EGGW — LONDON LUTON

EGGW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGGW — LONDON LUTON

EGGW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 515229N Long: 0002206W Mid point of Runway 08/26.
2	Direction and distance from city	1.5 nm E of Luton. 30.5 nm N of London.
3	Elevation / Reference temperature	526 ft / 19 C
4	Geoid undulation at AD ELEV PSN	152 FT
5	Magnetic Variation/ Annual Change	0.63°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	LONDON LUTON AIRPORT OPERATIONS LTD Post: Navigation House, Airport Way, Bedfordshire, Luton, LU2 9LY. Phone: 01582-395229 (NATS Ltd) Phone: 01582-395029 (NATS Ltd - ATC Watch Manager) Phone: 01582-395451 (Airport Manager) Phone: 01582-395525 (Operations) Phone: 01582-405100 (Switchboard) Fax: 01582-395309 (ATC - NATS Ltd) Fax: 01582-395141 (ATC Ops - NATS Ltd) Fax: 01582-395526 (Airport Operations)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to ATC are recorded.

EGGW AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	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	Air Traffic Service	H24 See also AD 2.18.
8	Fuelling	H24
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 and oil types	AVTUR JET A-1 100, W80, W100.
3	Fuelling facilities/capacity	Bowser
4	De-icing facilities	By arrangement with handling companies
5	Hangar space for visiting aircraft	By arrangement with based companies.
6	Repair facilities for visiting aircraft	Yes. By arrangement with local companies.
7	Remarks	Oxygen and related servicing: By arrangement with Luton based airlines. Fuel: Subject to surcharge. Out of hours contact: 01582-417659 (Shell UK Ltd). A nominated handling agent is Mandatory for all visiting aircraft. Any aircraft operator or aircrew requiring an aircraft and/or passenger handling service can obtain details from the following companies: Harrods Business Aviation 01582-589317 Frequency 131.450 MHz. Signature Flight Support: Terminal 1 01582-724182 Frequency 130.175 MHz; Terminal 2 01582-692330 Frequency 130.650 MHz. Swissport 01582-700900 Frequency 130.600 MHz. Menzies 07985-891605 Frequency 131.400 MHz.

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	Limited first aid treatment and emergency services response.
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 A7
2	Rescue equipment	In accordance with CAP 168.
3	Capability for removal of disabled aircraft	Limited recovery available. Contact 01582-395451.
4	Remarks	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. **Category 8 and 9** available by prior arrangement.

EGGW AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing, Sanding/Gritting.
2	Clearance priorities	Standard. See AD 1.2.2
3	Remarks	

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

1	Apron surface and strength	APRON 1 Surface: Concrete. APRON 2 Surface: Asphalt.
2	Taxiway width, surface and strength	Taxiway A: 23 m. Surface: Asphalt. Taxiway B: 23 m. Surface: Asphalt. Taxiway C: 23 m. Surface: Asphalt. Taxiway D: 23 m. Surface: Asphalt. Taxiway E: 19 m. Surface: Concrete.
3	Altimeter checkpoint location and elevation	South Apron 516 FT Cargo Apron 501 FT East Apron 499 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Taxiway Echo exceeds 1.5% slope (1.7%)

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	All stands are marked for nose in parking, with the exception of stands 16, 54, 56, 58, 62, 71, 80 and 81. London Luton Airport operates a combination of stand configurations such as Standard Apron/Stand, and Multiple Aircraft Ramp System (MARS). All Stands will have a single yellow centre-line. Each stand has an individual stand number. MARS stands consist of a main centre-line and have two subsidiary centre-lines either side of the main centre-line. These subsidiary centre-lines are given the designation of the stand number with L (Left) and R (Right) added. Aircraft parking on all stands is by marshallers instructions, pilots must not proceed on to their designated stand until signalled to do so by a marshaller. The presence of the marshaller should indicate that a safety check of the stand has been made by the handling agent prior to the aircraft arrival. Stands 8 and 9 have a slope in excess of 1%.
2	Runway and taxiway markings and lighting	**Runway light(s):** 08: Threshold - HI green lights. Edge - HI white lights. Centreline - HI colour coded white/red lights. Touchdown zone - HI white lights. Stop end - HI red lights. Colour coded amber/green lights indicate the runway turn-off routes to the CAT III stop bars. **Taxiway marking aid(s):** : Enhanced centre-line and Runway Ahead Markings at A1, B1 & C1. **Taxiway light(s):** : Amber guard lights at runway/taxiway intersections.
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.

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EGGW AD 2.10 AERODROME OBSTACLES

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In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	Lighting Tower	515256.10N 0002212.71W	611 ft		No	
	Mast	515242.54N 0002617.85W	722 ft		No	
	ATC Tower	515240.19N 0002232.80W	676 ft		Yes	
	TV Mast	515239.89N 0002551.58W	698 ft		No	

EGGW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	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**	**Surface of RWY/ SWY/ Strength (PCN)**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
08	074.38°	2162 x 46 m	RWY surface: Asphalt, grooved. PCN 75/R/D/X/T	515219.25N 0002300.91W 152 ft	THR 515 ft
26	254.41°	2162 x 46 m	RWY surface: Asphalt, grooved. PCN 75/R/D/X/T	515237.36N 0002116.15W 152 ft	THR 508 ft

Slope of RWY/ SWY	**SWY dimensions**	**Clearway dimensions**	**Strip Dimensions**	**OFZ**	**Remarks**
7	**8**	**9**	**10**	**11**	**12**
			2280 x 300 m		RWY 08 Compass base available.
	57 x 46 m		2280 x 300 m		RWY 26 **Stopway:** Stopway Ungrooved Runway 26 threshold displaced by 82 m. Compass base available.

EGGW AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	2162 m	3243 m	2162 m	2162 m	
26	2162 m	3243 m	2219 m	2080 m	
08	1688 m	2532 m	1688 m		Take-off from intersection with Taxiway B. Start of TORA 525 ft.
08	1132 m	1698 m	1132 m		Take-off from intersection with Taxiway C. Start of TORA 525 ft.
26	1771 m	2657 m	1828 m		Take-off from intersection with Taxiway A. Start of TORA 516 ft.
26	1053 m	1580 m	1110 m		Take-off from intersection with Taxiway C. Start of TORA 525 ft.

EGGW AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	427 m Light intensity high.	Flush uni- directional green with elev green wingbars	PAPI Left/3° 60 ft	900 m	Colour coded 15 m spacing HI	Elev HI bi-directional with LI omni-component	Red.		**Approach Lighting:** Coded centre-line with three crossbars Supplementry lighting inner 240 m **PAPI dist from THR:** 317 m Blue turning circle lights on both runways.
26	844 m Light intensity high.	Flush uni- directional green with elev green wingbars	PAPI Left/3° 61 ft	900 M	Colour coded 15 m spacing HI	Elev HI bi-directional with LI omni-component	Red.	Red.	**Approach Lighting:** Coded centre-line with five crossbars Supplementry lighting inner 240 m **PAPI dist from THR:** 320 m 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	TWY edge and centre line lighting	Taxiway: . Centre line. Green centre-line lights at 15 m spacing, lights alternate green/yellow inside ILS LOC sensitive area. Green/Yellow lead on/off centre-line lights at A1, B1 and C1. Taxiway: . Edge. Blue edge lights on curves and around run-up area.
4	Secondary power supply/switch-over time	Yes.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGGW AD 2.16 HELICOPTER LANDING AREA

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EGGW AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
LONDON LUTON CTR 515244N 0003828W - 515511N 0002426W - 515743N 0002145W - 515857N 0001434W - thence clockwise by the arc of a circle radius 8 nm centered on 515229N 0002206W to 515042N 0000931W - 514830N 0001506W - 514503N 0003457W - 515244N 0003828W	Upper limit: 3500 ft ALT Lower limit: SFC	D	LUTON RADAR English	6000 ft	
LONDON LUTON CTA 1 515857N 0001434W - 520127N 0000000E - 515146N 0000006W - 515102N 0000030W - 514830N 0001506W - 515042N 0000931W - thence anti-clockwise by the arc of a circle radius 8 nm centered on 515229N 0002206W to 515857N 0001434W	Upper limit: 3500 ft ALT Lower limit: 2500 ft ALT	D	LUTON RADAR English	6000 ft	
LONDON LUTON CTA 2 514810N 0004155W - 514905N 0003647W - 514503N 0003457W - 514409N 0004005W - 514810N 0004155W	Upper limit: 3500 ft ALT Lower limit: 2500 ft ALT	D	LUTON RADAR English	6000 ft	
LONDON LUTON CTA 3 514810N 0004155W - 515150N 0004336W - 515244N 0003828W - 514905N 0003647W - 514810N 0004155W	Upper limit: 5500 ft ALT Lower limit: 2500 ft ALT	D	LUTON RADAR English	6000 ft	
LONDON LUTON CTA 4 515150N 0004336W - 514810N 0004155W - 514659N 0004838W - 515048N 0004926W - 515150N 0004336W	Upper limit: 5500 ft ALT Lower limit: 3500 ft ALT	D	LUTON RADAR English	6000 ft	
LONDON LUTON CTA 5 520038N 0002832W - 515743N 0002145W - 515021N 0002931W - 514905N 0003647W - 515244N 0003828W - 515258N 0003709W - 520038N 0002832W	Upper limit: 5500 ft ALT Lower limit: 3500 ft ALT	D	LUTON RADAR English	6000 ft	
LONDON LUTON CTA 6 520316N 0003441W - 520038N 0002832W - 515258N 0003709W - 515244N 0003828W - 515503N 0004353W - 520316N 0003441W	Upper limit: 5500 ft ALT Lower limit: 4500 ft ALT	D	LUTON RADAR English	6000 ft	

EGGW AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
LONDON LUTON CTA 7 520606N 0001712W - 515935N 0001056W - 515743N 0002145W - 520038N 0002832W - 520606N 0001712W	Upper limit: 4500 ft ALT Lower limit: 3500 ft ALT	D	LUTON RADAR English	6000 ft	
LONDON LUTON CTA 8 515150N 0004336W - 515244N 0003828W - 515503N 0004353W - 515150N 0004336W	Upper limit: 5500 ft ALT Lower limit: 3500 ft ALT	D	LUTON RADAR English	6000 ft	
LONDON LUTON CTA 9 515150N 0004336W - 515503N 0004353W - 515749N 0004048W - 515356N 0005006W - 515048N 0004926W - 515150N 0004336W	Upper limit: 5500 ft ALT Lower limit: 4500 ft ALT	D	LUTON RADAR English	6000 ft	
LONDON LUTON ATZ A circle, 2.5 nm radius centred at 515229N 0002206W on longest notified runway (08/26)	Upper limit: 2000 ft Lower limit: SFC	D	LUTON RADAR English	6000 ft	

EGGW AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	ESSEX RADAR LUTON RADAR	129.550 MHz	H24	ATZ hours coincident with Approach hours. ESSEX RADAR: Between 0001 and 0600 (local), as directed by ATC.
	LUTON RADAR	128.750 MHz When directed by ATC.	H24	
TWR	LUTON TOWER	132.550 MHz DOC 25 nm/4,000 ft.	H24	
	LUTON TOWER	126.725 MHz When directed by ATC.	H24	
	LUTON GROUND	121.750 MHz DOC 5 nm/GND.	Winter: 0600-2300 Summer: 0500-2200	
	LUTON DELIVERY	121.885 MHz	When directed by ATC (by ATIS)	
	LUTON TOWER	121.500 MHz Emergency frequency O/R.	H24	
RAD	LUTON DIRECTOR	128.750 MHz When directed by ATC.	H24	
ATIS	ARRIVAL AND DEPARTURE INFORMATION	120.575 MHz DOC 60 nm/20,000 ft.	H24	ATIS also available on Tel: 01582-395225
Other	LUTON FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGGW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/DME III 0.63°W (2017)	ILTN	109.150 MHz	HO	515239.36N 0002104.55W		(RWY 08)

EGGW AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/DME/GP	ILTN	331.250 MHz	HO	515217.91N 0002247.91W		3° ILS Ref Datum Hgt 58 ft.
ILS/DME III 0.63°W (2017)	ILJ	109.150 MHz	HO	515217.41N 0002311.53W		(RWY 26)
ILS/DME/GP	ILJ	331.250 MHz	HO	515231.56N 0002126.63W		3° ILS Ref Datum Hgt 55 ft.
DME	ILJ	28Y 109.150 MHz	HO	515223.32N 0002206.26W	549 ft	(RWY 26) On AD. DME freq paired with ILS I LJ and I LTN. Zero range is indicated at THR of Runway 08 and Runway 26.
DME	ILTN	28Y 109.150 MHz	HO	515223.32N 0002206.26W	549 ft	(RWY 08) On AD. DME freq paired with ILS I LJ and I LTN. Zero range is indicated at THR of Runway 08 and Runway 26.
NDB (L)	LUT	345.000 kHz	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) All flights operating at London Luton Airport require a slot allocation by Airport Coordination Ltd (ACL). Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; Tel: 0208-564 0614; or Fax: 0208-564 0691 or at all other times to London Luton Airport Operations Control Centre: 01582-395525. OCS account holders can add, change and cancel slots at any time on the online coordination portal:

https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1

(c) Aircraft operators are required to have made prior arrangements for ground handling with an Airline or Ground Handling Agent based at London Luton Airport. This includes diversion events, however nothing in this procedure shall prevent an aircraft that has declared an emergency from landing.

(d) 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.

(e) Aircraft using London Luton Airport do so in accordance with London Luton Airport's Conditions of Use document available on request from London Luton Airport Operations Ltd. http://www.london-luton.co.uk/en/content/8/1259/operations.html

(f) The airport is available only to pilots holding a current licence. The minimum required is a Private Pilot Licence.

(g) Aircraft unable to communicate with ATC by radio will not be accepted.

(h) London Luton Airport is not equipped to handle radioactive materials and therefore aircraft carrying such material will not be accepted. In the event that an aircraft carrying radioactive materials has no alternative but to divert to Luton, the pilot must inform Luton ATC on first contact.

(i) The 'booking out' of flights by RTF will not be accepted. All 'booking out' must be made with ATC by telephone on 01582-395029.

(j) 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.

EGGW AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(k) 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.

(l) 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 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.

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 should state their location in the initial contact with GMC.

(b) Pre-departure clearance by Data Clearance Link using ARINC (623) is available at London Luton Airport for suitably equipped aircraft. DCL is available from EOBT minus 120 to EOBT minus 1. Flight crew should ensure that stand information is entered in the request correctly. Successful clearances must be ACCEPTED within 5 minutes of receipt or a 'Revert to voice' message will be received. If an attempt to obtain DCL is unsuccessful the aircraft must instead request via RTF. Further details of the DCL service may be obtained from ATC on 01582-395029.

(c) Flight crew should request start-up and/or push-back only when imminently ready to do so. This should include doors and hatches closed, steps removed, tug attached and communications established with ground crew with confirmation that they are ready. To prevent back of stand vehicle traffic congestion, anti-collision beacons should only be switched on once start clearance has been obtained.

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

(e) Within the Manoeuvring area, pilots will be cleared to proceed under general direction from GMC and 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. To avoid conflict between inbound and outbound traffic Luton Tower issue instructions to aircraft to hold at intermediate taxiway holding points. Pilots should pay particular attention to the clearance limit issued and ensure they are familiar with, and have a current copy of, the taxiway map to avoid any breach of taxi clearance limits. All breaches will be reported by ATC and an investigation into the cause will be required.

(f) It is the aircraft Commander's responsibility not to accept an ATC clearance into an area not approved for the 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) All stands are Nose-in/Push-back: 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:

(i) Main Apron stands: face north towards Echo 1 or face south towards Alpha 7.

(ii) North Apron stands: face east towards Echo 2 or face west towards Echo 1.

(iii) South Apron stands: face east towards Alpha 5 or face west towards Alpha 6.

(iv) Stand 16: face north towards Echo 1 or face south towards Alpha 7.

(v) Stand 60: face east towards Echo 1.

(vi) Stand 61: face west towards Echo 1.

(vii) Stand 62: pushback within the stand area to face west towards Foxtrot 1.

(i) **Alternative Pushback Procedure**

(i) Stands 40, 41R, 41L, 42L – dependant on prevailing traffic, ATC may instruct to pushback to holding point Delta 4 to face south on Taxiway Delta.

(ii) Stands 30 and 31: All wide-body aircraft and A319, A320, A321, BAe 146, B737, B757 and Lockheed Hercules aircraft are required to push back Taxiway Echo to face east at Holding Point Echo 2.

(j) **Taxiing Restrictions -Taxiways Alpha and Echo**

(i) Wide-bodied aircraft must not route via Echo 1 in any direction. Maximum size B757/A321 permitted under power.

(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. However, this requirement may be waived if the ATC controller can visually confirm that the aircraft does not have winglets.

(k) **Additional Visual Holding Points.**

EGGW AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

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.

(l) **Holding Points Restrictions**

(i) Limited Remote Holding capacity is available on request to GMC, for aircraft up to B737/A321 size that are subject to ATFM departure delays.

(ii) 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.

(iii) Hold A4E is not available for aircraft larger than the Boeing 737-800/BBJ/A321. Access is only permitted eastbound routeing via hold A4.

(iv) Hold Q1 is not available for aircraft larger than the Boeing 757. It is also not available at night and 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 ll/III operations by operators whose minima have been accepted by the Civil Aviation Authority.

(b) During Category ll/III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed by ATIS broadcast or by RTF when these procedures are in operation.

(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 ll 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.

4 Warnings

(a) Bird dispersal 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 Coles Lane, Harpenden, adjacent to the M1 between Junctions 9 (VRP) and Junction 10. Pilots should be aware that model aircraft up to 7 kg may be operating in these areas below altitude 1000 ft.

(d) Unmanned Aerial Vehicle (UAV) activity takes place during daylight hours, operating on the south western border of Harpenden, adjacent to the M1 between Junction 9 (VRP) and Junction 8 (VRP). Pilots should be aware that UAVs up to 20 kg may be operating in these areas below altitude 1000 ft.

(e) In order to minimise possible damage to adjacent aircraft, equipment and structures, pilots of departing propeller-driven aircraft exceeding MTOM 5700 kg and all jet aircraft must use minimum breakaway power if self-manoeuvering off any stand.

(f) Possible light distraction on approach to Runway 08. Lights positioned at 515215.44N 0002406.90W.

(g) Radio-controlled model aircraft flying and Unmanned Aerial Vehicle (UAV) activity takes place during daylight hours at Harris Lane, Offley, 0.5 nm southeast of Offley VRP. Pilots should be aware that model aircraft and UAVs up to 7 kg may be operating in these areas below altitude 1000 ft.

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.

(b) Arriving helicopters must transition over the runway before air or ground taxiing to parking; Departing helicopters must air or ground taxi to a runway holding point and must subsequently, transition over the runway before departing, as instructed by ATC.

(c) 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

EGGW AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

QDM. All other helicopters are required to land or take-off using the runway, for which ATC may issue modified circuit joining and leaving instructions.

(d) 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.

(e) 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.

(f) 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 completed its 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.

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

(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) Aircraft vacating the runway via Taxiway Alpha must hold at Holding Point Alpha 4 until further instructed by Luton Ground.

(iii) Aircraft vacating the runway via Taxiway Bravo must hold at Holding Point Bravo 2 until further instructed by Luton Ground.

(iv) Turn-offs onto Taxiway Charlie are prohibited except when authorised by ATC.

7 Training

(a) Conditions of Use

(i) Daily: Available for training 0800-2000 local time.

(ii) Use of the aerodrome for training purposes is subject to prior permission from London Luton Airport Operations Ltd and acceptance by Air Traffic Control having regard to tactical traffic situation.

(iii) All visiting and Luton based operators and aircrew requesting to undertake training flights at Luton whether landing or not, must contact Airport Operations by telephone: 01582-395525. The filing of a flight plan for a training flight does not in itself imply permission or ATC acceptance.

(iv) Training aircraft using Runway 26 must climb straight ahead to 500 ft (AAL), must track 215ºM until reaching height 1500 ft; aircraft using Runway 08 must not turn crosswind until reaching height 1500 ft (AAL), unless otherwise instructed by ATC.

(v) The simulation of engine failures is not permitted.

(b) Circuits

(i) Circuits by propeller-driven aircraft whose Maximum Take Off Mass exceeds 5700 kg and by all jet aircraft on training flights will be carried out at the minimum circuit height of 2500 ft QFE, unless otherwise instructed by ATC. Runway 08 – right hand circuits Runway 26 – left hand circuits.

(ii) Circuits by propeller-driven aircraft whose MTOM does not exceed 5700 kg shall be carried out at the minimum circuit height of 1000 ft QFE.

EGGW AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft inbound or outbound from this aerodrome are required to conform to the following procedures, for more details please refer to Aircraft Noise Control Scheme available on: http://www.london-lutoninthecommunity.co.uk/content/1/18/aircraft---ground-noise.html. Notwithstanding that these may at any time be departed from the extent necessary for avoiding immediate danger.

1 General

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

(b) Unless on radar vectors, aircraft shall avoid any populated areas.

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

Description	Postcode	OS Co-ordinates	Latitude (DMS)	Longitude (DMS)
NMT1: Frogmore, Stagenhoe Bottom Farm	SG4 8NG	TL 1759 2260	51°53'22N	0°17'33W
NMT2: Grove Farm, Slip End	LU1 4DB	TL 0766 1774	51°50'52N	0°26'18W
NMT3: Pepsal End Farm, Pepperstock	LU1 4LH	TL 0861 1727	51°50'36N	0°25'29W

2 Take-off and Missed Approach

(a) Every jet aircraft using the aerodrome shall, after take-off or 'go-around' attain as soon as safety permits, 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.

3 Continuous Decent Approaches

(a) All jet aircraft and all propeller-driven aircraft whose MTOM exceeds 5700 kg, are expected to apply Continuous Descent Approach (CDA) procedures to all approaches to Runway 08 and Runway 26. Subject to ATC clearance, inbound aircraft are to minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures.

(b) Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. Radar vectors will be given, and descent clearance will include an estimate of track distance to touchdown.

(c) 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.

(d) CDA will commence from 5000 ft QNH and will be deemed to have been continuous provided that no segment of level flight longer than 2.5 nautical miles.

4 Visual Circuits/Approaches

(a) Aircraft approaching without assistance from ILS or radar shall follow a descent path no lower than the normal approach path indicated by the PAPIs.

(b) With the exception of training aircraft as described in Local Traffic Regulations, paragraph 7 'Training' above, propeller-driven aircraft whose MTOM exceeds 5700 kg and all jet aircraft carrying out visual circuits/approaches to Runways 26 and 08 shall establish on final approach no closer than 7 nm from touchdown. Additionally, such aircraft shall not, unless otherwise instructed by ATC, descend below 2500 ft (Luton QNH) before commencing final approach.

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

5 Noise Preferential Routings

(a) The Noise Preferential Routings and Procedures specified in the table below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and by all other aircraft with a maximum certified weight exceeding 5700 kg unless otherwise instructed by ATC or unless deviations are required in the interests of safety. 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.

(b) The obligations of Noise Preferential Routings for conventional SIDs cease when a height of 3000 ft QNH (between 0700 and 2300) and 4000 ft QNH (during night time, 2300-0700) has been reached. The obligations of Noise Preferential Routings for the RNAV1 SIDs cease when a height of 4000 ft QNH has been reached.

(c) A departure will be deemed to have complied with the Noise Preferential Routing if, in the portion of flight below the appropriate vectoring altitude (see 5 (b) above), it is properly recorded by the airport's noise and track monitoring system

EGGW AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

as having flown wholly within the Lateral Swathe (LS). Where the aircraft is clearly flying outside the LS, the aircraft is identified as causing a "possible" track violation and is subject to a nominal fine, as defined in LLA's Charges and Conditions of Use.

Take-off Run-way	ATC Clearance	Procedure	Take-off Run-way	ATC Clearance	Procedure
26	OLNEY KILO/ Juliet	Climb straight ahead to 500 ft (AAL) turn left to intercept BNN VOR R033°. At BNN D7 turn right onto HEN QDM 257°. At BNN VOR 005° turn right onto BNN VOR R345°. Crossing BNN R345°/D6 at 4000.	08	OLNEY Sierra	Climb straight ahead. At I-LTN D2.6 turn left to intercept BPK VOR R316°.
	Compton Papa	Climb straight ahead to 500 ft (AAL) turn left to intercept BNN VOR R033°. At BNN D7 turn right onto HEN QDM 257° ensuring that BNN DME does not decrease below 4 nm.		Compton Uniform/Victor	Climb straight ahead. At I-LTN D3 turn right onto HEN QDM 258°. Ensure that BNN DME does not decrease below 4 nm. (See Note 3)
	Non – RNAV MATCH/Detling MIKE	Climb straight ahead to 500 ft AAL turn left to intercept BNN VOR R033°. At BNN D7 turn left onto BPK VOR R285°.		MATCH/ Detling TANGO	Climb straight ahead to LUT NDB (I-LTN D3.9), then turn right to intercept BPK VOR R337°.
	RNAV MATCH/ Detling	Climb straight ahead to 1030 ft QNH, then turn left direct GWS01, then to GWS06, left to GWS12, right to GWE16, GWE19, BPK VOR. (See Note 2)			

Note 1: *The Noise Preferential Routeings specified above are compatible with normal ATC requirements, however in individual cases ATC may vary them when necessary. The use of the routeings is supplementary to noise abatement take-off techniques as used by piston-engined, turboprop and turbo-jet aircraft.*

Note 2: *Unless otherwise instructed by ATC, aircraft departing from Runway 26 for RNAV MATCH/DETLING will be routinely kept within the NPR corridor until crossing the railway line (GWE) between St. Albans and Harpenden.*

Note 3: *Unless otherwise instructed by ATC, aircraft departing from Runway 08 for COMPTON, UNIFORM/VICTOR must remain at 4000 ft (Luton QNH) until west of Radial 039° from Bovingdon VOR.* →

Note 4: *The crossing points and altitudes are detailed at AD 2-EGGW-6-1 to 6-6 charts of the Standard Instrument Departure procedures for aircraft departing the airport via the Airways System. The Standard Departure Route procedures for aircraft departing outside the Airways System are detailed at AD 2-EGGW-6-7 to 6-9*

6 Ground Running and Testing of Aircraft Engines

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

(b) The aircraft shall be positioned 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.

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

(i) The aircraft's registration number or letters;

(ii) The aircraft's position on the airport;

(iii) The percentage power setting anticipated; and

(iv) The expected duration of the engine run.

(d) A single engine run at ground idle power settings may be undertaken provided that:

(i) the aircraft is positioned so as to cause no damage or inconvenience to persons or property;

(ii) the engine run does not exceed 10 minutes;

(iii) a person is at all times in attendance outside the aircraft to ensure the safety of persons and property during the engine run;

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

(i) Weekdays: between 0600-2300 hours local;

(ii) Saturdays, Sundays and Public Holidays: between 0700-2300 hours local;

EGGW AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

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

7 Night Noise Restrictions

(a) Chapter 2 aircraft are not permitted to operate during the periods of 2300-0700 hours local;

(b) The aircraft with a QC value of greater than 2 must not operate during the night period.

(c) All departure flights recording a level above 80 dB, 6.5 km from 'start of roll' during the night period will be subject to a nominal fine, as defined in LLA's Charges and Conditions of Use.

8 Noise Abatement Procedures for Helicopters

(a) 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 Procedures for Inbound Aircraft under IFR

(a) Inbound via the Airways System

(i) The Standard Arrival Routes (STAR) for aircraft inbound to London Luton are shown at AD 2-EGGW-7-1 to AD 2-EGGW-7-6.

(ii) 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.

(b) Inbound other than on Airways

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

(ii) Aircraft arriving from the north and northeast should expect to route via a Reporting Point BIGLI (520748N 0001430W, BKY VOR/DME fix R309/D14; BNN VOR/DME fix R027/D27) established beneath the London TMA (base 5500 ft QNH).

(iii) 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.

(iv) Aircraft must not enter Controlled Airspace unless specific clearance to do so has been given.

(c) Approach Procedures – with Radar Control

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

(ii) Once the aircraft is under Approach Radar Control, changes of Flight Level/Altitude and heading will be made only under instructions from the Radar Controller, except in cases of radio communications failure in the aircraft or at the Radar Unit.

(iii) Headings and Flight Levels/Altitudes will be passed by ATC. When holding is not necessary, radar vectors will be given prior to the aircraft reaching the holding pattern and descent clearance will include an estimate of track distance to touchdown.

(iv) 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.

(v) Between the hours of 2300 and 0700 (local), all jet aircraft and all propeller driven aircraft whose MTOM exceeds 5700 kg, irrespective of the type of approach, are to be vectored onto a closing heading which will position the aircraft for Runway 26 on final approach no closer than 8 nm from touchdown and for Runway 08 no closer than 10 miles from touchdown. Descent below 3000 ft QNH is not to be given until 10 nm from touchdown.

(vi) 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;
180-160 kt when first established on the ILS;
165 kt +/-5 to 5 DME.

(vii) 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.

EGGW AD 2.22 FLIGHT PROCEDURES (continued)

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.

(viii) The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including wake turbulence) 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.

(ix) 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.

(x) In the event of radio communications failure at the Radar Unit, pilots should contact Luton Tower for further instructions.

2 Procedures for Outbound Aircraft

(a) All jet aircraft and all propeller driven aircraft whose MTOM exceeds 5700 kg departing London Luton Airport, whether routing inside or outside Controlled Airspace, are required to follow Noise Preferential Routes.

(b) 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 6-6.

(c) The Standard Departure Route procedures for aircraft departing IFR outside the Airways System are detailed at AD 2-EGGW-6-7 to 6-9.

(d) ATC clearance is available from Luton Ground RTF 121.750 MHz, up to 20 minutes prior to aircraft flight planned departure time.

(e) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 kt IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase ‘No ATC Speed Restriction’. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/ power limitation. See AD 2-EGGW-6-2 and 6-3.

(f) If for any reason pilots are unable to comply with the 250 kt IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation

(g) 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.

(h) 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.

3 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) Inbound Aircraft 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) fly to the appropriate holding point (LOREL † or ABBOT ‡‡ as detailed at AD 2-EGGW-7-1 to 7-6);

(2) hold at the last assigned level until the last acknowledged ETA plus 10 minutes, or EAT when 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) hold 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) When radio communication failure occurs during intermediate approach (initial) under radar control.

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 for 5 minutes (as shown in the AIP charts);

(4) descend in the holding pattern to 2000 ft QNH and commence an ILS/NDB approach;

(5) in the event of a missed approach, follow the Missed Approach procedure to LUT NDB and adopt the basic radio failure procedure detailed at ENR 1.1.3.

(iv) The route and level to be used when leaving controlled airspace in accordance with the procedures given at ENR 1.1.3 are are shown in the table below:

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 has been issued, climb on the assigned heading to the first altitude of Flight Level detailed in the clearance, maintain the heading and level for three minutes, then adopt the basic procedure detailed at ENR 1.1.3.

4 Special VFR Flight

(a) Special VFR clearance for flights within the London Luton CTR may be requested and will be given whenever the traffic conditions permit. These flights are subject to the general conditions laid down at ENR 1.2.

Note: *Note: Pilots holding a Private Pilot Licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification at ENR 1-4.*

(b) Aircraft may be given 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.

(d) In order to reduce conflict with IFR flights, Special VFR flights will normally be cleared not above 1500 ft (Luton QNH).

5 VFR Flights

(a) VFR flights in the London CTR/CTA will be given routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.

(b) Pilots should anticipate clearance and routeing instructions via Entry/Exit Lanes and VRPs detailed below. 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.

(c) 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 Radar, due to the large amount of traffic operating in adjacent areas.

(d) Entry/Exit Lanes

(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;

EGGW AD 2.22 FLIGHT PROCEDURES (continued)

(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) 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;

(e) Visual Reference Points (VRP)

(i) Visual Reference Points detailed below are established to facilitate the lanes detailed in paragraph 5a and to enable pilots of transit flights to plan alternative routes around the CTR/CTA when traffic conditions require:

VRP	BPK VOR/DME	BNN VOR/DME	LUT NDB
A1 (M) Junction 4 514645N 0001328W	293°/5 nm	076°/13 nm	172° MAG
Kimpton Hall 515045N 0001748W	310°/ 9 nm	054°/12 nm	210° MAG
M1 Junction 8 514522N 0002458W	273°/12 nm	071°/5 nm	217° MAG
M1 Junction 9 514913N 0002505W	291°/12 nm	042°/7 nm	235° MAG
Offley 515601N 0002030W	323°/14 nm	033°/15 nm	306° MAG
Hyde 515039N 0002158W	302°/11 nm	045°/10 nm	235° MAG
Pirton 515818N 0001954W	329°/16 nm	030°/17 nm	328° MAG

(f) 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.

- 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).

  † VFR helicopters departing London Luton should identify their preferred routing when booking out. 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.

6 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 - 515227N 0004006W - 515511N 0002426W - 515239N 0002710W - 514942N 0003313W - 514810N 0004155W - 515150N 0004336W up to 3500 ft QNH;

an area bounded by 515258N 0003709W - 515525N 0003431W - 515352N 0003215W - 515258N 0003709W up to 4500 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;

EGGW AD 2.22 FLIGHT PROCEDURES (continued)

(c) Intense hang-gliding and paragliding activity also takes place during daylight hours along the Dunstable Downs Ridge within the area bounded by 515130N 0003759W - 515313N 0003134W - 514939N 0003315W - 514633N 0003544W - 515130N 0003759W 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 and fixed wing activity takes place during daylight hours at Graveley (515628.00N 0001212.00W) and within the area bounded by 515841.00N 0001606.00W - 515645.60N 0001242.70W - 515540.80N 0001310.90W - 515541.00N 0001128.80W - 515556.00N 0001024.70W thence anti-clockwise an arc of a circle 8 nm radius centred on 515228.00N 0002206.00W - 515857.00N 0001434.00W - 515841.00N 0001606.00W 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

(a) Mode S Barometric Pressure Setting Data

London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

EGGW AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGGW-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGGW-2-2

Figure: NOISE PREFERENTIAL ROUTEINGS

AD 2-EGGW-3-1

Figure: CONTROL ZONE AND CONTROL AREA CHART

AD 2-EGGW-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGGW-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08 26 MATCH 2B 1C DET 7B 6C - ICAO

AD 2-EGGW-6-1

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26 MATCH 2Y - ICAO

AD 2-EGGW-6-2

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08 26 CPT 3B 6C - ICAO

AD 2-EGGW-6-3

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26 OLNEY 1B - ICAO

AD 2-EGGW-6-4

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08 OLNEY 1C - ICAO

AD 2-EGGW-6-5

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) NON-AIRWAY DEPARTURES RWY 08 - ICAO

AD 2-EGGW-6-6

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) NON-AIRWAY DEPARTURES RWY 26 - ICAO

AD 2-EGGW-6-7

EGGW AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) NON-AIRWAY DEPARTURES TO STANSTED - ICAO →
AD 2-EGGW-6-8
Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 26 MATCH 2Y →
AD 2-EGGW-6-9
Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via LOREL (north) - ICAO →
AD 2-EGGW-7-1
Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ASKEY (north) VOR BPK u/s - ICAO
AD 2-EGGW-7-2
Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via LOREL (south & east) - ICAO
AD 2-EGGW-7-3
Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ASKEY (south) VOR BPK u/s (4Q, 1R) - ICAO
AD 2-EGGW-7-4
Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via LOREL (southwest) - ICAO
AD 2-EGGW-7-5
Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ASKEY (southwest) VOR BPK u/s - ICAO
AD 2-EGGW-7-6
Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via LOREL (south) - ICAO
AD 2-EGGW-7-7
Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ASKEY (south) VOR BPK u/s (4C, 2D, 2S) - ICAO
AD 2-EGGW-7-8
Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ABBOT - ICAO
AD 2-EGGW-7-9
Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via CASEY VOR BKY u/s - ICAO
AD 2-EGGW-7-10
Figure: B-RNAV STAR via ABBOT (northeast)
AD 2-EGGW-7-11
Figure: B-RNAV STAR via CASEY (northeast) VOR/DME BKY u/s
AD 2-EGGW-7-12
Figure: INITIAL APPROACH PROCEDURES ILS RWY 08 Without Radar Control
AD 2-EGGW-7-13
Figure: INITIAL APPROACH PROCEDURES ILS RWY 08 Without Radar Control VOR/DME BKY u/s
AD 2-EGGW-7-14
Figure: INITIAL APPROACH PROCEDURES ILS RWY 26 Without Radar Control
AD 2-EGGW-7-15
Figure: INITIAL APPROACH PROCEDURES ILS RWY 26 Without Radar Control VOR/DME BKY u/s
AD 2-EGGW-7-16
Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 08 - ICAO
AD 2-EGGW-8-1
Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 08 - ICAO
AD 2-EGGW-8-2
Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 08 - ICAO
AD 2-EGGW-8-3
Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 26 - ICAO
AD 2-EGGW-8-4
Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 26 - ICAO

EGGW AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

AD 2-EGGW-8-5

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 26 - ICAO

AD 2-EGGW-8-6

Figure: INSTRUMENT APPROACH CHART NDB(L) RWY 26 - ICAO

AD 2-EGGW-8-7