

General Info

London, GBR

N 51° 52.5' W 00° 22.1' Mag Var: 3.6°W

Elevation: 526'

Public, IFR, Control Tower, Customs, Landing Fee

Pattern Altitude: 1000 feet AGL

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT uses DST

Runway Info

Runway 08-26 7093' x 151' asphalt

Runway 08 (76.0°M) TDZE 527'

Lights: Edge, ALS, Centerline, TDZ

Runway 26 (256.0°M) TDZE 524'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 279'

Stopway Distance 187'

Communications Info

ATIS **120.575**

Luton Ground Tower **121.75**

Luton Delivery Tower **121.885**

Luton Tower **126.725**

Luton Tower **132.55**

Luton Radar Approach Control **129.55**

Luton Radar Approach Control **128.75**

Luton Director Radar **128.75**

Notebook Info

(APP) *As directed by ATC.

LUTON RADAR 129.55 128.75* (en)
ESSEX RADAR 129.55

EGGW

Elev 526'/160m
N51 52.5
W000 22.1

1.5 NM E Luton

(TWR) *As directed by ATC.

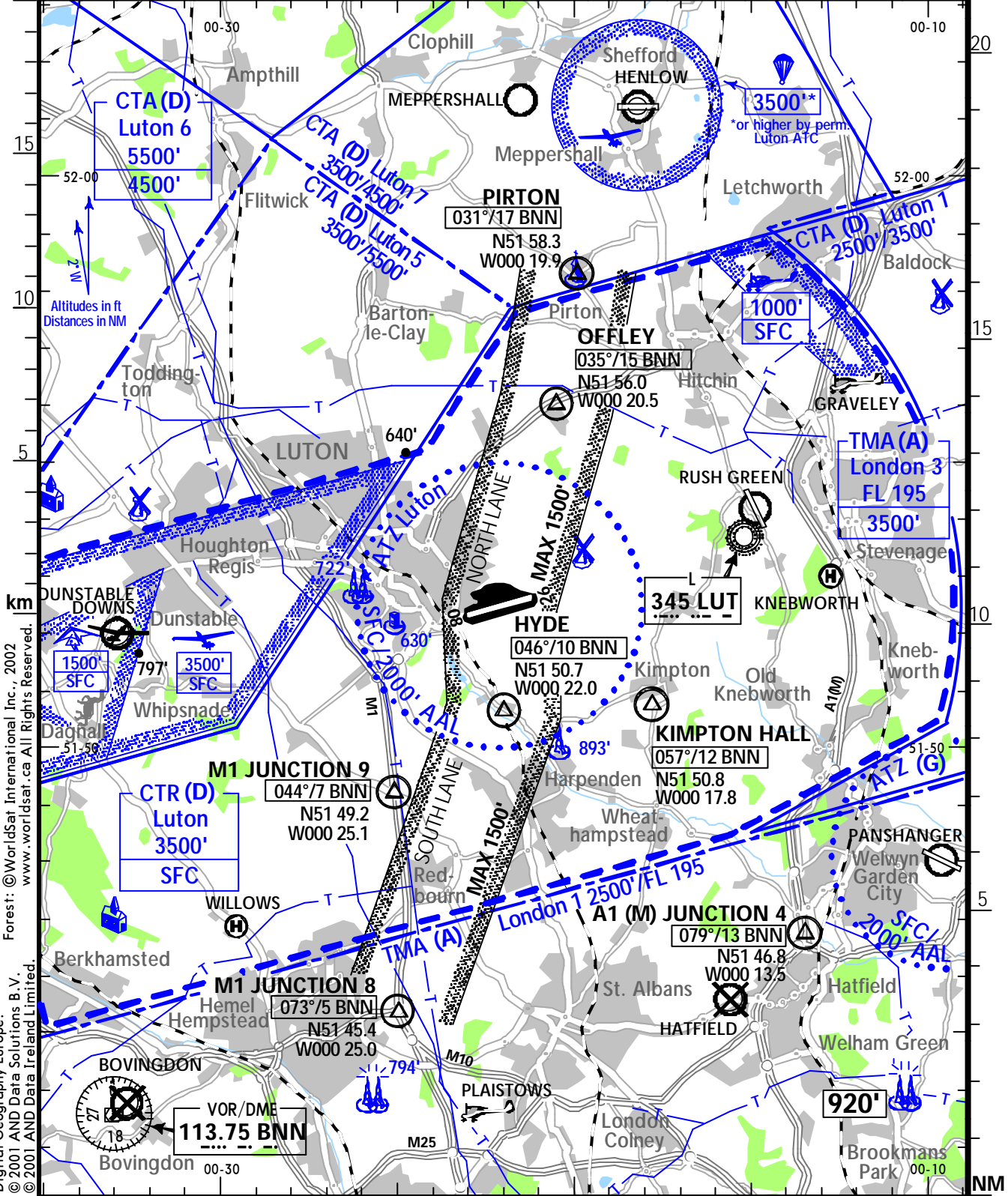
LUTON TOWER 132.55 126.72*

ATIS 120.57

*DME/ILS freq paired. DME reads zero at THRs.

RWY	ILS	RWY	ILS
08*	109.15 ILTN 077°	26*	109.15 ILJ 257°

GROUND 121.75



Digital Geography Europe:
 © 2001 AND Data Solutions B.V.
 © 2001 AND Data Ireland Limited.
 Forest: © WorldSat International Inc., 2002
 www.worldsat.ca All Rights Reserved.

CHANGES: REPs - Topography.

© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.
BOTTLANG AIRFIELD MANUAL ©

LONDON

49-2 30 NOV 07

JEPPESEN

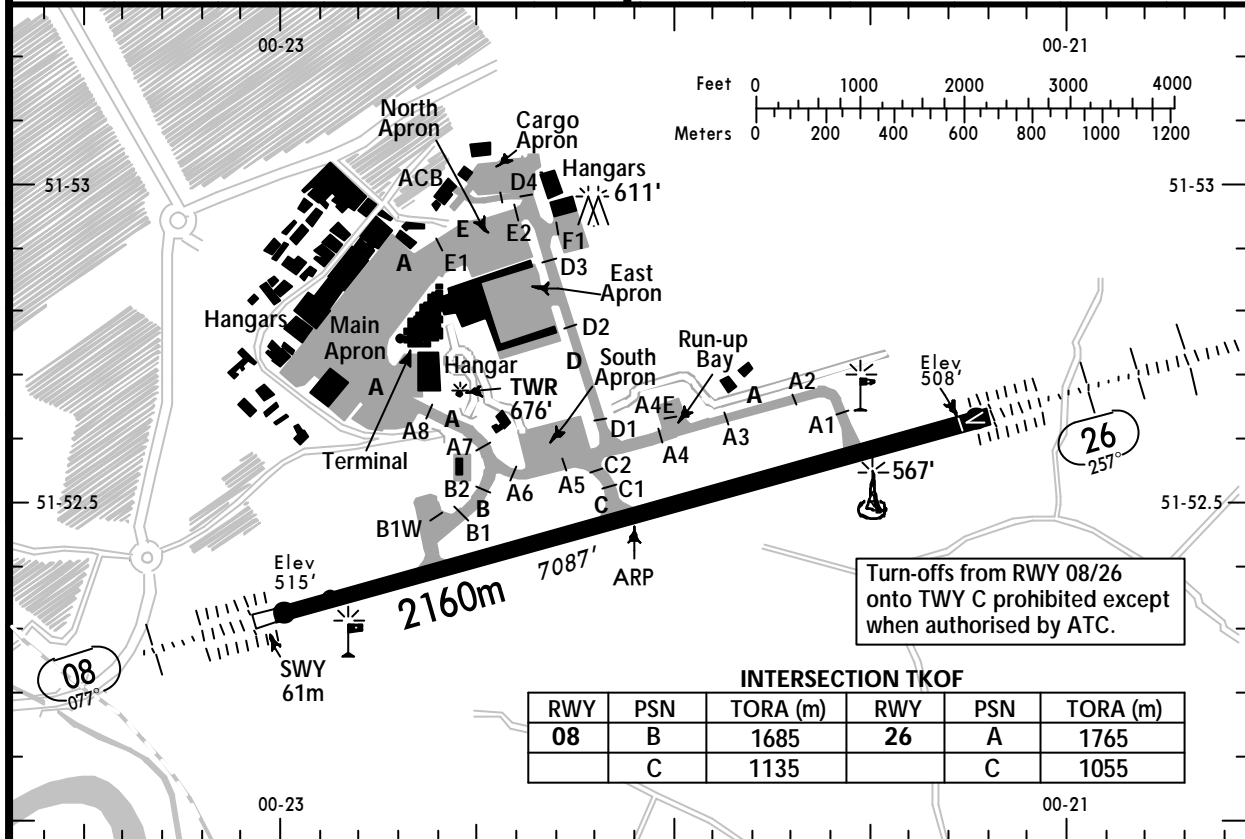
LUTON

UNITED KINGDOM



ATIS 120.57
GROUND 121.75

(FIS)
LONDON INFORMATION 124.60



ALS - PAPI - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
08	2160 x 46	2160	2160	PCN 75/R/D/X/T	
26		2160	2075		

NORDO ACFT prohibited.

Circuit height up to 5.7t MTOW shall be 1000' AAL in the vicinity of AD.

ACFT approaching without ILS or Radar assistance shall follow a descent path not lower than the normal approach path indicated by the PAPIs.

Pilots of visiting ACFT shall contact Airport Operations prior to DEP and/or after ARR.

All ACFT using the Main Apron & South Apron are advised that use of a handling agent is mandatory. All persons on board who leave the ACFT must be escorted by their handling agent. Self-handling is not permitted. Other than locally based GA operators must advise ATC (by FPL or RTF) of a nominated handling agent.

All flight crew are to wear high-visibility clothing for all apron activities, EXC when direct bussing to/from ACFT steps and building.

Warnings

Avoid the depicted GLD areas at Dunstable as well as the ultralight area at Graveley whenever possible. ACFT under SVFR cannot be given separation from gliders, ACFT towing gliders, hang- or paragliders or microlights within the designated areas. Information will not be passed by ATC.

Radio-controlled model ACFT flying takes place during daylight hours at two sites adjacent to the Luton S Lane between REPs HYDE and M1 JUNCTION 8 up to 2400'.

Bird scaring takes place using pyrotechnics.

Grass cutting during summer.

Fixed-wing ACFT and HEL operating under VFR or SVFR to the S of Luton AD should endeavour to avoid overflying built-up areas.

Entry/Exit Lanes

To permit ACFT to operate to/from London Luton in IMC but not under IFR, the ENTRY/EXIT Lanes depicted on 19-1 may be used under following conditions:

- Use of the Lanes is subject to SVFR clearance being obtained from Luton ATC;
- ACFT shall remain clear of cloud and in sight of SFC at MAX 1500' (Luton QNH);
- Pilots are responsible for providing their own separation from other ACFT, however, traffic information will be given when requested or as deemed necessary by Luton ATC;
- Pilots are responsible for maintaining adequate distance from SFC and obstacles;
- For pilots operating within these Lanes, who prefer to determine their position by radio navigation aids rather than by visual pin-points, the VRPs are defined as shown on 49-1.

Pilots of fixed-wing VFR and SVFR ACFT inbound from the N may be instructed by ATC to route via or hold at OFFLEY in order to integrate with landing traffic.

HEL Operations

- ¿ A HEL landing area is not designated. HEL must route inbound and outbound as directed by ATC and should avoid overflying all built-up areas to the S of the AD. HEL arriving or departing to, locations S of the AD may be cleared to land at or TKOF from, either BRAVO 1 or CHARLIE 1. Such HEL may transition over the RWY but must not land or TKOF using the RWY QFU.

All other HEL are required to land or TKOF using the RWY, for which ATC may issued modified circuit joining and leaving instructions.

Under ATC instructions, all arriving HEL must transition over the RWY before air or ground taxiing or parking; all departing HEL must air or ground taxi to a RWY holding point and must subsequently transition over the RWY before departing.

HEL inbound from the S may be cleared by ATC to hold at the AD BDRY to await onward clearance to cross the RWY after departing or landing fixed-wing ACFT. In such circumstances, to avoid interference to ground-based navigation equipment, such HEL must remain at or S of the AD BDRY until able to cross the RWY without further holding, and must not hover below 100' AAL over the grass area between the southern AD BDRY and the RWY.

HEL, EXC when air taxiing or in the service of a police or health authority and authorised by ATC, must not operate over any apron below a height of 500' or fly closer than 500' to any associated buildings, vehicles or ACFT.

1. GENERAL

1.1. ATIS

ATIS 120.57

1.2. NOISE ABATEMENT PROCEDURES

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

1.2.1. RUN-UP TESTS

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

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

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

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

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

1.3. LOW VISIBILITY PROCEDURES DURING CAT II/III OPERATIONS

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

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

1.4. TAXI PROCEDURES

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

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

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

1.5. PARKING INFORMATION

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

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

1.6. OTHER INFORMATION

Bird scaring takes place regularly including the use of pyrotechnics.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Pilots should typically expect following speed restrictions to be enforced:

220 KT from holding facility during intermediate approach phase;

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

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

and thereafter 160 KT until Luton 4 DME.

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

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

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

2.2. NOISE ABATEMENT PROCEDURES

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

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

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

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

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

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

2. ARRIVAL

VISUAL APPROACHES

All propeller driven ACFT whose AUV exceeds 5700 KGS and all jet ACFT which have requested or have been authorised to make a visual approach are to ensure that they are established on final approach no closer than 7 NM from touchdown.

Additionally, such ACFT are not to descend below 2500 ' until established on final approach track.

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. LOW VISIBILITY PROCEDURES

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

2.4.2. MINIMUM RWY OCCUPANCY TIME

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

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

2.5. OTHER INFORMATION

Inbound ACFT other than on Airways

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

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

3. DEPARTURE

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

3.1.1. GENERAL

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

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

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

3.1.2. START-UP & PUSH-BACK

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

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

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

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

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

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

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

3.1.2.2. LONG PUSH-BACK PROCEDURE

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

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

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

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

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

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

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

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

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

3.1.3. LOW VISIBILITY PROCEDURE

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

RWY 08 - B2

RWY 26 - A2.

3. DEPARTURE

3.2. SPEED RESTRICTIONS

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

3.3. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 50-4.

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

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

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

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

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

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

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

3.3.1. DEPARTURE TO OLNEY

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

3.3.2. DEPARTURE VIA HEN

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

3. DEPARTURE

3.3.3. DEPARTURE TO NORTH AND NORTHEAST

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

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

3.4. RUNWAY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

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

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

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

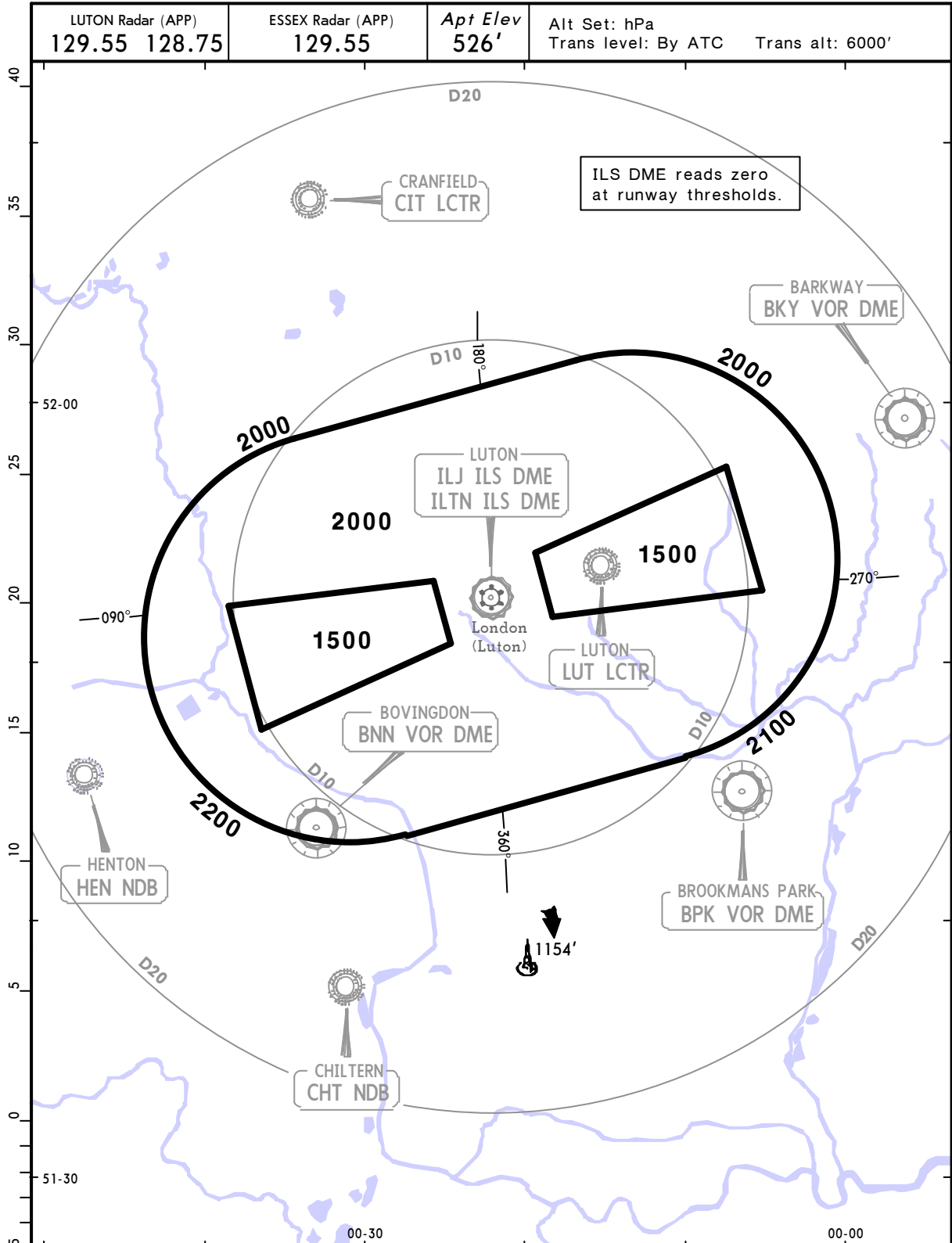
EGGW/LTN
LUTON

JEPPESEN

LONDON, UK

8 SEP 06 (50-1R)

RADAR MINIMUM ALTITUDES



ILS DME reads zero at runway thresholds.

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' .

CHANGES: New chart.

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

EGGW/LTN
LUTON

JEPPesen
3 MAY 13 50-2

LONDON, UK
RNAV STAR

ATIS 120.57	Apt Elev 526'	Alt Set: hPa RADAR vectoring may be used. Acft may be instructed 'direct to' (wpt) following radar vectoring.	Trans level: By ATC Trans alt: 6000'
----------------	------------------	--	---

**ABBOT 1B [ABOT1B], ABBOT 1C [ABOT1C]
RNAV ARRIVALS**

TO BE USED BY ACFT APPROVED
FOR RNAV OPERATIONS IN UK AIRSPACE

NON-APPROVED ACFT USE STAR ABBOT 1D ON CHART 50-2B
WHEN BKY VOR OR DME UNSERVICEABLE USE
RNAV STARS CASEY 1B & 1C ON CHART 50-2A

Direct distance from ABBOT to:
Luton Apt 37 NM

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

■ **SLP** Speed Limit Point

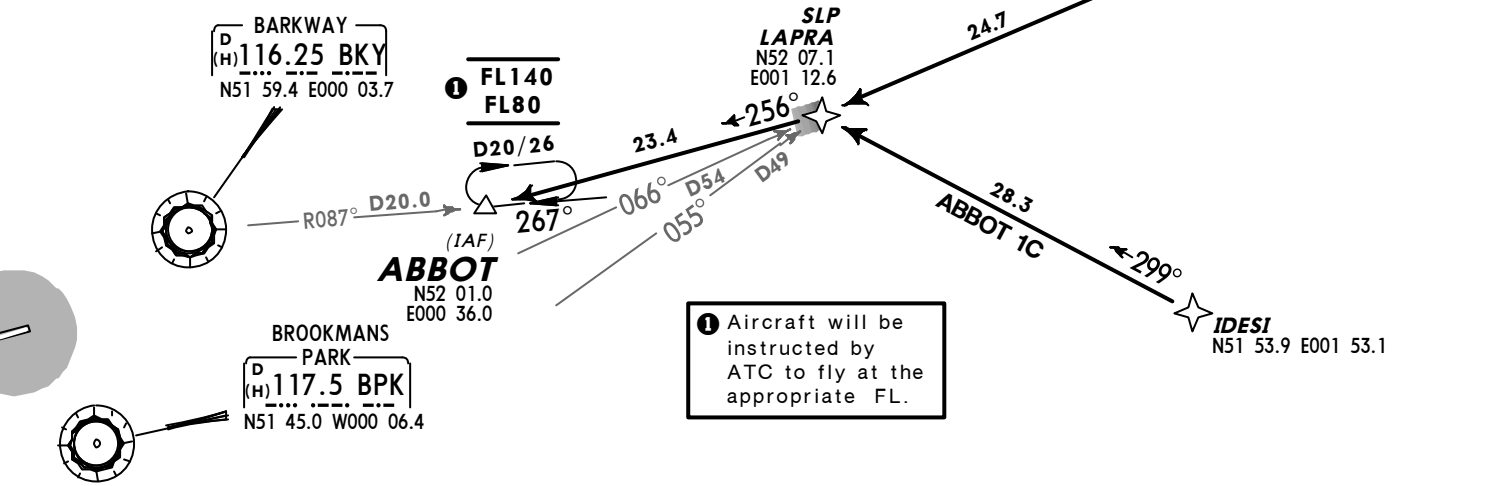
WARNING
Do not proceed beyond
ABBOT
without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent
clearance as follows:

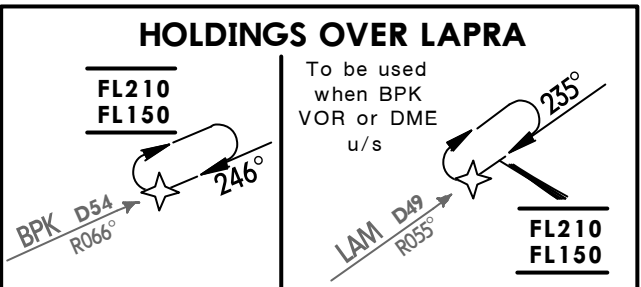
ABBOT 1B: BARMI (FL260)
DITOB (FL220; +10 NM)
LAPRA (FL120; K250-)
ABBOT (FL80+; FL140-; K220-)

ABBOT 1C: IDESI (FL220; +15 NM)
IDESI (FL180)
LAPRA (FL120; K250-)
ABBOT (FL80+; FL140-; K220-)

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



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



CHANGES: Track update.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

EGGW/LTN
LUTON

JEPPESEN
3 MAY 13 (50-2A)

LONDON, UK
RNAV STAR

ATIS 120.57	Apt Elev 526'	Alt Set: hPa RADAR vectoring may be used. Acft may be instructed 'direct to' (wpt) following radar vectoring.	Trans level: By ATC Trans alt: 6000'
----------------	------------------	--	---

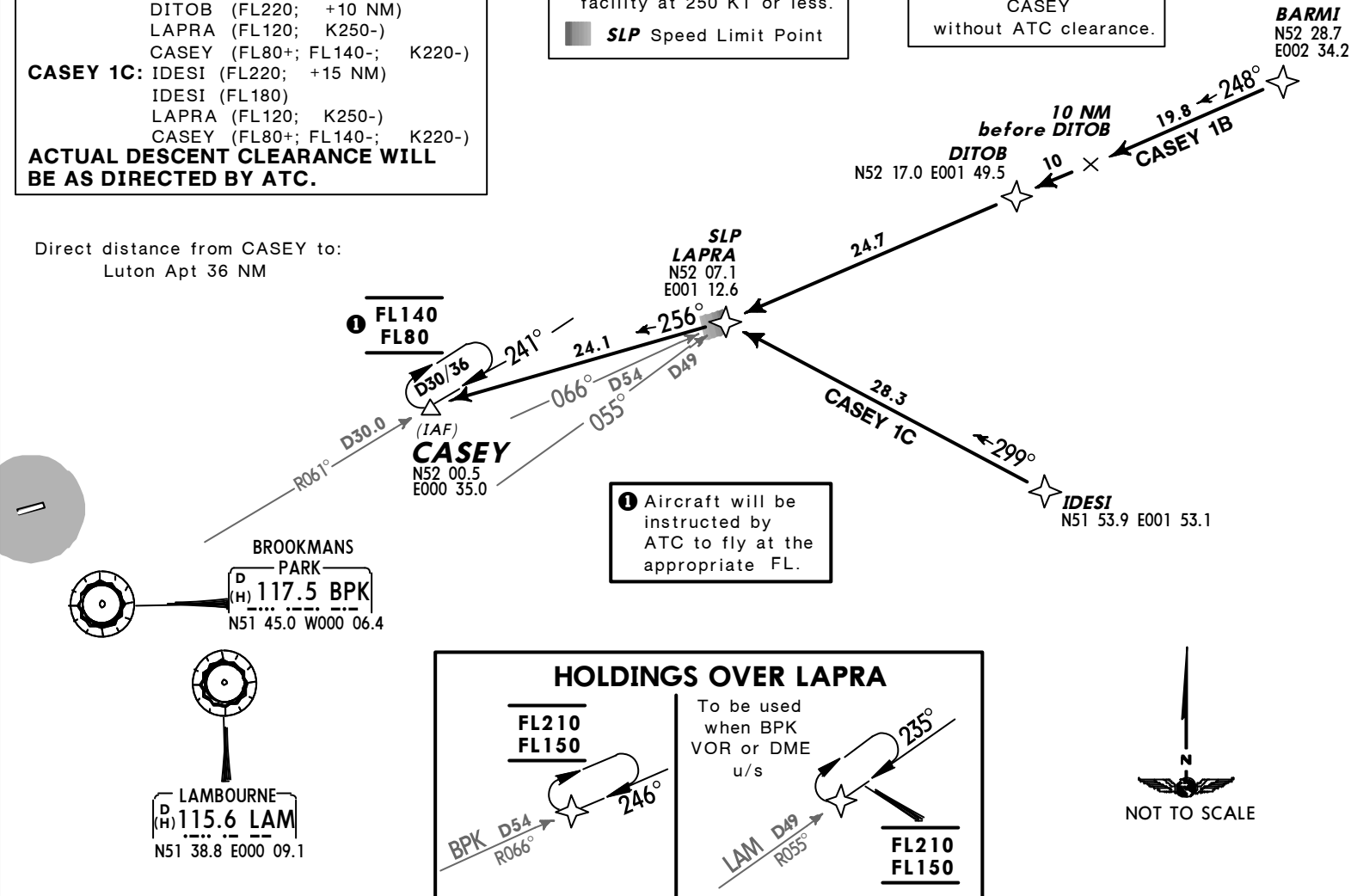
**CASEY 1B [CASEY1B], CASEY 1C [CASEY1C]
RNAV ARRIVALS**
TO BE USED BY ACFT APPROVED
FOR BRNAV OPERATIONS IN UK AIRSPACE
NON-APPROVED ACFT USE STAR CASEY 1D ON CHART 50-2C
TO BE USED WHEN BKV VOR OR DME UNSERVICEABLE

WARNING
Do not proceed beyond
CASEY
without ATC clearance.

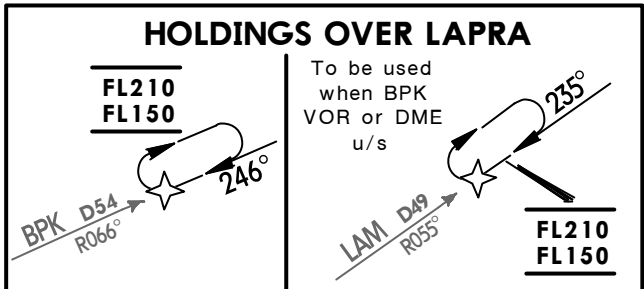
SPEED RESTRICTION
Cross 3 Min before holding
facility at 250 KT or less.
■ **SLP** Speed Limit Point

DESCENT PLANNING
Pilots should plan for possible descent
clearance as follows:
CASEY 1B: BARMI (FL260)
DITOB (FL220; +10 NM)
LAPRA (FL120; K250-)
CASEY (FL80+; FL140-; K220-)
CASEY 1C: IDESI (FL220; +15 NM)
IDESI (FL180)
LAPRA (FL120; K250-)
CASEY (FL80+; FL140-; K220-)
**ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.**

Direct distance from CASEY to:
Luton Apt 36 NM



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

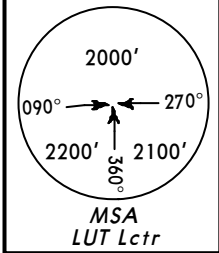


EGGW/LTN
LUTON

JEPPESEN
19 OCT 07 (50-2B)

LONDON, UK
STAR

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



**ABBOT 1D [ABOT1D], ABBOT 1E [ABOT1E]
ARRIVALS**
WHEN BKY VOR OR DME UNSERVICEABLE USE
STARS CASEY 1D & 1E ON CHART 50-2C

WARNING
Do not proceed beyond
ABBOT
without ATC clearance.

BARKWAY
D 116.25 BKY
N51 59.4 E000 03.7

LUTON
345 LUT
N51 53.7 W000 15.2

CLACTON
D 114.55 CLN
N51 50.9 E001 08.9

DETling
D 117.3 DET
N51 18.2 E000 35.8

FL140
FL80 ②

D20/26
R088° D20
268°

(IAF)
ABBOT
N52 01.0
E000 36.0

SLP
D32 DET

ABBOT 1E
32
002°

FL170

22.7

298°

R111°
ABBOT 1D

LOGAN
N51 44.9
E001 36.7

MAA FL100

L 980

L 608

MAA FL100



■ SLP Speed Limit Point

DESCENT PLANNING
Pilots should plan for possible
descent clearance as follows:
ABBOT 1D: 250 KT by CLN.
ABBOT 1E: by ATC.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

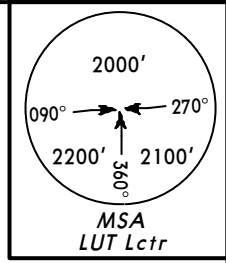
- ① Positioning flights from EGKK.
- ② Aircraft will be instructed by ATC to fly at the appropriate

EGGW/LTN
LUTON

JEPPESEN
19 OCT 07 **(50-20)**

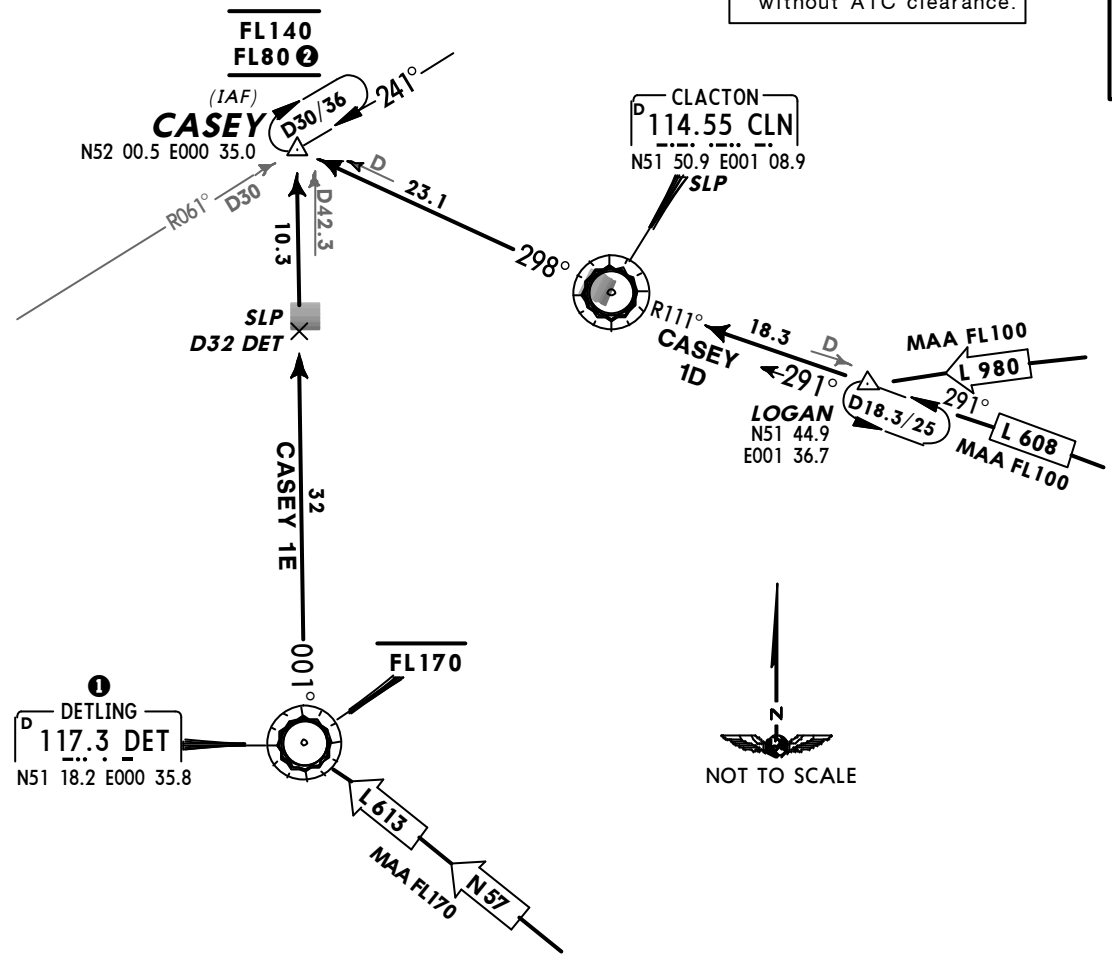
LONDON, UK
STAR

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



CASEY 1D [CASEY1D], CASEY 1E [CASEY1E]
ARRIVALS
TO BE USED WHEN BKY VOR OR DME UNSERVICEABLE

WARNING
Do not proceed beyond CASEY without ATC clearance.



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
CASEY 1D: 250 KT by CLN.
CASEY 1E: by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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

■ SLP Speed Limit Point

CHANGES: STARs transferred; chart redrawn.

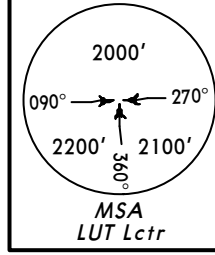
© JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

EGGW/LTN
LUTON

11 JUN 10
JEPPESSEN
50-2D

LONDON, UK
STAR

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



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

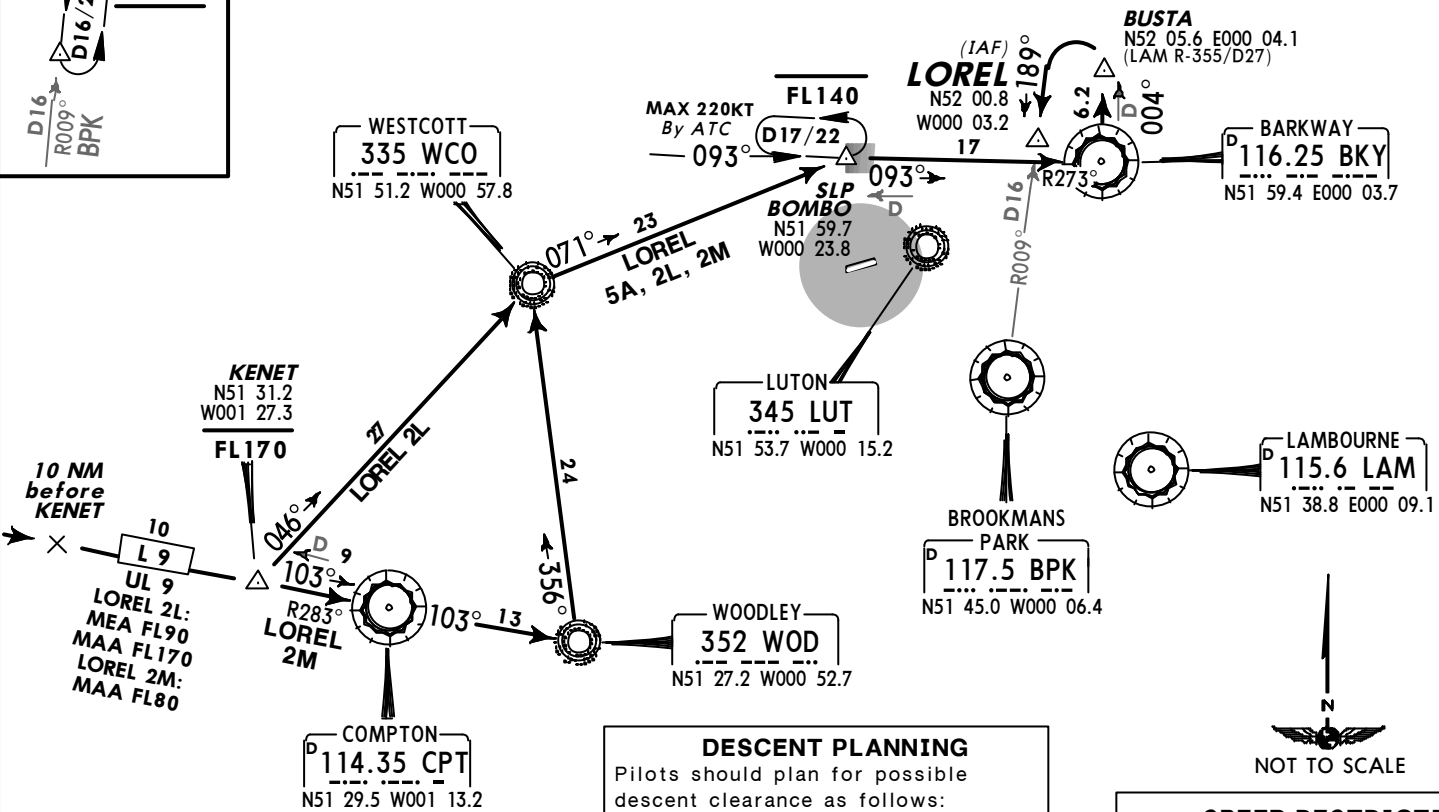
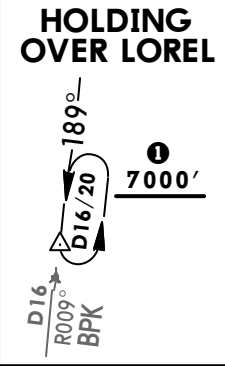
WHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 5A, 2L & 2M ON CHART 50-2E

WARNING
Do not proceed beyond
LOREL
without ATC clearance.

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

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.**

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



NOT TO SCALE

CHANGES: None.

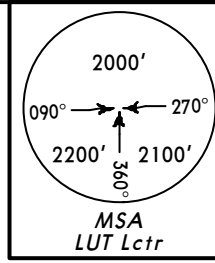
© JEPPESSEN, 2002, 2010. ALL RIGHTS RESERVED.

EGGW/LTN
LUTON

11 JUN 10
JEPPESSEN
50-2E

LONDON, UK
STAR

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



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

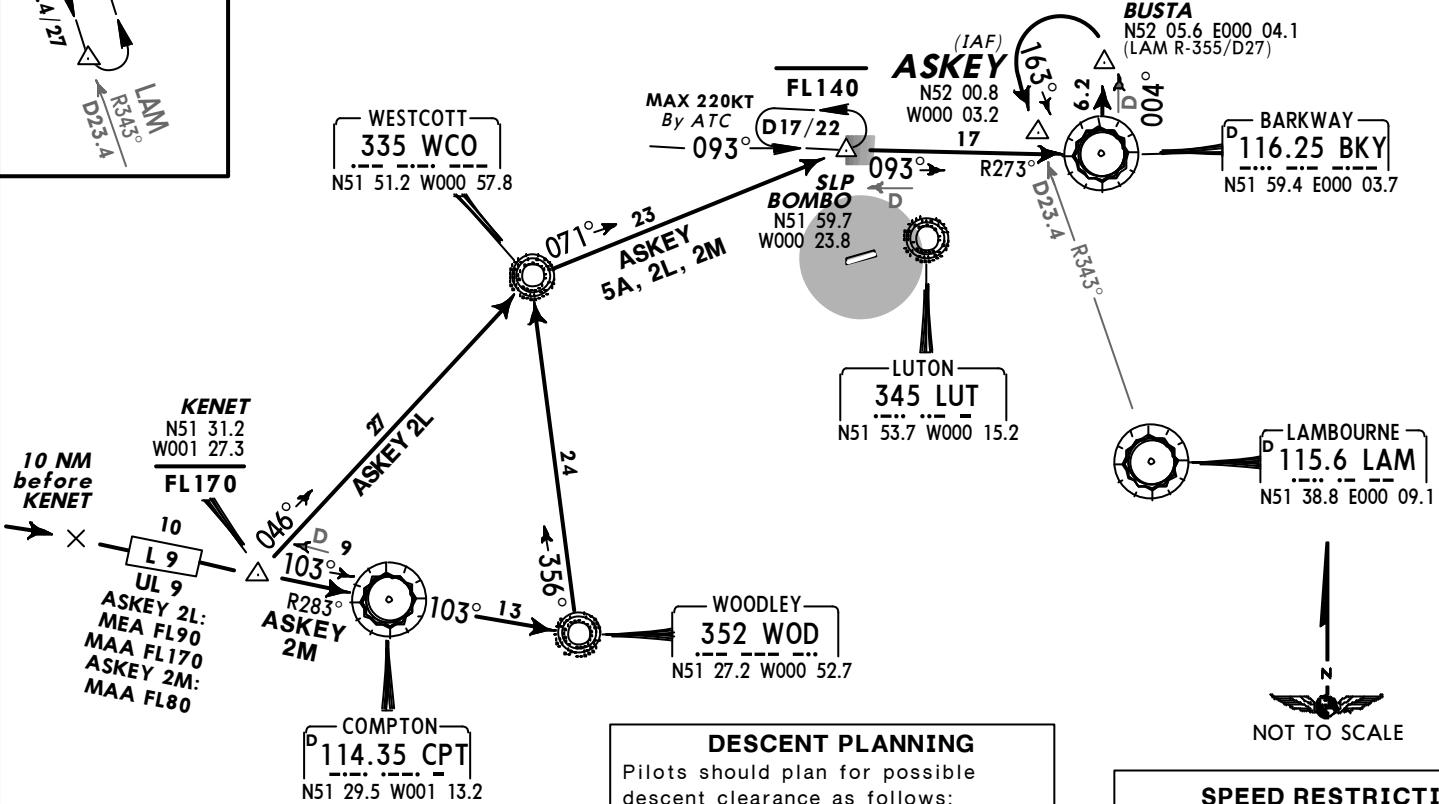
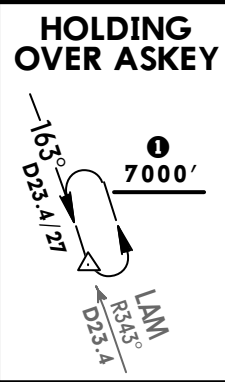
TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

WARNING
Do not proceed beyond ASKEY without ATC clearance.

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

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.

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



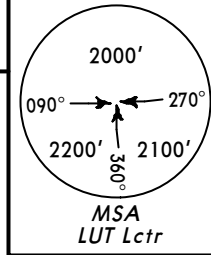
CHANGES: STAR ASKEY 2L descent planning.

© JEPPESSEN, 2003, 2010. ALL RIGHTS RESERVED.

ATIS
120.57

Apt Elev
526'

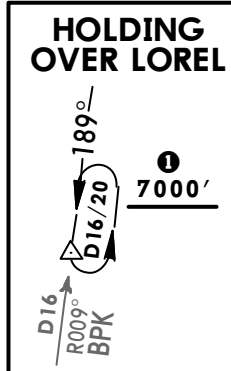
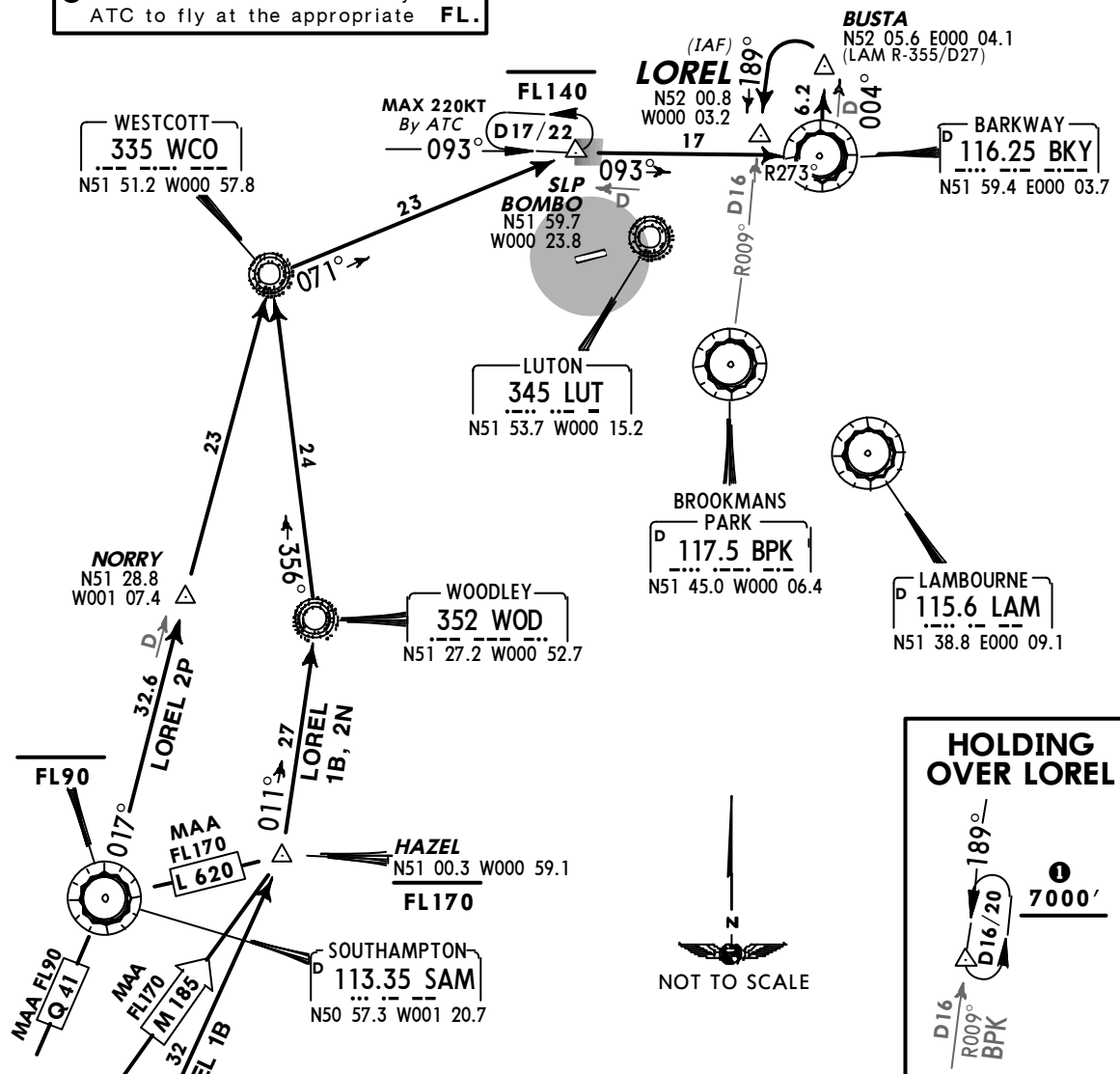
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



**LOREL 1B [LORE1B], LOREL 2N [LORE2N]
LOREL 2P [LORE2P]
ARRIVALS**

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

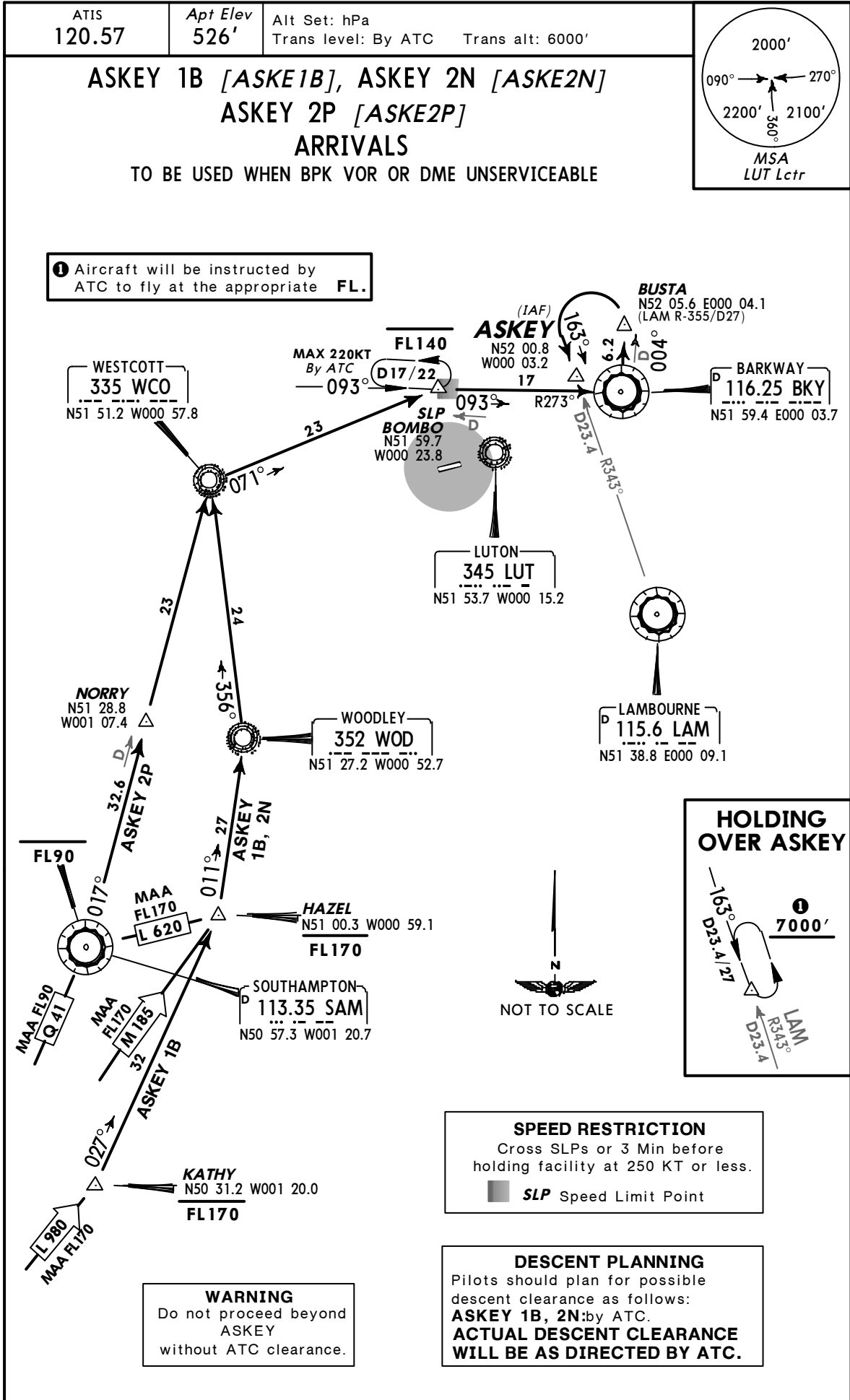
1 Aircraft will be instructed by ATC to fly at the appropriate FL.

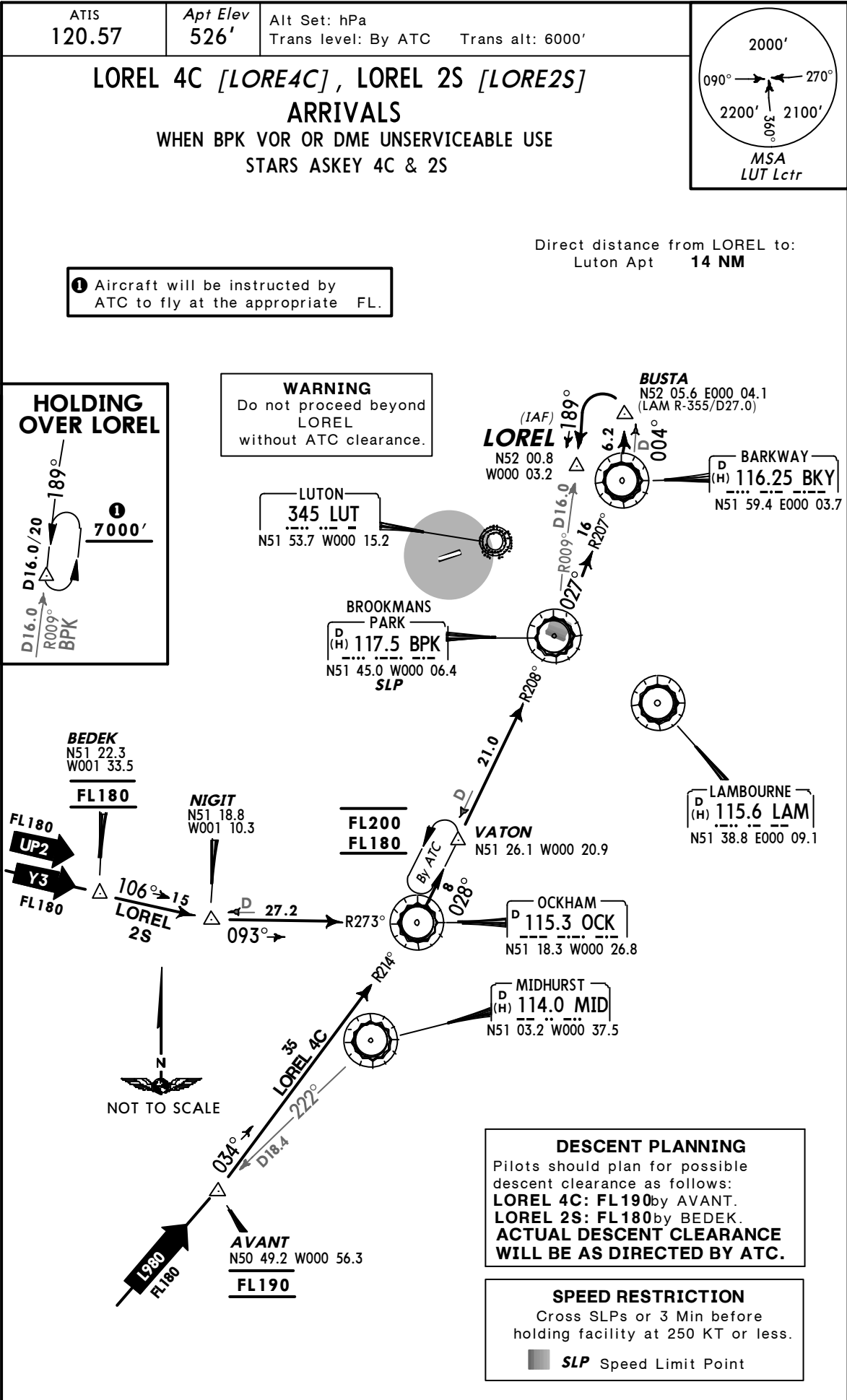


SPEED RESTRICTION
Cross SLPs or 3 Min before holding facility at 250 KT or less.
■ SLP Speed Limit Point

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

WARNING
Do not proceed beyond LOREL without ATC clearance.

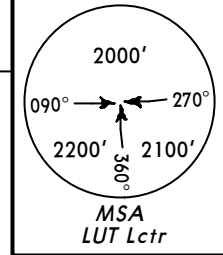




ATIS
120.57

Apt Elev
526'

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

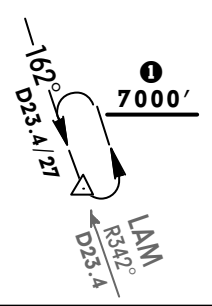


**ASKEY 4C [ASKE4C], ASKEY 2S [ASKE2S]
ARRIVALS**
TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

Direct distance from ASKEY to:
Luton Apt **14 NM**

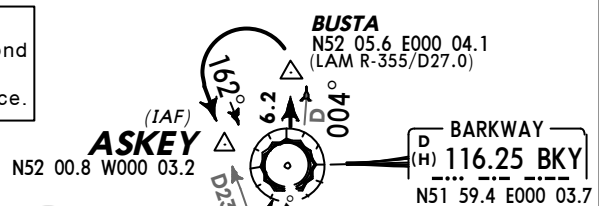
1 Aircraft will be instructed by ATC to fly at the appropriate FL.

HOLDING OVER ASKEY



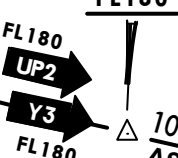
WARNING
Do not proceed beyond ASKEY without ATC clearance.

LUTON
345 LUT
N51 53.7 W000 15.2



BARKWAY
116.25 BKY
N51 59.4 E000 03.7

BEDEK
N51 22.3 W001 33.5
FL180

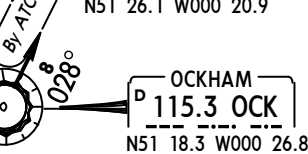


NIGIT
N51 18.8 W001 10.3

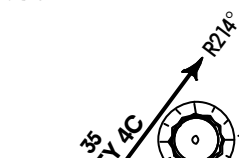
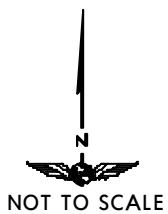
**FL200
FL180**

VATON
N51 26.1 W000 20.9

LAMBOURNE
115.6 LAM
N51 38.8 E000 09.1



OCKHAM
115.3 OCK
N51 18.3 W000 26.8

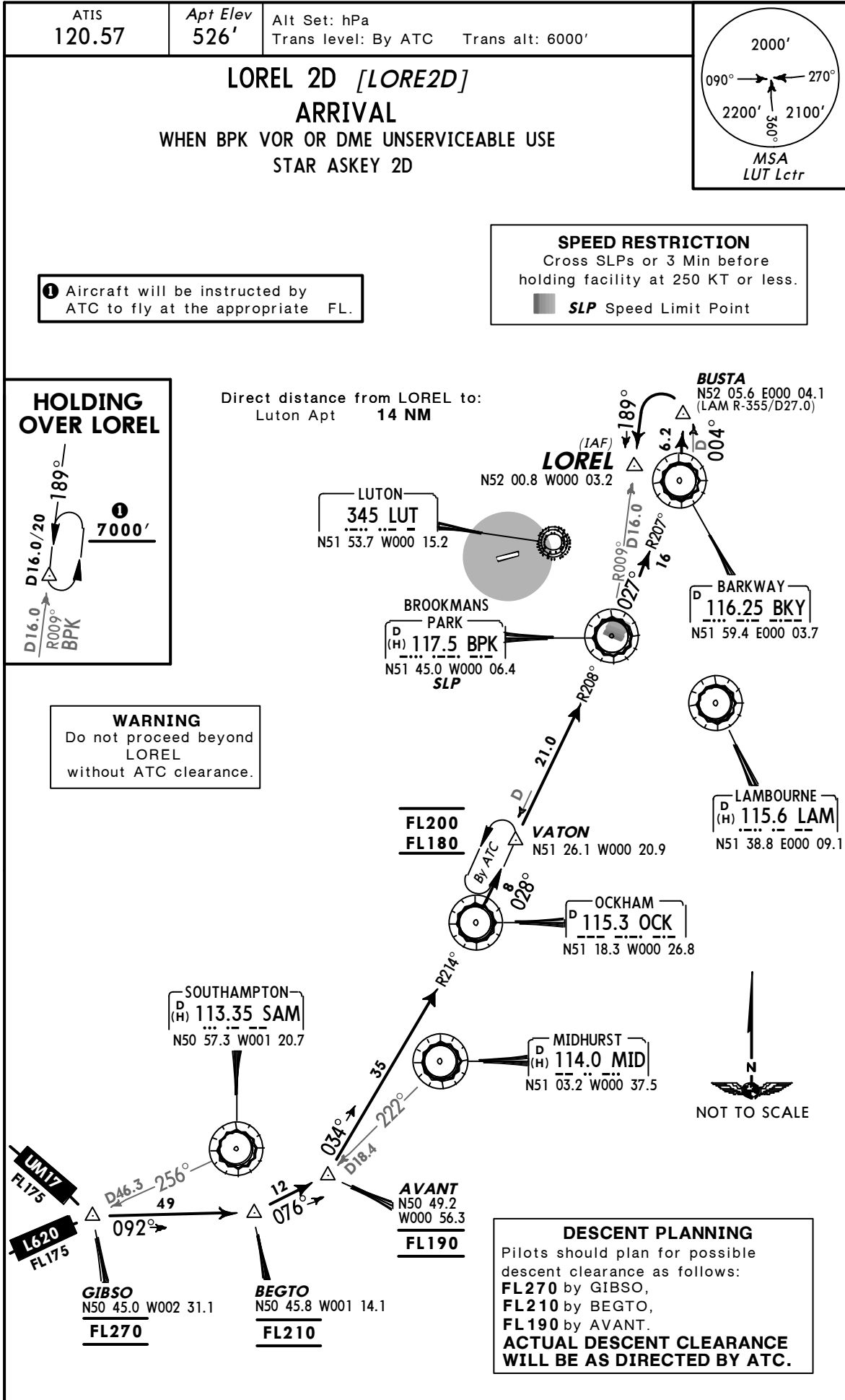


MIDHURST
114.0 MID
N51 03.2 W000 37.5

AVANT
N50 49.2 W000 56.3
FL190

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.

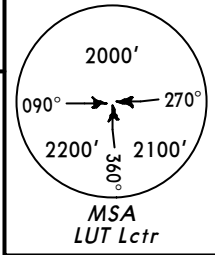
SPEED RESTRICTION
Cross SLPs or 3 Min before holding facility at 250 KT or less.
■ SLP Speed Limit Point



ATIS
120.57

Apt Elev
526'

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



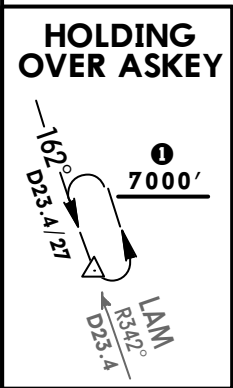
ASKEY 2D [ASKE2D]

ARRIVAL

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

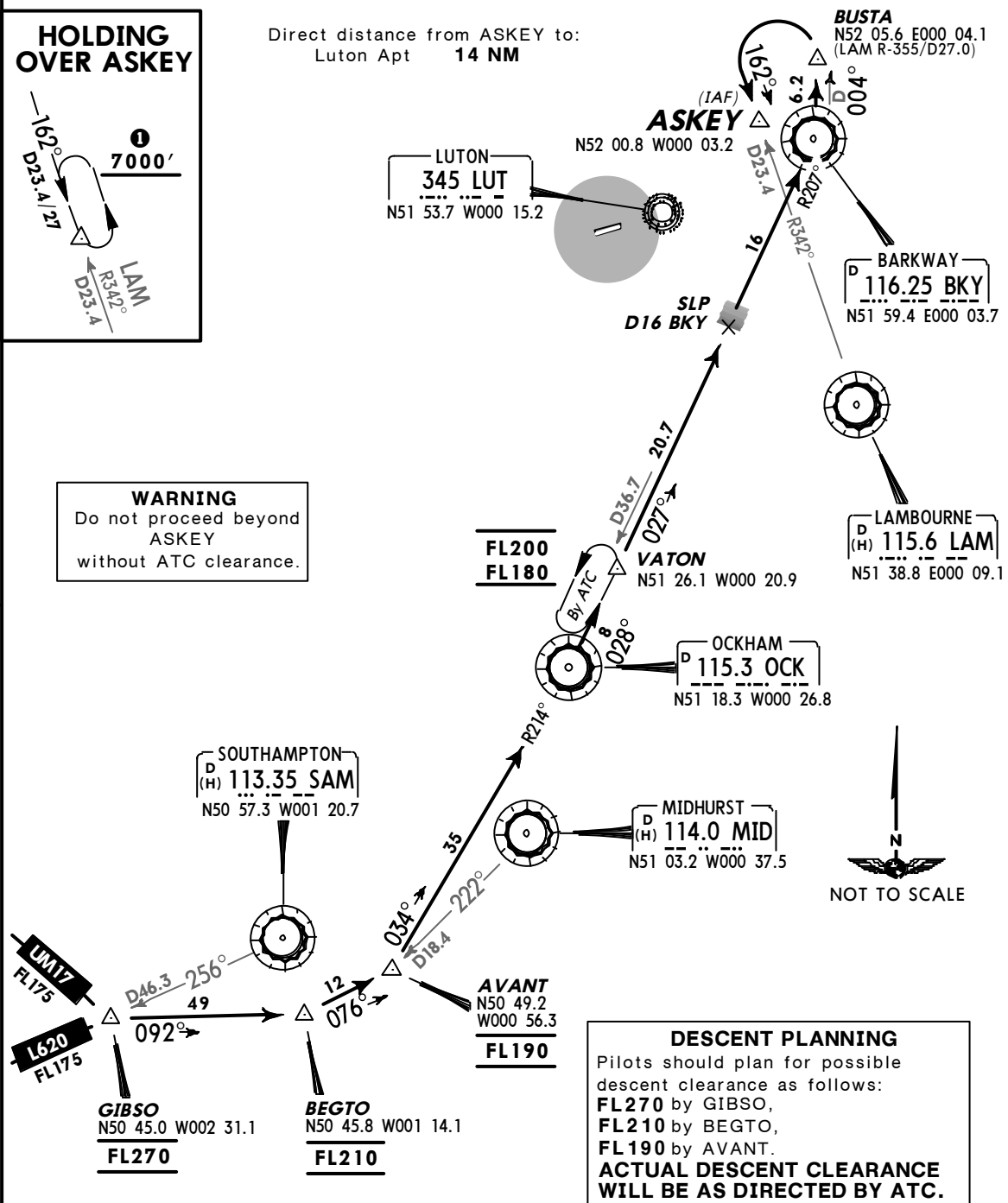
① Aircraft will be instructed by ATC to fly at the appropriate FL.

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



Direct distance from ASKEY to:
Luton Apt 14 NM

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

17 MAY 13 (50-2M) Eff 30 May

LONDON, UK
STAR

ATIS 120.57	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

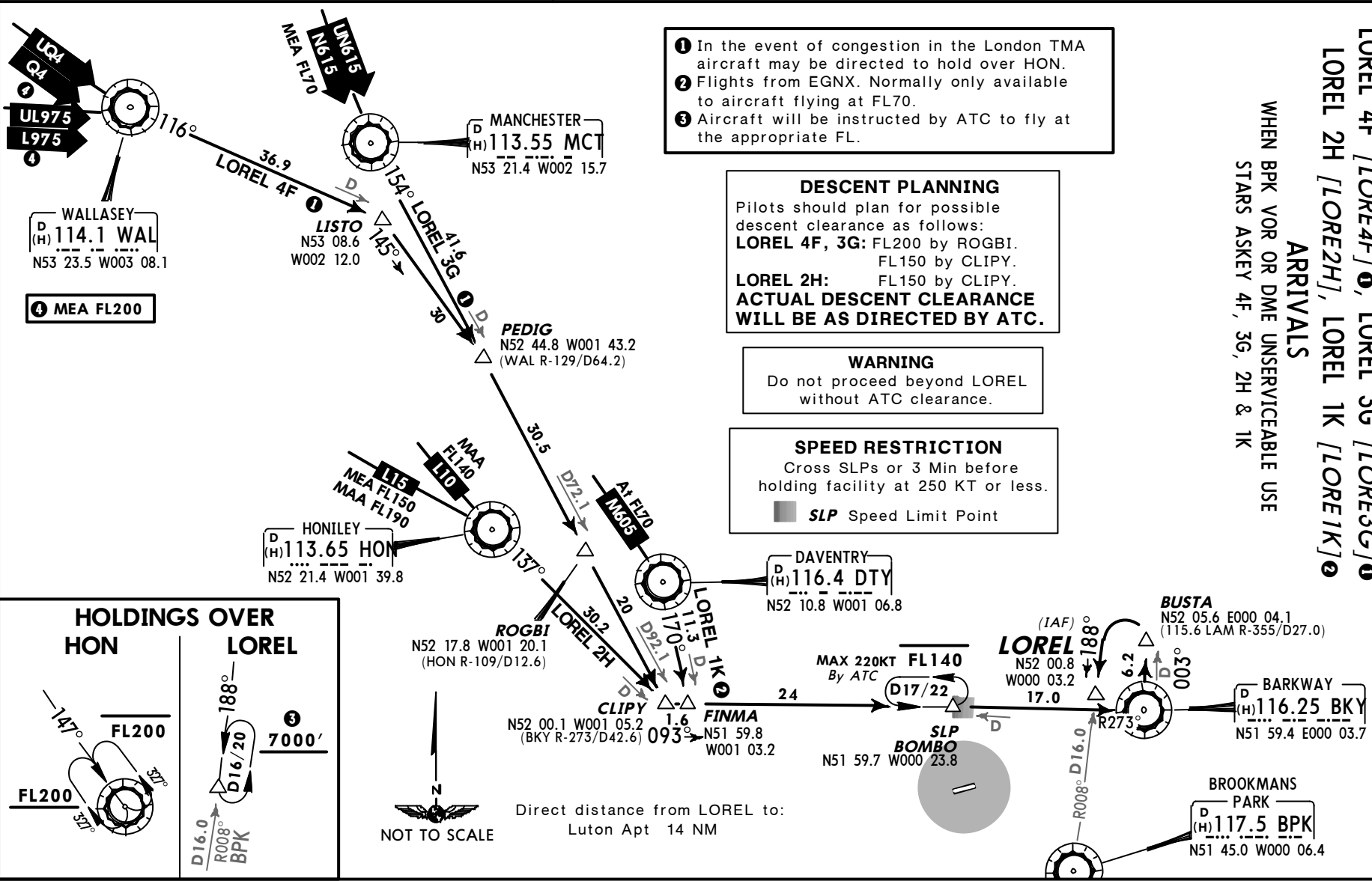
ARRIVALS
WHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 4F, 3G, 2H & 1K

- 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.

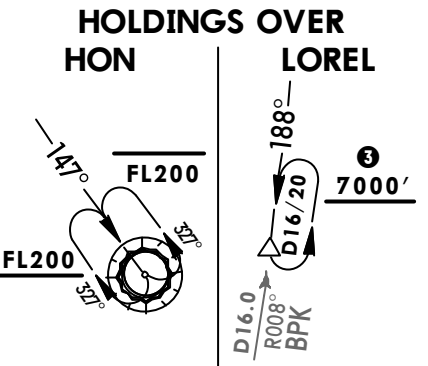
DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
LOREL 4F, 3G: FL200 by ROGBI.
FL150 by CLIPY.
LOREL 2H: FL150 by CLIPY.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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



Direct distance from LOREL to:
Luton Apt 14 NM



CHANGES: LOREL 1H renumbered 2H; LOREL 3G revised; LOREL 1J withdrawn. © JEPPESEN, 2007, 2013. ALL RIGHTS RESERVED.

EGGW/LTN
LUTON

JEPPESSEN
17 MAY 13 50-2N Eff 30 May

LONDON, UK
STAR

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

ASKEY 4F [ASKE4F], ASKEY 3G [ASKE3G]

ASKEY 2H [ASKE2H], ASKEY 1K [ASKE1K]

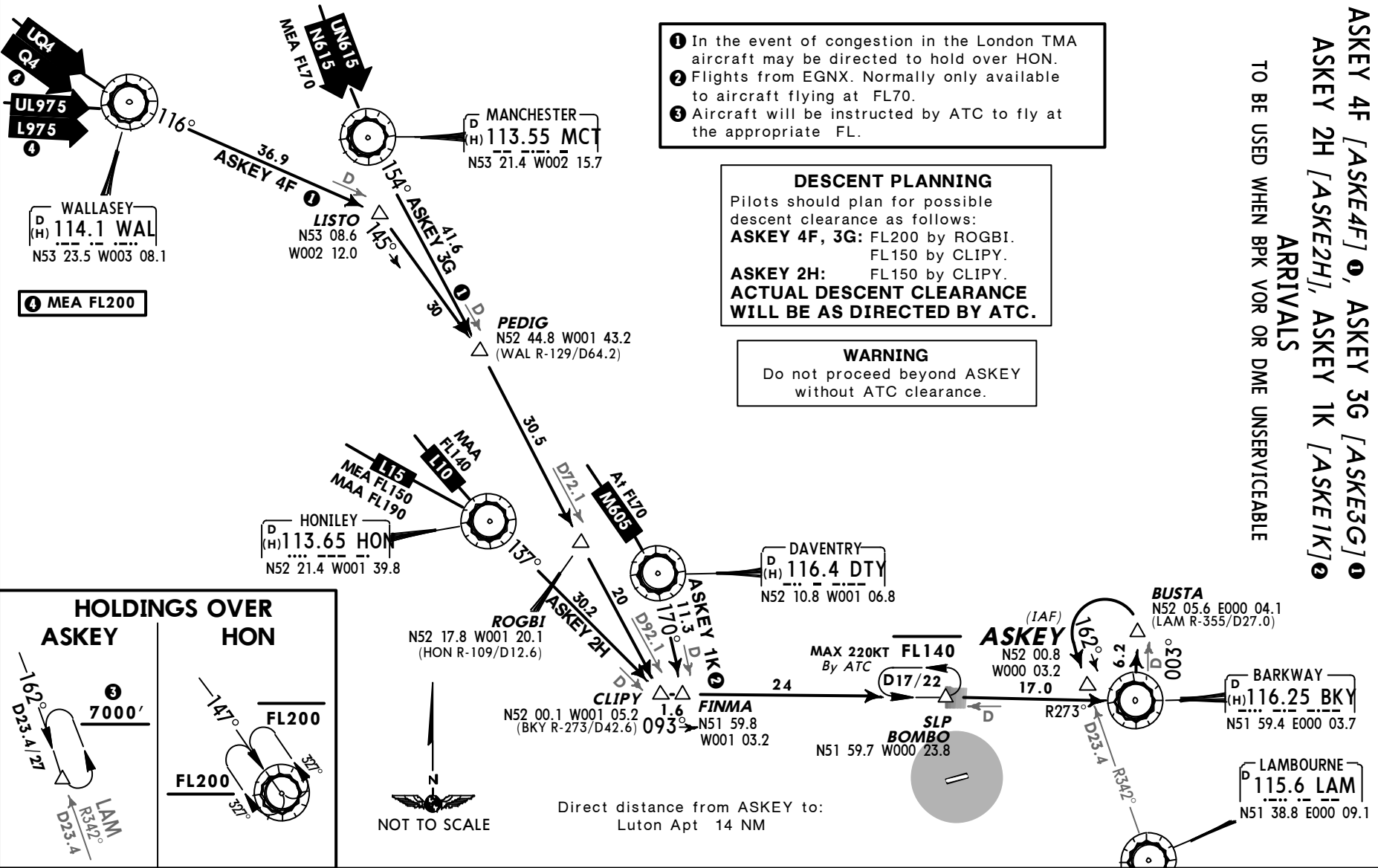
ARRIVALS

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.



ATIS
120.57

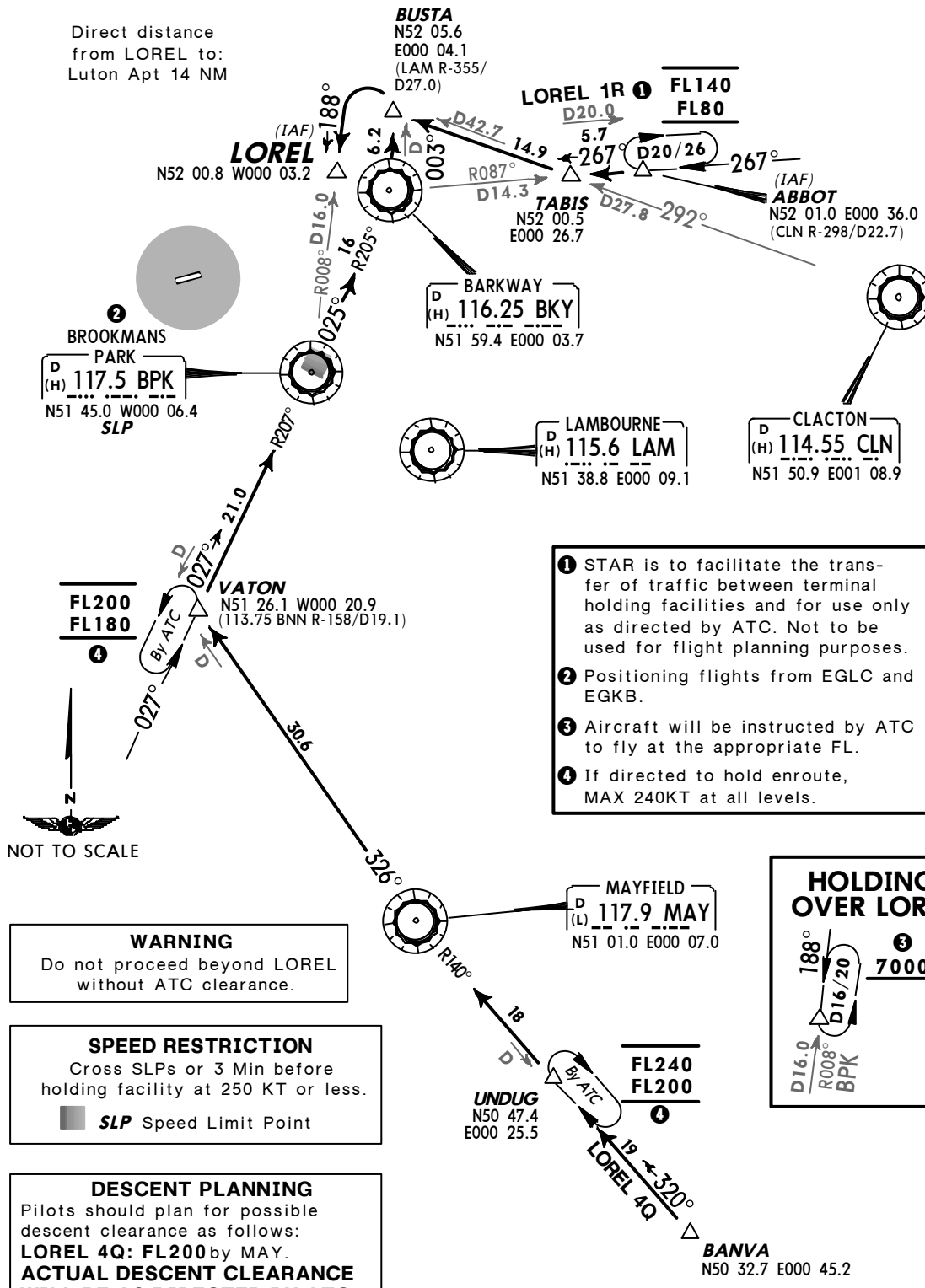
Apt Elev
526'

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

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

WHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 4Q & 1R

Direct distance
from LOREL to:
Luton Apt 14 NM



- ① STAR is to facilitate the transfer of traffic between terminal holding facilities and for use only as directed by ATC. Not to be used for flight planning purposes.
- ② Positioning flights from EGLC and EGKB.
- ③ Aircraft will be instructed by ATC to fly at the appropriate FL.
- ④ If directed to hold enroute, MAX 240KT at all levels.

NOT TO SCALE

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 4Q: FL200 by MAY.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

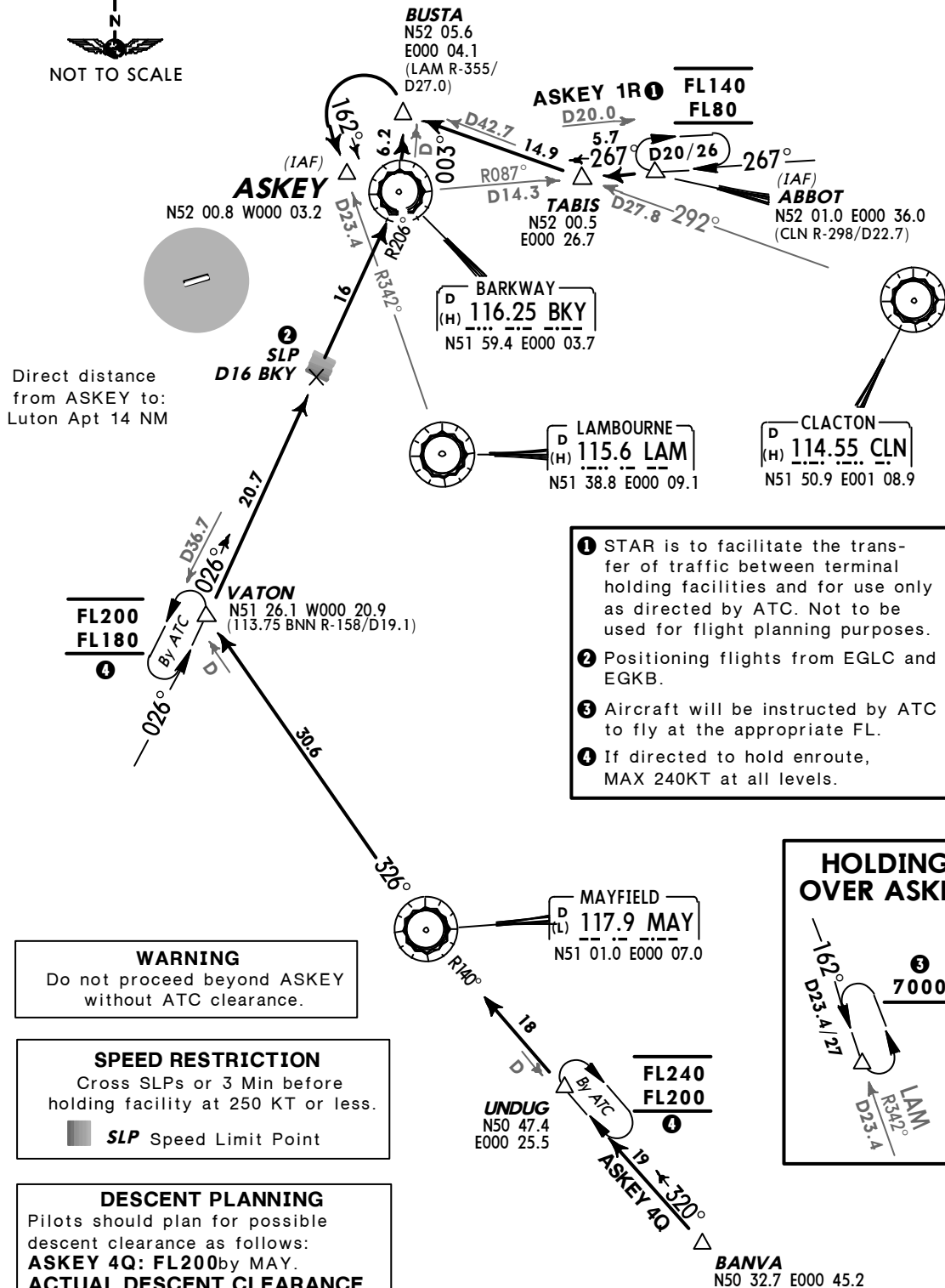
HOLDING OVER LOREL
③
7000'
188°
D16.0
R008°
BPK

ATIS 120.57	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

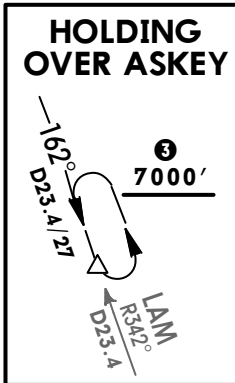


- ① STAR is to facilitate the transfer of traffic between terminal holding facilities and for use only as directed by ATC. Not to be used for flight planning purposes.
- ② Positioning flights from EGLC and EGKB.
- ③ Aircraft will be instructed by ATC to fly at the appropriate FL.
- ④ If directed to hold enroute, MAX 240KT at all levels.

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

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
ASKEY 4Q: FL200 by MAY.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



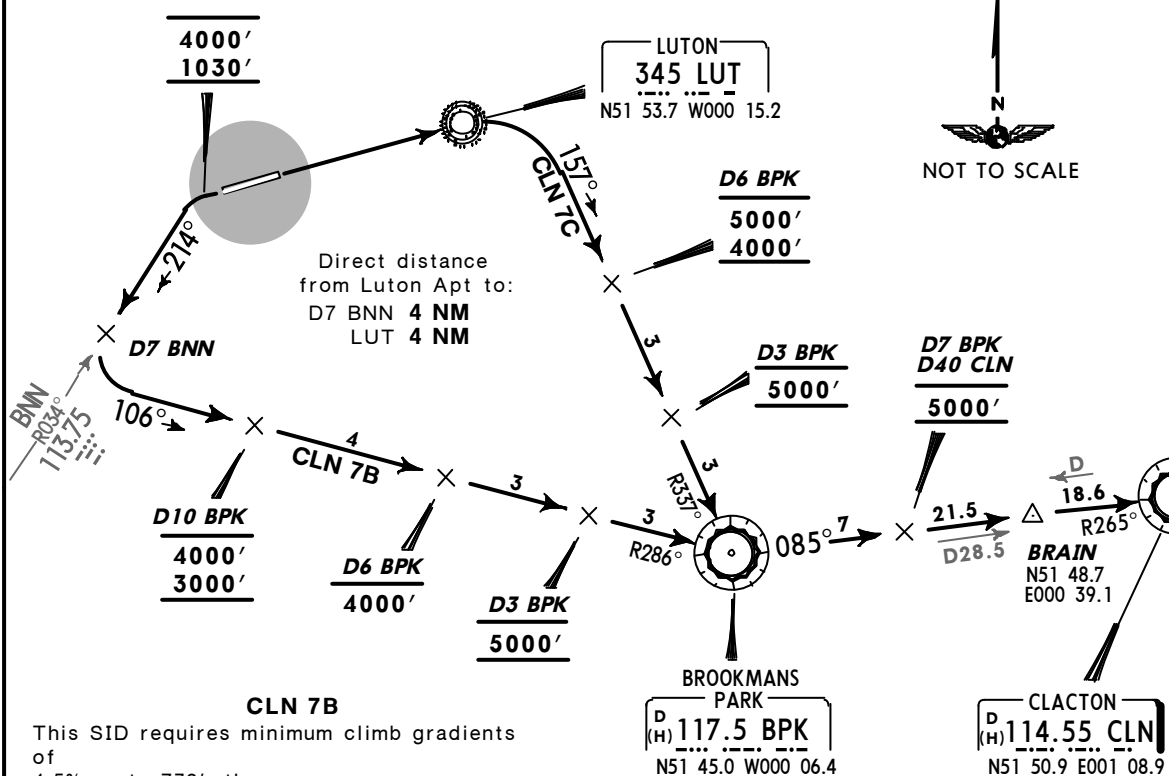
LONDON Control 118.82 LUTON Radar(APP) (ESSEX Radar) 129.55	Apt Elev 526'	Trans level: By ATC Trans alt: 6000' 1. After take-off contact LONDON Control or LUTON Approach Control or LUTON Radar (ESSEX Radar) when instructed by ATC. 2. SIDs include noise preferential routes (refer to 50-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC.
---	-------------------------	---

CLACTON 7B (CLN 7B)
CLACTON 7C (CLN 7C)
RWYS 26, 08 DEPARTURES
 ALSO AVAILABLE FOR TRAFFIC TO EGKB AND EGLC
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
No turns below 1030'.

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

AVERAGE TRACK MILEAGE
CLN 7B: 20 NM to BPK.
CLN 7C: 15 NM to BPK.



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

CHANGES: SID CLN 7B initial climb revised.

LONDON Control 121.27 LUTON Radar (APP) 129.55	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. 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.
---	-------------------------	--

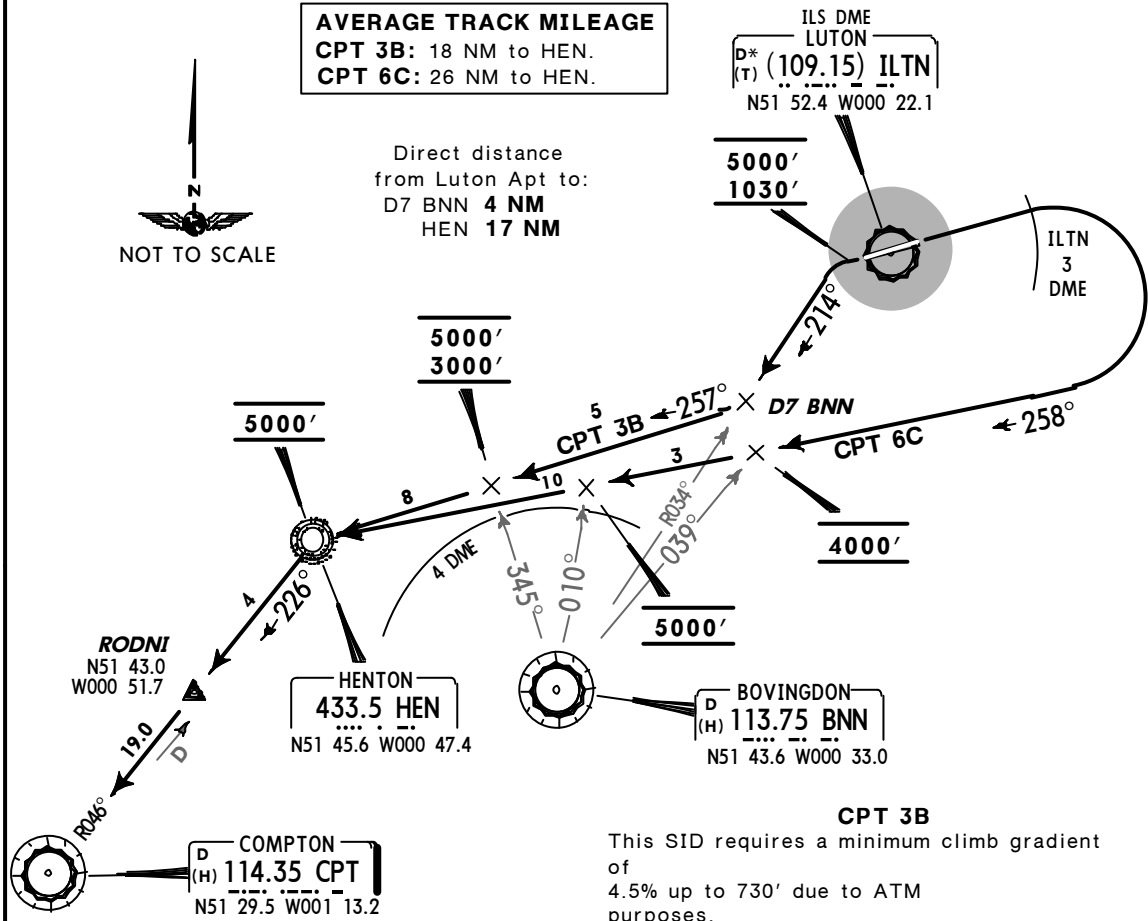
COMPTON 3B (CPT 3B)
COMPTON 6C (CPT 6C)
RWYS 26, 08 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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

WARNING
 No turns below **1030'**

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

Direct distance from Luton Apt to:
 D7 BNN **4 NM**
 HEN **17 NM**



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

CHANGES: SID CPT 3B initial climb revised.

LONDON Control 118.82	Apt Elev 526'	Trans level: By ATC Trans alt: 6000' 1. After take-off contact LONDON Control or LUTON Approach Control when instructed by ATC. 2. SIDs include noise preferential routes (refer to 50-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC.
--------------------------	------------------	---

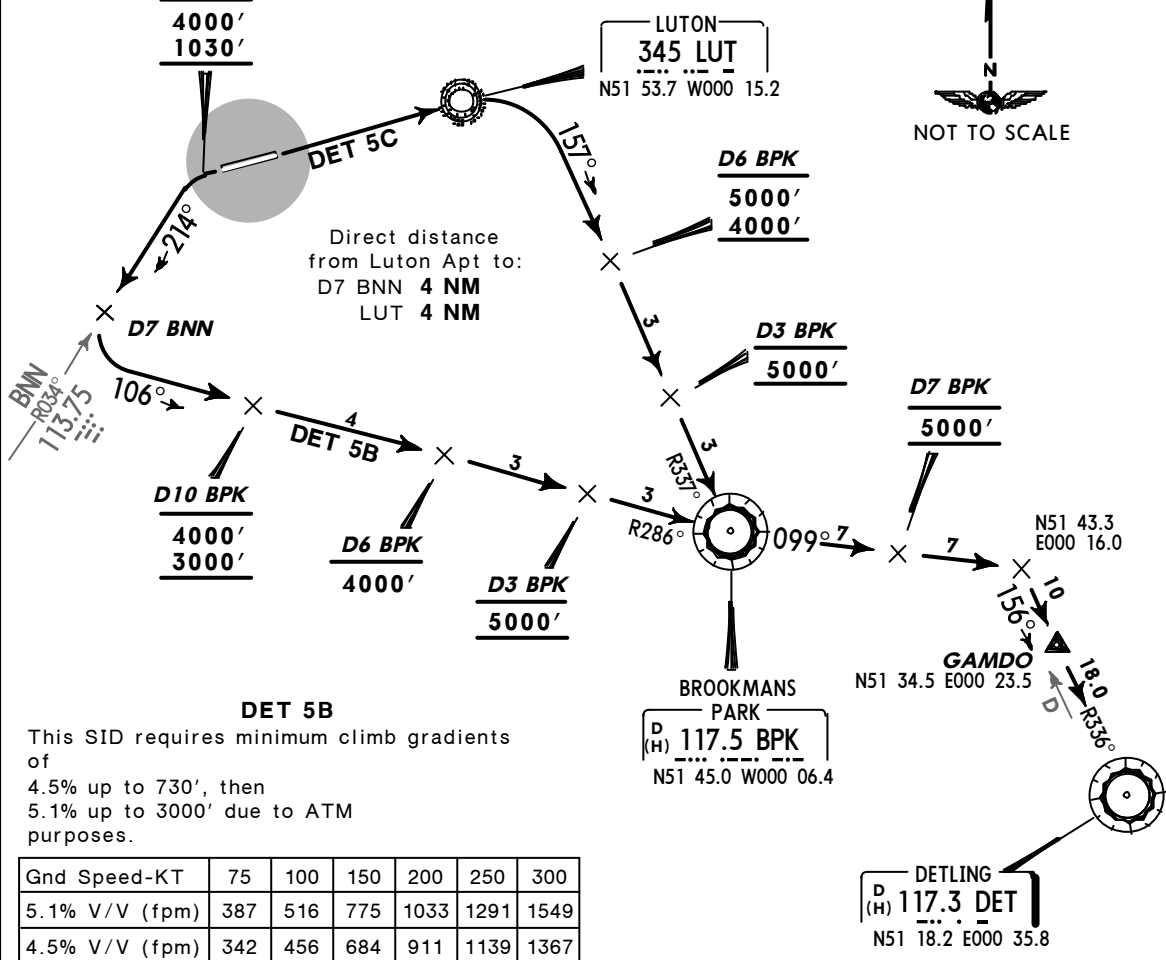
**DETLING 5B (DET 5B)
DETLING 5C (DET 5C)
RWYS 26, 08 DEPARTURES**
AVAILABLE FOR TRAFFIC TO EGKK

**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
DET 5B: 20 NM to BPK.
DET 5C: 15 NM to BPK.



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

EGGW/LTN
LUTON

19 OCT 12 (50-3C)
JEPPESEN

LONDON, UK
SID

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

Apt Elev
526'

- Trans level: By ATC Trans alt: 6000'
1. After take-off contact LONDON Control or LUTON Approach Control or LUTON Radar (ESSEX Radar) when instructed by ATC.
 2. SIDs include noise preferential routes (refer to 50-4).
 3. Cruising levels will be issued after take-off by LONDON Control.
 5. Do not climb above SID level until instructed by ATC.

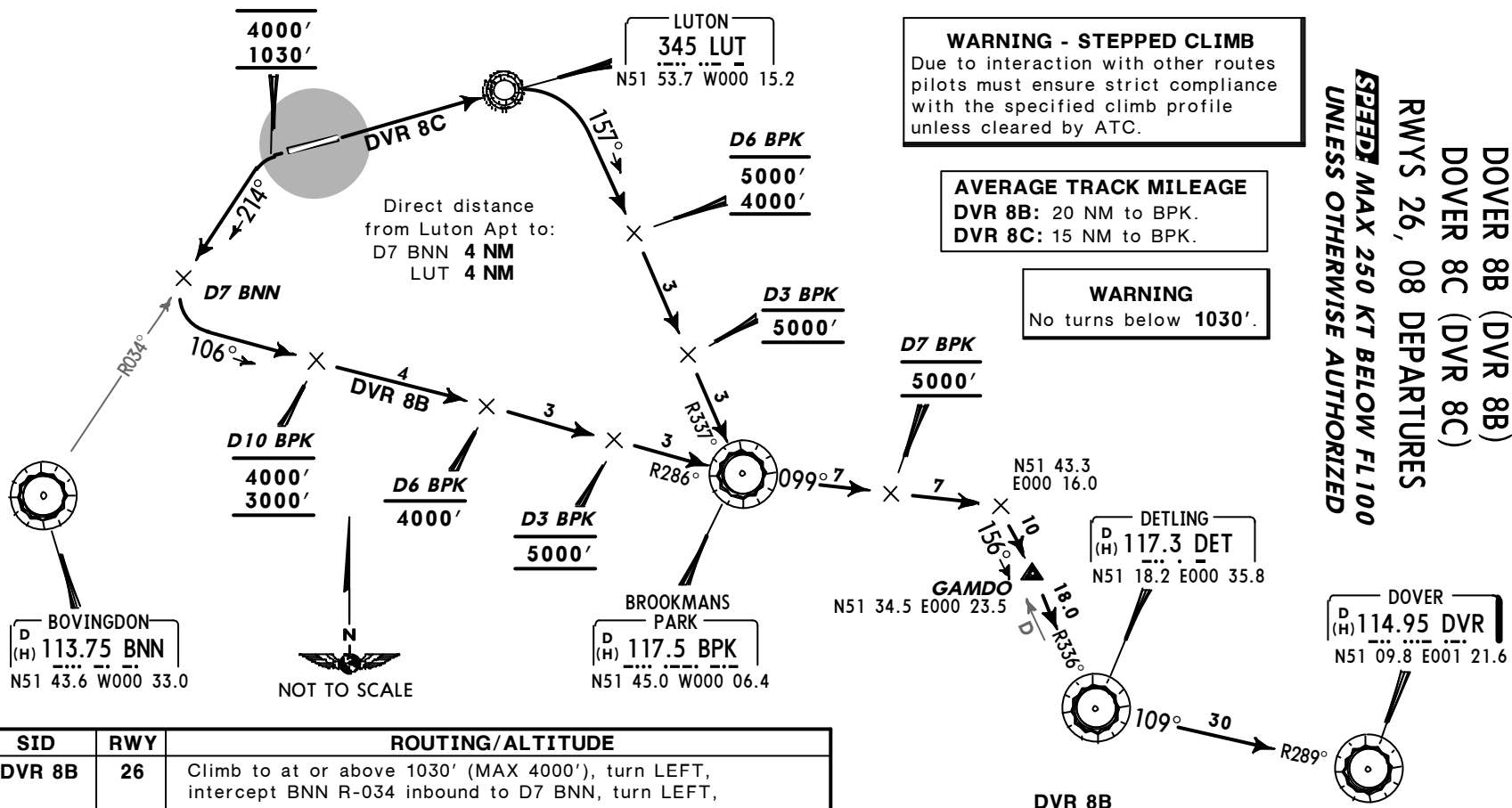
DOVER 8B (DVR 8B)
DOVER 8C (DVR 8C)
RWYS 26, 08 DEPARTURES

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
DVR 8B: 20 NM to BPK.
DVR 8C: 15 NM to BPK.

WARNING
No turns below 1030'.



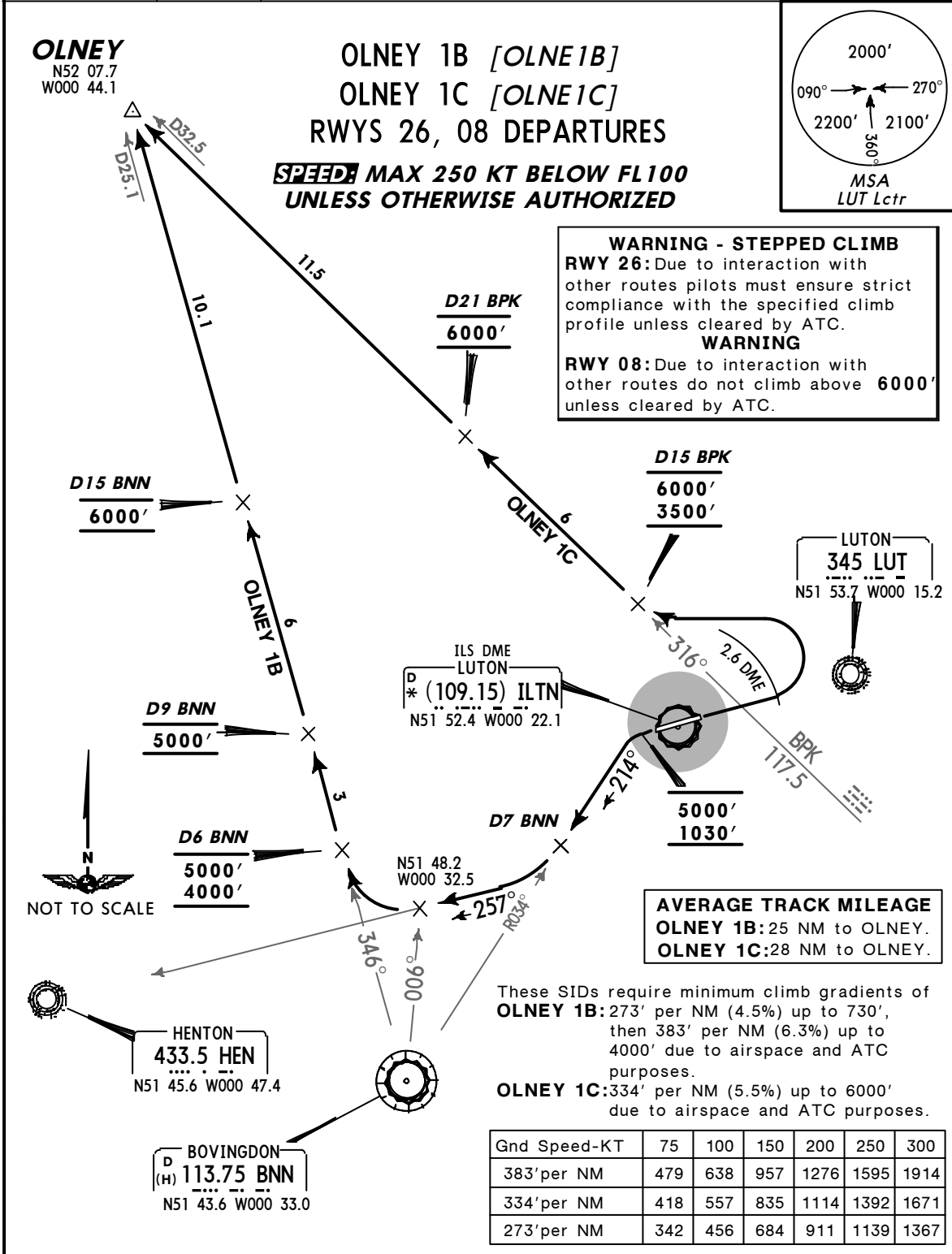
DVR 8B
This SID requires minimum climb gradients of
4.5% up to 730', then
5.1% up to 3000' due to ATM purposes.

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

NOT TO SCALE

SID	RWY	ROUTING/ALTITUDE
DVR 8B	26	Climb to at or above 1030' (MAX 4000'), turn LEFT, intercept BNN R-034 inbound to D7 BNN, turn LEFT, intercept BPK R-286 inbound, cross D10 BPK at or above 3000' (MAX 4000'), D6 BPK at or below 4000', D3 BPK at 5000', to BPK, turn LEFT, BPK R-099, cross D7 BPK at 5000', intercept DET R-336 inbound to DET, turn LEFT, intercept DVR R-289 inbound to DVR.
DVR 8C	08	Climb to LUT, turn RIGHT, intercept BPK R-337 inbound, cross D6 BPK at or above 4000' (MAX 5000'), D3 BPK at 5000', to BPK, turn LEFT, BPK R-099, cross D7 BPK at 5000', intercept DET R-336 inbound to DET, turn LEFT, intercept DVR R-289 inbound to DVR.

LONDON Control 119.77 LUTON Radar (APP) (ESSEX Radar) 129.55	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). 2. SIDs include noise preferential routes (refer to 50-4). 3. No turns below 1030'. 4. Cruising levels will be issued after take-off by by LONDON Control. 5. Do not climb above SID level until instructed by ATC.
--	-------------------------	---

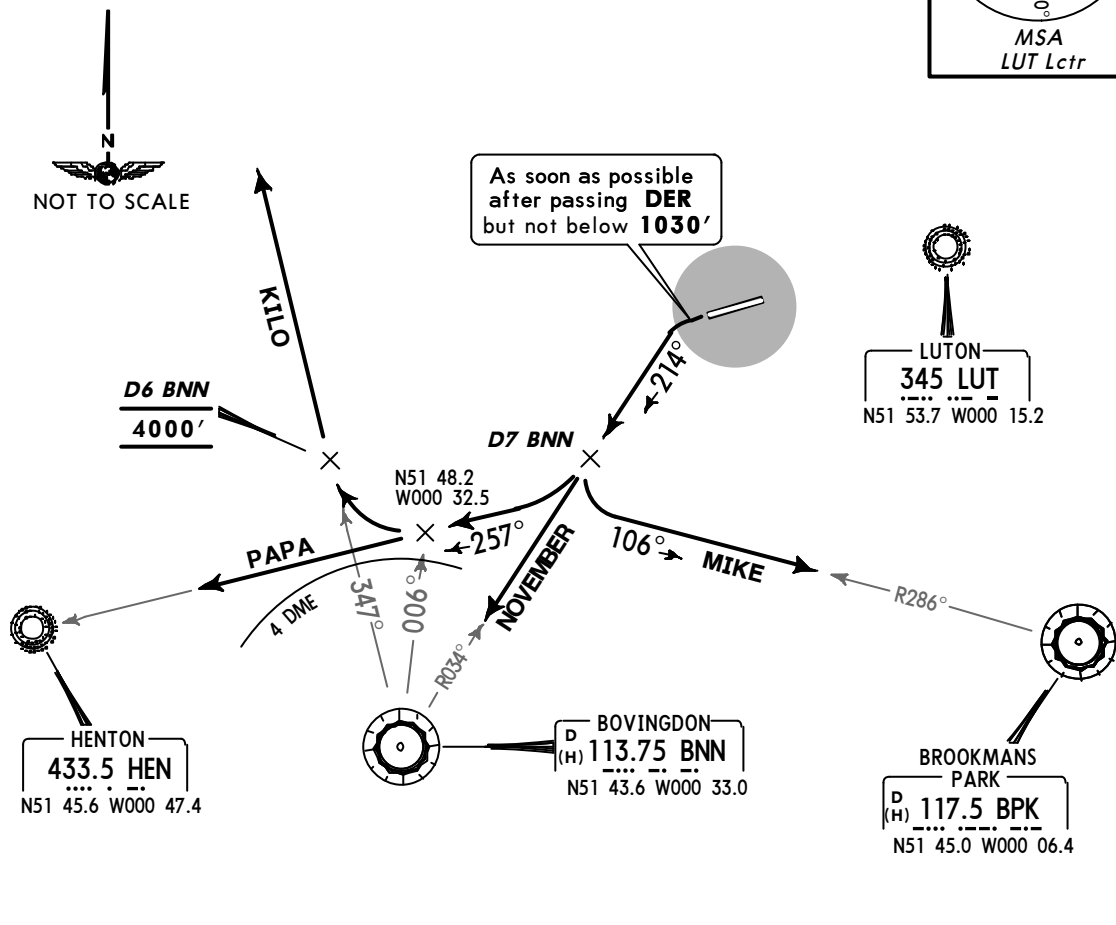


SID	RWY	ROUTING/ALTITUDE
OLNEY 1B	26	Climb to at or above 1030' (MAX 5000'), turn LEFT, intercept BNN R-034 inbound to D7 BNN, turn RIGHT, intercept 257° bearing towards HEN, when passing BNN R-006 turn RIGHT, intercept BNN R-346, cross D6 BNN at or above 4000' (MAX 5000'), D9 BNN at 5000', D15 BNN at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

LUTON Radar (APP) 129.55	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 Aerodrome Operator to adhere to noise preferential routes. Procedures incorporate noise preferential routes. 3. Pilots are reminded of the close proximity of Stansted CTR/CTA to the east and southeast, the London CTR to the south, minor aerodromes and ATZs below the London TMA. 4. Do not enter adjacent controlled airspace without specific ATC clearance from the appropriate ATC unit. 5. Procedures should be operated on Luton QNH.
---------------------------------------	-------------------------	--

**KILO, MIKE, NOVEMBER, PAPA
RWY 26 NON-AIRWAYS DEPARTURES**

***SPEED* MAX 250 KT**

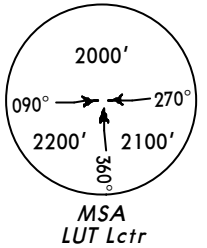


MIKE, NOVEMBER: Initial climb clearance 2400'
PAPA: Initial climb clearance 3000'

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

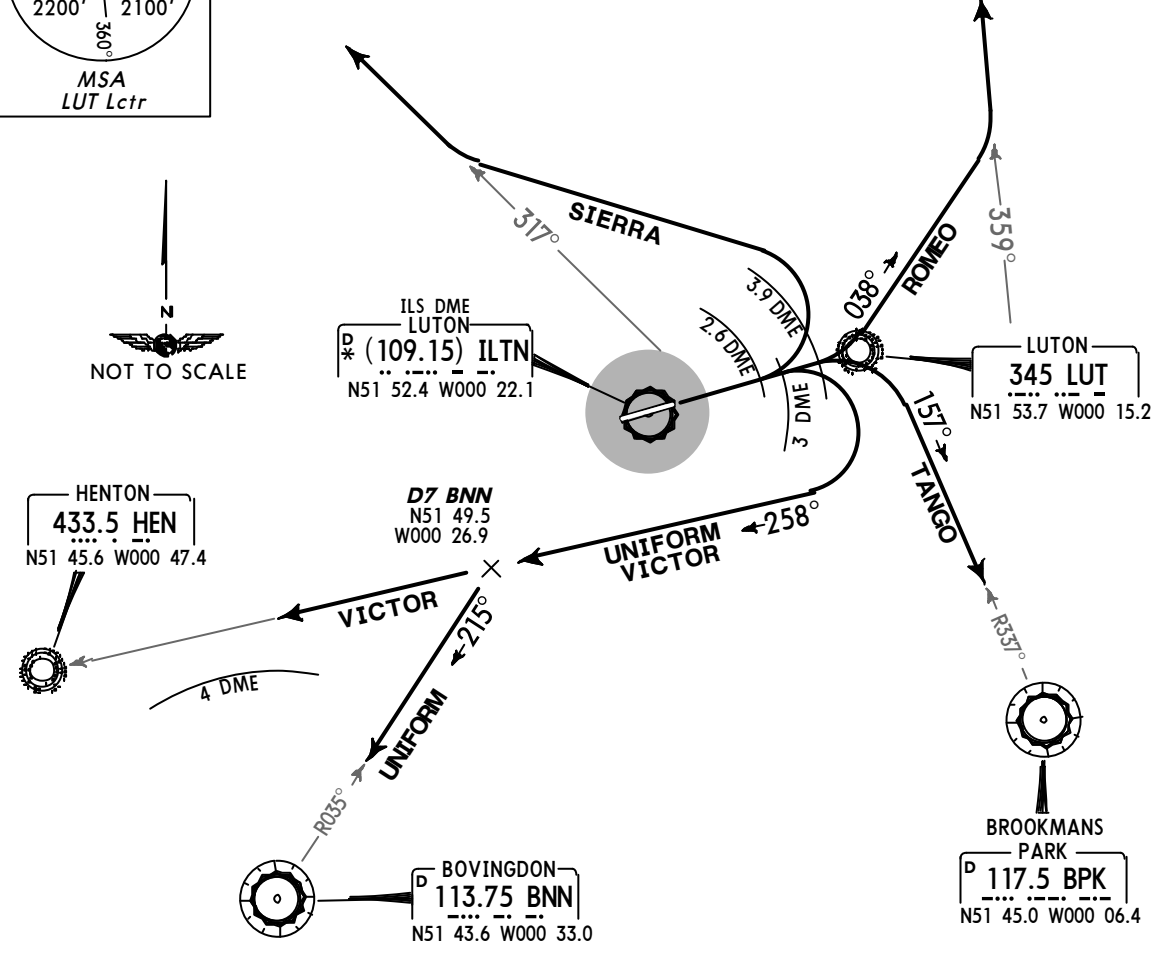
- ① Route KILO enters class A airspace at or above 3500'.
VFR flights are to remain below 3500' until cleared by ATC.
- ② Positioning flights to EGLL or EGWU will be cleared to BNN and will be allocated a level within controlled airspace prior to departure.

LUTON Radar (APP) 129.55	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 Aerodrome Operator to adhere to noise preferential routes. Procedures incorporate noise preferential routes. 3. Pilots are reminded of the close proximity of Stansted CTR/CTA to the east and southeast, the London CTR to the south, minor aerodromes and ATZs below the London TMA. 4. Do not enter adjacent controlled airspace without specific ATC clearance from the appropriate ATC unit. 5. Procedures should be operated on Luton QNH.
---------------------------------------	-------------------------	---



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

SPEED: MAX 250 KT



ROMEO: Initial climb clearance 4000'
SIERRA, VICTOR: Initial climb clearance 3000'
TANGO, UNIFORM: Initial climb clearance 2400'

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

- ① Route ROMEO enters class A airspace at or above 3500'. VFR flights are to remain below 3500'.
- ② Positioning flights to EGLL or EGWU will be cleared to BNN and will be allocated a level within controlled airspace prior to departure.

EGGW/LTN
LUTON

4 JAN 08
JEPPESSEN
50-3G

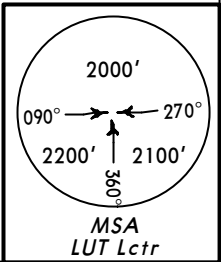
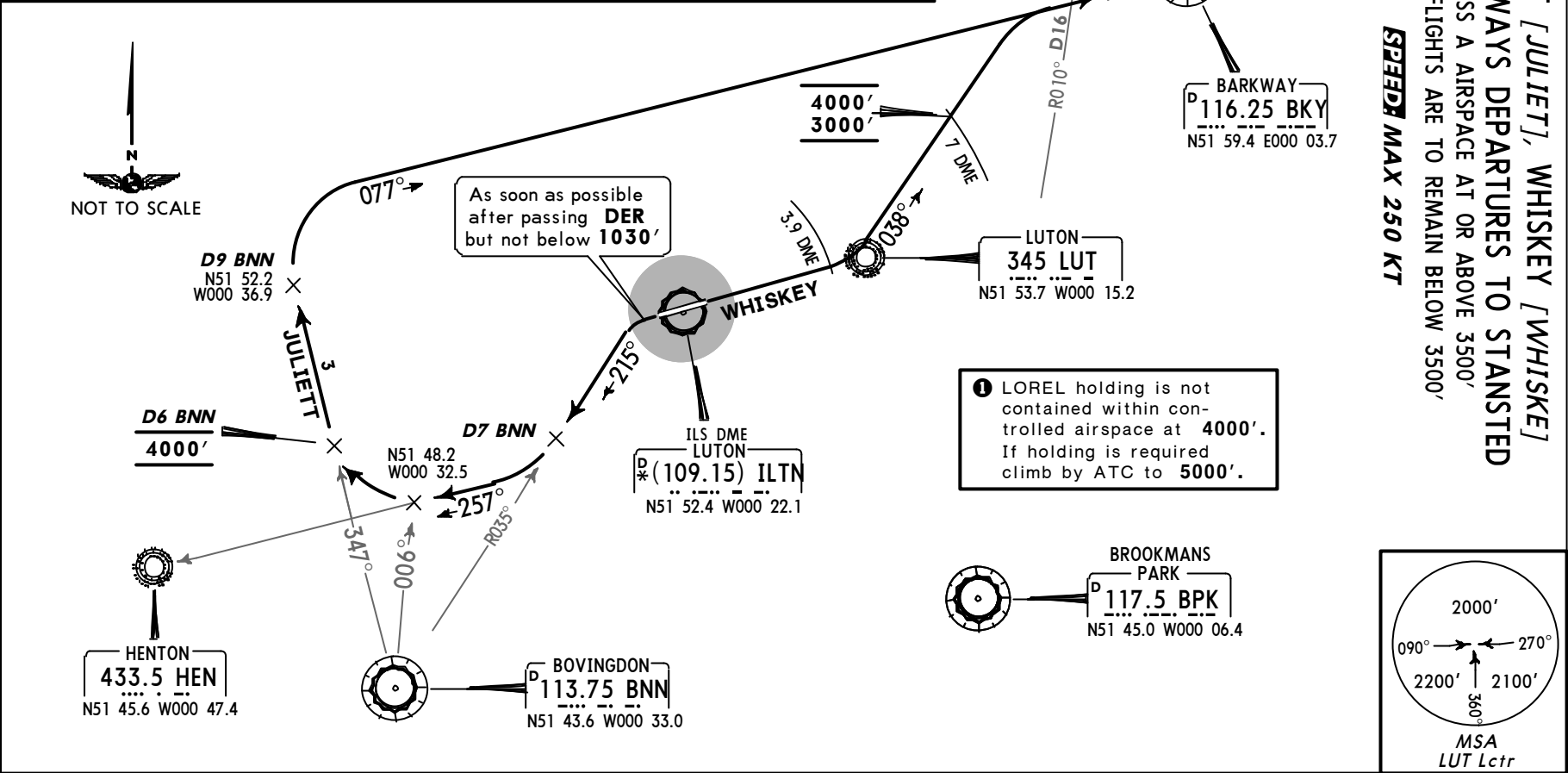
LONDON, UK
DEPARTURE

Apt Elev
526'

Trans level: By ATC Trans alt: 6000'
1. Procedures applicable to all aircraft which are required by the aerodrome operator to adhere to noise preferential routes. Procedures incorporate noise preferential routes. 2. Use Luton QNH until instructed by ATC to use Stansted QNH.

JULIETT [JULIETT], WHISKEY [WHISKEY]
NON-AIRWAYS DEPARTURES TO STANSTED
CLASS A AIRSPACE AT OR ABOVE 3500'
VFR FLIGHTS ARE TO REMAIN BELOW 3500'
SPEED MAX 250 KT

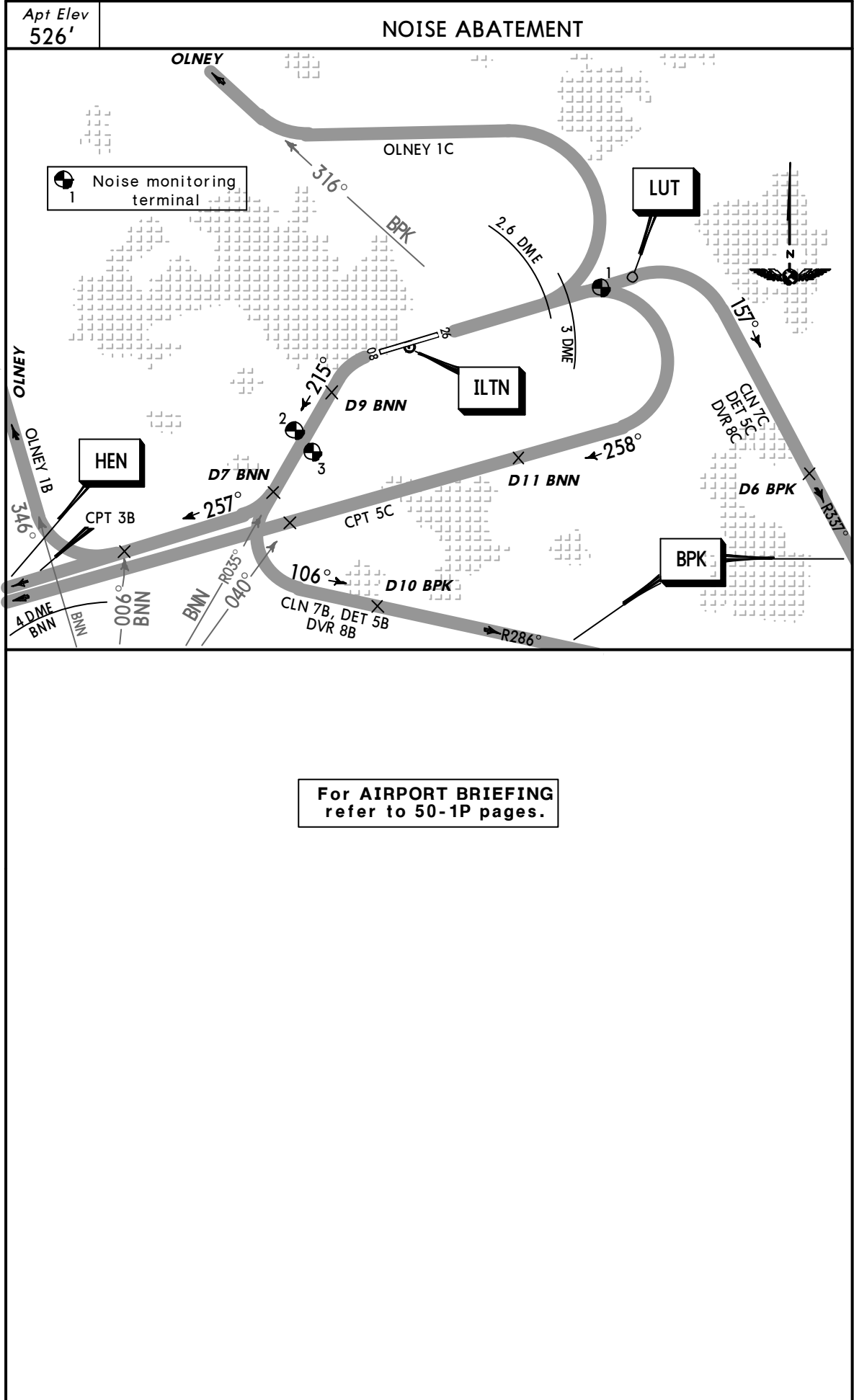
DEPARTURE	RWY	ROUTING/ALTITUDE
JULIETT	26	As soon as possible after passing DER, but not below 1030' turn LEFT, intercept BNN R-035 inbound to D7 BNN, turn RIGHT, intercept 257° bearing towards HEN, when passing BNN R-006 turn RIGHT, intercept BNN R-347, cross D6 BNN at 4000' to D9 BNN, turn RIGHT, intercept BKY R-257 inbound to BKY, then to BUSTA, then to LOREL to join holding.
WHISKEY	08	Straight ahead to ILTN 3.9 DME, turn LEFT, 038° track, cross ILTN 7 DME at or above 3000' (MAX 4000'), intercept BKY R-257 inbound to BKY, then to BUSTA, then to LOREL to join holding.

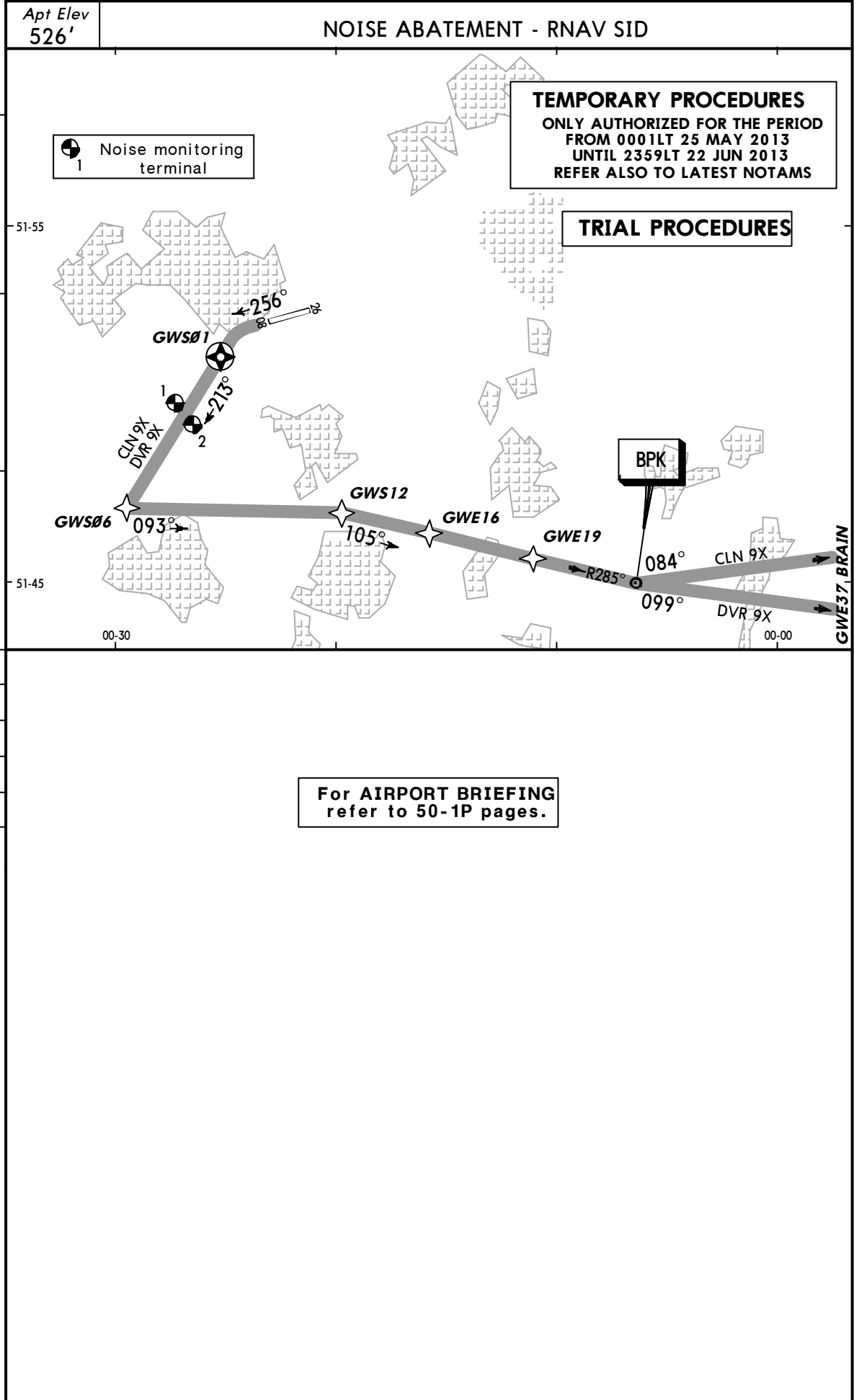


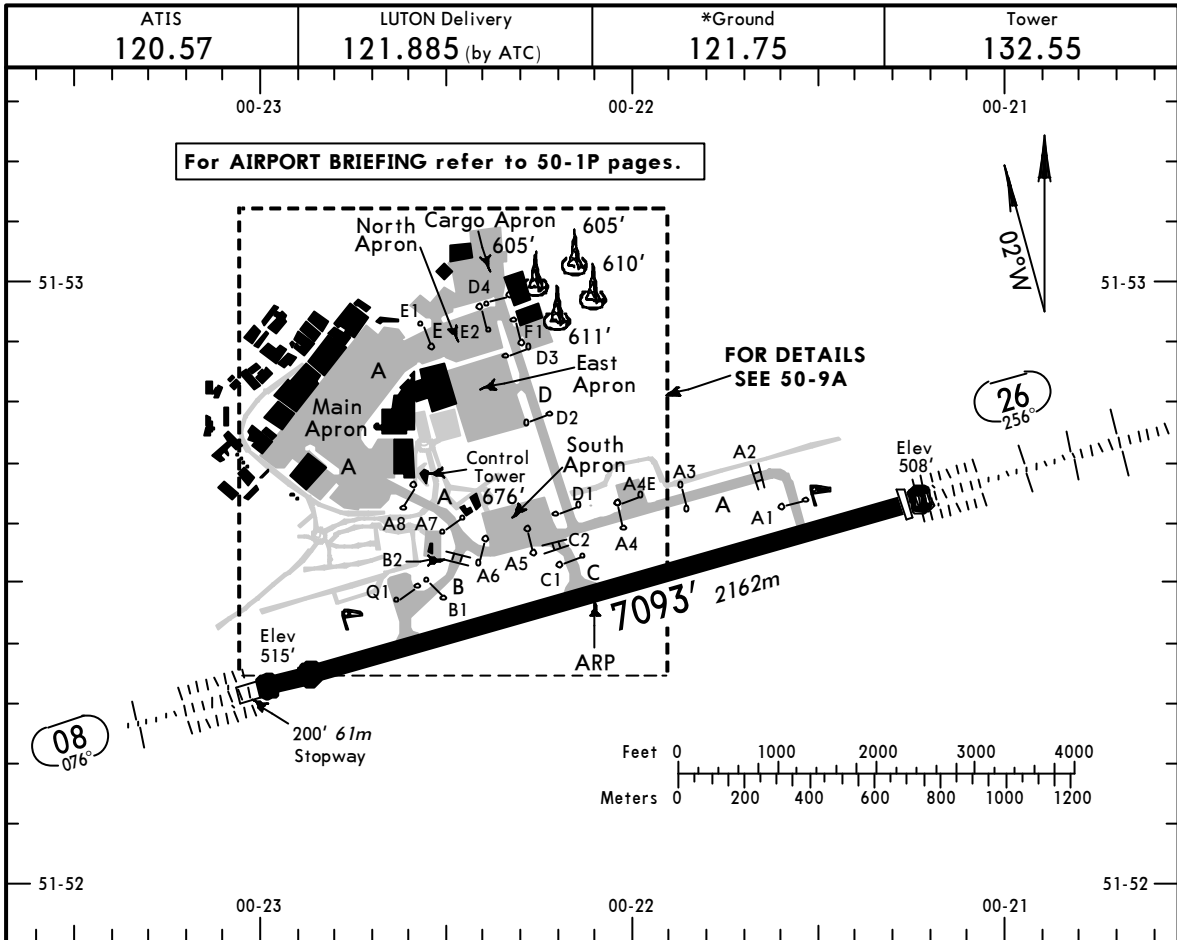
① LOREL holding is not contained within controlled airspace at 4000'. If holding is required climb by ATC to 5000'.

CHANGES: Altitude depiction.

© JEPPESEN, 2003, 2008. ALL RIGHTS RESERVED.







ADDITIONAL RUNWAY INFORMATION

RWY	DESCRIPTION	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
08 26	HIRL CL HIALS-II TDZ PAPI-L (3.0°) grooved RVR	6814' 2077m	6095' 1858m 5897' 1797m	①	151' 46m

① TAKE-OFF RUN AVAILABLE

RWY 08:

From rwy head 7093'(2162m)
 twy B int 5538'(1688m)
 twy C int 3714'(1132m)

RWY 26:

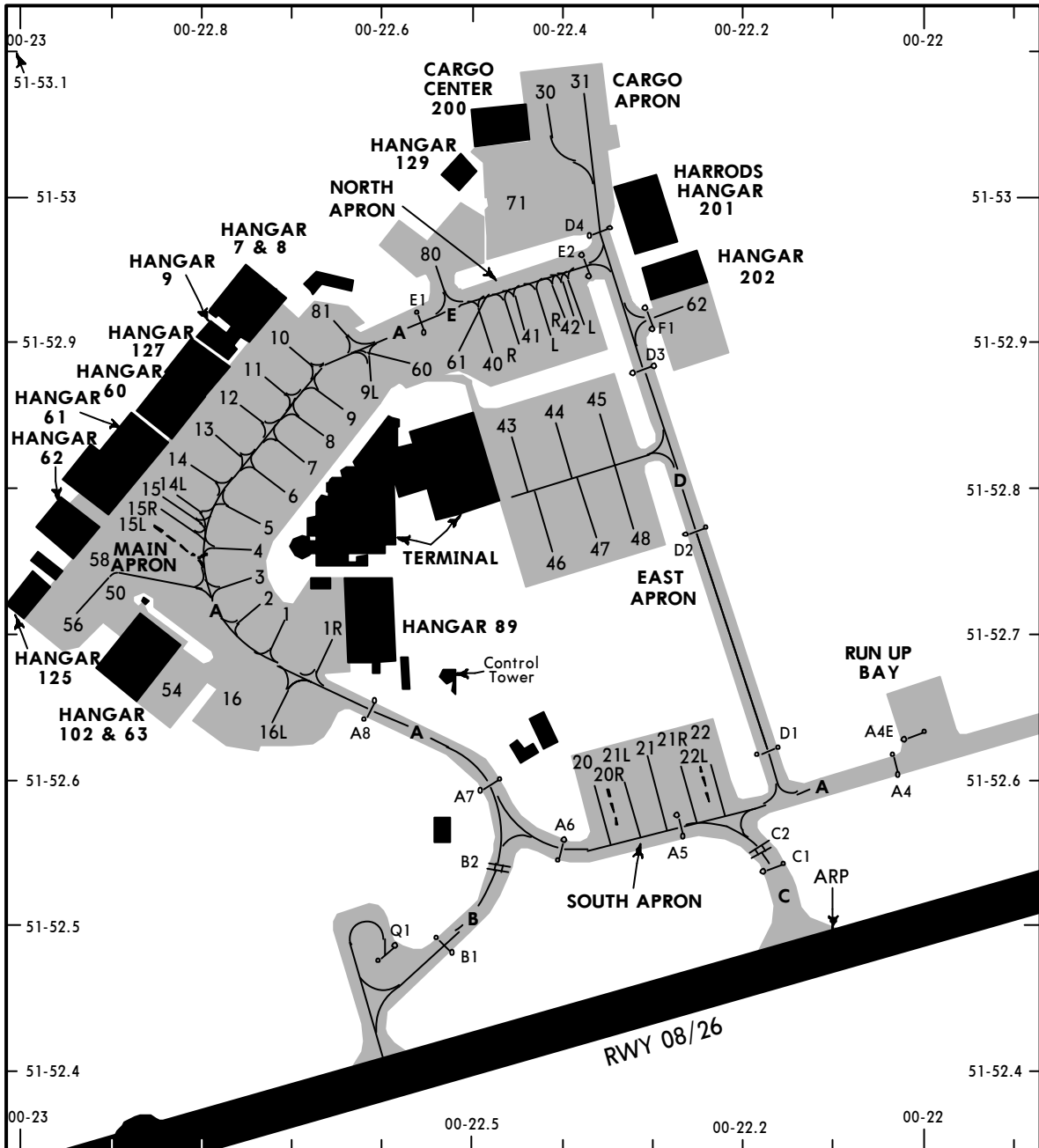
From rwy head 7093'(2162m)
 twy A int 5810'(1771m)
 twy C int 3455'(1053m)

Standard

TAKE-OFF ①

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

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



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N51 52.7 W000 22.7	41R	N51 52.9 W000 22.5
4 thru 8	N51 52.8 W000 22.7	42 thru 42R	N51 52.9 W000 22.4
9	N51 52.8 W000 22.6	43	N51 52.8 W000 22.5
9L	N51 52.9 W000 22.6	44, 45	N51 52.9 W000 22.4
10, 11	N51 52.9 W000 22.7	46, 47	N51 52.8 W000 22.4
12	N51 52.9 W000 22.8	48	N51 52.8 W000 22.3
13 thru 15	N51 52.8 W000 22.8	50	N51 52.7 W000 22.9
15L, 15R	N51 52.8 W000 22.9	54	N51 52.7 W000 22.8
16	N51 52.7 W000 22.8	56	N51 52.7 W000 22.9
16L	N51 52.6 W000 22.7	58	N51 52.8 W000 22.9
20, 20R	N51 52.6 W000 22.4	60	N51 52.9 W000 22.6
21 thru 22L	N51 52.6 W000 22.3	61	N51 52.9 W000 22.5
30, 31	N51 53.1 W000 22.4	62	N51 52.9 W000 22.3
40	N51 52.9 W000 22.5	71, 80	N51 53.0 W000 22.5
41, 41L	N51 52.9 W000 22.4	81	N51 52.9 W000 22.7

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

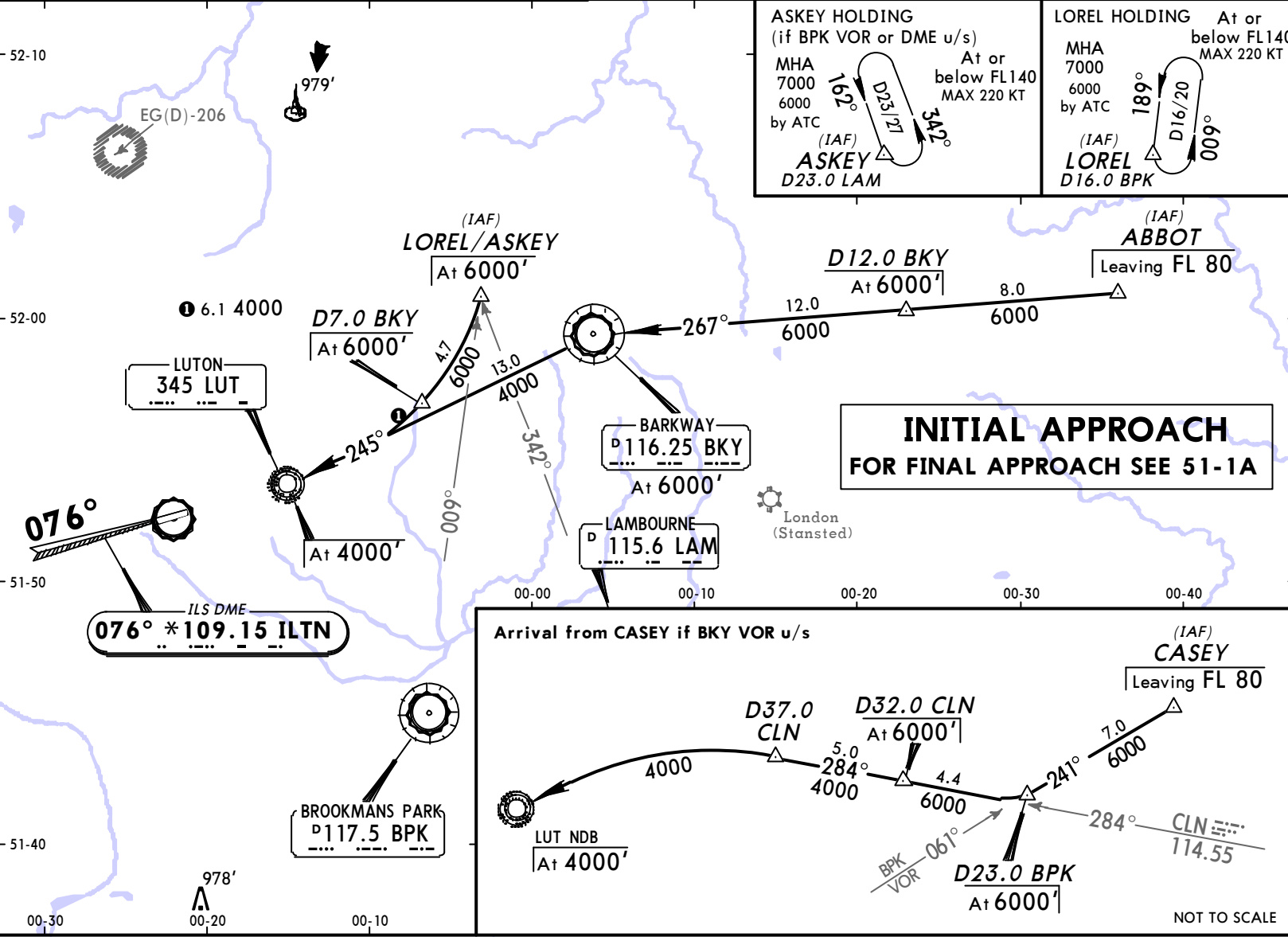
RL, FATO LTS, CL & RVR info	LVP must be in Force ❷			Nil Facilities NIGHT
	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	
150m	200m	200m	250m ❸	800m

❷ Without LVP 400m are stipulated.

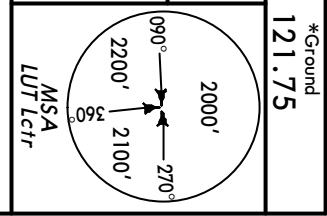
❸ Or rejected take-off distance whichever is the greater.

PANS OPS

CHANGES: Bearings.



BRIEFING STRIP™			
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.			
LOC ILTN *109.15	Final ApoCh Crs 076°	GS Refer to chart 51-1A	D(A/H) Refer to chart 51-1A
ATIS 120.57	LUTON Radar (APP) 129.55	LUTON Tower 132.55	*Ground 121.75
Apt Elev 526'		RWY 515'	



EGGW/LTN
LUTON
1 JUN 12
51-1
JEPPesen
NDB ILS DME Rwy 08
LONDON, UK

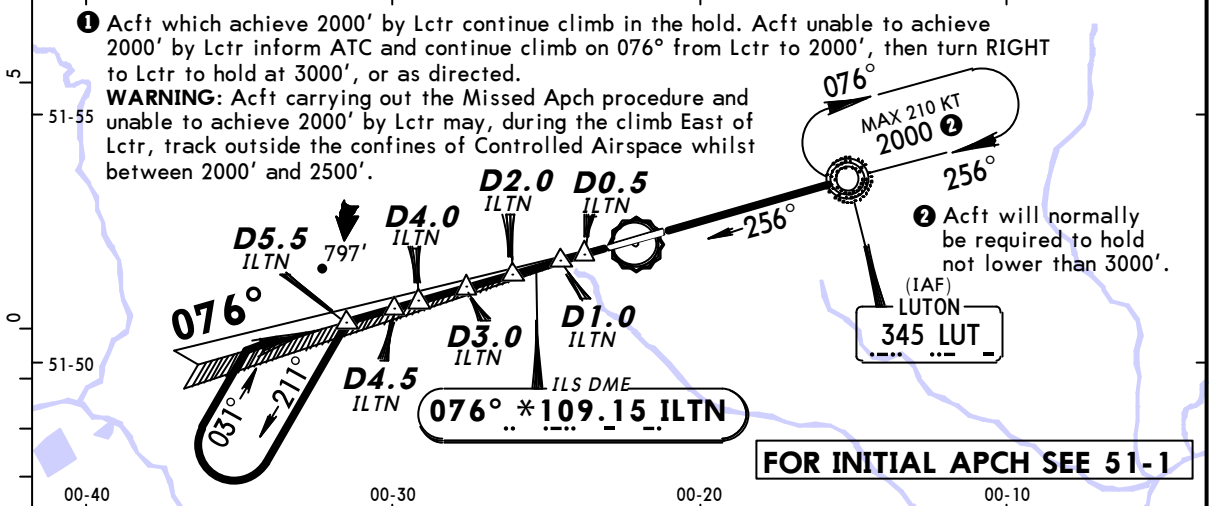
© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

EGGW/LTN
LUTON

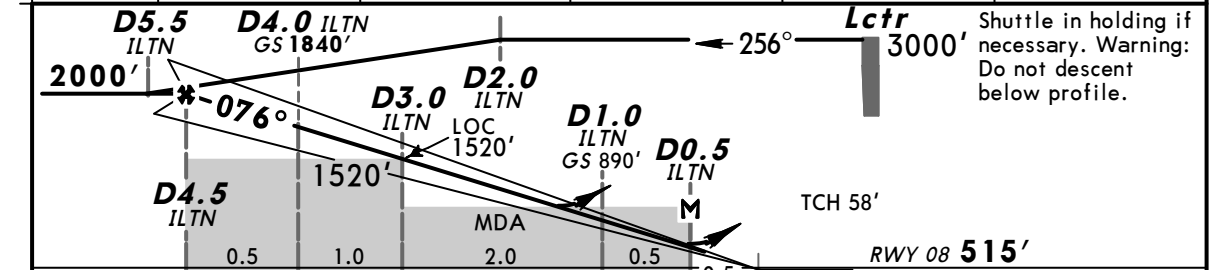
JEPPESSEN
1 JUN 12 (51-1A)

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

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.							



LOC (GS out)	ILTN DME ALTITUDE	4.0 1840'	3.0 1520'	2.0 1210'	1.0 890'
--------------	-------------------	-----------	-----------	-----------	----------



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI LUT 345
ILS GS or	377	485	539	647	755	862	
LOC Descent Angle 3.00°							

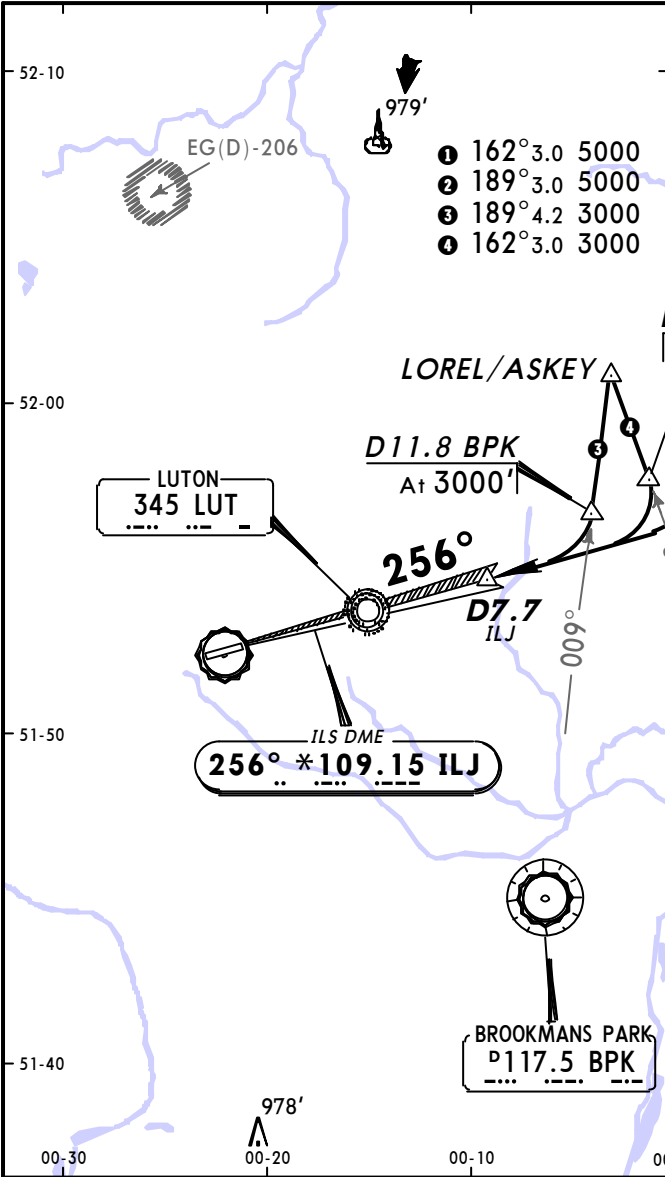
Standard CAT IIIA ILS DH 50' RVR 200m	STRAIGHT-IN LANDING RWY 08 CAT II ILS WARNING: DUE TO SLOPING TERRAIN IN THE APCH AREA, THE RATE OF RADIO ALTIMETER HEIGHT REDUCTION PRIOR TO THRESHOLD WILL BE APRX DOUBLE THE NORMAL RATE. ABCD RA 127' DA(H) 615'(100') RVR 300m
---	--

Standard STRAIGHT-IN LANDING RWY 08 ILS DA(H) 715'(200') FULL ALS out	STRAIGHT-IN LANDING RWY 08 LOC (GS out) CDFA DA/MDA(H) 910'(395') ALS out	CIRCLE-TO-LAND Max Kts MDA(H) VTS 100 1000'(474') 1500m 135 1100'(574') 1600m 180 1300'(774') 2400m 205 1300'(774') 3600m

Approach light system length 1401' (427m) only.
 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

PANS OPS

CHANGES: Bearings.



Arrival from ASKEY if BPK VOR or DME u/s

(IAF) D26.0 LAM At 6000'

D27.0 LAM At or below FL140 MAX 220 KT

ASKEY D23.0 LAM MHA 7000 6000 by ATC

NOT TO SCALE

Arrival from LOREL

(IAF) D19.0 BPK At 6000'

D20.0 BPK At or below FL140 MAX 220 KT

LOREL D16.0 BPK MHA 7000 6000 by ATC

NOT TO SCALE

INITIAL APPROACH FOR FINAL APPROACH SEE 51-2A

00-10 00-20 00-30 00-40

Arrival from CASEY if BKY VOR u/s

(IAF) CASEY Leaving FL 80

D32.0 CLN At 6000'

D7.7 ILJ

256° 3000

284° 4.4 6000

241° 7.0 6000

BPK VOR 061°

D23.0 BPK At 6000'

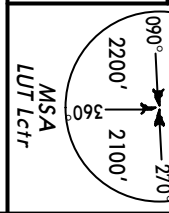
284° CLN 114.55

NOT TO SCALE

BRIEFING STRIP™

Alt Set: hPa
 1. WARNING: Procedure contains stepped descent for ATC and airspace requirement. 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.

LOC ILJ	120.57	LUTON Radar (APP)	129.55	LUTON Tower	132.55	Apt Elev RWY 508'	526'	*Ground LUT Lctr	121.75
Final Aptch Crs	256°	Refer to chart 51-2A	GS Refer to chart 51-2A	ILS D(A/H) Refer to chart 51-2A	Trans alt: 6000'				



EGGW/LTN
LUTON

1 JUN 12
JEPPESEN
51-2

LONDON, UK
NDB ILS DME Rwy 26

EGGW/LTN
LUTON

JEPPESSEN

1 JUN 12

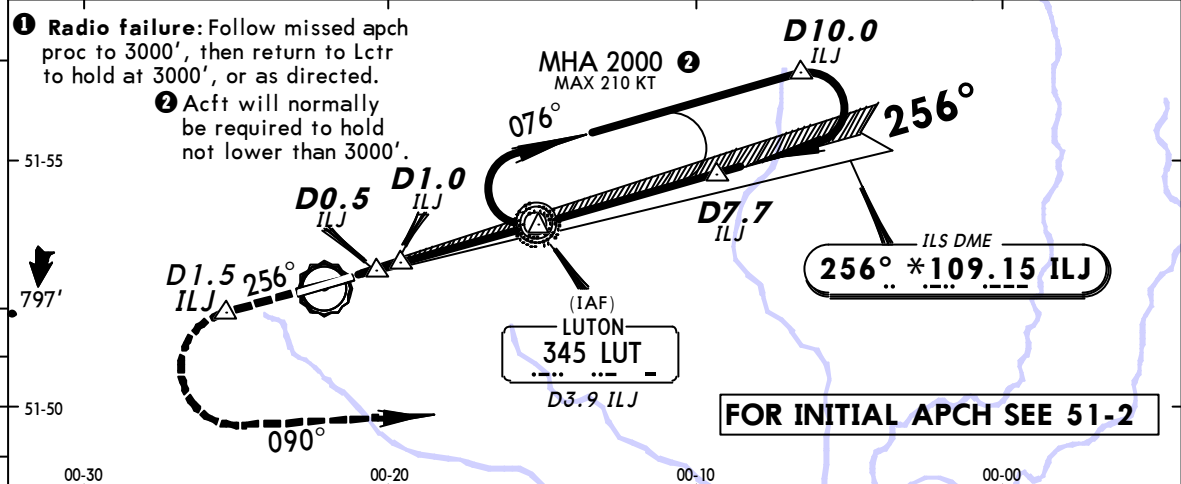
(51-2A)

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

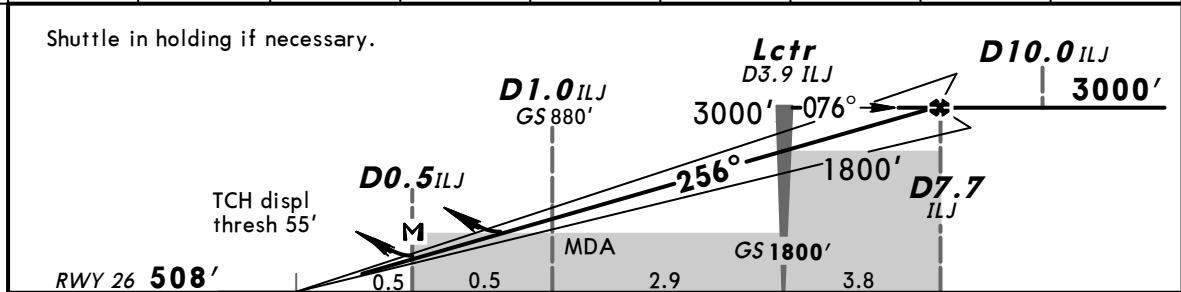
ATIS 120.57	LUTON Radar (APP) 129.55	LUTON Tower 132.55	*Ground 121.75
----------------	-----------------------------	-----------------------	-------------------

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'	<p>2000' 090° 270° 2200' 2100' 360' MSA LUT Lctr</p>
<p>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</p>						

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°							

Standard		STRAIGHT-IN LANDING RWY 26	
CAT IIIA ILS		CAT II ILS	WARNING: DUE TO SLOPING TERRAIN IN THE APCH AREA, THE RATE OF RADIO ALTIMETER HEIGHT REDUCTION PRIOR TO THRESHOLD WILL BE APRX DOUBLE THE NORMAL RATE. ABCD RA 132' DA(H) 608'(100')
DH 50'		RVR 200m	RVR 300m II

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)	VIS	
A				100	1000'(474')	1500m	
B	RVR 550m	RVR 750m	RVR 900m	135	1100'(574')	1600m	
C		RVR 1200m		180	1300'(774')	2400m	
D				205	1300'(774')	3600m	

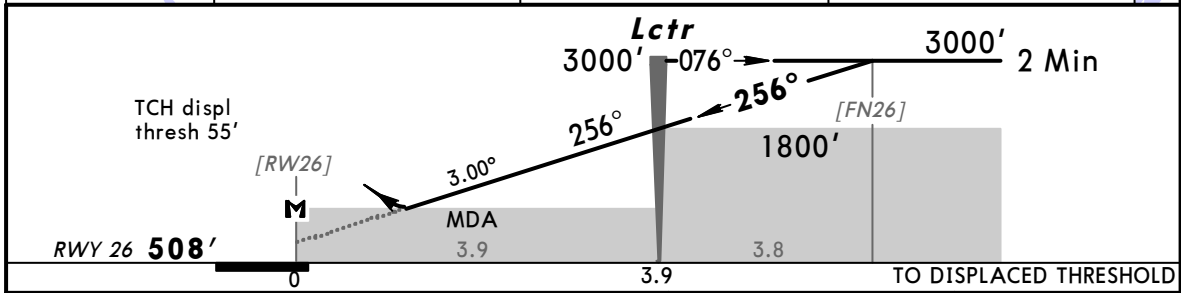
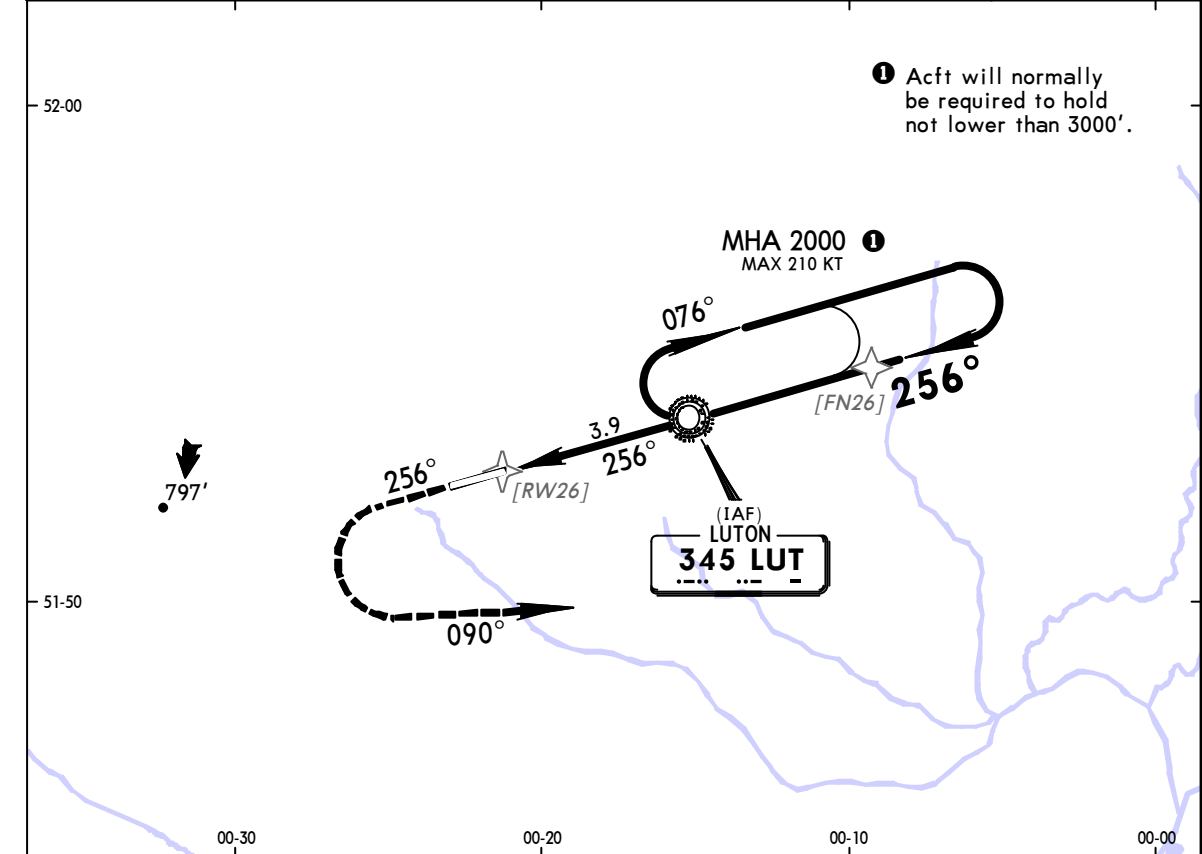
II Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

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'	<p>MSA LUT Lctr</p>
<p>MISSED APCH: Climb to 3000'. Climb STRAIGHT AHEAD to 1500', then turn LEFT onto track 090°, continue climb to 3000', then as directed.</p> <p>Radio failure: Follow Missed Apch procedure to 3000', then return to Lctr at 3000'.</p>					
Alt Set: hPa	Rwy Elev: 18 hPa	Trans level: By ATC	Trans alt: 6000'		



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

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

CHANGES: Minimums.

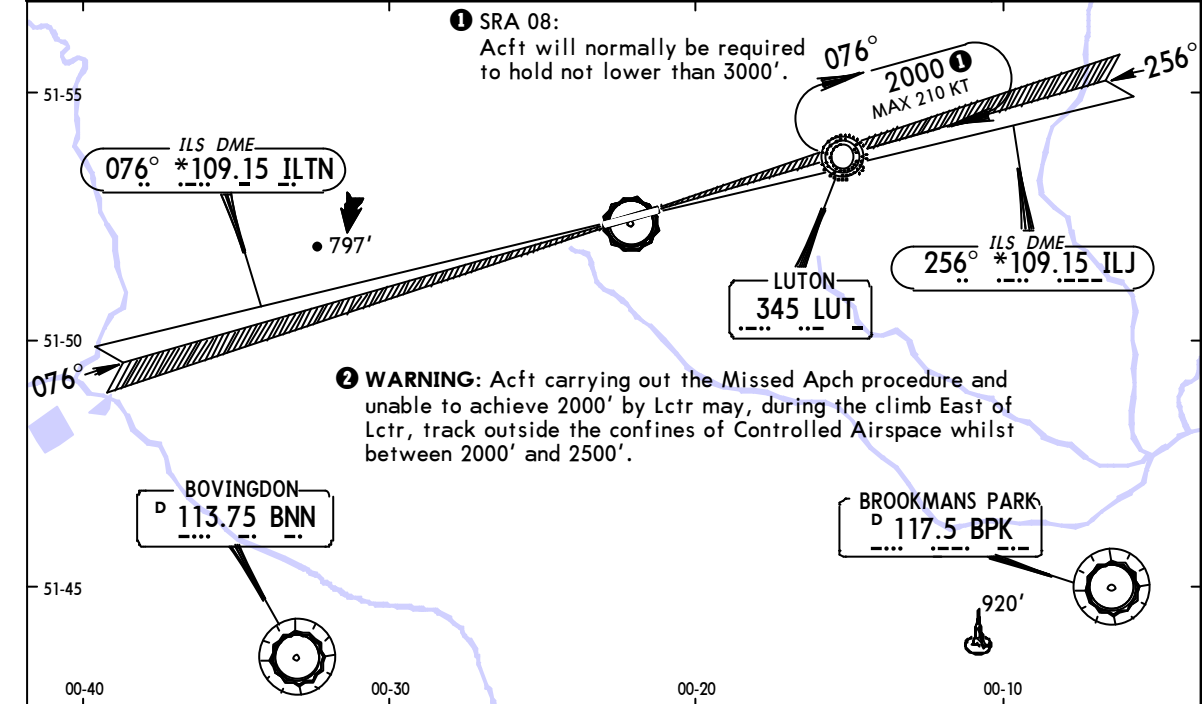
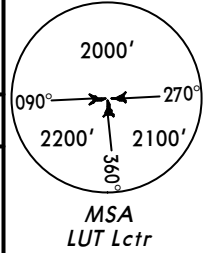
© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

EGGW/LTN
LUTON

JEPPESEN
26 OCT 12 (58-1)

LONDON, UK
SRA All Rws

ATIS 120.57	LUTON Radar (APP) 129.55	*LUTON Director (SRA) (by ATC) 128.75	LUTON Tower 132.55	*Ground 121.75
RADAR	Final Apch 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 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.

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			794
SRA 26: Descent Angle	3.06°	379	487	541	650	758			866
MAP 1 NM from touchdown or TMN 2 to MAP	1.0	0:51	0:40	0:36	0:30	0:26	0:23		

PANS OPS	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 1300m		RVR 1500m		Max Kts
B	RVR 1800m		RVR 2000m			100	1000' (474') 1500m	
C	RVR 1800m		CMV 2200m			135	1100' (574') 1600m	
D	RVR 1800m		CMV 2200m			180	1300' (774') 2400m	
					205	1300' (774')	3600m	