

GENERAL**Operational Hours**

ATS Hours / AD Operator Hours: H24

Night Restriction

All DEP flights recording a LVL above 80dB, 3.5NM from start of roll between 2300-0700 \pm , will be subject to a nominal fine.

Airport Information

RFF: CAT 7, CAT 8/9 by prior arrangement. CAT 9 provided with CAT 8 under remission.

Fire: "Luton Fire" 121.600 AVBL when vehicle attending ACFT on GND in case of EMERG.

PCN: RWY 08/26: 75/R/D/X/T

Operation**Low Visibility Procedures**

ARR: Appropriate RWY exit will be illuminated. Report "RWY vacated" when ACFT has passed the last of the alternate yellow and green CLL.

DEP: CAT II/III HLDG points

RWY 08: B1.

RWY 26: A1.

TWY Restrictions

TWY E width 19m / 62ft, slope 1.7%.

TWY B and E

- Wide-body ACFT must not route via E1. MAX size B757, A321 permitted under own PWR.
- Wide-body ACFT follow-me compulsory for taxiing via HLDG point B8.
- Follow-me is mandatory to all B757 ACFT taxiing to/from main and north APN via TWY E1. This requirement may be waived if ATC controller can visually confirm that the ACFT does not have winglets

Taxi/Parking

Marshaller mandatory.

All stands are marked for nose-in parking; except stands 54, 56, 58, 62, 71, 80, 81.

Stands 8 and 9 have a slope in excess of 1%.

Wide-bodied ACFT use second stop arrow on stand 5. OPS provided by marshaller.

Use MNM PWR when self maneuvering off any stand.

DEP ACFT approaching HLDG point H1 should exercise caution due to unusual alignment of TWY and RWY entry point, particularly when HLDG in a queue of ACFT. The area immediately to the W of H1 is not a designated HLDG area. Do not cross H1 HLDG point or enter this area unless positive CLR has been received from ATC, and the stopbar at H1 has been extinguished.

Hold A4E not AVBL to ACFT larger than B737-800/A321. Access permitted E-bound routing via hold A4 only.

GENERAL**Engine Run-up Area**

ENG run-up AVBL MON-FRI 0600-2300 \pm , SAT, SUN and HOL 0700-2300 \pm .

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

- ACFT registration
- ACFT position on the AD
- the percentage power setting anticipated; and
- the expected duration of the ENG run

A single ENG run at ground idle power settings may be undertaken provided that:

- ACFT is positioned so as to cause no damage or inconvenience to persons or property
- ENG run does not exceed 10min
- a person is at all times in attendance outside the ACFT to ensure the safety of persons and property
- continuous radio contact is maintained with ATC, from whom permission to start ENG must be obtained and to whom notification must be given when the ENG run is completed

Warnings

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

The "Flying Club Link" is not a part of the manoeuvring area and uncontrolled vehicles are operating on and adjacent to it. Drivers will observe Rule "Right of way on the ground" and GND does not exercise any control over this area. Using this link proceed on own discretion.

Intense gliding activity during daylight hours at Dunstable Downs between 5-8NM W of AD up to 3500ft MSL.

Hang-gliding and paragliding area between 2-11NM W of AD up to 1500ft MSL.

Microlight activity during daylight hours at Graveley 7NM NE of AD and area 2NM NW of Graveley up to 1000ft MSL.

Radio controlled model ACFT flying takes place during HJ, at Coles Lane Harpenden, adjacent to the M1 between junctions 9 (VRP) and junction 10. Model ACFT up to 7kg / 15lbs may be operating in these areas below 1000ft.

Radio-controlled model ACFT flying and UAV activity takes place during daylight hours at Harris Lane, Offley, 0.5NM of Offley visual reference point. Pilots should aware that model ACFT and UAV up to 7kg / 15lbs may be operating in these areas below 1000ft.

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

Possible light distraction on APCH on RWY 08.

Birds in vicinity of AD.

ARRIVAL**Speed**

Intermediate APCH with radar control:

- 220KT from HLDG facility during the intermediate APCH phase;
- 180KT on base leg/closing HDG to ILS;
- between 180KT-160KT when established on ILS;
- then 165KT \pm 5 to D5.

If unable to conform inform ATC and state speeds to be used.

ARRIVAL

Communication

COM Failure: See CRAR and in addition;

ACFT inbound to Luton via LOREL (ASKEY when BPK VOR U/S) or ABBOT (CASEY when BPK VOR U/S).

Failure occurs before ETA, or EAT, when this has been received and acknowledged: Continue to appropriate HLDG point LOREL or ABBOT, hold last assigned LVL if FL140 or below, or descend to FL150, until last acknowledged ETA plus 10min, or EAT when has been given, commence descent for LDG in accordance with PROC (for RWY 08, descend in LUT NDB HLDG from 4000ft to 2000ft), carry out appropriate APCH for RWY in use and effect LDG within 30min (or later if able to continue visually).

Failure occurs after reaching HLDG point: Maintain last assigned LVL at LOREL or ABBOT until: ATA over HLDG point plus 10min or 10min after last acknowledged COM with ATC whichever is later, or EAT when has been received and acknowledged, commence descent for LDG in accordance with PROC (for RWY 08, descend in LUT NDB HLDG from 4000ft to 2000ft), carry out appropriate PROC for RWY in use and effect LDG within 30min or later if able to continue visually.

Failure during Radar Directed Initial APCH: In event of COM failure after instructions to leave LOREL or ABBOT hold with intention of direct radar assisted APCH, but before given APCH CLR; continue descent to assigned ALT or maintain last assigned ALT; proceed to LUT NDB; hold at LUT NDB for 5min; descend in HLDG pattern to 2000ft and commence an ILS/NDB APCH.

COM failure in case of MISAP

RWY 26: Follow MISAP to 3000ft then return to LUT NDB to hold at 3000ft or as directed.

Route and LVL to be used when leaving controlled airspace:

ABBOT/CASEY: Turn right onto track 360° at last assigned LVL.

LOREL: Turn left onto R030 BPK VOR at last assigned LVL.

ASKEY: Turn left onto R360 LAM VOR at last assigned LVL.

LUT NDB: Turn onto R334 BPK VOR at but not above 3000ft ALT.

Arrival Procedure

Continuous Descent Approach (CDA)

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

Noise Abatement Procedure

Avoid to fly over any congested area of a city or town below 3000ft MSL and do not descend below 2500ft MSL before commencing final APCH, unless otherwise instructed by ATC.

Visual APCH: Be established on final APCH latest 7NM from touchdown. Do not descend below 2500ft until established on final APCH track.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures and in addition:

Turn-offs from RWY onto TWY C are prohibited except when authorized by ATC.

ACFT vacating RWY via TWY A must hold at HLDG point A4 until further instructed by GND.

ACFT vacating RWY via TWY B must hold at HLDG point B6 until further instructed by GND,

Non-standard GP Intercept Position on

RWY 08

GP intercept RWY 08 at 337m / 1107ft after landing threshold.

Remaining DIST beyond GP is 1825m / 5986ft.

RWY 26

GP intercept RWY 26 at 320m / 1049ft after landing threshold.

Remaining DIST beyond GP is 1760m / 5775ft.

DEPARTURE**Take-off Minima**

RWY		08/26	
All ACFT	ft - m/km	0 - 75R	-

Communication

COM Failure: See CRAR and in addition;

Comply with route and ALT limitations detailed in Luton SID or ATC CLR and commence climb to FL planned after last PSN at which ALT is specified.

When radar HDG has been issued, climb on specified ALT or FL, maintain HDG and LVL for 2min.

Departure Procedure**Start-up/Push-back**

REQ start-up and/or push-back when fully ready. This should include doors and hatches CLSD, steps removed, tug attached and COM 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 CLR has been obtained.

Inform ATC on start-up if lower than normal initial climb and/or acceleration performance is anticipated.

ATC will specify direction of push-back as required by tactical TFC situation.

Cross bleed ENG start by ACFT larger than B737-800:

- are not permitted on any stand.
- on east APN only with ATC approval and on APN entrance.

All such ENG starts must be undertaken on adjacent TWY or APN TWY CL and with approval from ATC.

Flight crew must ensure that ground crew are aware of required push-back direction. If unable to communicate via headset or visually, advise GND before start-up. Push-back directions will be specified as one of the following:

Main APN stands: Face north towards E1 or face south towards A7.

North APN stands: Face east towards E2 or face west towards E1.

South APN stands: Face east towards A5 or face west towards A6.

Stand 16: Face north towards E1 or face south towards A7.

Stand 60: Face east towards E1 or face west towards Main APN.

Stand 61: Face west towards E1.

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

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures.

ATC Slot, Clearance

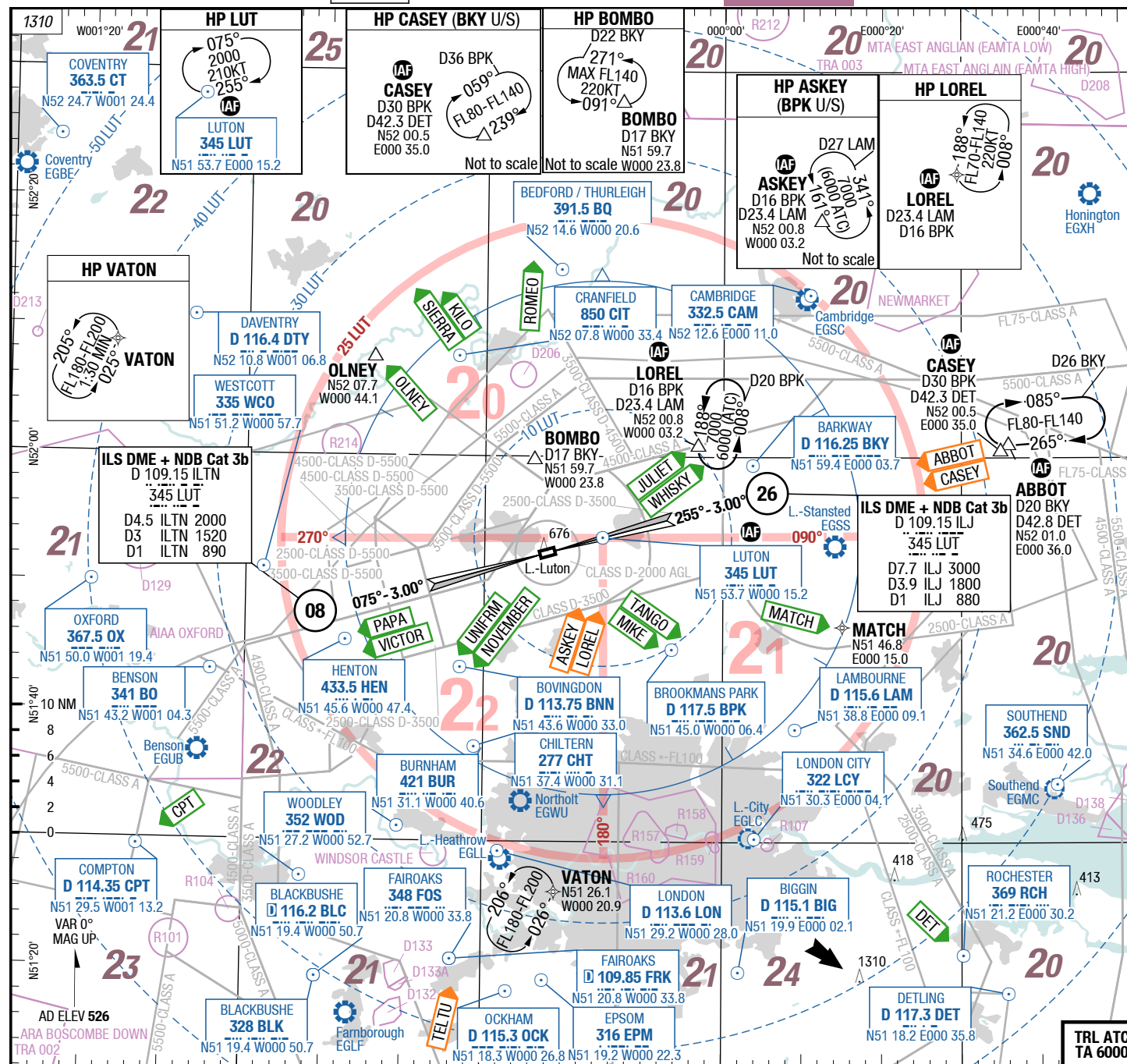
ATC CLR AVBL from GND up to 20min prior ETD.

DCL AVBL from EOBT minus 120min to EOBT minus 1min. CLR must be accepted within 5min.

De-Icing

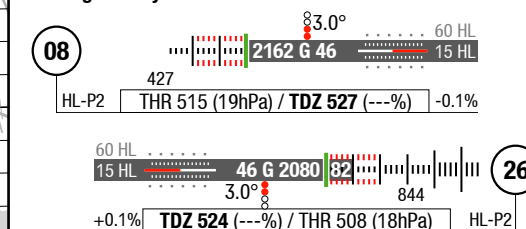
AVBL.

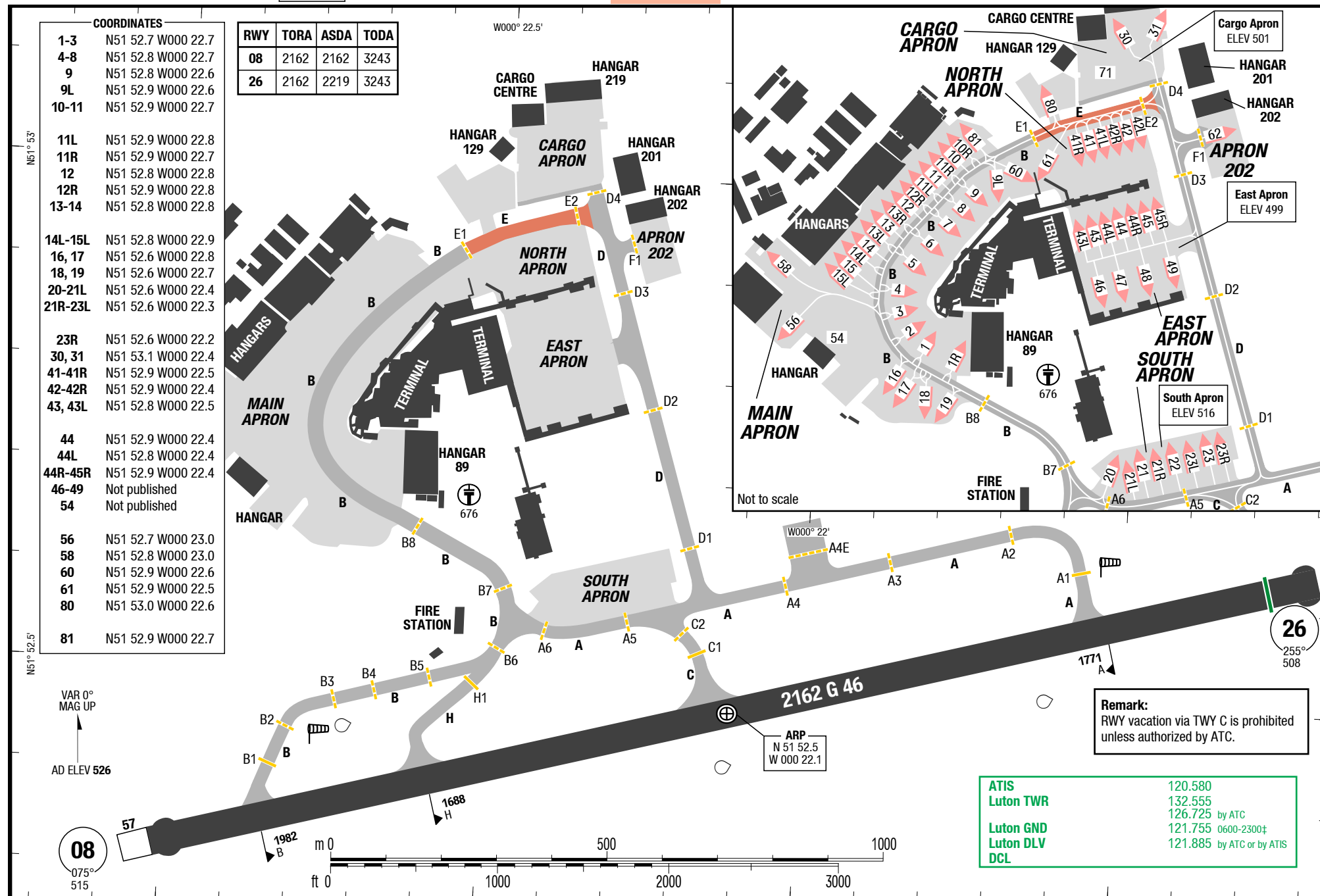
2-10



ATIS	120.580
Luton RAD	129.550
	132.050 by ATC
	128.750
Essex RAD	129.550 0001-0600z by ATC
	132.050 0001-0600z by ATC
Luton DIR	128.750 by ATC
CTL	118.825
	119.775
	121.275
	121.280
Luton TWR	132.555
	126.725 by ATC
Luton GND	121.755 0600-2300z
Luton DLV	121.885 by ATC or by ATIS
DCL	

Landing RWY system:





13-SEP-2018

LTN-EGGW

United Kingdom London Luton

SIDs

4-10

DET 2Y / MATCH 2Y RNAV

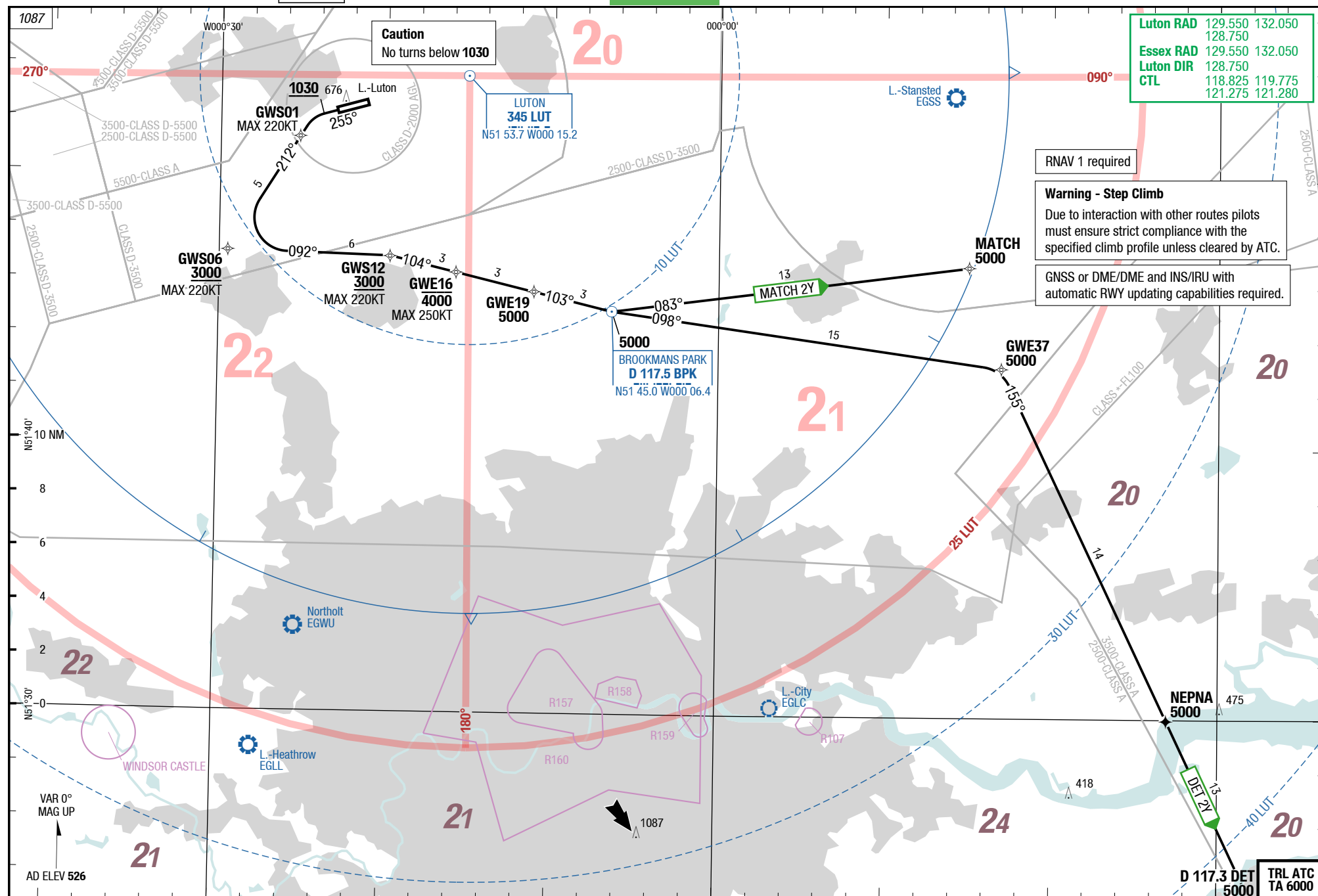
SID

SID

Luton London United Kingdom

SIDs

DET 2Y / MATCH 2Y RNAV



13-SEP-2018
LTN-EGGW

United Kingdom London Luton

SIDs

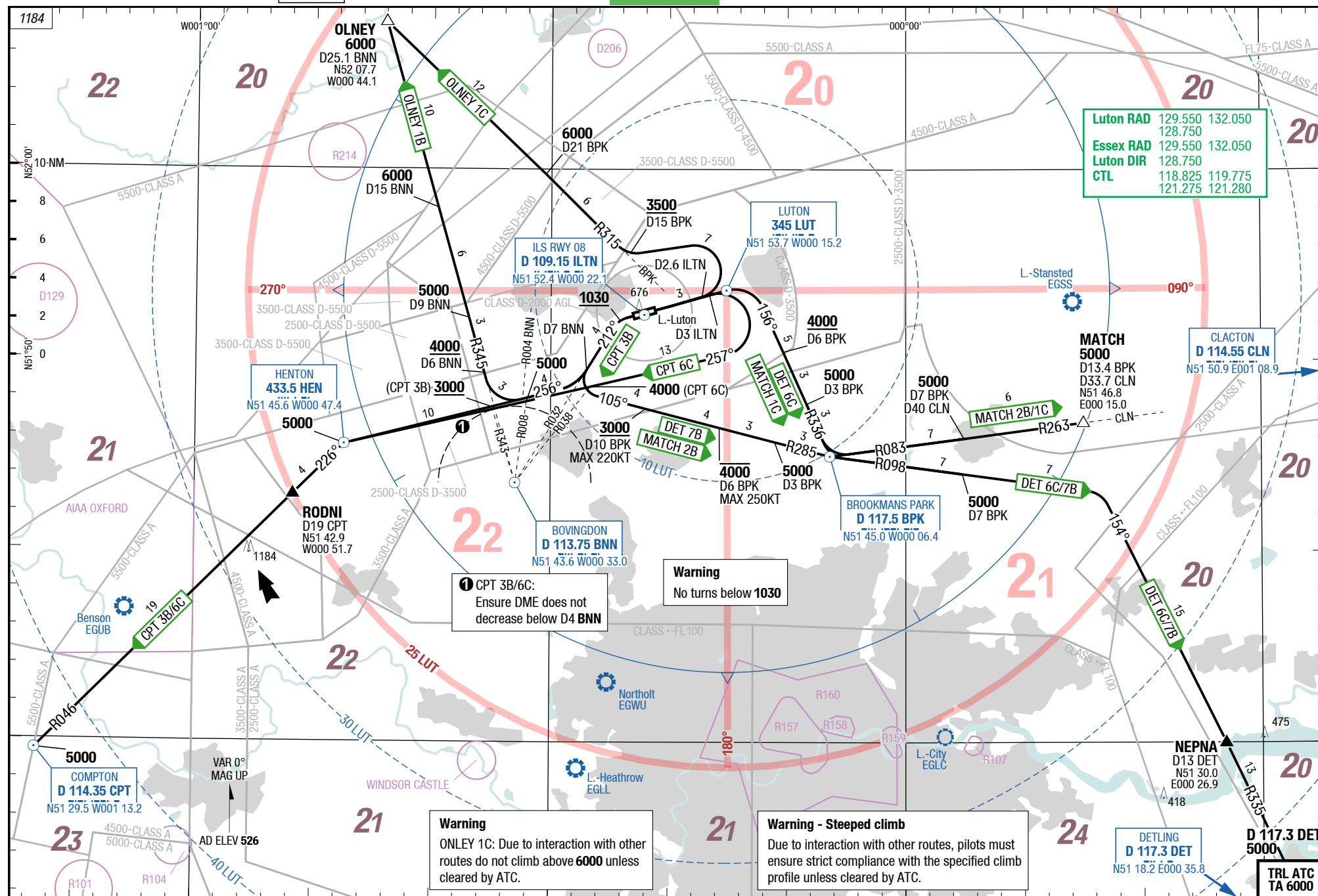
SID

SID

Luton London United Kingdom

SIDs

4-20



Changes: Track

LTN-EGGW

NIL

SIDs NON AIRWAYS

SID

SID

NIL

SIDs NON AIRWAYS

Pilots are reminded of the close proximity of the Stansted CTR/CTA to the East and Southeast, the London CTR to the South. Pilots must not enter adjacent controlled airspace without specific ATC clearance from the appropriate ATC unit. Pilots are also reminded of the proximity of minor aerodromes and ATZs below the London TMA.

Luton RAD	129.550	132.050
	128.750	
Essex RAD	129.550	132.050
Luton DIR	128.750	
CTL	118.825	119.775
	121.275	121.280

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No turns below **1030**

① PAPA / VICTOR:
Ensure DME does not
decrease below D4 BM

TRL ATC
TA 6000

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Changes: Track

LTN-EGGW**5-10****DET 2Y / MATCH 2Y RNAV****DET 2Y / MATCH 2Y**

RWY 26 (255°)

Contact Luton RAD or London CTL, as instructed by ATC.

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
DET 2Y 4.5% to 730 118.825	at MNM 1030 LT direct GWS01 (MAX 220KT) - GWS06 (MAX 220KT) - LT to GWS12 (MAX 220KT) - RT to GWE16 (MAX 250KT) - GWE19 - BPK - LT to GWE37 - RT to NEPNA - DET FMS [A1030+ ;L] - GWS01 [K220-] - GWS06 [K220- ;L] - GWS12 [K220- ;R] - GWE16 [K250-] - GWE19 - BPK [L] - GWE37 [R] - NEPNA - DET	GWS06 MNM 3000 GWS12 MNM 3000 GWE16 MAX 4000 GWE19 at 5000 BPK at 5000 GWE37 at 5000 NEPNA at 5000 DET at 5000 GWS06 MNM 3000 GWS12 MNM 3000 GWE16 MAX 4000 GWE19 at 5000 BPK at 5000 GWE37 at 5000 NEPNA at 5000 DET at 5000
MATCH 2Y 4.5% to 730 118.825	at MNM 1030 LT direct GWS01 (MAX 220KT) - GWS06 (MAX 220KT) - LT to GWS12 (MAX 220KT) - RT to GWE16 (MAX 250KT) - GWE19 - BPK - LT to MATCH FMS [A1030+ ;L] - GWS01 [K220-] - GWS06 [K220- ;L] - GWS12 [K220- ;R] - GWE16 [K250-] - GWE19 - BPK [L] - MATCH	GWS06 MNM 3000 GWS12 MNM 3000 GWE16 MAX 4000 GWE19 at 5000 BPK at 5000 MATCH at 5000 GWS06 MNM 3000 GWS12 MNM 3000 GWE16 MAX 4000 GWE19 at 5000 BPK at 5000 MATCH at 5000

13-SEP-2018

United Kingdom **London** Luton**LTN-EGGW****5-20****SIDs****SIDPT****COMPTON 6C / DETLING 6C / MATCH 1C / OLNEY 1C**

RWY 08 (075°)

Contact Luton RAD or London CTL, as instructed by ATC.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
COMPTON 6C CPT 6C 129.550 ①②	at D3 ILTN RT intercept QDM 257 HEN to HEN - intercept R046 CPT via RODNI to CPT	R038 BNN at 4000 R008 BNN at 5000 HEN at 5000 CPT at 5000
DETLING 6C DET 6C 118.825	at LUT RT intercept R336 BPK to BPK - R098 BPK - intercept R335 DET via NEPNA to DET	D6 BPK MNM 4000 D3 BPK at 5000 R097/D7 BPK at 5000 DET at 5000
MATCH 1C 118.825	at LUT RT intercept R336 BPK to BPK - R083 BPK / R263 CLN to MATCH	D6 BPK MNM 4000 D3 BPK at 5000 D40 CLN (D7 BPK) at 5000 MATCH at 5000
OLNEY 1C 5.5% to 6000 129.550 ②	at D2.6 ILTN LT intercept R315 BPK to OLNEY	D15 BPK MNM 3500 D21 BPK at 6000 OLNEY at 6000

① Do not cross D4 BNN arc.

② Expect first CPDLC logon code EGTT.

Changes: Track

COMPTON 3B / DETLING 7B / MATCH 2B / OLNEY 1B

RWY 26 (255°)

Contact Luton RAD or London CTL, as instructed by ATC.

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.1%	ft/MIN	700	800	1000	1100	1300	1400
6.3%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
COMPTON 3B CPT 3B 4.5% to 730 121.280 ①②	at MNM 1030 LT intercept R032 BNN inbound - at D7 BNN RT intercept QDM 256 HEN to HEN - intercept R046 CPT via RODNI to CPT	R343 BNN MNM 3000 HEN at 5000 CPT at 5000
DETLING 7B DET 7B 4.5% to 730 5.1% to 3000 118.825	at MNM 1030 LT intercept R032 BNN inbound - at D7 BNN LT intercept R285 BPK (D10 BPK MAX 220KT, D6 BPK MAX 250KT) to BPK - R098 BPK - intercept R335 DET via NEPNA to DET	D10 BPK MNM 3000 D6 BPK MAX 4000 D3 BPK at 5000 R097/D7 BPK at 5000 DET at 5000
MATCH 2B 4.5% to 730 5.1% to 3000 118.825	at MNM 1030 LT intercept R032 BNN inbound - at D7 BNN LT intercept R285 BPK (D10 BPK MAX 220KT, D6 BPK MAX 250KT) to BPK - R083 BPK / R263 CLN to MATCH	D10 BPK MNM 3000 D6 BPK MAX 4000 D3 BPK at 5000 D40 CLN (D7 BPK) at 5000 MATCH at 5000
OLNEY 1B 4.5% to 730 6.3% to 4000 119.775 ②	at MNM 1030 LT intercept R032 BNN inbound - at D7 BNN RT intercept QDM 256 HEN - crossing R004 BNN RT intercept R345 BNN to OLNEY	R345/D6 BNN MNM 4000 R345/D9 BNN at 5000 R345/D15 BNN at 6000 OLNEY at 6000

① Do not cross D4 BNN arc.

② Expect first CPDLC logon code EGGT.

13-SEP-2018

United Kingdom **London** Luton**LTN-EGGW****5-40****SIDs NON AIRWAYS****SIDPT****ROMEO / SIERRA / TANGO / UNIFORM / VICTOR / WHISKEY / JULIET / KILO / MIKE / NOVEMBER / PAPA**

RWYs 08 (075°) / 26 (255°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
ROMEO 129.550 ①	at D3.9 ILTN LT 037° intercept R358 BPK	initial climb 4000
SIERRA 129.550 ①	at D2.6 ILTN LT intercept R315 BPK	initial climb 3000
TANGO 129.550 ①	at D3.9 ILTN RT intercept R336 BPK inbound	initial climb 2400
UNIFORM 129.550 ①	at D3 ILTN RT intercept QDM 257 HEN - at D7 BNN LT intercept R032 BNN inbound	initial climb 2400
VICTOR 129.550 ①②	at D3 ILTN RT intercept QDM 257 HEN	initial climb 3000
WHISKEY 129.550	at D3.9 ILTN LT 037° intercept R255 BKY to BKY - R002 BKY to BUSTA - join LOREL holding	D7 ILTN MNM 3000 initial climb 4000
	Runway 26	
JULIET 129.550	at MNM 1030 LT intercept R032 BNN inbound - at D7 BNN RT intercept QDM 256 HEN - crossing R004 BNN RT intercept R345 BNN - at D9 BNN RT intercept R255 BKY to BKY - R002 BKY to BUSTA - join LOREL holding	R345/D6 BNN at 4000
KILO 129.550 ①	at MNM 1030 LT intercept R032 BNN inbound - at D7 BNN RT intercept QDM 256 HEN - crossing R004 BNN RT intercept R345 BNN	R345/D6 BNN at 4000 initial climb 4000
MIKE 129.550 ①	at MNM 1030 LT intercept R032 BNN inbound - at D7 BNN LT intercept R285 BPK inbound	initial climb 2400
NOVEMBER 129.550 ①	at MNM 1030 LT intercept R032 BNN inbound	initial climb 2400
PAPA 129.550 ①②	at MNM 1030 LT intercept R032 BNN inbound - at D7 BNN RT intercept QDM 256 HEN	initial climb 3000

① Until clear of controlled airspace.

② Do not cross D4 BNN arc.

Changes: Track

13-SEP-2018
LTN-EGGW

United Kingdom **London Luton**

STARs ABBOT/CASEY

RNAV STARs

6-10

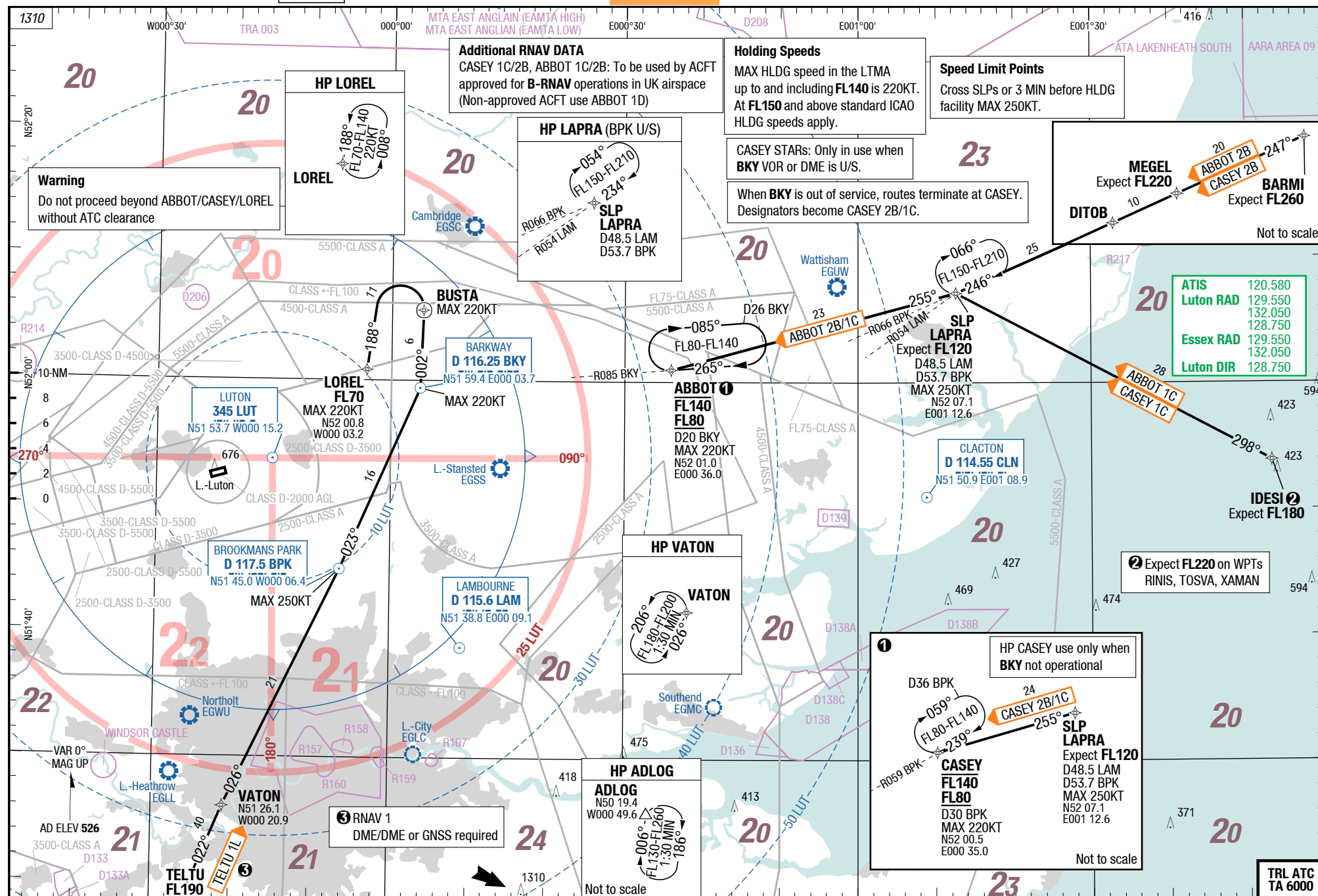
STAR

STAR

Luton London United Kingdom

STARs ABBOT/CASEY

RNAV STARs



Changes: Track, HLDG

LTN-EGGW

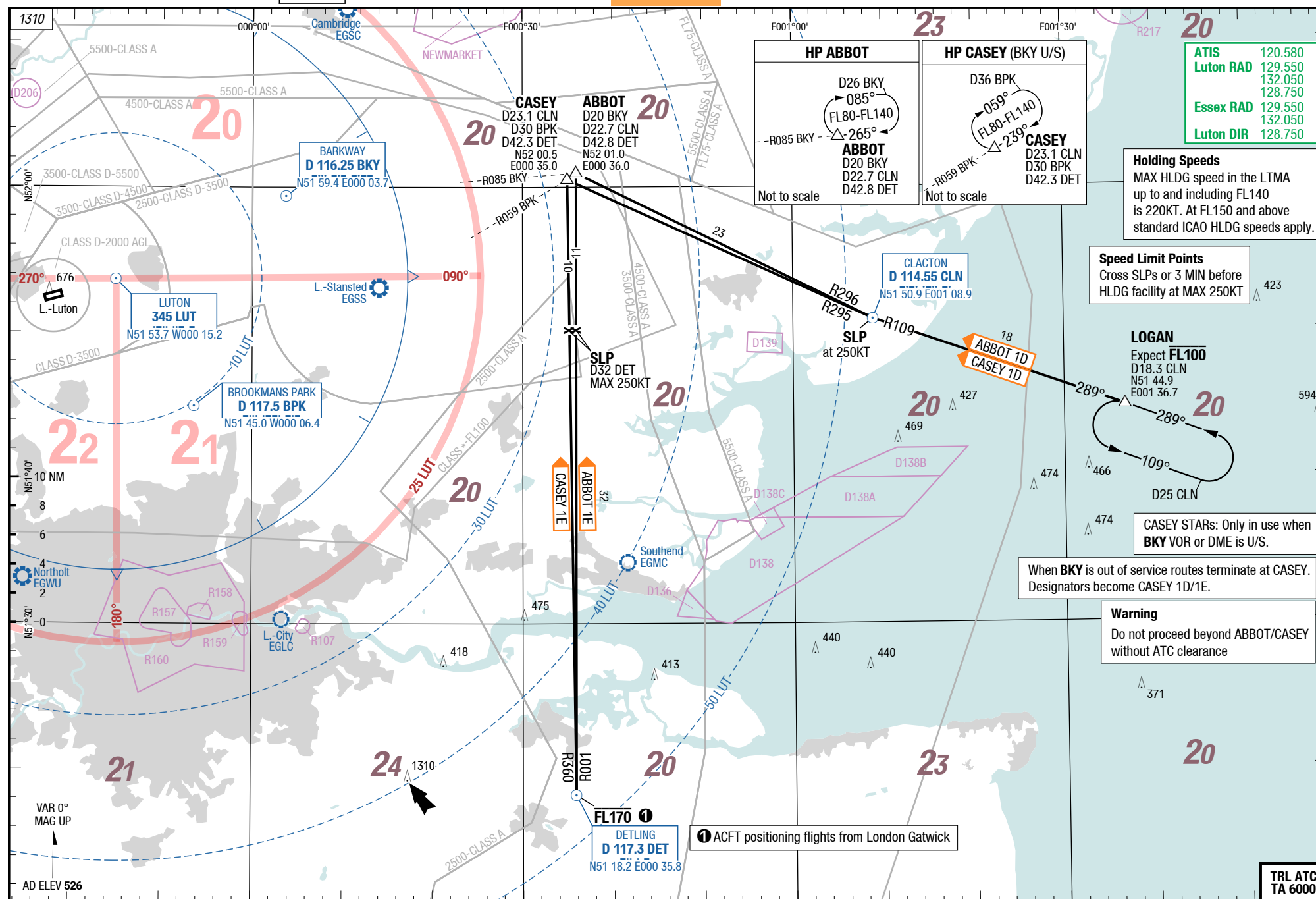
STARs ABBOT/CASEY

STAR

STAR

STARs ABBOT/CASEY

6-20



Changes: Nil

TRL ATC
TA 6000

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13-SEP-2018
LTN-EGGW

United Kingdom London Luton

STARs ASKEY/LOREL (South)

6-30 STARs ASKEY/LOREL (North)

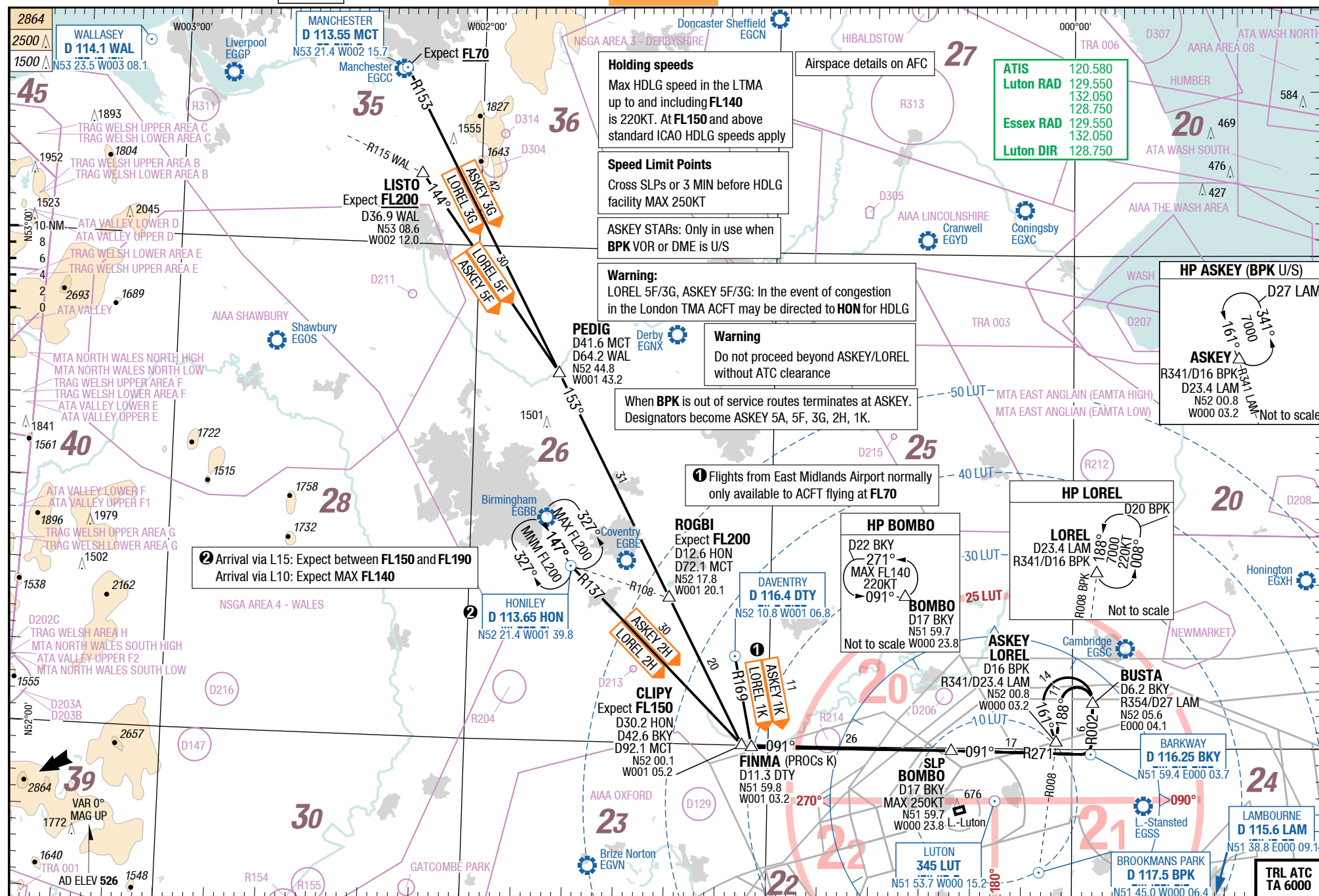
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Luton London United Kingdom

STARs ASKEY/LOREL (South)

STARs ASKEY/LOREL (North)



Changes: Track, HLDG

13-SEP-2018

United Kingdom London Luton

STAR

STAR

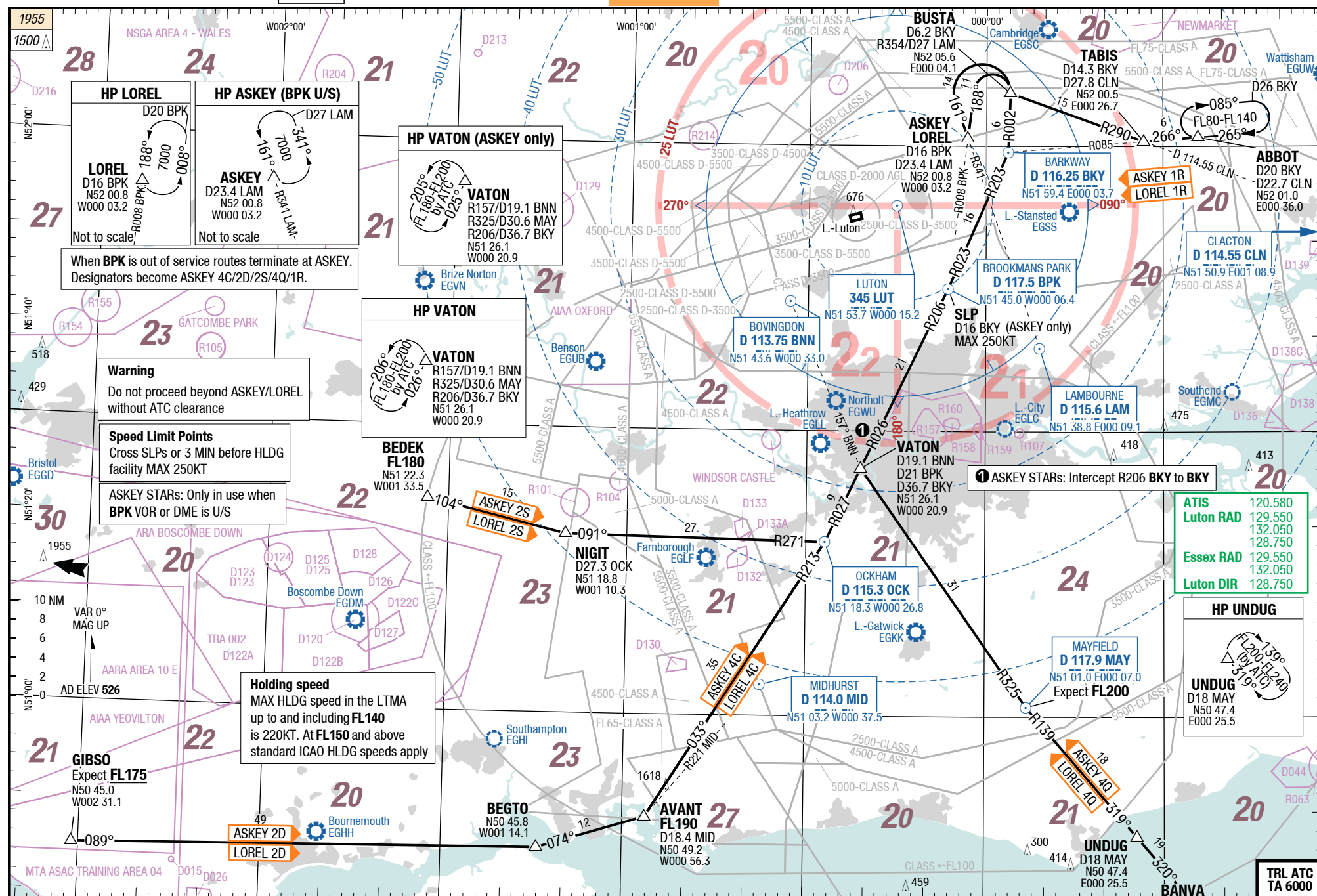
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LTN-EGGW

6-40

STARs ASKEY/LOREL (South)

STARs ASKEY/LOREL (South)



Changes: Track, HLDG

13-SEP-2018

LTN-EGGW

United Kingdom **London** Luton

NIL

6-50

STARs ASKEY/LOREL (Southwest)

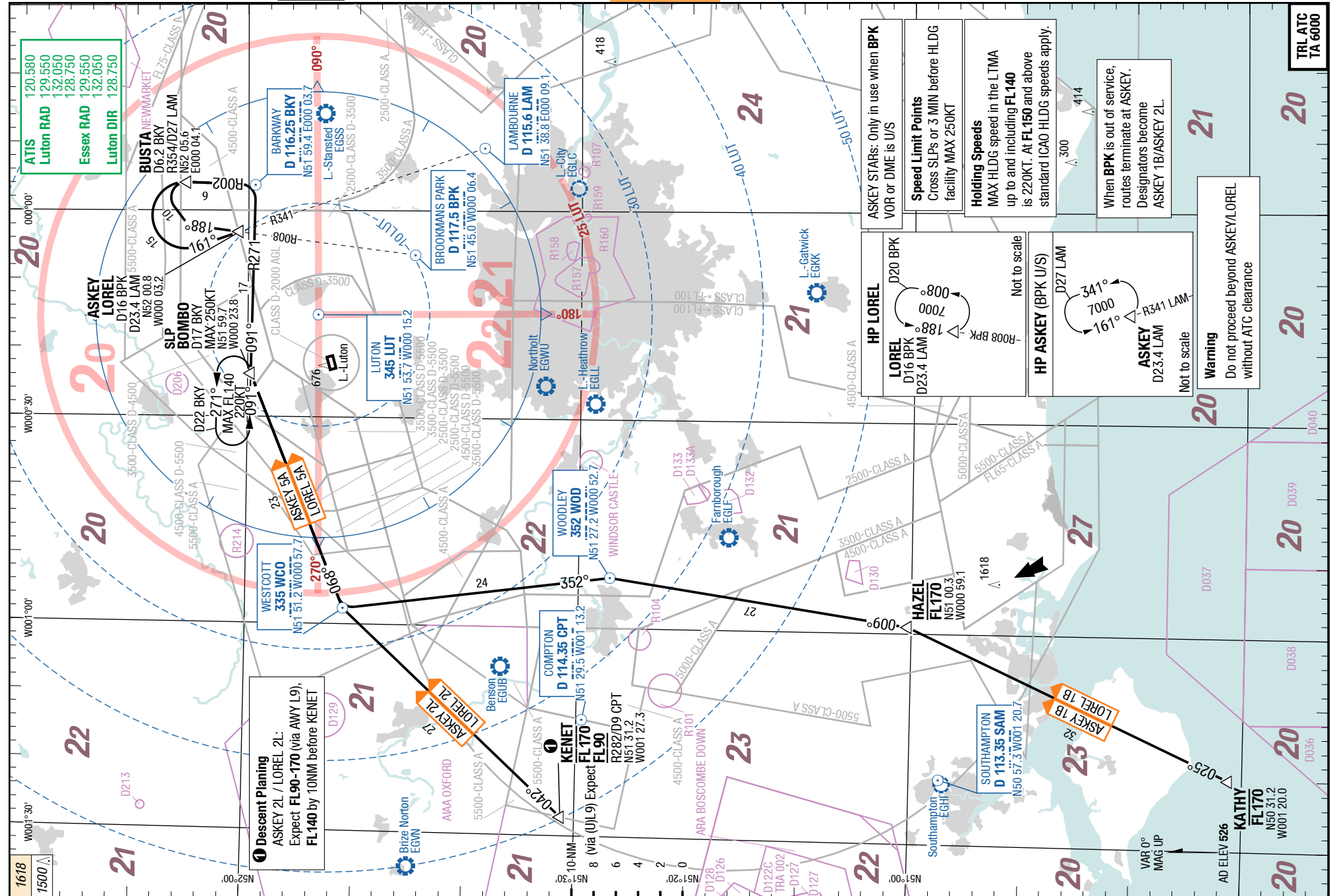
STAR

STAR

Luton **London** United Kingdom

NIL

STARs ASKEY/LOREL (Southwest)



Changes: Track, HLDG

LTN-EGGW

ILS DME + NDB 26 / LOC DME + NDB 26

7-10

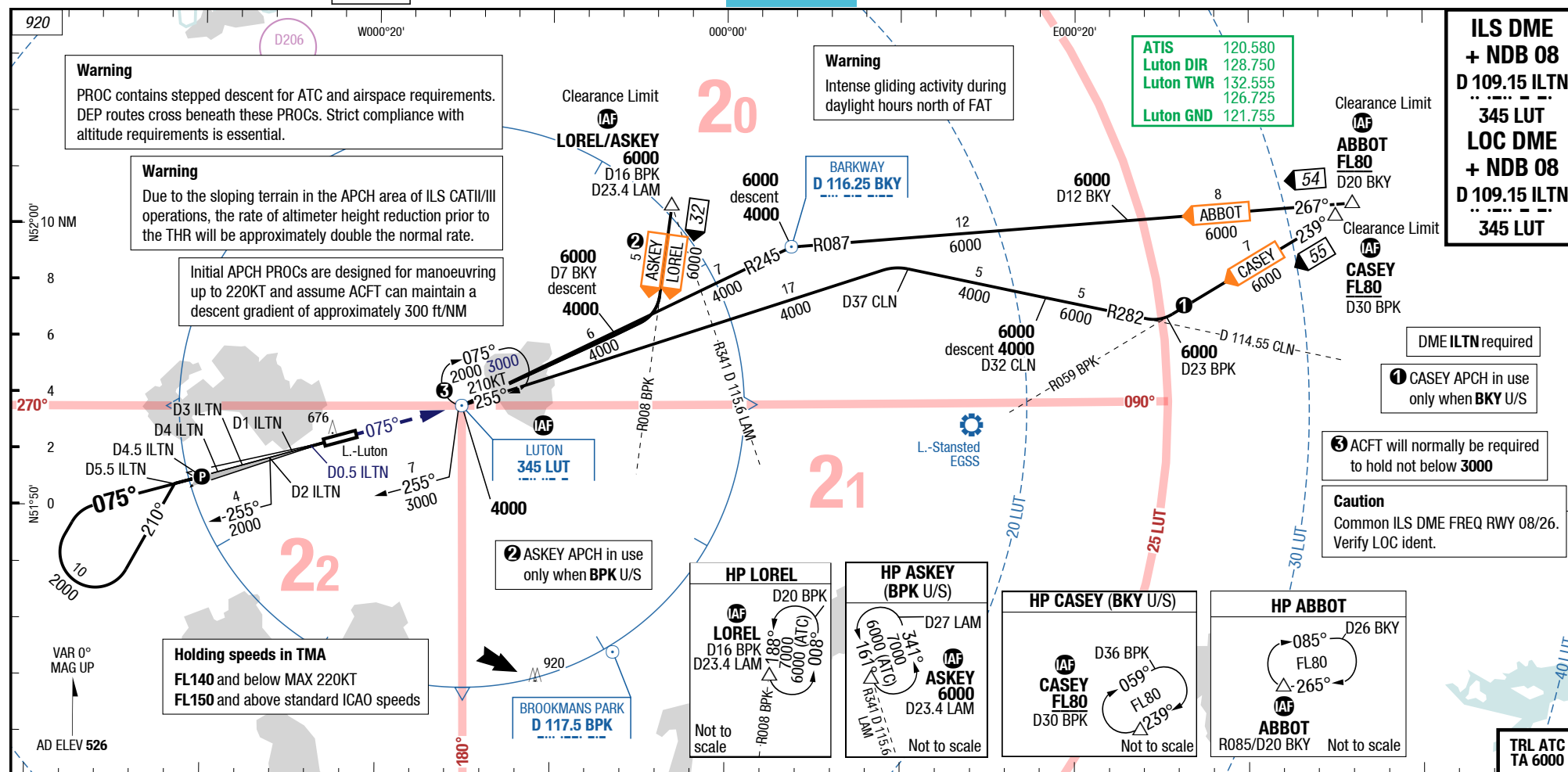
ILS DME + NDB 08 / LOC DME + NDB 08

IAC

IAC

ILS DME + NDB 26 / LOC DME + NDB 26

ILS DME + NDB 08 / LOC DME + NDB 08



08		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS ¹⁾	Cat 1 DME ²⁾	LOC DME	Circling
C	ft - m/km ft	0 - 75R Company	100 - 300R 128 RA	200 - 500 730	200 - 750 730	390 - 1.4 910	780 - 2.4V 1300
D	ft - m/km ft	0 - 75R Company	100 - 300R 128 RA 3)	200 - 500 730	200 - 750 730	390 - 1.4 910	780 - 3.6V 1300

3) If not conducting autoland RVR 350m required

LOC 3.00°				4.5	4	2	
D ILTN				2000	1850	1220	

HL-P2 427 THR 515 (19hPa) / TDZ 527 (---%) -0.1%

08 83.0° 60 HL 15 HL

2162 G 46

075° to LUT climb 3000 - ACFT unable to achieve 2000 by LUT: contact ATC, continue climb on QDR 075° LUT - at MNM 2000 RT direct LUT climb 3000

D5.5 ILTN D4.5 D4 D3 D2 D1 D0.5 ILTN

2000 210° 1840 1520 890 58

GP 3.00° MDA

DIST to THR

5 3 0.5 0

DME ILTN reads zero at THR			
GS	120	140	160
D3 ILTN	640	740	850
-MAPT	1:16	1:05	0:57

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Changes: Track, HLDG

13-SEP-2018

LTN-EGGW

United Kingdom London Luton

IAC

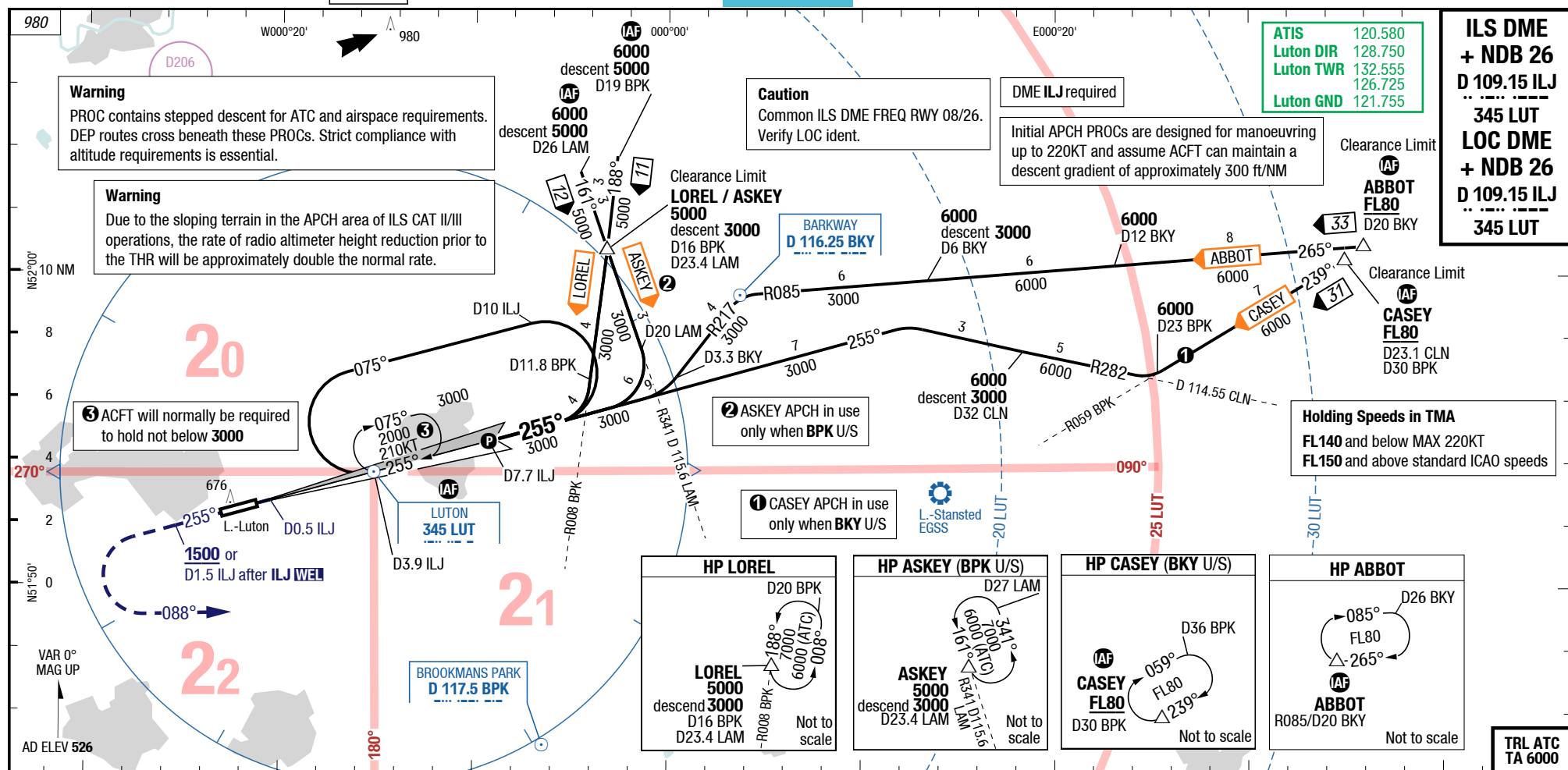
IAC

Luton London United Kingdom

7-20

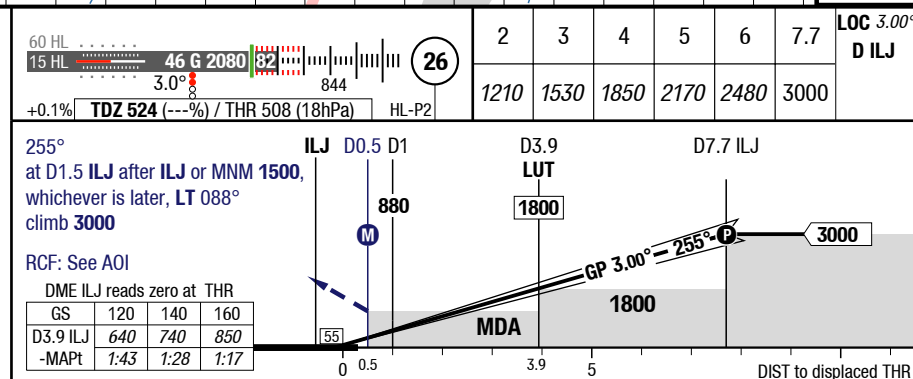
ILS DME + NDB 26 / LOC DME + NDB 26

ILS DME + NDB 26 / LOC DME + NDB 26



26	Cat 3b DME	Cat 2 DME	Cat 1 DME	Cat 1 DME	LOC DME	Circling
C	ft - m/km ft 0 - 75R Company	100 - 300R 132 RA	200 - 400 730	200 - 550 730	340 - 800 860	780 - 2.4V 1300
D	ft - m/km ft 0 - 75R Company	100 - 300R 132 RA 2)	200 - 400 730	200 - 550 730	340 - 800 860	780 - 3.6V 1300

1) With EVS 350m
2) If not conducting autoland RVR 350m required

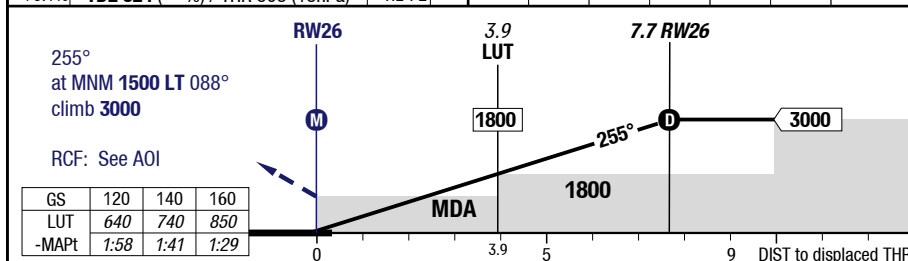
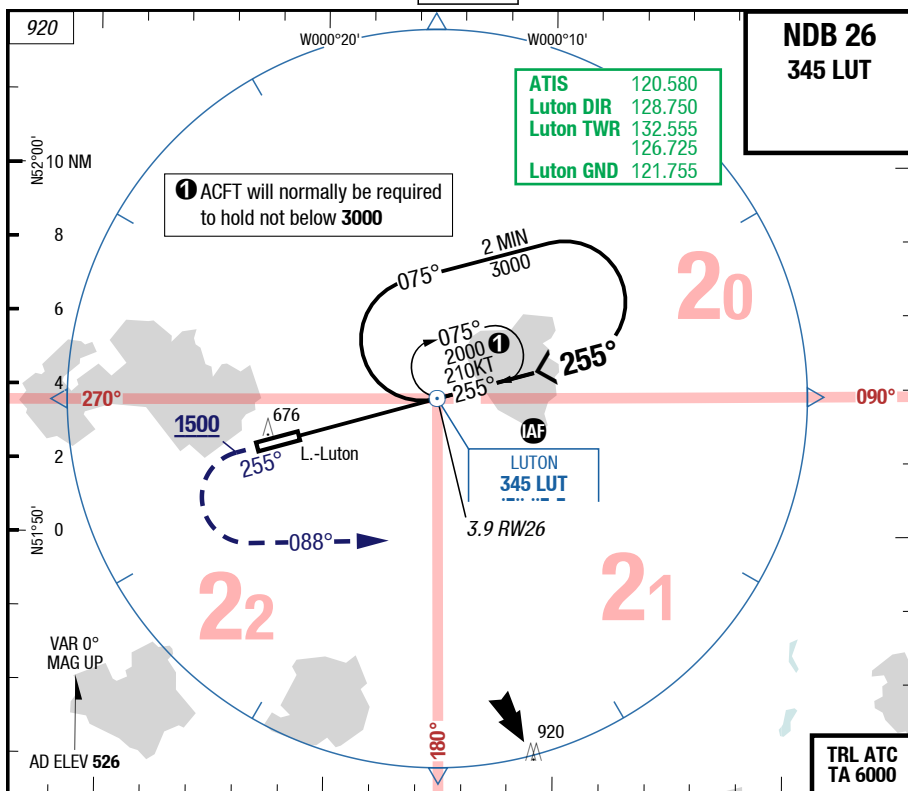


Changes: Track, HLDG

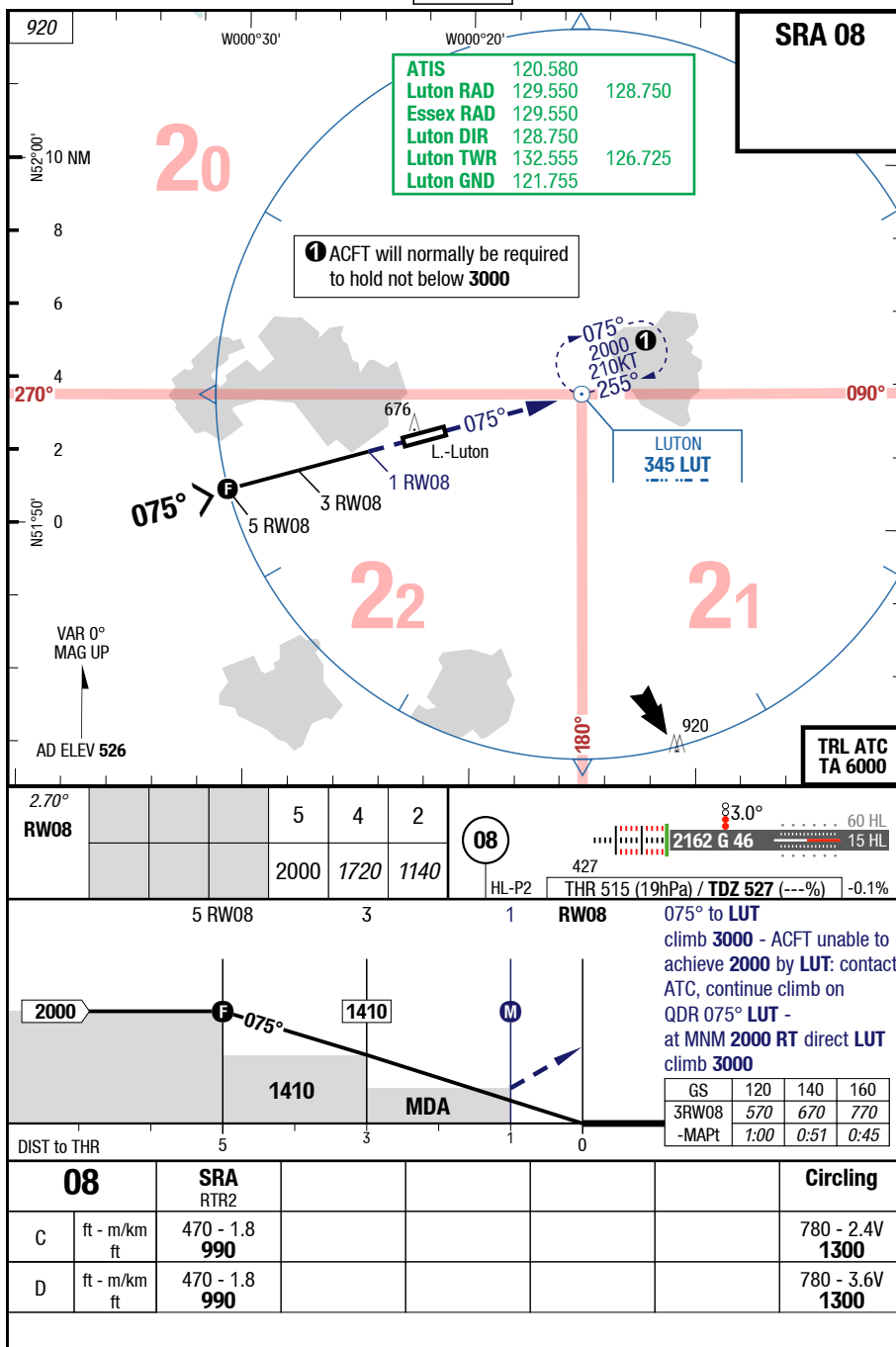
LTN-EGGW

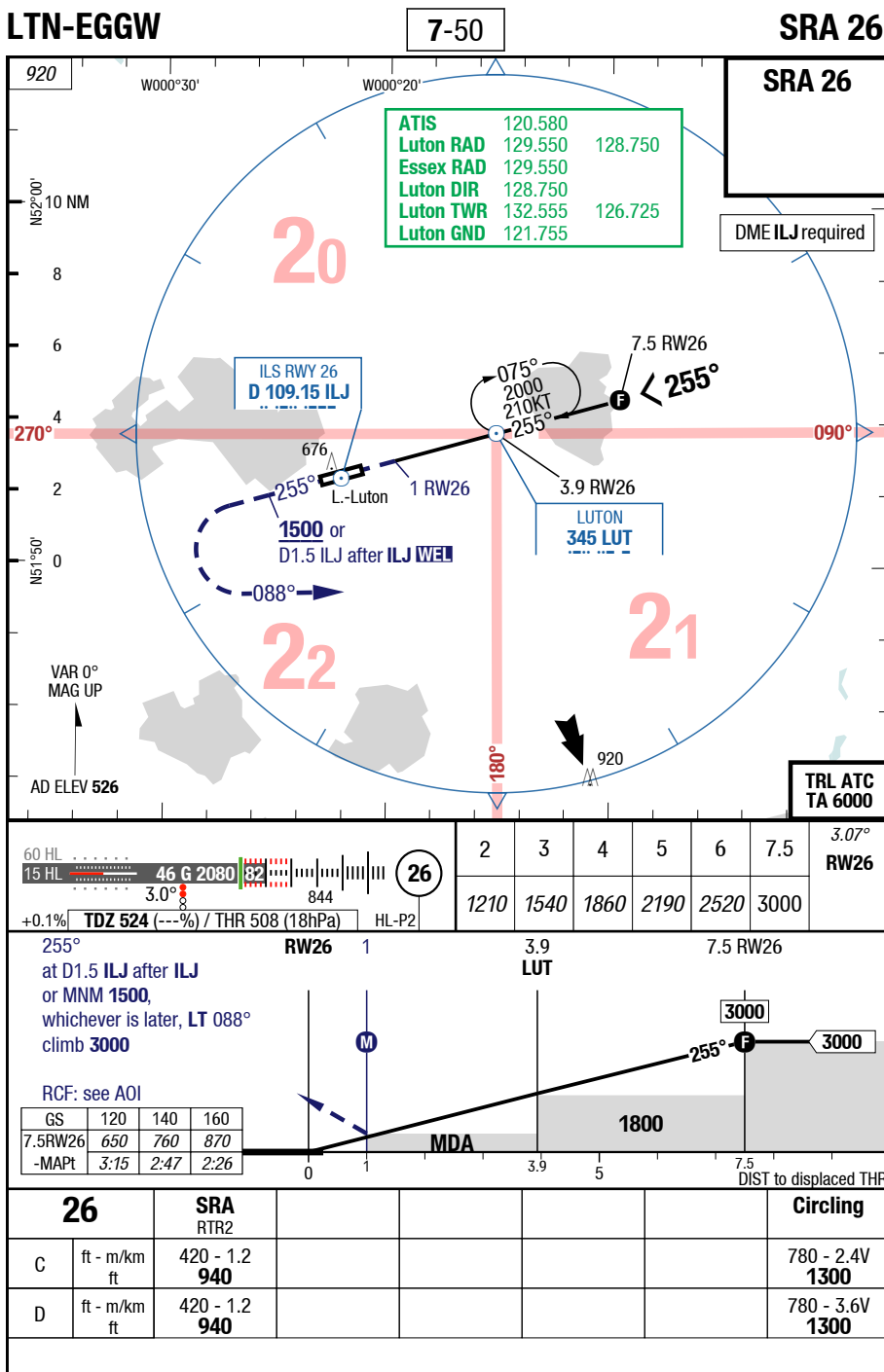
7-30

NDB 26



26	NDB					Circling
C	ft - m/km ft	410 - 1.2 930				780 - 2.4V 1300
D	ft - m/km ft	410 - 1.2 930				780 - 3.6V 1300

LTN-EGGW**7-40****SRA 08**



Effective 07-DEC-2017

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United Kingdom London Luton

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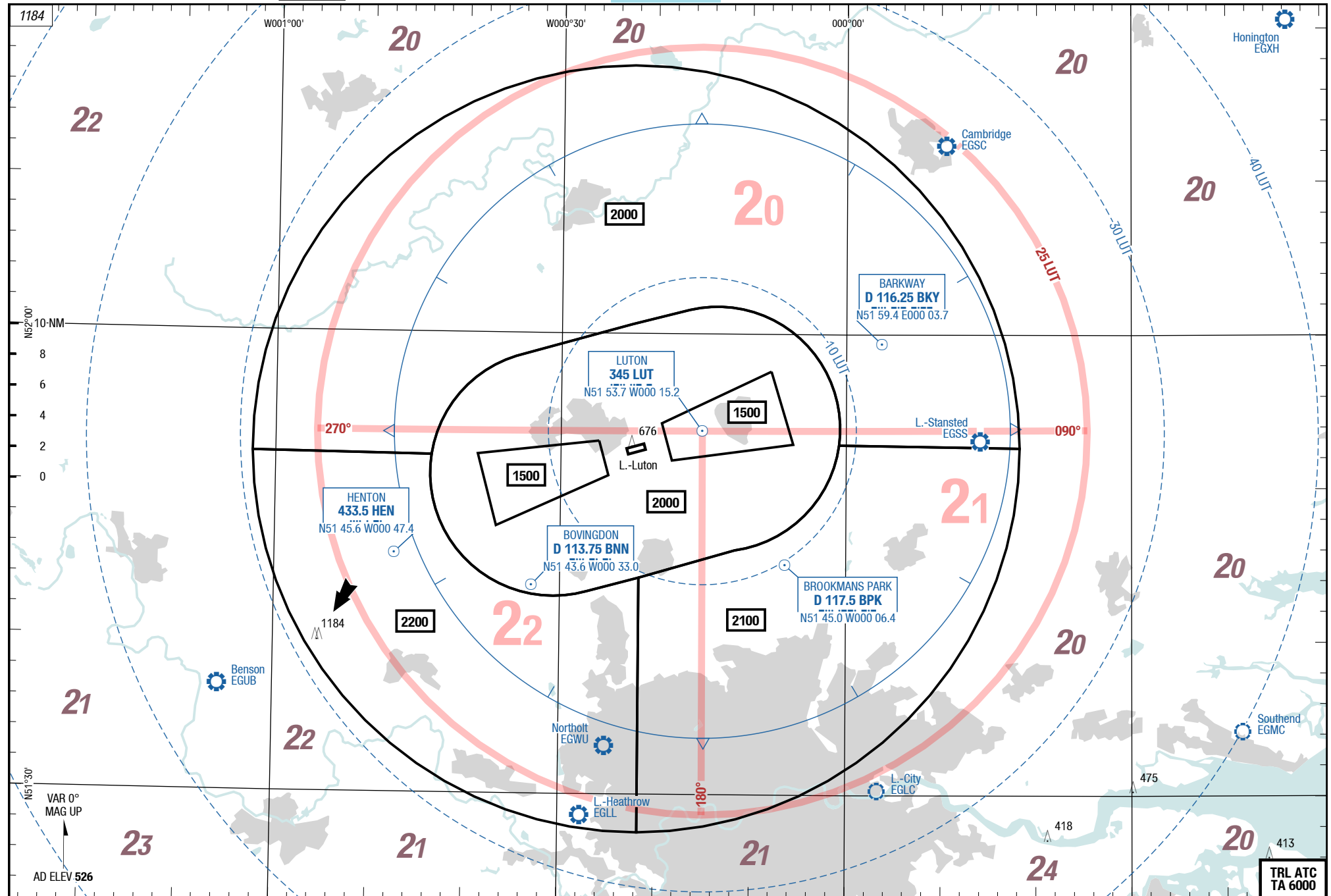
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Changes: VAR, Editorial