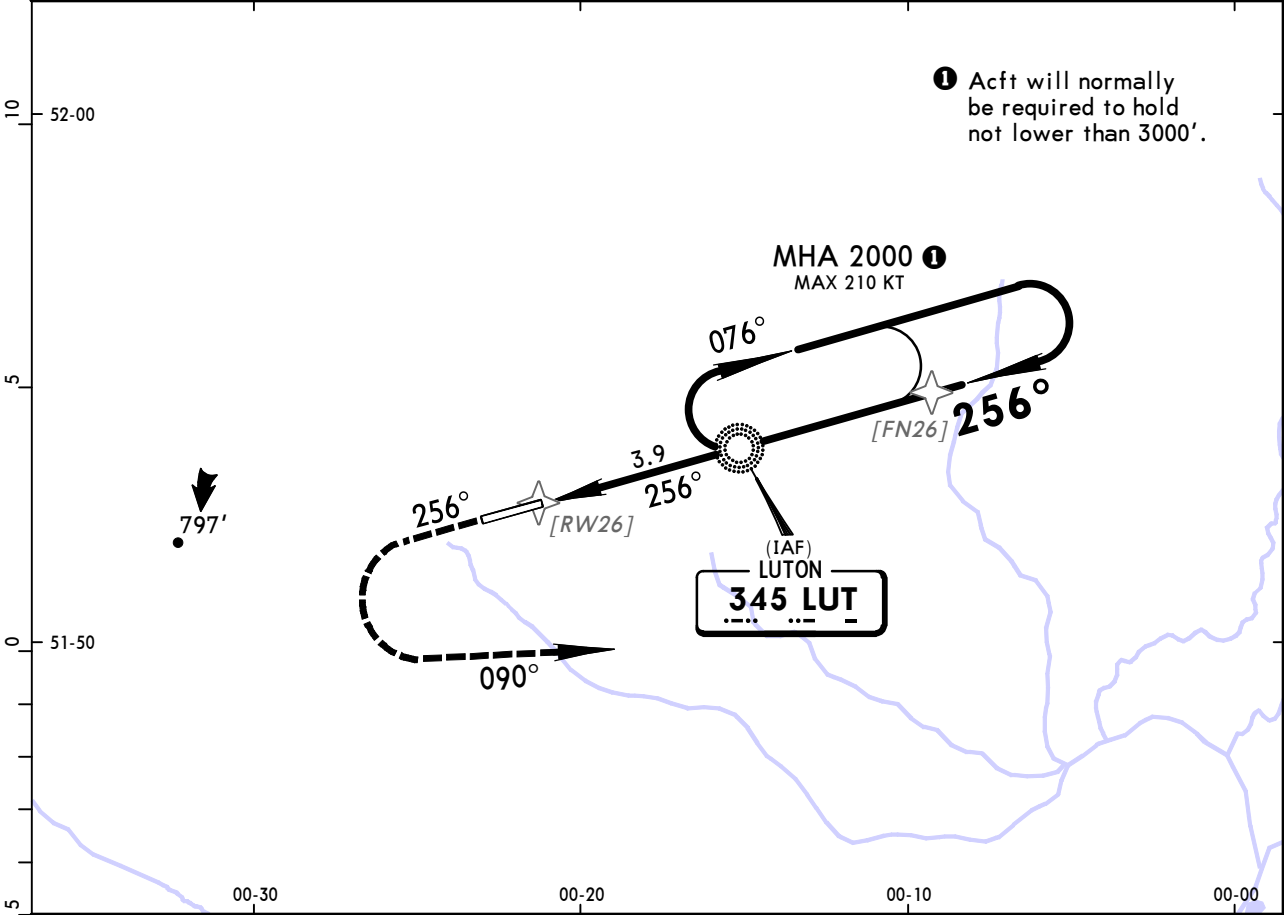
① Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

EGGW/LTN
LUTON

JEPPESEN
1 JUN 12 (56-1)

LONDON, UK
NDB Rwy 26

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'		
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'	

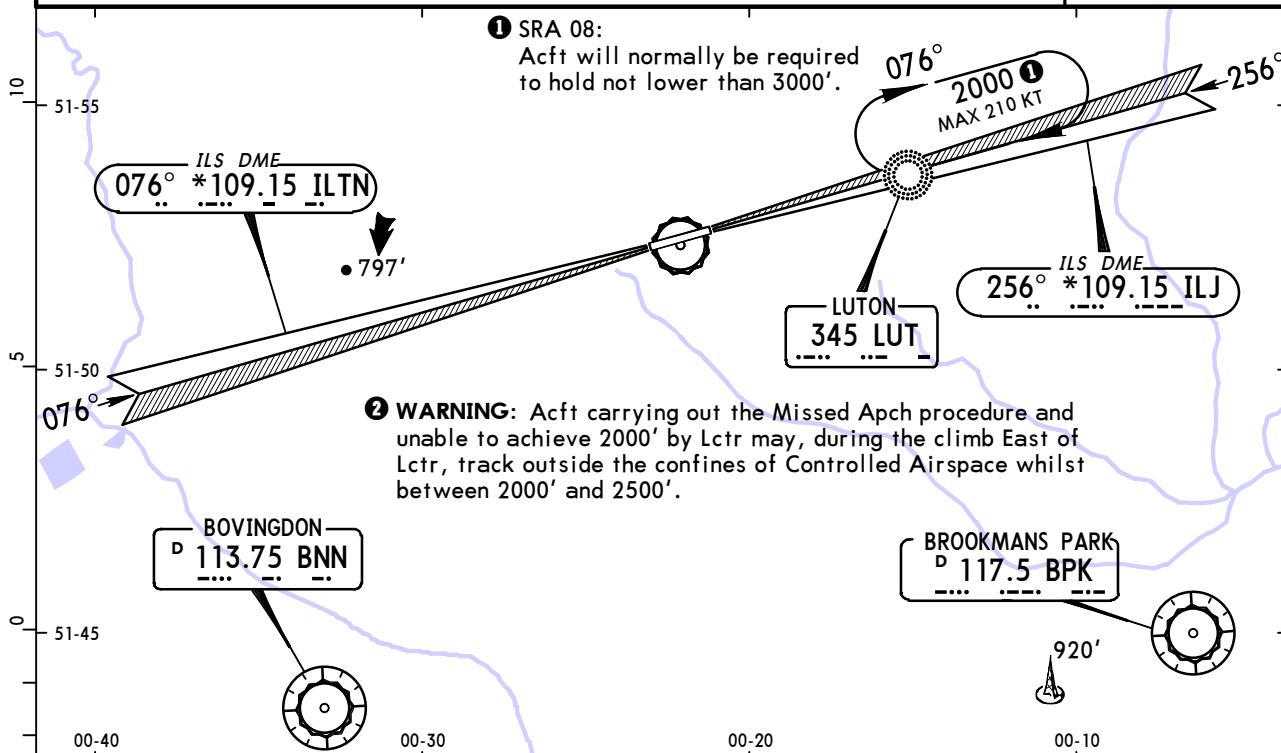


Gnd speed-Kts	70	90	100	120	140	160	 PAPI HIALS 1500'
Descent Angle	3.00°	372	478	531	637	743	
Lctr to MAP	3.9	3:21	2:36	2:20	1:57	1:40	

Standard STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND		
CDFA DA/MDA(H) 930' (422')				Max Kts	MDA(H)	VIS
A B C D	RVR 1300m	ALS out		100	1000' (474')	1500m
		RVR 1500m		135	1100' (574')	1600m
		RVR 2000m		180	1300' (774')	2400m
		RVR 2000m		205	1300' (774')	3600m

EGGW/LTN
LUTON**JEPPESSEN**
26 OCT 12 (58-1)**LONDON, UK**
SRA All Rwys

ATIS 120.57	LUTON Radar (APP) 129.55	*LUTON Director (SRA) (by ATC) 128.75	LUTON Tower 132.55	*Ground 121.75
RADAR	<i>Final</i> <i>Apch Crs</i> By ATC	<i>Minimum Alt</i> See table below	<i>DA/MDA(H)</i> Refer to Minimums	<i>Apt Elev</i> 526' <i>RWY 08</i> 515' <i>RWY 26</i> 508'
Missed Approach - See below				
Alt Set: hPa Apt Elev: 19 hPa Trans level: By ATC Trans alt: 6000'				
1. ILS DME reads zero at both rwy thresholds. 2. SRA 08: Intense gliding activity during daylight hours North of and beneath final apch track. 3. SRA 26: Acft unable to receive DME, inform ATC.				



SRA 08	RADAR FIX	5.0	4.0	3.0	2.0		
	ALTITUDE	2000'	1700'	1410'	1110'		
SRA 26	RADAR FIX	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2780'	2460'	2130'	1810'	1480'	1160'

Minimum Alt/NM	7.5 FAF	Lctr	5.0 FAF	3.0
SRA 08 Tmn 2.0	—	—	2000'	1410'
SRA 26 Tmn 2.0	3000'	1800'	—	—

MISSED APPROACH: Rwy 08: Climb **STRAIGHT AHEAD** to Lctr to hold at 3000', or as directed. Acft which achieve 2000' by Lctr continue climb in the hold. Acft unable to achieve 2000' by Lctr inform ATC and continue climb on 076° from Lctr to 2000', then turn **RIGHT** to Lctr to hold at 3000', or as directed. ②

Rwy 26: Climb to 3000'. Climb **STRAIGHT AHEAD** to D1.5 ILJ outbound or 1500', whichever is later, then turn **LEFT** onto track 090° continue climb to 3000', then as directed.

Radio failure: Follow missed apch proc to 3000', then return to Lctr to hold at 3000', or as directed.

<i>Gnd speed-Kts</i>	70	90	100	120	140	160	Lighting - Refer to Airport Chart	Refer to Missed Apch above
SRA 08: <i>Descent Angle</i>	2.81°	348	447	497	596	695		
SRA 26: <i>Descent Angle</i>	3.06°	379	487	541	650	758		
MAP 1 NM from touchdown or TMN 2 to MAP	1.0	0:51	0:40	0:36	0:30	0:26		

Standard				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
SRA 08		SRA 26		CDFA		CDFA		Max		MDA(H)	
DA/MDA(H)		DA/MDA(H)		DA/MDA(H)		DA/MDA(H)		Kts		MDA(H)	
990' (475')		940' (432')		990' (475')		940' (432')		100		1000' (474') 1500m	
ALS out		ALS out		ALS out		ALS out		135		1100' (574') 1600m	
RVR 1500m		RVR 1300m		RVR 1500m		RVR 1500m		180		1300' (774') 2400m	
RVR 1800m		CMV 2200m		RVR 2000m		RVR 2000m		205		1300' (774') 3600m	

① After SRA 08: MDA(H) 1010' (484').

CHANGES: Minimums.

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Chart changes since cycle 26-2015

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGGW

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m