

LONDON LUTON

EGGW AD 2.1 - LONDON LUTON

EGGW AD 2.2 — AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at Aerodrome:	Lat: 515229N Long: 0002206W	Mid point of Runway 08/26.
2	Direction and distance from the city:	1.5 nm E of Luton. 30.5 nm N of London.	
3	Elevation/Reference temperature:	526 ft – 21°C.	
4	Geoid undulation at AD ELEV PSN:	152 ft.	
5	MAG VAR/Annual change:	W1.9° (2009) – 0.14° decreasing.	
6	AD Administrator:	London Luton Airport Operations Ltd.	
	Address:	Navigation House, Airport Way, Bedfordshire, Luton, LU2 9LY.	
	Telephone:	01582-395229 (NATS Ltd). 01582-395029 (NATS Ltd - ATC Watch Manager). 01582-395451 (Airport Manager). 01582-395525 (Operations). 01582-405100 (Switchboard). 0906-4744474 (METAR).	
	Fax:	01582-395309 (ATC - NATS Ltd). 01582-395527 (Airport Duty Manager). 01582-395313 (Administration). 01582-395141 (ATC Ops - NATS Ltd). 01582-395500 (Airfield Ops). 01582-395526 (Airport Operations).	
7	Types of traffic permitted (IFR/VFR):	IFR/VFR.	
8	Remarks:		

EGGW AD 2.3 — OPERATIONAL HOURS

1	AD Administration:	H24.
2	Customs and Immigration:	H24.
3	Health and Sanitation:	
4	AIS Briefing Office:	Unattended Briefing System.
5	ATS Reporting Office (ARO):	
6	MET Briefing Office:	Unattended Briefing System.
7	ATS:	H24. See also AD 2.18.
8	Fuelling:	0600-2359 (AVGAS 100LL) and by arrangement.
9	Handling:	H24.
10	Security:	H24.
11	De-icing:	H24.
12	Remarks:	Refer to AD 2.20 item 1.

EGGW AD 2.4 — HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Yes. Nearest railway siding: Luton 2.5 nm
2	Fuel/oil types:	AVTUR JET A-1. AVGAS 100LL. Oils; 100. W80, W100.
3	Fuelling facilities/capacity:	
4	De-icing facilities:	
5	Hangar space available for visiting aircraft:	By arrangement with based companies.
6	Repair facilities for visiting aircraft:	Yes.
7	Remarks:	Oxygen and related servicing: By arrangement with Luton based airlines. Limited supplies of AVGAS 100LL check with Shell Oil. Fuel: Subject to surcharge. Out of hours contact: 01582-417659 (Shell UK Ltd). Any aircraft operator or aircrew requiring an aircraft and/or passenger handling service can obtain details from the following companies: Air Foyle 01582-488410 Allied Signal 01582-402040 Harrods Business Aviation 01582-589317 Signature Flight Support 01582-724182 Aviance 01582-700900 Servisair 01582-618603

EGGW AD 2.5 — PASSENGER FACILITIES

1	Hotels:	Hotel at the Airport and other hotels in Luton.
2	Restaurants:	Yes.
3	Transportation:	Buses and taxis. Nearest railway station: Luton Airport Parkway 1.5 nm, via shuttle bus.
4	Medical facilities:	Yes.
5	Bank and Post Office:	Bureau de Change.
6	Tourist Office:	
7	Remarks:	

EGGW AD 2.6 — RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting:	RFF Category 8. Category 9 by arrangement
2	Rescue equipment	National airlines and/or larger independent airlines should plan to fly in appropriate salvage equipment and should be part of the airline pooling arrangement or have recovery procedures in place.
3	Capability for removal of disabled aircraft:	Limited recovery available. Contact 01582-395246.
4	Remarks:	

EGGW AD 2.7 — SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment:	Mechanical, Chemical de-icing, Sanding/Gritting.
2	Clearance priorities:	Standard. See AD 1.2.2
3	Remarks:	Braking action assessment by Grip Tester. Latest information from: Operations 01582-395525.

EGGW AD 2.8 — APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength:	Surface: Concrete Surface: Asphalt Strength: Strength:
2	Taxiway width, surface and strength:	A, B, C, D E Width: 23 m. Surface: Asphalt Strength: Width: 19 m. Surface: Concrete Strength:
3	Altimeter checkpoint location and elevation:	South Apron 516 ft amsl — Cargo Apron 501 ft amsl — East Apron 499 ft amsl.
4	VOR checkpoints:	
5	INS checkpoints:	See Aircraft Parking/Docking Chart.
6	Remarks:	

EGGW AD 2.9 — SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs: TWY guide lines and visual docking/parking guidance system of aircraft stands:	<p>With the exception of stands 16, 54, 56, 58, 60, 61 and 62, all stands are marked with a centre-line and STOP arrow for nose-in self-maneuvring. There are multiple STOP marking on stands 1R, 1, 2, 3, 4 and 5. Pilots of Boeing 737 aircraft using these stands should observe the different locations for aircraft type series. Stands 16, 54, 56, 58 and 62 are unmarked and a marshalling service is provided as necessary. Stand 16L is marked for aircraft up to Airbus A300 size. Stands 60 and 61 have directional information provided by a Safedock Docking Guidance System; pilots must not enter these stands unless the guidance system is switched on or a marshalling service is being provided. Marshalling assistance is available for all stands on request to GMC when the visibility is 200 metres or less</p> <p>Parking Restrictions. Pilots must not park on the following stands except under the guidance of a marshaller: 16, 16L, 50, 54, 56, 58, 62 and 71. A 'follow-me' service is not provided.</p> <p>Stand 71 is not available for self-maneuvring. All aircraft will be marshalled onto the stand by their ground handling agent. Pilots must taxi as directed by ATC and must not proceed onto Stand 71 unless under the guidance of a marshaller.</p> <p>Stand 40 – Maximum aircraft size B737 or similar.</p> <p>Stands 8 and 9 have a slope in excess of 1%.</p>
2	Runway and taxiway markings and lighting:	<p>Runway: Runway designation, runway threshold, runway centre-line and touchdown zone markings. Amber guard lights at runway/taxiway intersections.</p> <p>Taxiway: Green centre-line lights at 15 m spacing, lights alternate green/yellow inside ILS LOC sensitive area. Blue edge lights on curves and around run-up area. Green/Yellow lead on/off centre-line lights at A1, B1 and C1.</p>
3	Stop bars:	Stop bars at Runways 08/26 Holding Points, taxiway intersection and intermediate holding points.
4	Remarks:	Two illuminated wind direction indicators near runway thresholds. Wind direction indicator adjacent to Airport Fire Station is not reliable for aeronautical purposes.

EGGW AD 2.10 — AERODROME OBSTACLES

In Approach/Take-off Areas			In circling area and at aerodrome		
1			2		
Runway/Area affected	Obstacle type Elevation Markings/Lighting	Co-ordinates	Obstacle type Elevation Markings/Lighting	Co-ordinates	
a	b	c	a	b	
		ft amsl		ft amsl	
			Mast	722	515242.54N 0002617.85W
			TV Mast	698	515239.89N 0002551.58W
			ATC Tower (Lgtd)	676	515240.19N 0002232.80W
			Lighting Tower	605	515259.47N 0002215.67W
			Lighting Tower	611	515256.10N 0002212.17W
			Lighting Tower	605	515301.59N 0002209.35W
			Lighting Tower	610	515258.21N 0002206.38W
3	Remarks:	Due to the lighting towers helicopter operators should exercise caution when inbound or outbound.			

EGGW AD 2.11— METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office:	Exeter.
2	Hours of service: MET Office outside hours:	H24.
3	Office responsible for TAF preparation: Periods of validity:	MET Office Exeter. 24 hours.
4	Trend Forecast: Interval of issuance:	
5	Briefing/consultation provided:	Self briefing/telephone.
6	Flight documentation: Language(s) used:	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation:	
8	Supplementary equipment available for providing information:	Self briefing terminal.
9	ATS units provided with information:	London Luton.
10	Additional Information (limitation of service etc):	

EGGW AD 2.12 — RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and Stopway	Threshold co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	074.39°	2160 x 46	75/R/D/X/T Grooved Asphalt	515219.27N 0002300.78W — GUND 152 ft	THR 515 ft
26	254.41°	2160 x 46	75/R/D/X/T Grooved Asphalt Stopway Ungrooved	515237.33N 0002116.27W — GUND 152 ft	THR 508 ft

Slope of RWY-SWY	Stopway dimensions (m)	Clearway dimensions (m)	Strip dimensions (m)	OFZ
7	8	9	10	11
08	61 x 46		2280 x 300	
26	61 x 46		2280 x 300	
12	Remarks: Runway 26 threshold displaced by 85 m.		Compass base available.	

EGGW AD 2.13 — DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks:
1	2	3	4	5	6
08	2160	3240	2160	2160	Take-off from intersection with Taxiway B. Start of TORA 525 ft. Take-off from intersection with Taxiway C. Start of TORA 525 ft. Take-off from intersection with Taxiway C. Start of TORA 525 ft. Take-off from intersection with Taxiway A. Start of TORA 516 ft.
26	2160	3240	2221	2075	
08	1724	2586	1724	–	
08	1201	1801	1201	–	
26	1109	1663	1171	–	
26	1789	2698	1859	–	

EGGW AD 2.14 — APPROACH AND RUNWAY LIGHTING

Runway	Approach lighting Type Length Intensity	Threshold lighting colour Wingbars	PAPI VASIS Angle Dist from THR (MEHT)	TDZ lighting Length	Runway Centre-line Lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End Lighting Colour Wingbars	Stopway Lighting Length (m) Colour
1	2	3	4	5	6	7	8	9
08	Coded centre-line with three crossbars 427 m HI Supplementary lighting inner 240 m	Flush uni-directional green with elev green wingbars	PAPI 3° LHS 315 m (60 ft)	900 m	Colour coded 15 m spacing HI	Elev HI bi-directional with LI omni-component	Red	Nil
26	Coded centre-line with five crossbars 844 m HI Supplementary lighting inner 240 m	Flush uni-directional green with elev green wingbars	PAPI 3° LHS 318 m (61 ft)	900 m	Colour coded 15 m spacing HI	Elev HI bi-directional with LI omni-component	Red	Red
10	Remarks	Runway 26: Wingbars displaced by 85 m. Blue turning circle lights on both runways.						

EGGW AD 2.15 — OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation:	
2	LDI location and lighting: Anemometer location and lighting:	
3	Taxiway edge and centre-line lighting:	
4	Secondary power supply/switch-over time:	Yes.
5	Remarks:	Apron floodlighting. Obstacle lighting.

EGGW AD 2.16 — HELICOPTER LANDING AREA

1	Co-ordinates TLOF or THR of FATO: Geoid undulation:	
2	TLOF and/or FATO elevation (ft):	
3	TLOF and FATO area dimensions: Surface, Strength, Marking:	
4	True Bearing of FATO:	
5	Declared distance available:	
6	Approach and FATO lighting:	
7	Remarks:	

EGGW AD 2.17 — ATS AIRSPACE

Designation and lateral limits	Vertical limits	Airspace Classification
1	2	3
London Luton Zone (CTR) 515244N 0003828W - 515511N 0002426W - 515743N 0002145W - 515857N 0001434W thence clockwise by an arc of a circle 8 nm radius centred on 515229N 0002206W to 515042N 0000931W - 514830N 0001506W - 514503N 0003457W - 515244N 0003828W.	3500 ft ALT/ SFC	D †
London Luton Control Area (CTA – 1) 515857N 0001434W - 520127N 0000000E - 515146N 0000006W - 515101N 0000025W - 514830N 0001506W - 515042N 0000931W thence anti-clockwise by an arc of a circle 8 nm radius centred on 515229N 0002206W to 515857N 0001434W.	3500 ft ALT/ 2500 ft ALT	D †
London Luton Control Area (CTA – 2) 514810N 0004155W - 514905N 0003647W - 514503N 0003457W - 514409N 0004005W - 514810N 0004155W.	3500 ft ALT/ 2500 ft ALT	D †
London Luton Control Area (CTA – 3) 514810N 0004155W - 515150N 0004336W - 515244N 0003828W - 514905N 0003647W - 514810N 0004155W.	FL 55/ 2500 ft ALT	D †
London Luton Control Area (CTA – 4) 515150N 0004336W - 514810N 0004155W - 514659N 0004838W - 515048N 0004926W - 515150N 0004336W.	FL 55/ 3500 ft ALT	D †
London Luton Control Area (CTA – 5) 520038N 0002832W - 515743N 0002145W - 515021N 0002931W - 514905N 0003647W - 515244N 0003828W - 515258N 0003709W - 520038N 0002832W.	5500 ft ALT/ 3500 ft ALT	D †
London Luton Control Area (CTA – 6) 520316N 0003441W - 520038N 0002832W - 515258N 0003709W - 515244N 0003828W - 515503N 0004353W - 520316N 0003441W.	5500 ft ALT/ 4500 ft ALT	D †
London Luton Control Area (CTA – 7) 520606N 0001712W - 515935N 0001056W - 515743N 0002145W - 520038N 0002832W - 520606N 0001712W.	4500 ft ALT/ 3500 ft ALT	D †
London Luton Control Area (CTA – 8) 515150N 0004336W - 515244N 0003828W - 515503N 0004353W - 515150N 0004336W	FL 55/ 3500 ft ALT	D †
London Luton Control Area (CTA – 9) 515150N 0004336W - 515503N 0004353W - 515749N 0004048W - 515356N 0005006W - 515048N 0004926W - 515150N 0004336W.	FL 55/ 4500 ft ALT	D †
London Luton Aerodrome Traffic Zone (ATZ) Circle radius 2.5 nm centred on longest notified runway (08/26) 515229N 0002206W.	2000 ft aal/ SFC	D †
4 ATS unit call sign: Language(s):	Luton Approach. English	
5 Transition altitude:	6000 ft.	
6 Remarks:	Hours: See AD 2.18 † Refer to Section ENR 1.4 for Notifications.	

EGGW AD 2.18 — ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Channel MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Luton Radar	129.550 128.750 †	H24	H24	ATZ hours coincident with Approach hours. § Between 0001 and 0600 (local), as directed by ATC
	Essex Radar §	129.550			
TWR	Luton Tower	132.550 126.725 †	0600-2300	0500-2200	DOC 25 nm/4000 ft. † When directed by ATC.
	Luton Ground	121.750			
	Luton Delivery	121.885 ‡			
RAD	Luton Director	128.750 †	H24	H24	DOC 60 nm/20,000 ft. ATIS also available on Tel: 0906-4744474
ATIS	Arrival and departure Information	120.575			
FIRE	Luton Fire	121.600	Available when Fire vehicle attending aircraft on the ground in an emergency.		

EGGW AD 2.19— RADIO NAVIGATION AND LANDING AIDS

Type of Aid MAG VAR Type of supported OP (VOR/ILS/MLS declination)	IDENT	Frequency	Hours of Operation		Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
			Winter # and by arrangement	Summer			
1	2	3	4		5	6	7
LOC 08 W1.9° (2009) ILS CAT III	I LTN	109.15 MHz	HO	HO	*515239.36N 0002104.52W		3° ILS Ref Datum Hgt 58 ft.
GP	I LTN	331.25 MHz			*515218.45N 0002244.94W		
LOC 26 W1.9° (2009) ILS CAT III	I LJ	109.15 MHz			*515217.43N 0002311.33W		3° ILS Ref Datum Hgt 55 ft.
GP	I LJ	331.25 MHz			515231.02N 0002129.63W		
DME	I LJ (RWY 26) I LTN (RWY 08)	Ch 28Y (109.50 MHz)			515223.32N 0002206.26W	549 ft amsl	On AD. DME freq paired with ILS I LJ and I LTN. Zero range is indicated at THR of Runway 08 and Runway 26.
L	LUT	345 kHz	H24	H24	515340.68N 0001509.18W		Range 20 nm.

EGGW AD 2.20 — LOCAL TRAFFIC REGULATIONS

1. Airport Regulations

- a. Use governed by regulations applicable to Luton CTR.
- b. Aircraft using London Luton Airport do so in accordance with London Luton Airport's conditions of use, a copy of which is available on application.
- c. All flights operating at London Luton Airport require acceptance from Airport Co-ordination Ltd (Tel: 020-8546 0600, Fax: 020-8546 0690, SITA: LONACXH). The filing of a flight plan or receipt of ATC clearance does not constitute permission to use London Luton Airport.
- d. Aircraft operators are advised that before filing a flight plan to London Luton Airport they are required to have made prior arrangement for ground handling with an Airline or Ground Handling Agent based at London Luton Airport. Self handling is not permitted.
- e. Diversion Procedure: Aircraft operators are advised that before filing London Luton Airport as an alternate, they are required to have made prior arrangements for ground handling with an Airline or Ground Handling Agent based at London Luton Airport. Nothing in this procedure shall, however, prevent an aircraft that has declared an emergency from landing.
- f. It is a mandatory requirement that all aircrew and ground staff wear high visibility clothing (minimum standard being a high visibility waistcoat) at all times whilst on foot in external airside areas of the airport. It is the responsibility of the aircraft captain to ensure that their passengers are escorted by aircrew or ground staff at all times when on foot in external airside areas of the airport.
- g. Aircraft operating at London Luton Airport without the required acceptance from Airport Co-ordination Ltd and/or without prior arrangement for ground handling services will incur a financial penalty payable to the Airport Authority prior to the aircraft leaving London Luton. Details of these charges are publicised at our website: <http://www.london-luton.co.uk/en/content/8/160/operations.html> Charges and Conditions of Use.
- h. The 'booking out' of flights by RTF will not be accepted. All 'booking out' must be made with ATC by telephone on 01582-395029 or 01582-395355.
- i. The airport is available only to pilots holding a current licence. The minimum required is a Private Pilot's Licence.
- j. Aircraft 'going around' from an instrument approach on Runway 26 with the intention of visually manoeuvring on to Runway 08 shall turn left from the overshoot and then right on to the final approach track to Runway 08, unless instructed otherwise by Air Traffic Control.
- k. Overnight parking for light aircraft is limited. Prior arrangements must be made with Airport Operations, Tel: 01582-395525; Fax: 01582-395526.
- l. London Luton Airport is not equipped to handle radio active materials and therefore aircraft carrying such material will not be accepted. In the event that an aircraft carrying radio active materials has no alternative but to divert to Luton, the pilot must inform Luton ATC on first contact.
- m. Aircraft unable to communicate by radio with ATC will not be accepted.
- n. Cross-bleed engine starts by aircraft larger than the B737-800 are not permitted on any stand. All such engine starts must be undertaken on the adjacent taxiway or apron taxiway centre-line and approval must be obtained from ATC in advance. Cross-bleed engine starts by aircraft larger than the B737-800 on the East Apron must only be undertaken with the approval of ATC, at the entrance to the apron. Cross-bleed engine starts by aircraft larger than the B737-800 on any stand on the Cargo Apron are not permitted.
- o. Fixed-wing aircraft except when in the service of a police authority and authorised by ATC, must not operate over any apron below a height of 1000 ft.

2. Ground Movement

- a. Ground Movement Control (GMC) is in continuous operation and surface movement of aircraft, vehicles and personnel on the Manoeuvring Area is subject to ATC authority. All operators on initial contact with GMC are to state their position.
- b. Flight crew are reminded that London Luton airport's aprons are a 24 hour mandatory High Visibility Clothing Area. All flight crew are to wear High Visibility clothing for all apron activities, except when direct bussing to/from aircraft steps and building.
- c. Pilots should only request start-up and/or push-back clearance when imminently ready to do so.
- d. Pushbacks from stands must not take place until positive clearance to push-back has been received from ATC.
- e. Within the Manoeuvring area, pilots will be cleared to proceed under general direction of GMC and they are reminded of the extreme importance of maintaining a careful lookout at all times. ATC instructions will normally specify the taxi route to be followed.
- f. It is the aircraft Commander's responsibility not to accept an ATC clearance into an area not approved for his type of aircraft.
- g. Aircraft pushing-back from stands 43, 44, 45, 46, 47 and 48 must not infringe Taxiway Delta without specific clearance from ATC.
- h. 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.
 - i. Push-back directions will be specified as one of the following:
 - Main Apron stands: face north towards Echo 1 or face south towards Alpha 7.
 - North Apron stands: face east towards Echo 2 or face west towards Echo 1.
 - South Apron stands: face east towards Alpha 5 or face west towards Alpha 6.
 - Stand 16: face north towards Echo 1 or face south towards Alpha 7
 - Stand 16L: face north towards Echo 1 or face south towards Alpha 7.
 - Stand 60: face east towards Echo 1.
 - Stand 61: face west towards Echo 1.
 - Stand 62: pushback within the stand area to face west towards Foxtrot 1.
 - ii. **Long Pushback Procedure**
 - Stands 40, 41R, 41L, 42L, 60, and 61. Dependant on the prevailing traffic, ATC may instruct aircraft to undertake a 'Long Pushback' procedure followed by engine start. Flight crew authorised for this manoeuvre shall follow the following procedure:
 - Stands 40, 41R, 41L, 42L - pushback to holding point Delta 4 to face south on Taxiway Delta.
 - Stand 60 - pushback via either stand 9 or 10 (as instructed by ATC), then pull forward to face south on the Main Apron taxiway centre-line. This procedure is not available when RVR is less than 400 m.
 - Stand 61 - pushback via Stand 41 to face east on Taxiway Echo. This procedure is not available when RVR is less than 400 m.
 - A 'Long Pushback' will only be permitted from stands 60 or 61 if the associated stand (9, 10 or 41) is not occupied by aircraft. Ground crew must ensure that the associated stand is clear of vehicles, equipment and personnel.
 - Stands 31 and 32: All wide-body aircraft and A319, A320, A321, BAe 146, B737, B757 and Lockheed Hercules aircraft are required to undertake a 'Long Pushback' to face east at Holding Point Echo 2 or face north at Taxiway Delta 'Stop Line', as instructed by ATC

i. **Taxiing Restrictions -Taxlways Alpha and Echo**

- i. Wide-bodied aircraft must not route via Echo 1 in any direction. Maximum size B757/A321 permitted under power. Additional special procedures will be implemented in LVPs when visibility is 400 m or less.
- ii. Wide-bodied aircraft are not permitted to taxi in either direction via Alpha 8 without the guidance of a Follow-Me vehicle.
- iii. All B757 aircraft taxiing from/to the Main and North aprons via Taxiway Echo will be required to use a 'Follow Me' vehicle.

j. **Additional Visual Holding Points.**

Echo 2 (Bi-directional - Taxiway Echo), Alpha 8 (Northbound - Taxiway Alpha), Foxtrot 1 (Exit from Stand 62), Charlie 2 (northbound - Taxiway Charlie) and Alpha 6 (eastbound - Taxiway Alpha) are additional visual holding points.

- k. Limited Remote Holding capacity is available on request to GMC, for aircraft up to B737/A321 size, that are subject to ATFM departure delays.
- l. Pilots of departing aircraft approaching holding point Bravo 1 should exercise caution due to the unusual alignment of the taxiway and runway entry point, particularly when holding in a queue of aircraft. The area immediately to the west of Bravo 1 is not a designated holding area. Aircraft must not cross the Bravo 1 holding point or enter this area unless positive clearance to do so has been received from ATC, and the stopbar at Bravo 1 has been extinguished.
- m. Pilots are advised that the 'Flying Club Link' is not part of the Manoeuvring Area and that there are uncontrolled vehicles operating on and adjacent to it. Although drivers will observe Rule 37 ('Right of Way on the Ground') GMC does not exercise any control over this area and therefore, pilots using the 'Flying Club Link' must proceed at their own discretion.
- n. Hold A4E is not available for aircraft larger than the Boeing 737-800/BBJ/A321. Access is only permitted eastbound routeing via hold A4.
- o. Hold B1W is not available for aircraft larger than the Boeing 767-300. It is also not available when LVPs are in operation.

3. **CAT II/III Operations**

- a. Runways 08 and 26, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.
- b. During Category II/III operations, Special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS broadcast or by RTF.
- c. Departing Aircraft:
ATC will require departing aircraft to use the following Category III holding points, which are also to be used for departures in Category II conditions.
 - Runway 08 – Bravo 2;
 - Runway 26 – Alpha 2.

Occasionally it may be necessary for other departure points to be used due to work in progress or at the discretion of ATC. Under these circumstances due allowance will be made by ATC for the necessary ILS protection.

- d. Arriving Aircraft:
The appropriate runway exit will be illuminated. Pilots should report 'Runway Vacated' when the aircraft has passed the last of the alternate yellow and green centre-line lights, which denote the extent of the ILS localizer sensitive area. The two ILS Localiser sensitive areas are not identical. In the case of an aircraft which has landed on Runway 26 and which is instructed to hold at holding point Bravo 2, the pilot should report 'Runway Vacated' when at the Bravo 2 hold as this position is clear of the Runway 26 ILS Localizer sensitive area.

- e. Helicopters arriving and departing at night or during Low Visibility Procedures must use the runway in use. After arrival, helicopters will taxi to the parking area as directed by ATC. Helicopters parking on the main apron may be provided with guidance by a marshaller.

4. **Warnings**

- a. Bird scaring takes place regularly including the use of pyrotechnics.
- b. Grass cutting will take place as required during the summer months.
- c. Radio-controlled model aircraft flying takes place during daylight hours, at two sites adjacent to the Luton South Lane between Hyde and Hemel VRPs. Pilots should be aware that model aircraft up to 7 kg may be operating in these areas below altitude 2400 ft.
- d. In order to minimise possible damage to adjacent aircraft, equipment and structures, pilots of departing propeller-driven aircraft exceeding MTWA 5700 kg and all jet aircraft must use minimum breakaway power if self-maneuvring off any stand.

5. **Helicopter Operations**

- a. A helicopter landing area is not designated. Helicopters must route inbound and outbound as directed by ATC and should avoid overflying all built-up areas to the south of the Airport. Helicopters arriving from or departing to, locations south of the Airport may be cleared to land at or take-off from, either Bravo 1 or Charlie 1. Such helicopters may transition over the runway but must not land or take-off using the runway QDM. All other helicopters are required to land or take-off using the runway, for which ATC may issued modified circuit joining and leaving instructions.
- b. Under ATC instructions, all arriving helicopters must transition over the runway before air or ground taxiing to parking; all departing helicopters must air or ground taxi to a runway holding point and must subsequently, transition over the runway before departing.
- c. Helicopters inbound from the south may be cleared by ATC to hold at the aerodrome boundary to await onward clearance to cross the runway after departing or landing fixed-wing aircraft. In such circumstances, to avoid interference to ground-based navigation equipment, such helicopters must remain at or south of the aerodrome boundary until able to cross the runway without further holding, and must not hover below 100 ft aal over the grass area between the southern aerodrome boundary and the runway.
- d. Helicopters, except 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 ft or fly closer than 500 ft to any associated buildings, vehicle or aircraft.

6. Use of Runways

- a. Minimum Runway Occupancy Time - Departing Aircraft.
 - i. 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 runway as soon as the preceding aircraft has commenced either its take-off roll or landing run and has passed the holding point. The crew of departing aircraft must inform ATC if they are not ready for departure when instructed by ATC to enter the runway for take-off..
 - ii. Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion when lined-up on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately take-off clearance is issued.
 - iii. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Luton Tower frequency.
- b. Minimum Runway Occupancy Time - Arriving Aircraft.
 - i. Pilots are reminded that rapid exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'.
 - ii. Due to the proximity of aircraft taxiing on Taxiway 'Alpha', Taxiway 'Charlie' must not be used to vacate the runway by aircraft that have landed unless specifically authorised by ATC. Aircraft authorised by Luton Tower to vacate via Taxiway Charlie must hold at Holding Point Charlie 2 until further instructed by Luton Ground. Maximum size aircraft approved to hold at Charlie 2 are: Sea King/SK61, SK76, Beech Super King Air 200/300, Bombardier CRJ-200, Canadair CL-600 and Embraer 135/145.

7. Training

- a. All flying training is subject to prior permission from London Luton Airport Operations Ltd. All visiting and Luton based operators and aircrew requesting to undertake instrument training flights at Luton whether landing or not, must contact Airport Operations by telephone: 01582-395525.
- b. All training will be subject to acceptance by Air Traffic Control having regard to the tactical traffic situation. The filing of a flight plan for a training flight does not in itself imply permission or ATC acceptance.
- c. Certain additional noise abatement restrictions also apply (see bye-laws).
- d. Simulated engine failures by propeller-driven aircraft with MTWA exceeding 5700 kg and all jet aircraft are not permitted..

EGGW AD 2.21 — NOISE ABATEMENT PROCEDURES

- a. Jet Aircraft not meeting the standards specified in Part II, Chapter 3, Volume I of Annex 16 to the convention on international civil aviation are not permitted to depart from London Luton Airport between the hours of 2300-0600 (0700 Sundays) (Local) except in special circumstances.
- b. Such movements as may be permitted will be at the discretion of the General Manager Airfield Operations from whom specific written permission must be obtained in advance. The General Manager Airfield Operations also has discretion in exceptional circumstances to permit the departure of delayed flights by aircraft not meeting Chapter 3 standards, upon receipt of applications submitted through the Airport Manager, Tel: 01582 395451 Fax: 01582 395040.
- c. All subsonic jet aircraft with a MTOW of more than 34,000kg and a capacity of 19 seats or more using Luton must irrespective of the age of the aircraft, comply with Chapter 3 noise standards. Aircraft hush kitted or modified to Chapter 3 standards comply with this requirement. London Luton Airport Limited is obliged by EC Directive to recognise exemptions granted by other states in respect of Chapter 2 aircraft registered in those states. Details of exempted aircraft are available from the Civil Aviation Authority's Economic Regulation Group, CAA House, 45-59 Kingsway, London, WC2B 6TE.

The following is an extract from Part 5 of the BOROUGH OF LUTON BYELAWS – 'CONTROL OF AIRCRAFT NOISE'

5.1 Interpretation

In this part of the byelaws:

'the facilities associated with the airport' includes all facilities provided at or in the vicinity of the airport (including radio and navigational aids) for the purpose of controlling, guiding or assisting the operation of aircraft either at the airport or in the vicinity of the airport;

'commander' in relation to an aircraft means the member of the flight crew designated as commander of that aircraft by the operator thereof, or, failing such a person, the person who is for the time being the pilot in command of the aircraft;

Maximum total weight authorised' has the same meaning as in the Air Navigation Order

'night-time' means the period of time commencing at 2300 hours local time each day and ending at 0600 hours local time on the following day unless the following day is a Sunday in which case the period shall end at 0700 hours

'aircraft operator' and 'operator' mean in relation to any aircraft the person who at the relevant time has the management of that aircraft.

5.2 Flight Procedure

- 5.2.1 The commander of any aircraft whilst within or directly above the airport whether it is landing at or taking off from the airport or which for the time being is using any of the facilities associated with the airport or otherwise shall conform with the following procedures:
 - a. To use the airport or the facilities associated with the airport so as to ensure at all times that such aircraft is operated in a manner calculated to cause the least disturbance practicable;
 - b. After a noise abatement power reduction, a jet aircraft taking off from the Airport shall maintain a rate of climb of at least 500 feet per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path.
- 5.2.2 The commander of an aircraft whilst within or directly above the airport shall not use the airport or the facilities associated with the airport for the purpose of flying training at night-time.
- 5.2.3 Flying training carried out by the commander of any aircraft shall be subject to the following conditions:
 - a. the obtaining of the permission of London Luton Airport.
 - b. Training circuits by propeller-driven aircraft whose Maximum Total Weight Authorised exceeds 5700 kg and by all jet aircraft shall be right hand when using Runway 08 and left hand when using Runway 26 and the minimum circuit height at the Airport shall be 2000 ft above aerodrome level unless otherwise instructed by air traffic control. Unless otherwise instructed by air traffic control, such aircraft using Runway 08 must not turn crosswind until reaching height 1500 ft and when using Runway 26 after passing the end of the runway but not below 500 ft above aerodrome level, must track 215°M until reaching height 1500 ft
 - c. The minimum circuit height for propeller-driven aircraft whose Maximum Total Weight Authorised does not exceed 5700 kg shall be 1000 ft above aerodrome level at the Airport.
 - d. Aircraft engaged in training circuits that comply with the noise abatement procedures detailed in (b) are not additionally, required to follow any of the Noise Preferential Routeings as detailed on page EGGW-1-12.
 - e. Flying training involving visual circuit flying or circuits under the direction of Luton Radar by propeller-driven aircraft whose Maximum Total Weight Authorised exceeds 5700 kg and all jet aircraft is not permitted between 2000 and 0800 local time, daily. This restriction also applies to test flights by such aircraft if this involves visual circuit flying or circuits under the direction of Luton Radar. In exceptional circumstances, operators can apply to Airport Operations for permission to operate during this period
- 5.2.4 The operator or commander of any aircraft shall ensure that no jet aircraft shall take-off or land during the night-time without notification having first been given by London Luton Airport that the take-off or landing is within the limit on the number of movements from time to time determined by London Luton Airport provided that such notification is not required for the landing during the night-time of jet aircraft diverted to the airport nor for the departure from the airport in such an aircraft where that departure is within the number of movements determined by London Luton Airport and allocated to the operator of that aircraft.
- 5.2.5 Before operating a jet aircraft of a type not previously operated at the airport by that operator, the operator concerned shall have satisfied London Luton Airport that the aircraft will be flown into and out of the airport in a manner calculated to cause the least noise disturbance practicable.
- 5.3 The ground running and testing of the engines of any aircraft shall be carried out only in the area or areas designated and subject to the conditions set out in the Schedule to these byelaws.
- 5.4 Any person who departs from any provision of this part of these byelaws to the extent necessary for the purpose of securing the safety of aircraft in flight or the safety of aircraft, persons or property on the ground shall be deemed not to contravene that provision, but in that event he shall give or cause to be given full details of any such departure in writing to London Luton Airport within seven days of being required to do so.

SCHEDULE

Sub-Paragraph 5.3

Ground Running and Testing of Aircraft Engines

1. For all engine runs by jet aircraft other than runs at ground idle power setting the operator of the aircraft concerned shall use his best endeavours to secure that the aircraft is positioned in the area prescribed by air traffic control before commencement of the run, and shall notify air traffic control by radio at the commencement and cessation of each run.
2. The operator of the aircraft concerned shall use its best endeavours to secure that the aircraft is positioned in the area prescribed by air traffic control in such a manner that the jet blast will not impinge on any runway, taxiway, aircraft, equipment installation, or other property of the airport or third party.
3. London Luton Airport shall only give permission for an engine run under paragraph 2 hereof between 0800 and 2000 hours local time on Mondays to Saturdays inclusive, except that London Luton Airport may at its absolute discretion grant permission for such runs:
 - a. between 0600 and 0800 hours and between 2000 and 2300 hours local time on Mondays to Saturdays inclusive, and on Sundays between 1230 and 1800 hours local time, and
 - a. in respect of aircraft fitted with high by-pass engines at any time.
4. Subject to paragraph 5 below the operator of the aircraft 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 aircraft, piston and turbo-prop aircraft, other than runs at ground idle power settings are carried out by positioning the aircraft in the area prescribed by air traffic control and that noise disturbance is kept to the minimum.
5. A single engine run at ground idle power settings may be undertaken provided that:
 - a. the aircraft is positioned so as to cause no damage or inconvenience to persons or property;
 - b. the engine run does not exceed 10 minutes;
 - c. a person is at all times in attendance outside the aircraft to ensure the safety of persons and property during the engine run;
 - d. 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;
 - e. prior to commencing the run the following information is given to air traffic control that:
 - i. the aircraft's registration number or letters;
 - ii. the aircraft's position on the airport;
 - iii. the percentage power setting anticipated;
 - iv. the expected duration of the engine run; and
 - v. the name of operator of the aircraft and/or its employees servants or agents as the case may be.

THE COMMON SEAL of LONDON LUTON AIRPORT LIMITED was hereunto affixed this sixth day of August 1997 in the presence of:

Director: Robin Harris

Secretary: Kate Jones

The forgoing byelaws are hereby confirmed by the Secretary of State for Transport and shall come into force one month after the confirmation date.

16th October 1997

M Fawcett
An Assistant Secretary in
the Department for Transport

Signed by authority of the Secretary of State for Transport

a. **Noise Preferential Routeings and Procedures.**

All aircraft using Luton Airport will be required to conform to the following procedures, notwithstanding that these procedures may at any time be departed from to the extent necessary for avoiding immediate danger:

1. Where the aircraft is approaching the aerodrome 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 aircraft 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' aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.
2. Except where otherwise required in the appropriate instrument approach procedure or otherwise instructed by ATC, inbound aircraft shall maintain as high an altitude as practicable and shall avoid flight below 3000 ft (Luton QNH) over any congested area of a city or town. With the exception of training aircraft as described in 5.2.3 (b) above, propeller-driven aircraft whose Maximum Total Weight Authorised exceeds 5700 kg and all jet aircraft shall not descend below 2500 ft (Luton QNH) before commencing final approach, unless otherwise instructed by air traffic control. Orbits on final approach by such aircraft will not be authorised by air traffic control below 2000 ft (Luton QNH), except when the safety of an aircraft would otherwise, be compromised. Aircraft approaching without assistance from ILS or radar shall follow a descent path no lower than the normal approach path indicated by the PAPIs
3. Unless ATC otherwise instructs, the Noise Preferential Routeings and Procedures specified in the following table shall apply to all aircraft taking off in accordance with the ATC clearance so specified and shall apply in both VMC and IMC. The radius of turn of aircraft following the routes and procedures specified in the following table shall be adjusted to conform with the tracks shown on the diagram on page AD 2-EGGW-3-1.

Take-off Runway	ATC Clearance	Procedure	Take-off Runway	ATC Clearance	Procedure
26	Via Henton	As soon as practicable after passing the end of the runway but not below 500 ft aal, turn left on to the radial 035° from Bovingdon VOR until 7 nm from Bovingdon DME (Brookmans Park VOR RDL 295°) then commence right turn onto track 257°MAG to Henton NDB continuing climb to cleared altitude or flight level and ensuring that range from Bovingdon DME does not decrease below 4 nm.	08	Via Henton	Climb straight ahead I LTN D3, turn right at not less than rate half onto track 258°MAG to Henton NDB, climbing to cleared altitude or flight level, ensuring that Bovingdon DME range does not decrease below 4 nm. (See Note 2)
	To the North and North East	As soon as practicable after passing the end of the runway but not below 500 ft aal, turn left onto RDL 035° from Bovingdon VOR until 7 nm from Bovingdon DME (Brookmans Park VOR RDL 295°) then commence right turn onto track 257° MAG to Henton NDB. At Bovingdon VOR RDL 006° turn right onto RDL 346° from Bovingdon VOR continuing climb to cleared altitude until clear of controlled airspace.		Via OLNEY	Climb straight ahead to I LTN D 2.6 then turn left onto BPK RDL 317° continue climb to cleared altitude or flight level
	Via Brookmans Park	As soon as practicable after passing the end of the runway but not below 500 ft aal, turn left on to radial 035° from Bovingdon VOR until 7 nm from Bovingdon DME (Brookmans Park VOR RDL 295°) then turn left to intercept RDL 288° to Brookmans Park VOR continuing climb to cleared altitude or flight level		To the North and North East	Climb straight ahead to NDB 'LUT', then turn left onto track 038°MAG to intercept radial 359° from Biggin VOR.
				Via Brookmans Park	Climb straight ahead to NDB 'LUT', turn right to intercept RDL339° to Brookmans Park VOR climbing to cleared altitude or flight level.

Turbo-jet aircraft must reach at least 1500 ft aal by 9 nm from Bovingdon DME, or Brookmans park VOR R304°.

Notes:

1. The Noise Preferential Routeings specified above are compatible with normal ATC requirements in individual cases ATC may vary them whenever necessary. The use of the routeings is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop and turbo-jet aircraft.
 2. Unless otherwise instructed by ATC, aircraft departing from Runway 08 for Henton must remain at 4000 ft (Luton QNH) until west of Radial 036° from Bovingdon VOR.
- b. Fixed-wing aircraft and helicopters operating under VFR or SVFR to the south of Luton Airport should endeavour to avoid overflying built-up areas.

EGGW AD 2.22 — FLIGHT PROCEDURES

1. Radio Communications Failure Procedures

In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedures notified in ENR 1.1.3, with the exceptions described below.

- a. Aircraft Inbound to London Luton via LOREL † or ABBOT ‡‡
 - i. When complete communication failure occurs in the aircraft before ETA, or before EAT, when this has been received and acknowledged the aircraft will:
 - 1. continue to the appropriate holding point LOREL † or ABBOT ‡‡ as detailed at AD 2-EGGW-7-1 to 7-6;
 - 2. hold until the last acknowledged ETA plus 10 minutes, or EAT if this has been given;
 - 3. then commence descent for landing in accordance with the procedures (for Runway 08, descend in the LUT NDB holding pattern from 4000 ft ALT to 2000 ft ALT) and then carry out the appropriate instrument approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).
 - ii. If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point the aircraft will:
 - 1. Maintain the last assigned level at LOREL † or ABBOT ‡‡ until:
ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC whichever is the later; or
EAT when this has been received and acknowledged.
 - 2. then commence descent for landing in accordance with the approach procedure (for Runway 08, descend in the LUT NDB holding pattern from 4000 ft ALT to 2000 ft ALT) and then carry out the appropriate instrument approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).
 - iii. Radio Failure during a Radar Directed Initial Approach to London Luton

In the event of radio failure after instructions to leave the LOREL † or ABBOT ‡‡ hold with the intention of a direct radar assisted approach, but before being given approach clearance, the following procedure should be adopted:

- 1. Continue descent to the assigned altitude or maintain last assigned altitude;
 - 2. proceed to the LUT NDB;
 - 3. hold at the LUT NDB as shown in the IAP charts for 5 minutes;
 - 4. descend in the holding pattern to 2000 ft QNH and commence an ILS/NDB approach;
 - 5. in the event of a missed approach continue in accordance with the basic radio failure procedure.
- iv. The route and level to be used when leaving controlled† airspace in accordance with the procedures given at ENR 1.1.3 is as follows:

Position at time of decision	Route
ABBOT/CASEY	Turn right onto track 360° M at last assigned level.
LOREL	Turn left to onto BPK VOR RDL 030° at last assigned level.
ASKEY	Turn left to onto LAM VOR RDL 360° at last assigned level.
LUT NDB	Turn onto BPK VOR RDL 334° at not above 3000 ft ALT.

† ASKEY when BPK VOR is out of Service. ‡‡ CASEY when BPK VOR is out of service.

- b. Outbound Aircraft
 - i. Comply with the route and altitude limitations detailed in the allocated Luton Instrument Departure Procedure detailed at AD 2-EGGW-6 or ATC clearance and commence climb to flight planned level after the last position at which an altitude is specified.
 - ii. When a radar heading has been issued, climb on the specified altitude or Flight Level, maintain the heading and level for three minutes, then adopt the basic procedure detailed at ENR 1.1.3.

2. Inbound other than on Airways

- a. 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 (520748N 0001430W, BKY VOR/DME fix R309/D14; BNN VOR/DME fix R027/D27) is established beneath the London TMA (base 5500 ft amsl). Pilots should expect to route via BIGLI. For aircraft receiving a service from London Military Radar, co-ordination procedures have been agreed between Luton ATC and London Military involving the use of BIGLI. There is no holding procedure associated with BIGLI. Aircraft must not enter Controlled Airspace unless specific clearance to do so has been given.
- b. Other aircraft 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. Initial Routing for Inbound Aircraft via the Airways System

- a. The standard routes for inbound aircraft to London Luton are shown at AD 2-EGGW-7-1 to AD 2-EGGW-7-6.
- b. The Terminal Holding facility at LOREL/ASKEY and at ABBOT/CASEY is shared with arrivals to both London Stansted and Cambridge airports and therefore some STAR designators are shared..

4. Approach Procedures - With Radar Control

When inbound traffic is being sequenced by Radar, that part of the approach between the holding fix and the Final Approach Track will be flown under directions from the Radar Controller. Once the aircraft is under Approach Radar Control, changes of flight level/heading will be made only under instructions from the Radar Controller, except in cases of radio communications failure in the aircraft or at the radar unit.

- a. For all jet aircraft and for all propeller-driven aircraft whose MTWA exceeds 5700 kg, ATC Continuous Descent Approach procedures will be applied to all straight in approaches to Runway 08, and may be applied at other times to Runway 08 and to Runway 26. Headings and flight levels/altitudes will be passed by ATC. Radar vectors will be given, 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 glidepath at the appropriate height for the distance, without recourse to level flight.
- b. Pilots should typically expect the following speed restrictions to be enforced: 220 kt from the holding facility during the intermediate approach phase; 180 kt on base leg/closing heading to the ILS; between 180 kt and 160 kt when first established on the ILS; and thereafter 160 kt to 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 (eg 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. Aircraft 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 aircraft performance reasons.
- c. The system is designed to minimise noise disturbance in the areas overflown during the approach, and aircraft commanders are requested to conform to low-power, low-drag procedures.
- d. At other times, speed control may be applied on a tactical basis to the extent determined by the Radar Controller. Pilots unable to conform to speed specified by the Radar Controller should immediately inform ATC stating what speeds will be used.
- e. The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including vortex effect) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
- f. In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control, will be put into effect.
- g. In the event of radio communications failure at the radar unit, pilots will contact Aerodrome Control for further instructions.
- h. Pilots of IFR flights inbound to Luton airport will be vertically or laterally separated from all gliding activity north of and below final approach track to Runway 08 as detailed at paragraph 9 through the application of normal ATC procedures.
- i. Visual Approaches – All propeller driven aircraft whose MTWA exceeds 5700 kg and all jet aircraft 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 aircraft are not to descend below altitude 2500 ft until established on the final approach track.

5. Departure Procedures

- a. The Standard Instrument Departure Procedures for aircraft departing from London Luton Airport via the Airways System are detailed at AD 2-EGGW-6-1 to 6-5.
- b. The Standard Departure procedures for aircraft departing London Luton Airport via the Airways System are detailed at AD 2-EGGW-6-1 to 6-5. The Standard Departure Route procedures for aircraft departing IFR from London Luton Airport outside the Airways System are detailed at AD 2-EGGW-6-6, 6-7 and 6-8. ATC clearance is available from Luton Ground RTF 121.750 MHz, up to 40 minutes prior to aircraft flight planned departure time.
- c. Speed Limitation

All departures following SIDs from London Luton when flying below FL100 are subject to a speed limitation of 250 kt unless previously removed by ATC. ATC will endeavour to remove the speed limitation as soon as possible and will use the phrase 'No ATC speed restriction'. This phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any noise abatement procedures which may include a speed-power limitation

- d. All jet aircraft and all non-jet aircraft whose MTWA exceeds 5700 kg departing under IFR from London Luton Airport and not intending to enter the Airways System will use the standard routes detailed at AD 2-EGGW-6-6, 6-7 and 6-8. These routes incorporate Noise Preferential Routes.
- e. Positioning flights to London Heathrow Airport or Northolt will be cleared to BNN VOR via Non-Airways Departure Routes November or Uniform as appropriate and will be allocated a level within controlled airspace prior to departure.
- f. In order to assist ATC in expediting the departure rate, it is imperative that pilots of departing aircraft inform ATC on start-up if they anticipate an initial climb and/or acceleration performance that is likely to be significantly less than 'normal' for their aircraft type.

6. Special VFR Flight

- a. Clearance may be requested for Special VFR flight within the London Luton CTR and will be given whenever the traffic situation permits. Special VFR flights are subject to the general conditions laid down at ENR 1.2.

Note: Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 8 of the Air Navigation Order 2005 and the related notification at ENR 1-4-6, note 4, paragraph h.

- b. Aircraft may be subject to radar vectoring whilst within the CTR if, due to the traffic situation, ATC considers it necessary. Pilots are reminded that they must at all times when operating on a Special VFR Clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and remain clear of obstacles. Pilots **must** inform the radar controller if compliance with these requirements entails a change of heading or level.
- c. Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding airspace of the London TMA or London Stansted Airspace

7. Entry/Exit Lanes

- a. To permit aircraft to operate to and from London Luton Airport in IMC but not under IFR the following entry/exit lanes may be used, under the conditions stated, as follows:
 - i. North/South Lanes
 1. A lane 1.5 nm wide known as the North Lane, with centre-line being a line joining the Church at Pirton (515818N 0001954W) (Pirton VRP) the bridge over the A505 at Offley (515601N 0002030W) and the mid-point of Luton Runway 08/26;
 2. A lane 1.5 nm wide known as the South Lane, with centre-line being a line joining junction 8 on the M1 (514522N 0002458W) (M1 Junction 8 VRP) the railway bridge at East Hyde (515039N 0002158W) (Hyde VRP) and the mid-point of Luton Runway 08/26;
 - ii. use of the lanes is subject to Special VFR clearance being obtained from Luton ATC;
 - iii. aircraft using the lanes must remain clear of cloud and in sight of the surface, not above 1500 ft (Luton QNH);
 - iv. pilots are responsible for providing their own separation from other aircraft within the entry/exit lanes, however, traffic information will be given when requested or as deemed necessary by Luton ATC;

- v. pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles;
- vi. for pilots operating within the lanes (see sub-paragraph (a)) who prefer to determine their position by radio navigation aids rather than by visual pin-points, the named Visual Reference Points (VRP) are defined:

VRP	BPK VOR/DME	BNN VOR/DME	LUT NDB
A1 (M) Junction 4 514645N 0001328W	294°/5 nm	077°/13 nm	174° MAG
Kimpton Hall 515045N 0001748W	311°/ 9 nm	057°/12 nm	207° MAG
M1 Junction 8 514522N 0002458W	274°/12 nm	072°/5 nm	218° MAG
M1 Junction 9 514913N 0002505W	292°/12 nm	043°/7 nm	236° MAG
Offley 515601N 0002030W	324°/14 nm	035°/15 nm	309° MAG
Hyde 515039N,0002158W	303°/11 nm	046°/10 nm	237° MAG
Pirton 515818N,0001954W	330°/16 nm	031°/17 nm	331° MAG

- b. Traffic information will not normally be given to aircraft operating outside the London Luton CTR/CTA, and not in receipt of a LARS from Luton ATC, due to the large amount of traffic operating in adjacent areas.
- c. VFR Helicopters
 - i. VFR helicopters inbound to, departing from or overflying London Luton Airport will normally be required to route via tracks joining the following VRPs, in order to minimise noise impact on the ground and to ensure integration with arriving and departing flights.
 - † VFR helicopters departing London Luton should identify their preferred routing when booking out.
 - From/To the North:
Pirton (515818N 0001954W) - Offley (515601N 0002030W).
 - From/To the South and Southeast:
A1(M), Junction 4 (514645N 0001328W) - Kimpton Hall (515045N 0001748W) - Hyde (515039N 0002158W).
 - From/To the South and Southwest
M1, Junction 8 (514522N 0002458W) - M1, Junction 9 (514913N 0002505W) - Hyde (515039N 0002158W).
 - From/To London Stansted:
Puckeridge (515306N 0000016E) - Kimpton Hall (515045N 0001748W) - Hyde (515039N 0002158W).
 - † See AD 2-EGGW-4-1 for Luton CTR/CTA chart.
 - ii. Helicopters will typically be issued with VFR clearances not above 1500 ft amsl, however pilots are requested to maintain the highest possible level in accordance with the clearance to minimise noise impact on the ground.
- d. VFR Flights
 - i. VFR flights in the London Luton CTR/CTA will be given routeing and/or altitude restrictions in order to integrate VFR flights with other flights.
 - ii. Pilots should anticipate clearance and routeing instructions via Entry/Exit Lanes and VRPs detailed in paragraph 7. Additionally, pilots of fixed-wing VFR and Special VFR aircraft inbound from the north may be instructed by ATC to route via or hold at, Offley (515601N 0002030W; BPK 325°/14 nm; BNN 035°/15 nm) in order to integrate with landing traffic.
 - iii. Traffic information will not normally be given to aircraft operating outside the London Luton CTR/CTA and not in receipt of a LARS service from ATC due to the high density of traffic operating in adjacent airspace.

8. Gliding, Hang-gliding, Paragliding and Microlight Activity - Luton CTR/CTA

Pilots are advised that by arrangement with Luton ATC:

- a. Intense gliding activity takes place during daylight hours at Dunstable Downs (515200N 0003254W) and within the area bounded by 515150N 0004336W - 515511N 0002426W - 515021N 0002931W - 514810N 0004155W - 515150N 0004336W up to 3500 ft QNH, see diagram at AD 2-EGGW-4-1 (A reduced area is in force when Luton Runway 08 is in use, however for the purposes of this paragraph the above area can be assumed to be active);
- b. Use of this area is strictly controlled by a Letter of Agreement with the London Gliding Club. Visiting pilots wishing to use this area must be fully briefed by the London Gliding Club as to the conditions imposed upon gliding operations;
- c. Intense hang-gliding and paragliding activity also takes place during daylight hours along the Dunstable Downs Ridge within the area bounded by 514942N 0003313W - 515135N 0003730W - 515313N 0003134W - 514942N 0003313W up to 1500 ft QNH, see diagram at AD 2-EGGW-4-1;
- d. Use of this area is strictly controlled by a Letter of Agreement with the Dunstable Hang-gliding and Paragliding Club. Visiting pilots wishing to use this area must be fully briefed by the Dunstable Hang-gliding and Paragliding Club as to the conditions imposed upon hang-glider and paragliding operations;
- e. In addition, microlight activity takes place during daylight hours at Graveley (515628N 0001212W) and within the area bounded by 515841N 0001606W - 515628N 0001212W - 515624N 0001051W thence anti-clockwise by the arc of a circle radius 8 nm centered on 515229N 0002206W to 515857N 0001434W - 515841N 0001606W up to 1000 ft QNH;
- f. Pilots of IFR flights inbound to Luton airport will be vertically or laterally separated from all gliding or microlight activity within these areas through the application of normal ATC procedures;
- g. Pilots of aircraft operating under VFR, or on a Special VFR clearance are advised to avoid these areas if at all possible. In addition, pilots operating on a Special VFR clearance are advised that due to the nature of these activities they cannot be given separation from gliders, aircraft towing gliders, hang-gliders, paragliders or microlights within these designated areas. Traffic information will NOT be passed by ATC.

EGGW AD 2.23 — ADDITIONAL INFORMATION

Not applicable

EGGW AD 2.24 — CHARTS RELATED TO THE AERODROME

Chart Name	Page
Aerodrome Chart - ICAO	AD 2-EGGW-2-1
Aircraft Parking/Docking Chart – ICAO	AD 2-EGGW-2-2
Area – Noise Preferential Routeings	AD 2-EGGW-3-1
Visual – CTR/CTA	AD 2-EGGW-4-1-
ATC Surveillance Minimum Altitude Chart – ICAO	AD 2-EGGW-5-1
Clacton/Dover SIDs Chart	AD 2-EGGW-6-1
Compton SIDs Chart	AD 2-EGGW-6-2
OLNEY SIDs (RWY 26) Chart	AD 2-EGGW-6-3
OLNEY SIDs (RWY 08) Chart	AD 2-EGGW-6-4
Detling SIDs Chart	AD 2-EGGW-6-5
Non-Airways Departure Runway 08	AD 2-EGGW-6-6
Non-Airways Departure Runway 26	AD 2-EGGW-6-7
Non Airways Departures to Stansted	AD 2-EGGW-6-8
STARs via LOREL (north) Chart	AD 2-EGGW-7-1
STARs via ASKEY (north) Chart	AD 2-EGGW-7-2
STARs via LOREL (southwest) Chart	AD 2-EGGW-7-3
STARs via ASKEY (south) Chart	AD 2-EGGW-7-4
STARs via LOREL Chart	AD 2-EGGW-7-5
STARs via ASKEY (southwest) Chart	AD 2-EGGW-7-6
STARs via LOREL (south)Chart	AD 2-EGGW-7-7
STARs via ASKEY (south) Chart	AD 2-EGGW-7-8
STARs via ABBOT Chart	AD 2-EGGW-7-9
STARs via CASEY Chart	AD 2-EGGW-7-10
B-RNAV STARs via ABBOT (northeast)	AD 2-EGGW-7-11
B-RNAV STARs via CASEY (northeast)	AD 2-EGGW-7-12
Initial Approach Procedures (ILS RWY 08 Without Radar Control)	AD 2-EGGW-7-13
Initial Approach Procedures (ILS RWY 08 Without Radar Control)	AD 2-EGGW-7-14
Initial Approach Procedures (ILS RWY 26 Without Radar Control)	AD 2-EGGW-7-15
Initial Approach Procedures (ILS RWY 26 Without Radar Control)	AD 2-EGGW-7-16
Instrument Approach Chart ILS/DME/NDB(L) RWY 08 – ICAO	AD 2-EGGW-8-1
Instrument Approach Chart LOC/DME/NDB(L) RWY 08 – ICAO	AD 2-EGGW-8-2
Instrument Approach Chart SRA RTR 2 nm RWY 08 – ICAO	AD 2-EGGW-8-3
Instrument Approach Chart ILS/DME/NDB(L) RWY 26 – ICAO	AD 2-EGGW-8-4
Instrument Approach Chart LOC/DME/NDB(L) RWY 26 – ICAO	AD 2-EGGW-8-5
Instrument Approach Chart SRA RTR 2 nm RWY 26 – ICAO	AD 2-EGGW-8-6
Instrument Approach Chart NDB(L) RWY 26 – ICAO	AD 2-EGGW-8-7
Aerodrome Obstacle Chart ICAO Type A and PATC charts are available for this aerodrome. For details refer to GEN 3.2.5	