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Airport Information For EGGW

Terminal Charts For EGGW

Revision Letter For Cycle 13-2016

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: 0342 Z
Sunset: 2024 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: 525 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 269 ft
Stopway: 187 ft

Communication Information

ATIS: 120.575
Luton Tower: 126.725
Luton Tower: 132.550
Luton Delivery Tower: 121.885
Luton Ground: 121.750
Luton Radar Approach: 128.750
Luton Radar Approach: 129.550
London Control ACC: 119.775
London Control ACC: 118.825

Airport Information For EGGW

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JeppView for Windows

London Control ACC: 121.275
Luton Director Radar: 128.750

EGGW/LTN
LUTON

8 JAN 16

JEPPESEN
50-1P

LONDON, UK
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 120.575

1.2. NOISE ABATEMENT PROCEDURES

All ACFT inbound or outbound from this APT are required to conform to the following procedures. Notwithstanding that these may at any time be departed from the extent necessary for avoiding immediate danger.

Every operator of ACFT whilst within or directly above the APT shall ensure that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

Unless on RADAR vectors, ACFT shall avoid any populated areas.

Any ACFT shall, after take-off, be operated in such a way that it will not cause more than 82 dBA by day (0700-2300LT) or 80 dBA by night (2300-0700LT) at any noise monitoring terminal at any of the sites referred to in the table below:

Noise Monitoring Terminal	Position
NMT1: Frogmore Stagenhoe Bottom Farm	N51 53.4 W000 17.6
NMT2: Grove Farm Slip End	N51 50.9 W000 26.3
NMT3: Pepsal End Farm, Pepperstock	N51 50.6 W000 25.5

1.2.1. RUN-UP TESTS

The ground running and testing of the engines of any ACFT other than at ground idle power setting shall be carried out only in the designated areas.

ACFT shall be positioned 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.

ATC shall be notified by radio at the commencement and cessation of each run and the following information should be provided:

- The ACFT's registration number or letters;
- The ACFT's position on the APT;
- The percentage power setting anticipated; and
- The expected duration of the engine run.

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 minutes;
- 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 air traffic control, from whom permission to start the engine(s) must be obtained and to whom notification must be given when the engine run is completed.

Engine ground running and testing will normally be permitted within the following periods:

- Weekdays: between 0600-2300LT;
- SAT, SUN and Public Holidays: between 0700-2300LT.

In exceptional circumstances, operators can apply to Airport Operations for permission to operate outside this period.

1.2.2. NIGHTTIME RESTRICTIONS

Chapter 2 ACFT are not permitted to operate during the periods of 2300-0700LT.

ACFT with a Quota Count value of greater than 2 must not operate during the night period.

All departure flights recording a level above 80 dB, 6.5km from 'start of roll' during the night period will be subject to a nominal fine.

EGGW/LTN
LUTONJEPPesen
8 JAN 16 (50-1P1)LONDON, UK
AIRPORT BRIEFING

1. GENERAL

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.

Hold Q1 is not available at night and when LVP are in operation.

1.5. PARKING INFORMATION

ACFT parking on all stands is only allowed with marshaller.

1.6. OTHER INFORMATION

WARNING: Bird dispersal takes place regularly including the use of pyrotechnics. Possible light distraction on approach to RWY 08. Lights positioned at N51 52.3 W 000 24.1.

It is a mandatory requirement that all aircrew and ground staff wear high visibility clothing at all times in external airside areas of the APT.

ACFT unable to communicate with ATC by radio will not be accepted.

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.

EGGW/LTN
LUTON

8 JAN 16

JEPPesen

50-1P2

LONDON, UK

AIRPORT BRIEFING

2. ARRIVAL**2.2. NOISE ABATEMENT PROCEDURES****CONTINUOUS DESCENT APPROACH**

All jet ACFT and all propeller-driven ACFT whose MTOM exceeds 5700kg, are expected to apply Continuous Descent Approach (CDA) procedures to all approaches to RWY 08 and RWY 26. Subject to ATC clearance, inbound ACFT are to 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. RADAR vectors will be given, and descent clearance will include an estimate of track distance to touchdown.

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.

CDA will commence from 5000' QNH and will be deemed to have been continuous provided that no segment of level flight longer than 2.5NM.

VISUAL CIRCUITS/APPROACH

ACFT approaching without assistance from ILS or RADAR shall follow a descent path no lower than the normal approach path indicated by the PAPIs.

With the exception of training ACFT, propeller driven ACFT whose MTOM exceeds 5700kg and all jet ACFT carrying out visual circuits/approaches to RWY 26 and RWY 08 shall establish on final approach no closer than 7NM from touchdown. Additionally, such ACFT shall not, unless otherwise instructed by ATC, descend below 2500' (Luton QNH) before commencing final approach.

ACFT must not join the final approach track to any RWY at a height of less than 2500' (Luton QNH), orbits on final approach will not be authorised by ATC, except when the safety of an ACFT would be compromised.

MISSED APPROACH

Every jet ACFT, shall, after 'go-around' attain as soon as safety permits, a rate of climb of at least 500' per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path.

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.

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LUTON

8 JAN 16

JEPPesen

(50-1P3)

LONDON, UK

AIRPORT BRIEFING

2. ARRIVAL

2.5. OTHER INFORMATION**Inbound ACFT other than on Airways**

ACFT arriving from the north and northeast should expect to route via a Reporting Point BIGLI (N52 07.8 W000 14.5, BKY R-309/D14, BNN R-027/D27) is established beneath the London TMA. 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 ATC 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.

Approach Procedures with RADAR Control

When inbound traffic is being sequenced by RADAR, the Approach procedure will be flown from under directions from the appropriate RADAR Controller, and will consist of that part of the approach between the holding pattern and the Final Approach Track.

Once the ACFT is under Approach RADAR Control, changes of flight level/altitude and heading will be made only under instructions from the RADAR Controller, except in cases of radio communications failure in the ACFT or at the RADAR Unit.

Headings and flight levels/altitudes will be passed by ATC. When holding is not necessary, RADAR vectors will be given prior to the ACFT reaching the holding pattern and descent clearance will include an estimate of track 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 where possible, of continuous descent, the objective being to join the GS at the appropriate height for the distance, without recourse to level flight.

Between the hours of 2300 and 0700LT, all jet ACFT and all propeller driven ACFT whose MTOM exceeds 5700kg, 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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LUTONJEPPesen
8 JAN 16 (50-1P4)LONDON, UK
AIRPORT BRIEFING**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 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. Successful clearances must be ACCEPTED within 5 minutes of receipt or a 'Revert to voice' message will be received. If the attempt to obtain in DCL is unsuccessful, the ACFT must instead request via RTF. Further details of the DCL service may be obtained from ATC on 01582-395029.

3.1.3. START-UP & PUSH-BACK

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

This should include doors and hatches closed, steps removed, tug attached and communications established with ground crew with confirmation that they are ready. To prevent back of stand vehicle traffic congestion, anti-collision beacons should only be switched on once start clearance has been obtained.

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 push-back 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 push-back to holding point D4 to face SOUTH on TWY D.

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.

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LUTON

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8 JAN 16 (50-1P5)

LONDON, UK
AIRPORT BRIEFING

3. DEPARTURE

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.

Every jet ACFT shall, after take-off attain as soon as safety permits, a rate of climb of at least 500' per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path.

The Noise Preferential Routings and Procedures are compatible with ATC requirements. Whether routing inside or outside Controlled Airspace, the tracks are to be flown by all departing jet ACFT and by all other ACFT with a maximum certified weight exceeding 5700kg unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

The radius of turn of ACFT following the routes and procedures specified below shall be adjusted to conform with the tracks shown on chart 50-4.

The obligations of Noise Preferential Routings for conventional SIDs cease when a height of 3000' QNH (between 0700 and 2300) and 4000' QNH (during night time, 2300-0700) has been reached.

The obligations of Noise Preferential Routings for the RNAV1 SIDs cease when a height of 4000' QNH has been reached.

A departure will be deemed to have complied with the Noise Preferential Routing if, in the portion of flight below the appropriate vectoring altitude, it is properly recorded by the APT's noise and track monitoring system as having flown wholly within the Lateral Swathe (LS). Where the ACFT is clearly flying outside the LS, the ACFT is identified as causing a 'possible' track violation and is subject to a nominal fine, as defined in LLA's Charges and Conditions of Use.

The following Noise Preferential Routings are compatible with normal ATC requirements, however in individual cases ATC may vary them when necessary. The use of the routings is supplementary to noise abatement take-off techniques as used by piston-engined, turboprop and turbo-jet ACFT.

EGGW/LTN
LUTON

JEPPESEN
26 FEB 16 (50-1P6)

LONDON, UK
AIRPORT BRIEFING

3. DEPARTURE

RWY 26

ATC Clearance	Procedure
OLNEY, KILO, JULIET	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 R345 6 DME at 4000'.
COMPTON, PAPA	Climb straight ahead to 1030', turn LEFT, intercept BNN R-033 inbound, at D7 BNN turn RIGHT, intercept 257° bearing towards HEN, ensuring that BNN DME does not decrease below 4NM.
MATCH & DETLING (NON-RNAV), MIKE	Climb straight ahead to 1030', turn LEFT, intercept BNN R-033 inbound, at D7 BNN turn LEFT, intercept BPK R-285 inbound towards BPK.
MATCH & DETLING (RNAV)	Climb straight ahead to 1030', turn LEFT direct to GWS01, then to GWS06, turn LEFT to GWS12, turn RIGHT to GWE16 - GWE19 - BPK. Unless otherwise instructed by ATC, ACFT will be routinely kept within the NPR corridor until crossing the railway line (GWE) between St. Albans and Harpenden.

RWY 08

ATC Clearance	Procedure
OLNEY, SIERRA	Climb straight ahead to ILTN 2.6 DME, turn LEFT, intercept BPK R-316.
COMPTON, UNIFORM, VICTOR	Climb straight ahead to ILTN 3 DME, turn RIGHT, intercept 258° bearing to HEN, 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-039.
MATCH, DETLING, TANGO	Climb straight ahead to LUT (ILTN 3.9 DME), turn RIGHT, intercept BPK R-337 towards BPK.

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 completed its 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.

Pilots are not to cross any illuminated Holding Point Red Stop bars unless specifically instructed to do so by ATC.

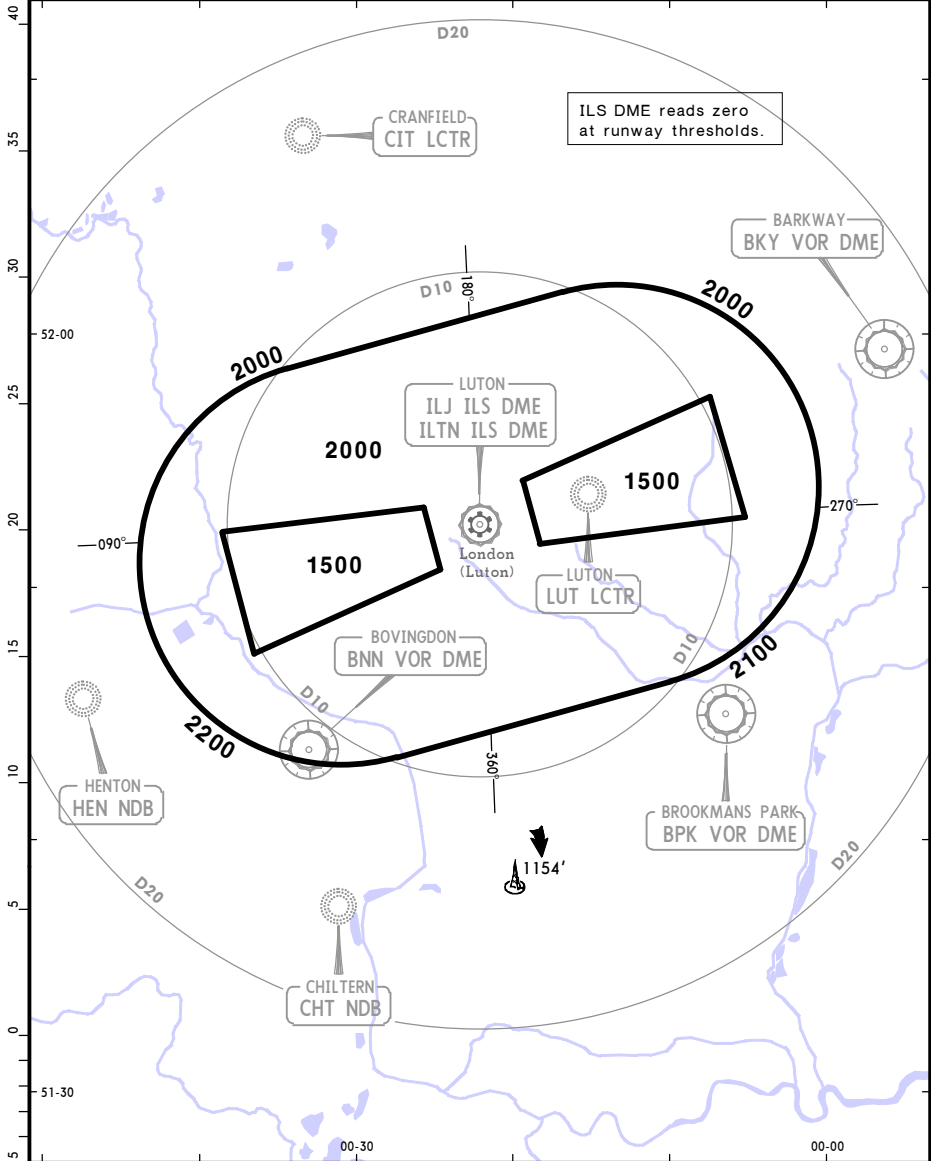
EGGW/LTN
LUTON

8 SEP 06 **50-1R**

LONDON, UK

RADAR MINIMUM ALTITUDES

LUTON Radar (APP) 129.55 128.75	ESSEX Radar (APP) 129.55	Apt Elev 526'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
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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' .

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

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

EGGW/LTN
LUTON

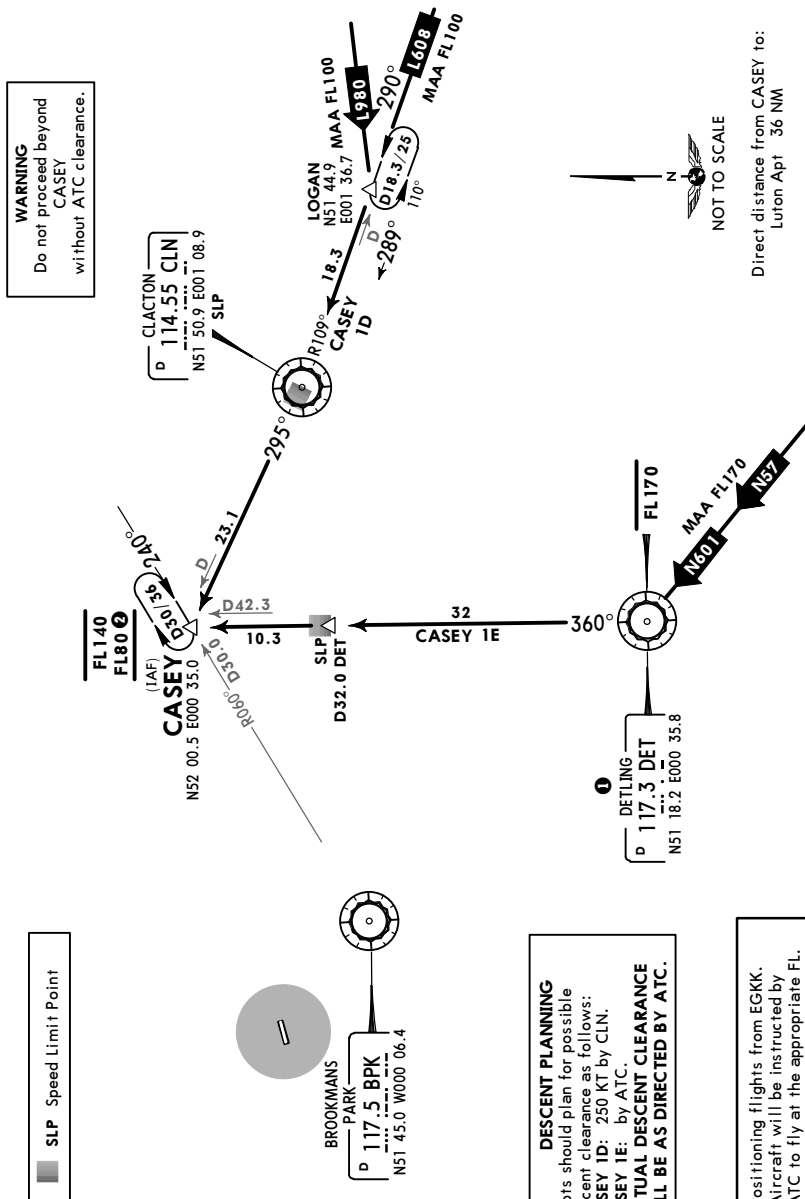
JEPPESSEN
5 FEB 16 (50-2C)

LONDON, UK
STAR

ATIS 120.575	Apt Elev 526'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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CASEY 1D [CASE1D] , CASEY 1E [CASE1E]

TO BE USED WHEN BKY VOR OR DME UNSERVICEABLE



EGGW/LTN
LUTON

JEPPESSEN
6 MAR 15 (50-2E)

LONDON, UK
STAR

ATIS 120.575	Apt Elev 526'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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ASKEY 5A [ASKE5A], ASKEY 2L [ASKE2L]
ASKEY 2M [ASKE2M]
ARRIVALS

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

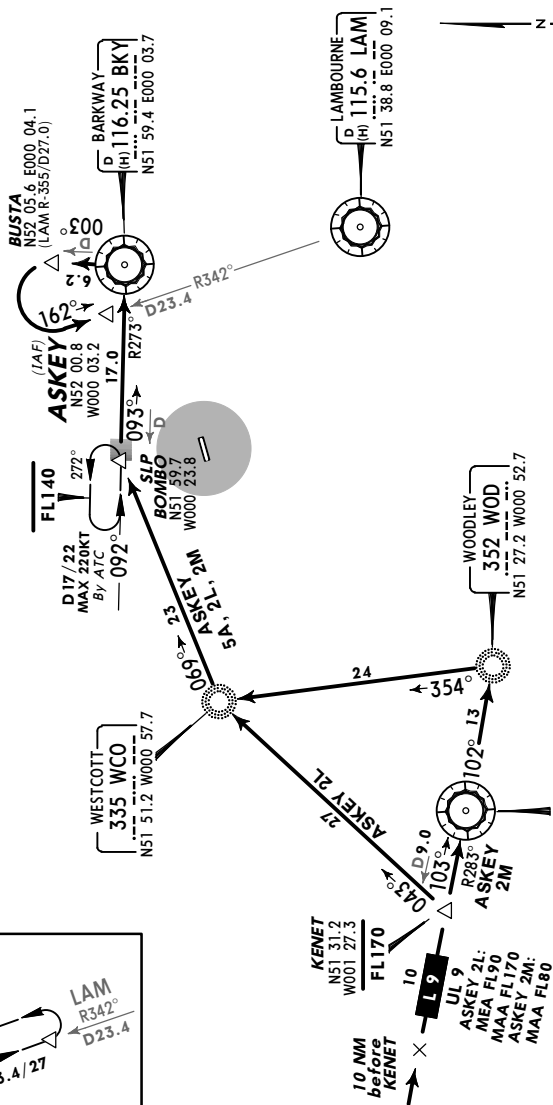
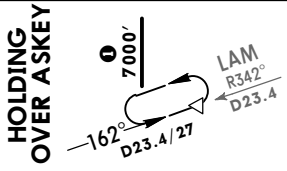
WARNING
Do not proceed beyond
ASKEY
without ATC clearance.

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



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

Direct distance from ASKEY to:
Luton Apt 14 NM



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.**

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

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

- 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.

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EGGW/LTN
LUTON

JEPPESSEN
13 MAY 16 (50-2H) Eff 26 May

LONDON, UK
STAR

ATIS
120.575

Apt Elev
526'

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

LOREL 4C [LORE4C] , LOREL 2S [LORE2S]

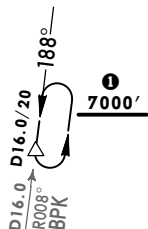
ARRIVALS

WHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 4C & 2S

Direct 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.

BROOKMANS
PARK
D 117.5 BPK
N51 45.0 W000 06.4
SLP

BUSTA
N52 05.6 E000 04.1
(LAM R-355/D27.0)
LOREL (IAF)
N52 00.8
W000 03.2
D 116.0
R008° D16.0
R205°
D 116.25 BPK
N51 59.4 E000 03.7

LAMBOURNE
D 115.6 LAM
N51 38.8 E000 09.1

BEDEK
N51 22.3
W001 33.5
FL180

FL200
FL180

VATON
N51 26.1 W000 20.9

OCKHAM
D 115.3 OCK
N51 18.3 W000 26.8

MIDHURST
D 114.0 MID
N51 03.2 W000 37.5

NIGIT
N51 18.8
W001 10.3

P2
FL180

LOREL
2S
104° 15'
093° 27.2



AVANT
N50 49.2 W000 56.3
FL190

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

EGGW/LTN
LUTON

JEPPESSEN
13 MAY 16 (50-2J) Eff 26 May

LONDON, UK
STAR

ATIS 120.575	Apt Elev 526'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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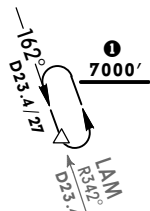
ASKEY 4C [ASKE4C] , ASKEY 2S [ASKE2S] ARRIVALS

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

Direct distance from ASKEY to:
Luton Apt 14 NM

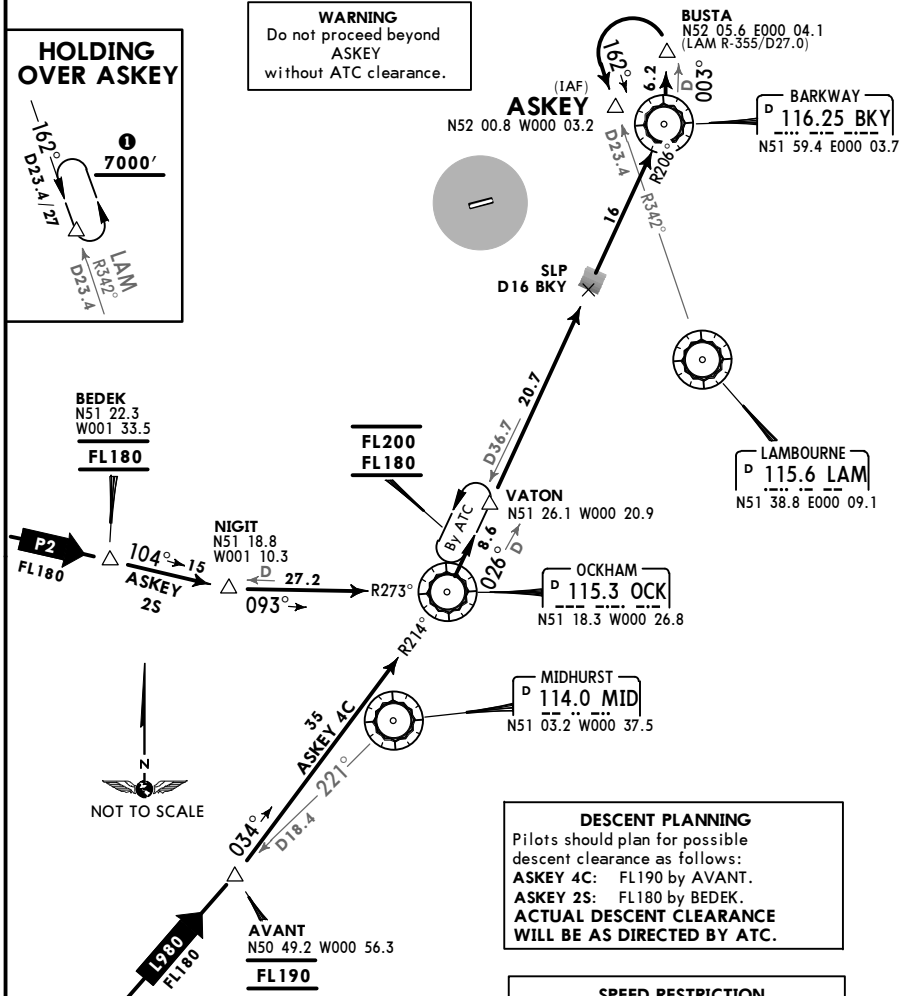
1 Aircraft will be instructed by
ATC to fly at the appropriate FL.

HOLDING OVER ASKEY



WARNING

Do not proceed beyond
ASKEY
without ATC clearance.



DESCENT PLANNING

Pilots 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

EGGW/LTN
LUTON

JEPPesen
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

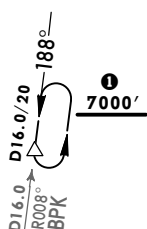
① Aircraft will be instructed by
ATC to fly at the appropriate FL.

SPEED RESTRICTION

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

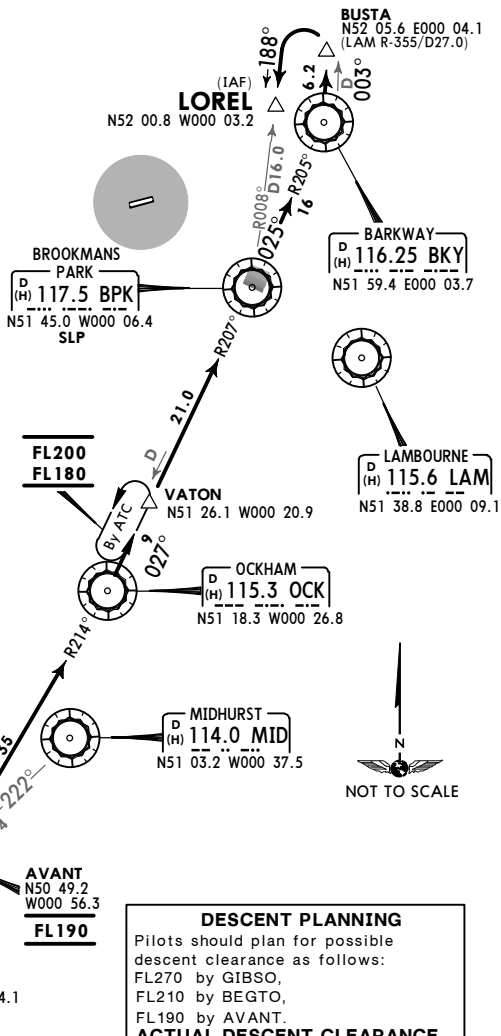
■ SLP Speed Limit Point

HOLDING OVER LOREL



WARNING

Do not proceed beyond
LOREL
without ATC clearance.



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.**

EGGW/LTN
LUTON

JEPPESSEN
6 MAR 15 (50-2L)

LONDON, UK
STAR

ATIS
120.575

Apt 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

Direct distance from ASKEY to:
Luton Apt 14 NM

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

SPEED RESTRICTION

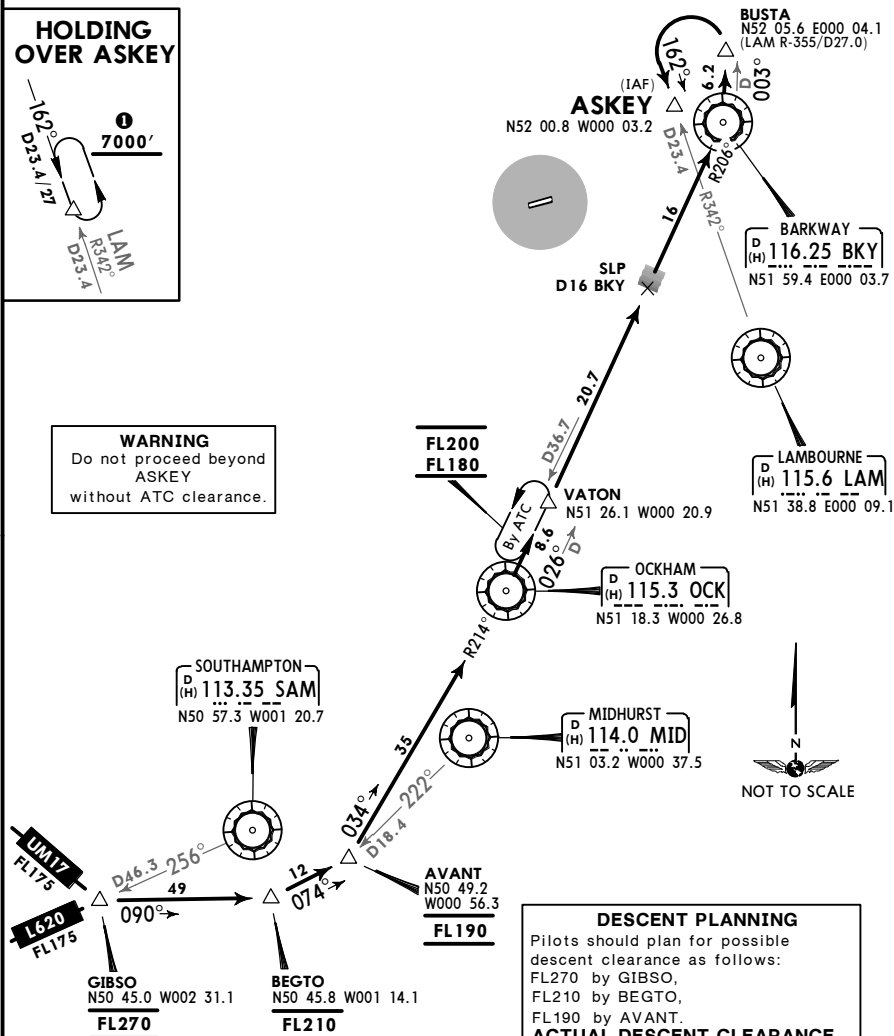
Cross SLPs or 3 Min before
holding facility at 250 KT or less.

■ SLP Speed Limit Point

HOLDING OVER ASKEY



WARNING
Do not proceed beyond
ASKEY
without ATC clearance.



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.**

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'
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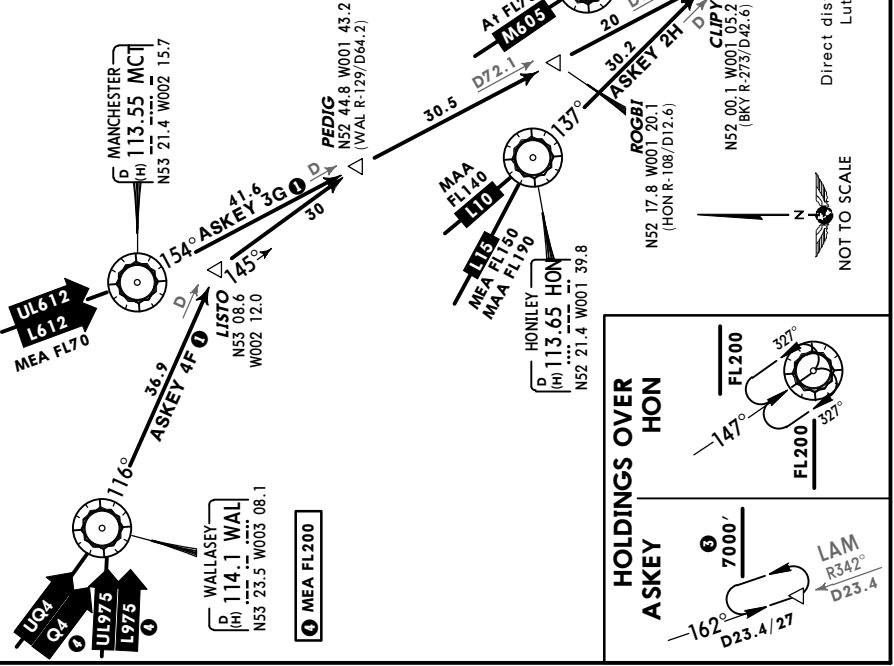
ASKEY 4F [ASKE4F] ①, ASKEY 3G [ASKE3G] ①
ASKEY 2H [ASKE2H], ASKEY 1K [ASKE1K] ②

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.



EGGW/LTN
LUTON

JEPPesen
6 MAR 15 (50-2P)

LONDON, UK
STAR

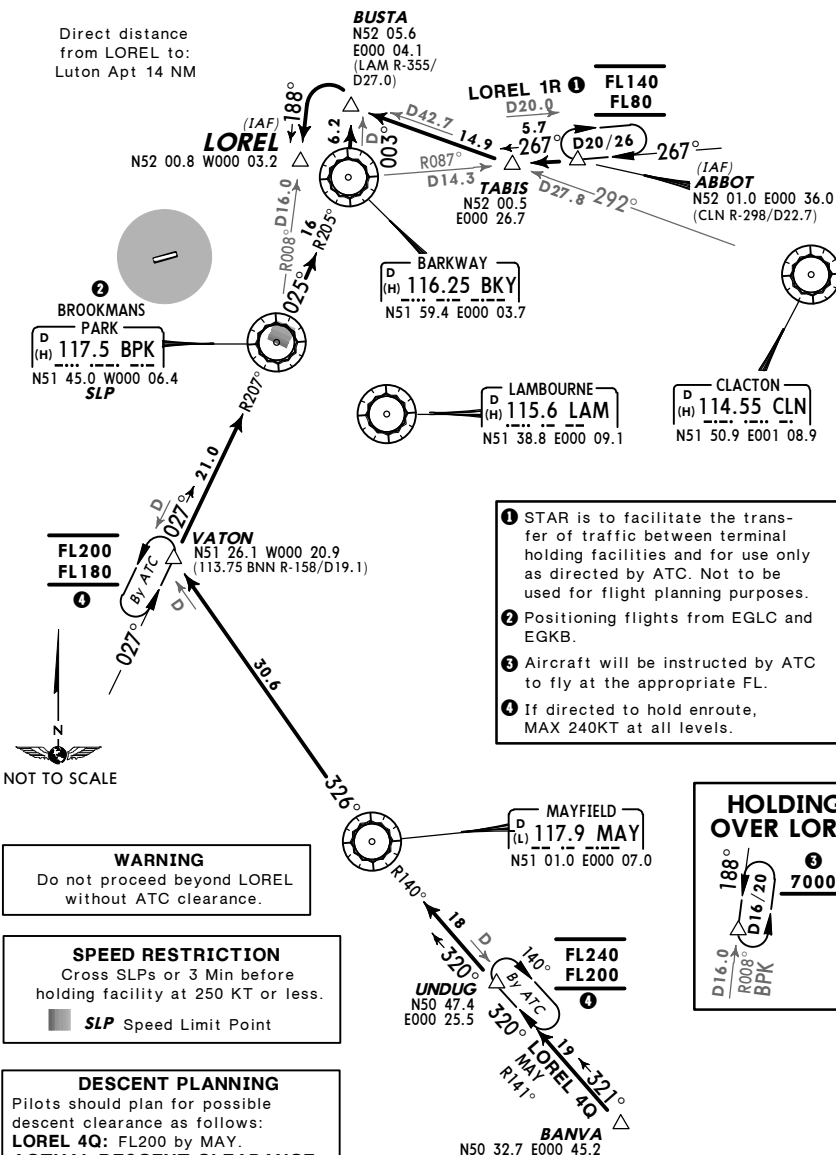
ATIS
120.575

Apt Elev
526'

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

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

Direct distance
from LOREL to:
Luton Apt 14 NM



EGGW/LTN
LUTON

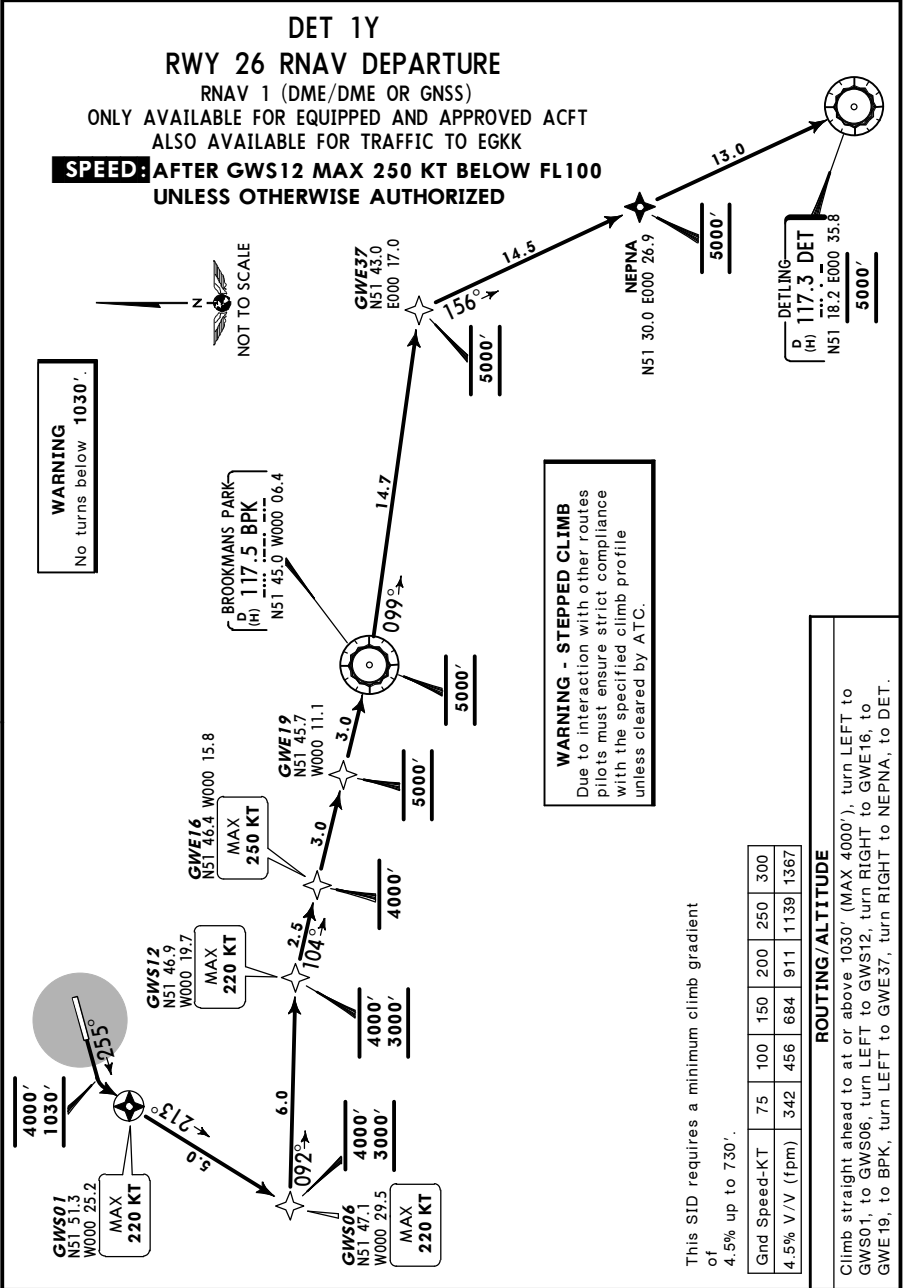
JEPPesen
14 AUG 15 (50-3) Eff 20 Aug

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.



EGGW/LTN
LUTON

JEPPesen
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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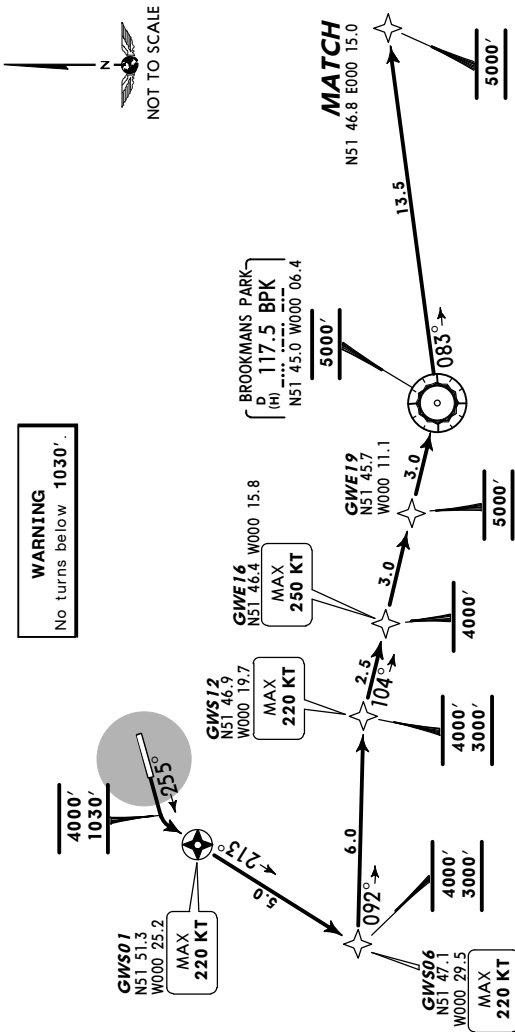
MATCH 1Y [MATCH1Y]
RWY 26 RNAV DEPARTURE
RNAV 1 (DME/DME OR GNSS)

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



EGGW/LTN
LUTON

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

LONDON, UK
SID

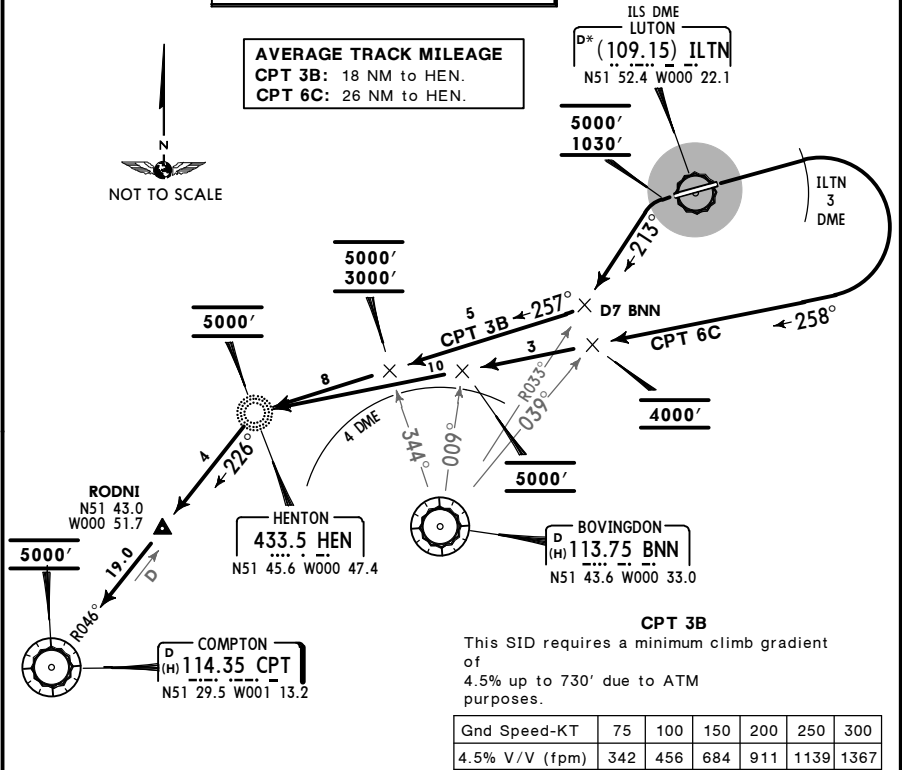
(CPT 3B) LONDON Control 121.275 (CPT 6C) LUTON Radar (APP) 129.550	Apt Elev 526'	Trans level: By ATC Trans alt: 6000' 1. When instructed by ATC, contact after take-off RWY 26: LONDON Control/RWY 08: LUTON Radar. Report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include 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.
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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.

WARNING
No turns below **1030'**.

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



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

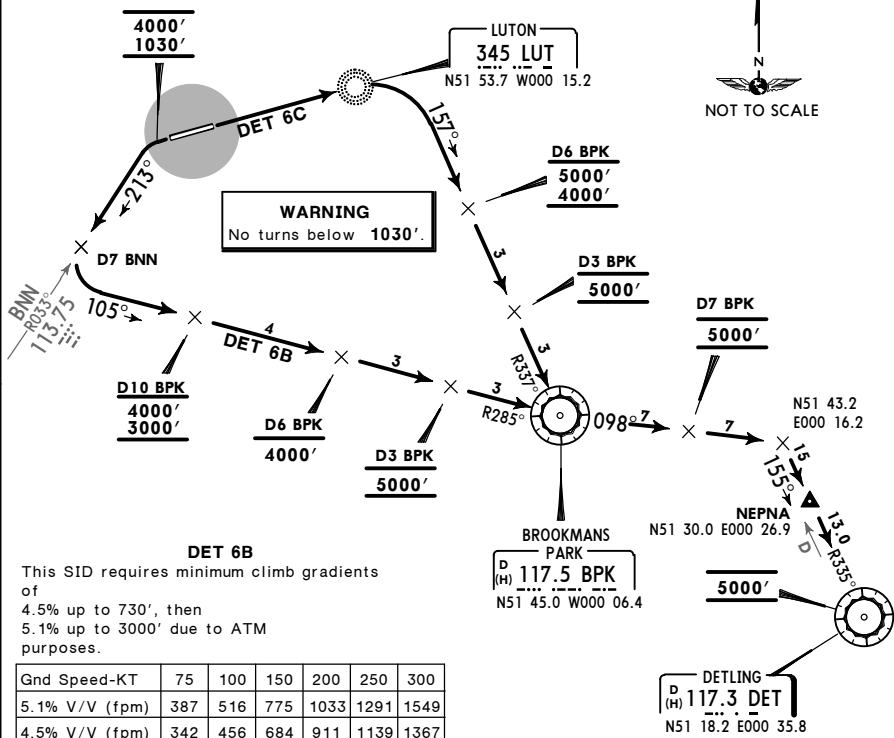
WARNING - STEPPED CLIMB

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.

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

WARNING

No turns below **1030'**

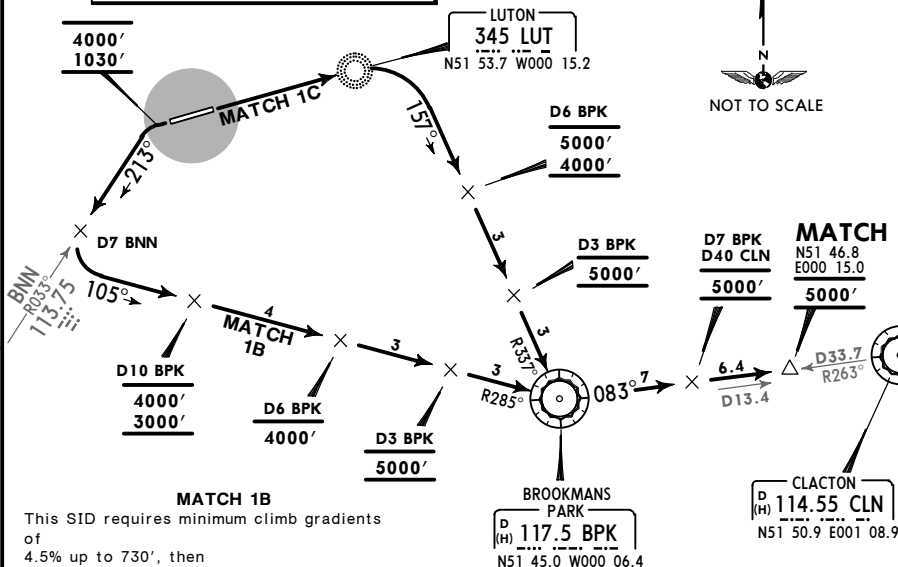
WARNING - STEPPED CLIMB

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

AVERAGE TRACK MILEAGE

MATCH 1B: 20 NM to BPK.

MATCH 1C: 15 NM to BPK.



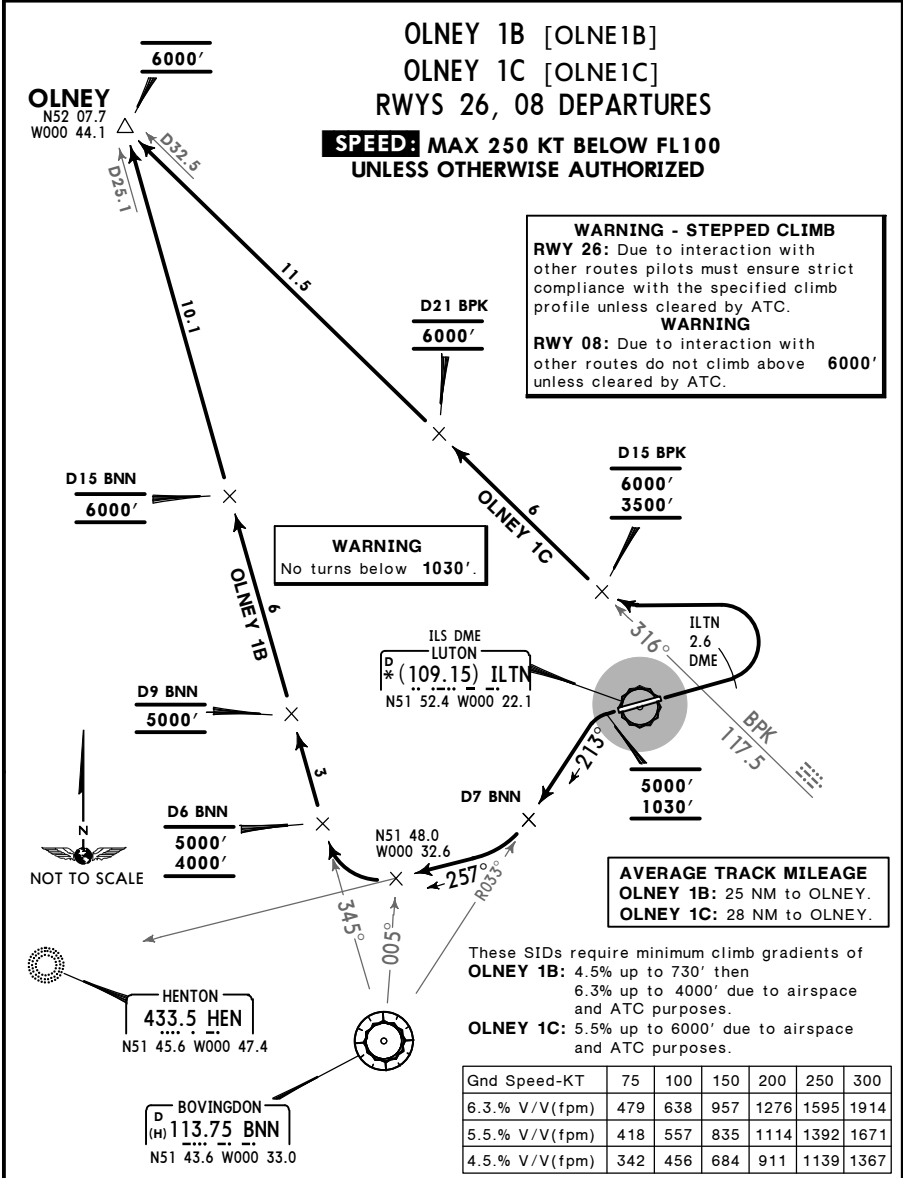
SID	RWY	ROUTING/ALTITUDE
MATCH 1B	26	Climb straight ahead to at or above 1030' (MAX 4000'), turn LEFT, intercept BNN R-033 inbound to D7 BNN, turn LEFT, intercept BPK R-285 inbound, cross D10 BPK at or above 3000' (MAX 4000'), D6 BPK at or below 4000', D3 BPK at 5000', to BPK, turn LEFT, intercept CLN 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.

EGGW/LTN
LUTON

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

LONDON, UK
SID

LONDON Control 119.775 LUTON Radar (APP) (ESSEX Radar) 129.550	Apt Elev 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). 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 by LONDON Control. 4. Do not climb above SID level until instructed by ATC.
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SID	RWY	ROUTING/ALTITUDE
OLNEY 1B	26	Climb straight ahead to 1030' (MAX 5000'), 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 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.

EGGW/LTN
LUTON

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

LONDON, UK
DEPARTURE

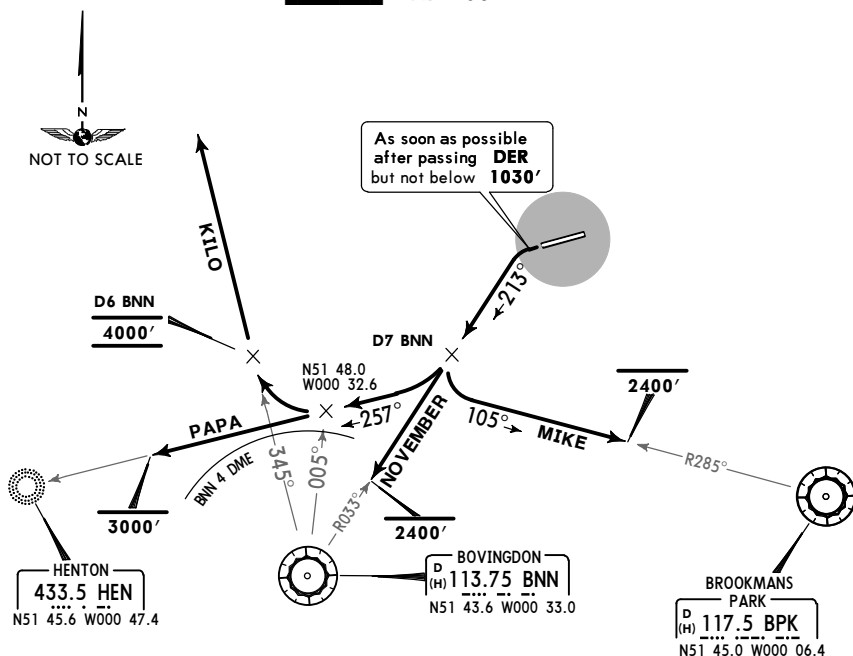
LUTON
Radar (APP)
129.550

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.

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

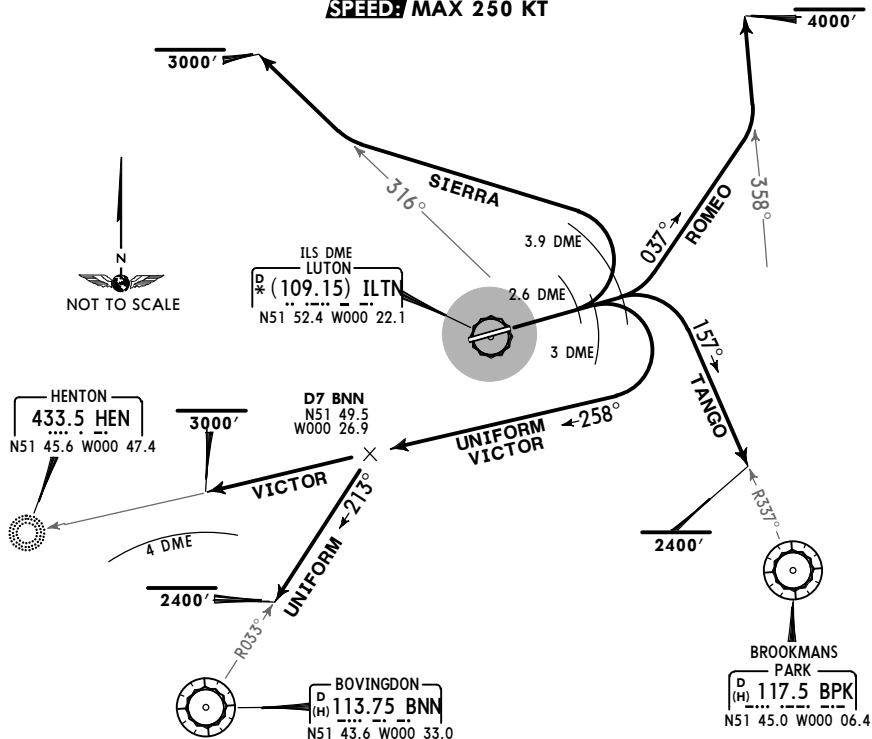
 **JEPPESSEN**
14 AUG 15 **(50-3G)** **Eff 20 Aug**

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, SIERRA, TANGO, UNIFORM, VICTOR
RWY 08 NON-AIRWAYS DEPARTURES

~~SPEED~~ MAX 250 KT



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.

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.

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

SPEED: MAX 250 KT



DEPARTURE	RWY	ROUTING/ALTITUDE
JULIET	26	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' to D9 BNN, turn RIGHT, intercept BKY R-257 inbound to BKY, then to BUSTA, then to LOREL to join holding.
WHISKEY	08	Climb straight ahead to ILTN 39 DWE, turn LEFT, 037° track, cross ILTN 7 DWE 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.**

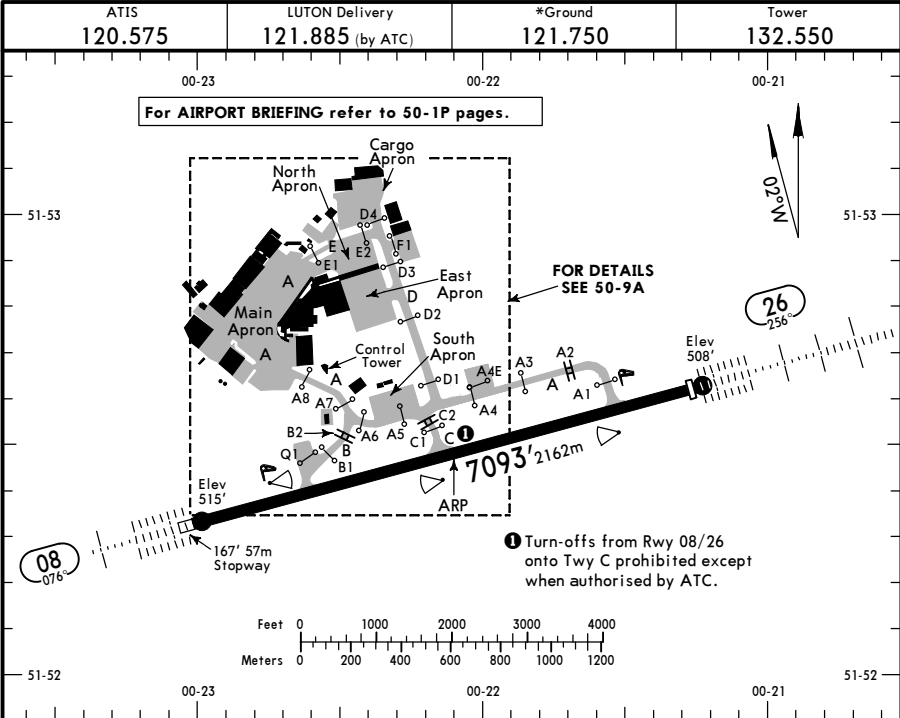
EGGW/LTN

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

JEPPESSEN

26 FEB 16 (50-9)

LONDON, UK
LUTON



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	LANDING BEYOND Glide Slope		
08	26	HIRL CL HIALS-II TDZ PAPI-L (3.0°) grooved RVR	6364'1940m	2	151'
			6034'1839m		46m

2 TAKE-OFF RUN AVAILABLE
RWY 08:
From rwy head 7093' (2162m)
twy B int 5538' (1688m)
twy C int 3714' (1132m)

RWY 26:
From rwy head 7093' (2162m)
twy A int 5810' (1771m)
twy C int 3455' (1053m)

Standard TAKE-OFF 1

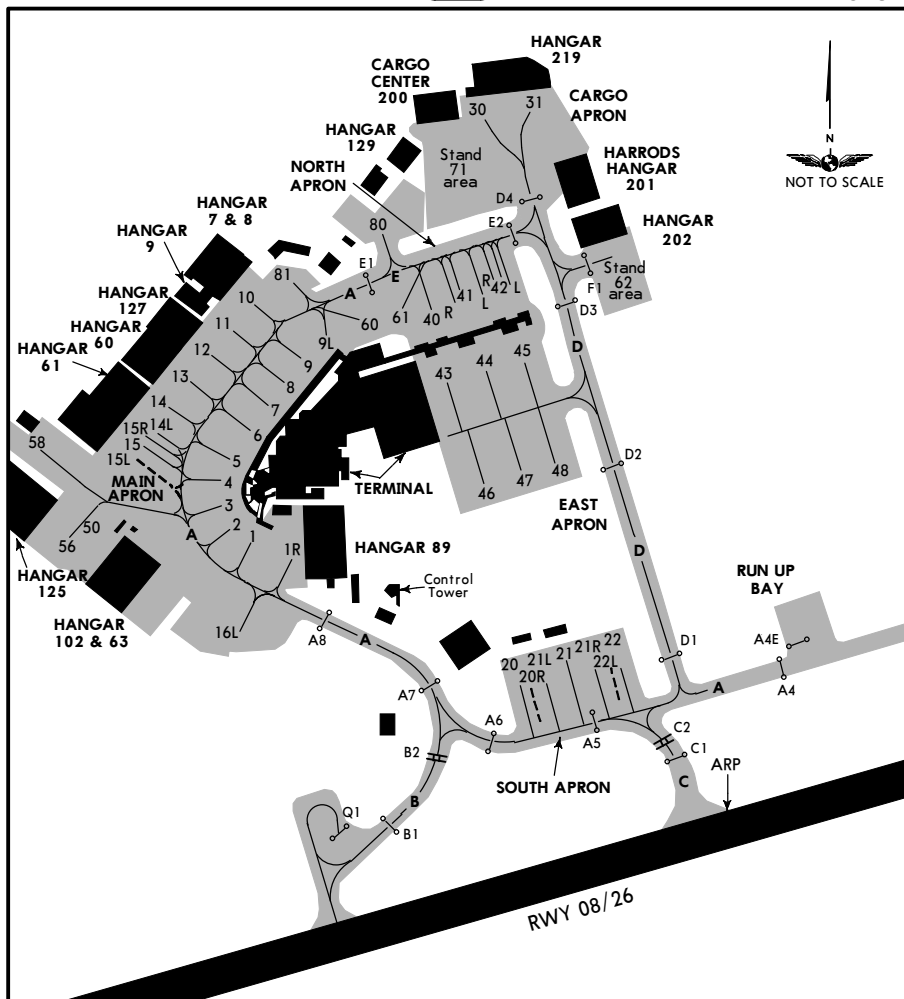
	LVP must be in Force				RC LM (DAY only) or RL	RC LM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RC LM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			

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

EGGW/LTN

JEPPesen
26 FEB 16 (50-9A)

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, 13	N51 52.9 W000 22.8	48	N51 52.8 W000 22.3
14 thru 15R	N51 52.8 W000 22.8	50	N51 52.7 W000 22.9
15, 15L	N51 52.8 W000 22.9	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	80	N51 53.0 W000 22.6
40	N51 52.9 W000 22.5	81	N51 52.9 W000 22.7
41, 41L	N51 52.9 W000 22.4		

CHANGES: Parking stands.

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EGGW/LTN

 **JEPPESSEN**

26 OCT 12

50-9Y

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

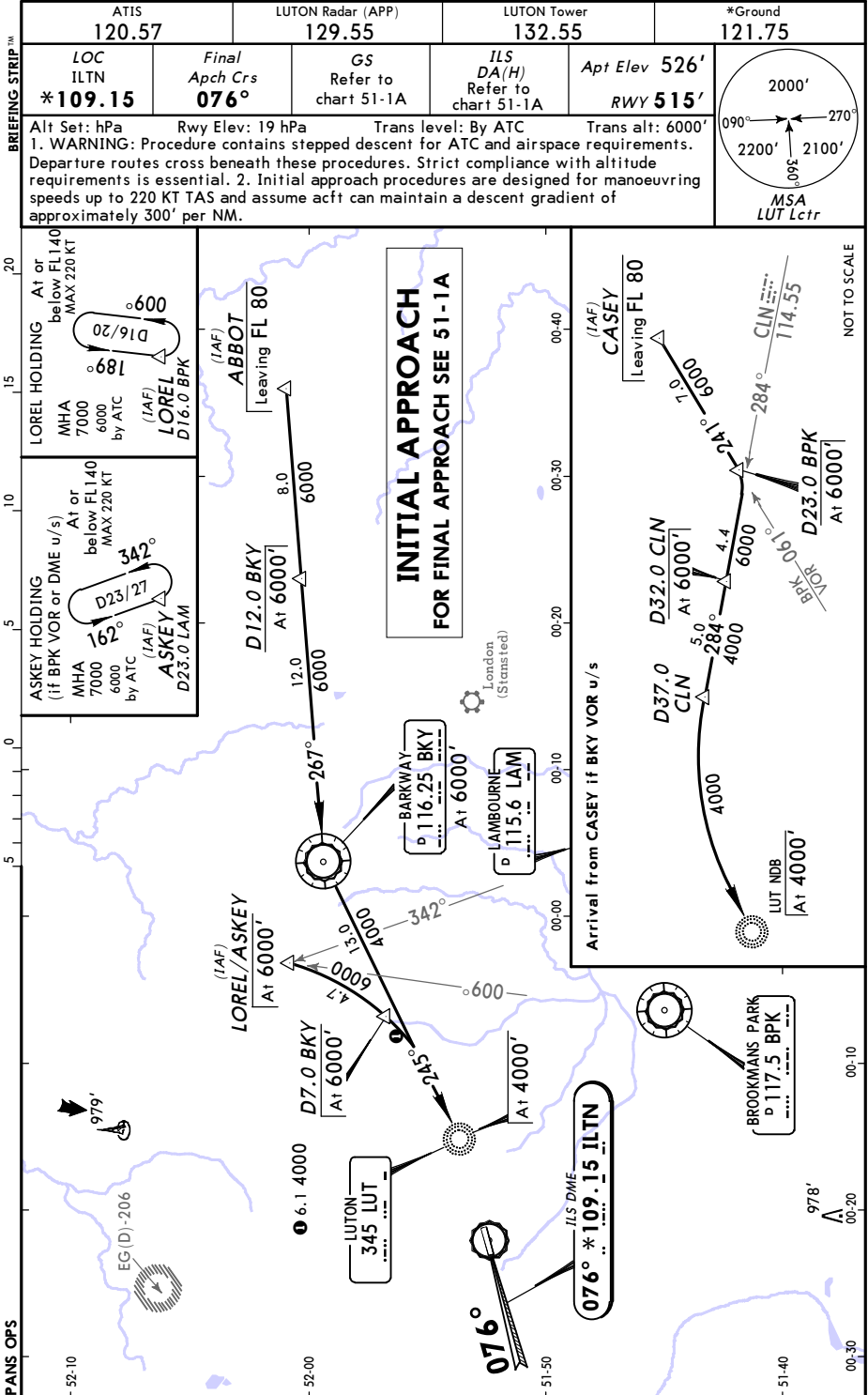
TAKE-OFF RWY 08, 26				
LVP must be in Force ❷				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❸	800m

- ❷ Without LVP 400m are stipulated.
- ❸ Or rejected take-off distance whichever is the greater.

EGGW/LTN
LUTON

JEPESEN
1 JUN 12 (51-1)

LONDON, UK
NDB ILS DME Rwy 08



EGGW/LTN
LUTON

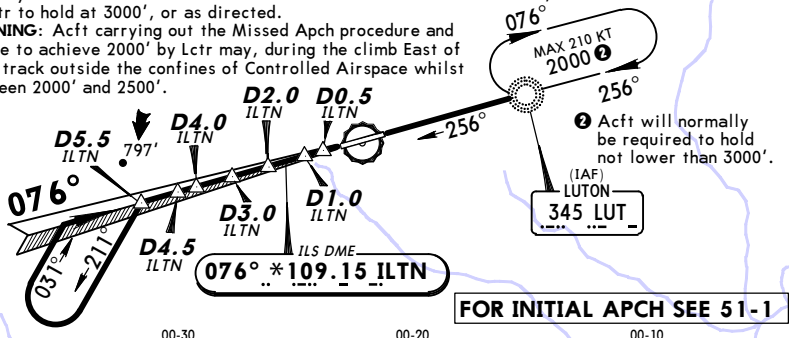
JEPPESEN
1 JUN 12 (51-1A)

LONDON, UK
CAT I/II/III NDB ILS DME Rwy 08

BRIEFING STRIP™

ATIS 120.57		LUTON Radar (APP) 129.55		LUTON Tower 132.55		*Ground 121.75
LOC ILTN *109.15	Final Apch Crs 076°	GS D4.0 ILTN 1840' (1325')	CAT II & IIIA ILS Refer to Minimums	ILS DA(H) 715' (200')	Apt Elev 526' RWY 515'	
MISSED APCH: Climb STRAIGHT AHEAD to Lctr to hold at 3000', or as directed. ①						
Alt Set: hPa Rwy Elev: 19 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 08 threshold. 4. Intense gliding activity during daylight hours North of and beneath final apch track.						

- ① 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.
- WARNING:** Acft carrying out the Missed Apch procedure and unable to achieve 2000' by Lctr may, during the climb East of Lctr, track outside the confines of Controlled Airspace whilst between 2000' and 2500'.



LOC (GS out)	ILTN DME	4.0	3.0	2.0	1.0
	ALTITUDE	1840'	1520'	1210'	890'
D5.5 ILTN	D4.0 ILTN GS 1840'	D3.0 ILTN	D2.0 ILTN	D1.0 ILTN GS 890'	D0.5 ILTN
Gnd speed-Kts					
ILS GS or					
LOC Descent Angle 3.00°					
MAP at D0.5 ILTN					
70	90	100	120	140	160
377	485	539	647	755	862
Standard					
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 127'					
DH 50'					
DA(H) 615' (100')					
RVR 200m					
RVR 300m					
Standard					
STRAIGHT-IN LANDING RWY 08					
CIRCLE-TO-LAND					
ILS					
LOC (GS out)					
CDFA					
DA(H) 715' (200')					
DA/MDA(H) 910' (395')					
FULL					
ALS out					
Max Kts					
100					
1000' (474') 1500m					
135					
1100' (574') 1600m					
180					
1300' (774') 2400m					
205					
1300' (774') 3600m					

Approach light system length 1401' (427m) only.

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

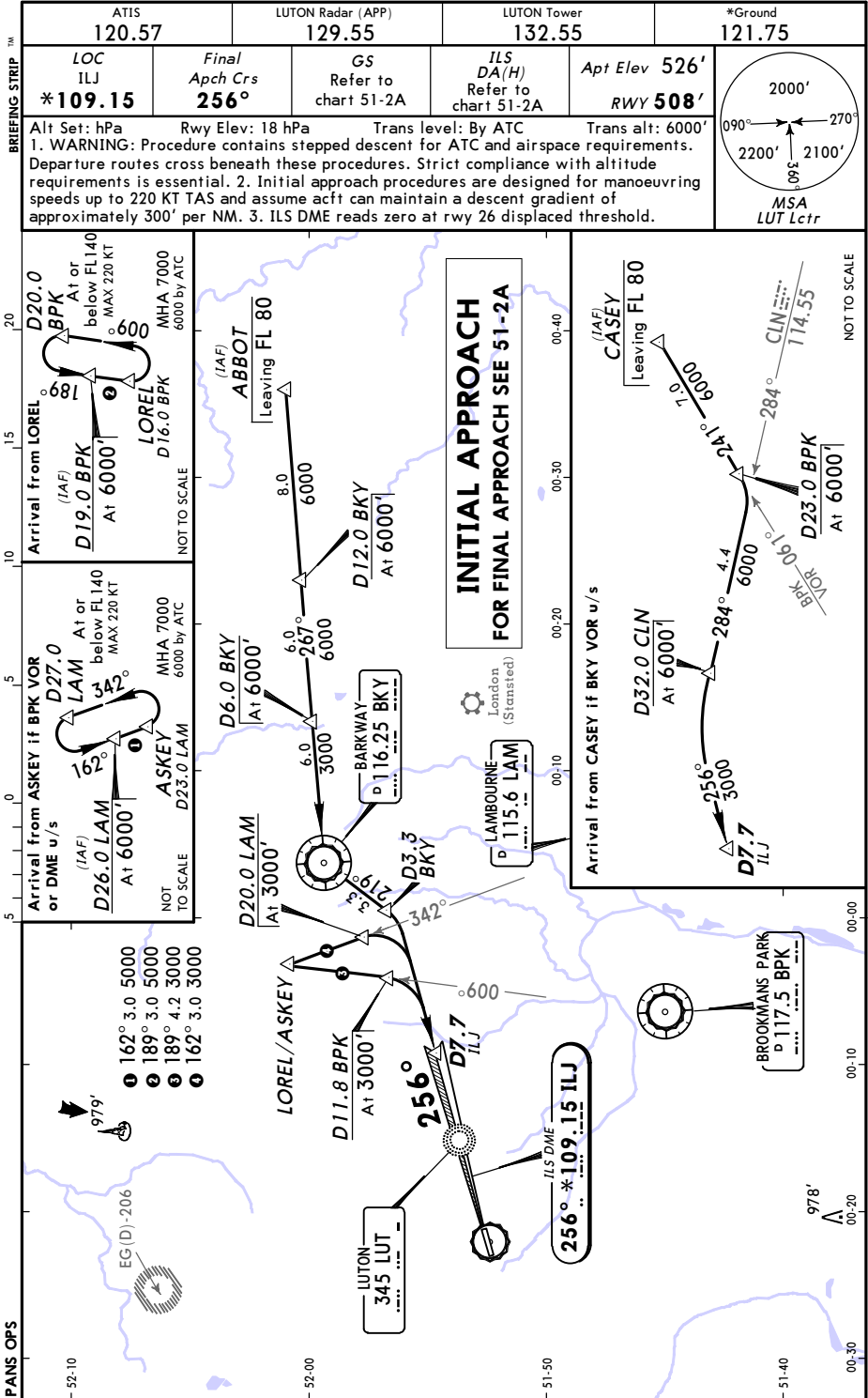
CHANGES: Minimums.

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EGGW/LTN
LUTON

JEPPesen
1 JUN 12 51-2

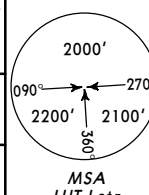
LONDON, UK
NDB ILS DME Rwy 26

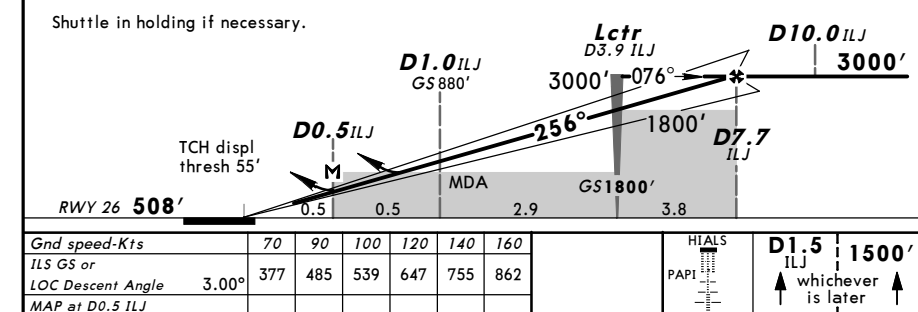
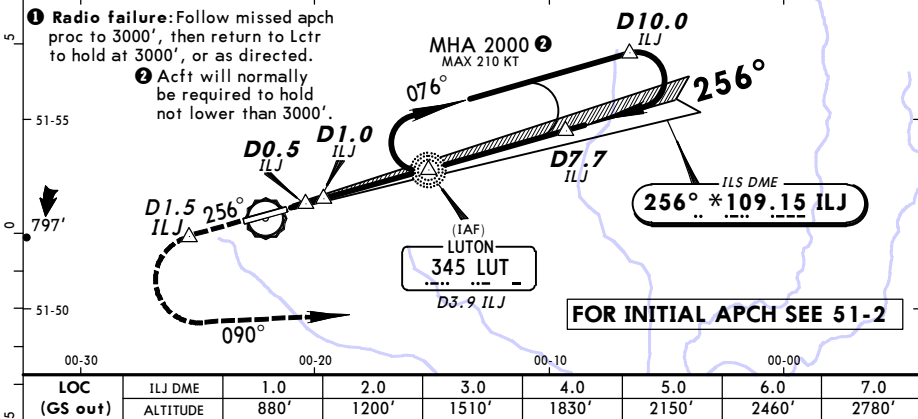


EGGW/LTN
LUTON

JEPPESEN
1 JUN 12 (51-2A) CAT I/II/III NDB ILS DME Rwy 26

LONDON, UK
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						 2000' 090° 270° 2200' 2100' 300' MSA LUT Lctr
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.						



Standard		CAT IIIA ILS		STRAIGHT-IN LANDING RWY 26		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	
		DH 50'				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	ALS out	Max Kts	MDA(H) VTS
A						100	1000'(474') 1500m
B					RVR 1500m	135	1100'(574') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 900m		180	1300'(774') 2400m
D					RVR 1600m	205	1300'(774') 3600m

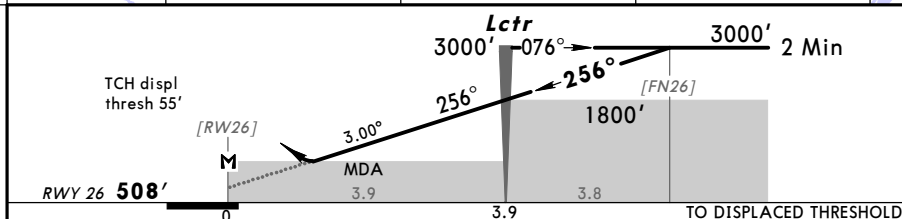
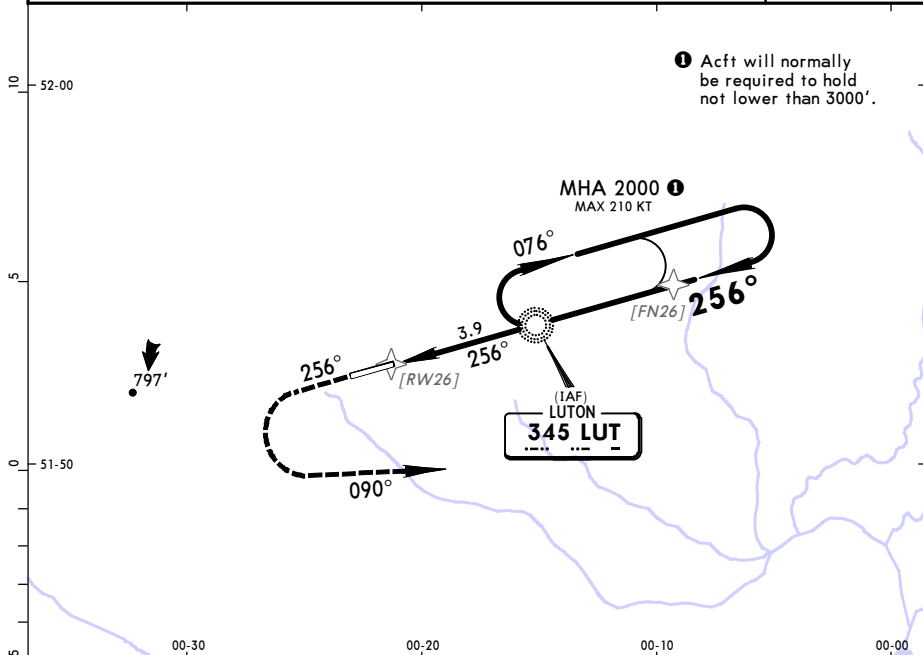
EGGW/LTN
LUTON

JEPPesen
1 JUN 12 (56-1)

LONDON, UK
NDB Rwy 26

BREEFING 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'			
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		
Descent Angle	3.00°	372	478	531	637	743		
Lctr to MAP	3.9	3:21	2:36	2:20	1:57	1:40		

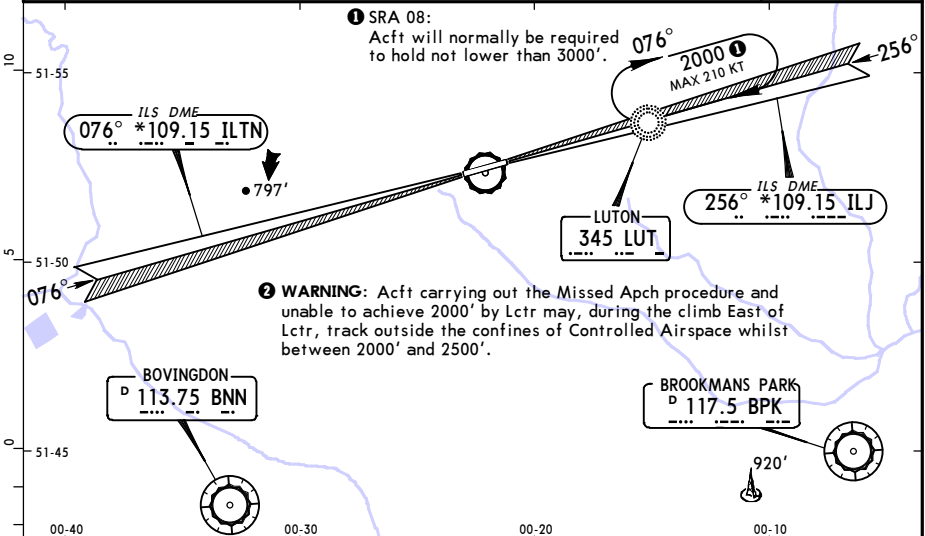
Standard				CIRCLE-TO-LAND			
CDFA							
DA/MDA(H) 930' (422')							
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1300m			100	1000' (474')	1500m	
B				135	1100' (574')	1600m	
C				180	1300' (774')	2400m	
D				205	1300' (774')	3600m	

EGGW/LTN
LUTON

JEPPESSEN
26 OCT 12 (58-1)

LONDON, UK
SRA All Rws

ATIS	LUTON Radar (APP)	*LUTON Director (SRA) (by ATC)	LUTON Tower	*Ground
120.57	129.55	128.75	132.55	121.75
RADAR	Final Aptch Crs By ATC	Minimum Alt See table below	DA/MDA(H) Refer to Minimums	Apt Elev 526' RWY 08 515' RWY 26 508'
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 aptch track. 3. SRA 26: Acft unable to receive DME, inform ATC.				
				2000' 270° 2100' 2200' 360° MSA LUT Lctr



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.

Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	Refer to Missed Apch above
SRA 08: Descent Angle	2.81°	348	447	497	596	695		
SRA 26: Descent Angle	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 CDFA		SRA 26 CDFA					
DA/MDA(H) 990' (475')		DA/MDA(H) 940' (432')					
ALS out		ALS out					
A	RVR 1500m		RVR 1500m		Max Kts	MDA(H) 1000' (474') 1500m	
B					100	1100' (574') 1600m	
C	RVR 1800m		RVR 2000m		135	1300' (774') 2400m	
D	CMV 2200m				180	1300' (774') 3600m	
					205		

① After SRA 08: MDA(H) 1010' (484').

CHANGES: Minimums.

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Chart changes since cycle 12-2016

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

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