2.1. SPEED RESTRICTIONS

Pilots should typically expect the following speed restrictions to be enforced:

- 220 KT from holding facility during intermediate approach phase;
- 180 KT on base leg/closing heading to the ILS;
- Between 180 KT and 160 KT when first established on ILS;
- And thereafter 160 KT until Luton 4 DME.

These speeds are applied for ATC separation purposes and are mandatory. In the event of a new (non-speed related) ATC instruction, pilots are required to report the change to ATC. Pilots are also advised to inform ATC of circumstances necessitating a change of speed for ACFT performance reasons.

2.2. NOISE ABATEMENT PROCEDURES

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

- The ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.
- Except where otherwise required in the appropriate instrument approach procedure or otherwise instructed by ATC, maintain as high an altitude as practicable and avoid overflying congested areas below 3000' (Luton QNH).
- With the exception of training ACFT, propeller driven ACFT whose AUW exceeds 5700 KGS and all jet ACFT shall not descend below 2500' (Luton QNH) before commencing final approach unless otherwise instructed by ATC. Orbits on final approach by such ACFT will not be authorized by ATC below 2000' (Luton QNH).
- ILS or Radar assistance shall follow a descent path not lower than the normal approach path indicated by the PAPIS.

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. LOW VISIBILITY PROCEDURES

The appropriate RWY exit will be illuminated. Pilots should report "RWY vacated" when the ACFT has passed the last RWY boundary. In case of an ACFT which has landed on RWY 26 and which is instructed to hold at holding point B2, pilots should report "RWY vacated" when at B2 hold as this position is clear of RWY 26 ILS localizer sensitive area.

2.4.2. MINIMUM RWY OCCUPANCY TIME

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

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

2.5. LOW POWER/LOW DRAG PROCEDURES

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

ACFT shall conform to low power/low drag approach procedures. Headings and flight levels/altitudes by ATC. Radar Vectors will be given and descent clearance will include an estimate of distance to the airport, the descent phase of continuous descent, to join the glidepath at the appropriate height for the distance without recourse to level flight.

2.6. ARRIVAL

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
CHANGES:

Noise abatement procedures.

Use of Nose-in. Push-back stands.

3.1.1. GENERAL

Max 250 KT below FL100 unless cleared otherwise. ATC removes limitations by the following procedures.

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

Stand directions will be specified as one of the following:-

- Main apron stands: Face North towards E1 or face South towards A7.
- Stand 16L: Face North towards E1 or face South towards A7.
- Stand 60: Face East towards E1.

ACFT must cross BNN (BPK R-295) at or above 2030'.

3.1.3. LOW VISIBILITY PROCEDURE

RWY 08: Climb straight ahead to LUT, turn LEFT, 038° bearing, intercept BIG R-359.RWY 26: As soon as practicable after passing DER but not below 1030', turn LEFT, continuing climb to cleared altitude or FL.

3.2. SPEED RESTRICTIONS

Airfield Operations may grant exemptions after a written permission has been obtained in advance. The General Manager must ensure that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

3.3. NOISE ABATEMENT PROCEDURES

ACFT hush kitted or modified to Chapter 3... available from the Civil Aviation Authority's Economic Regulation Group, CAA House, 45-59 Kingsway, London, WC2B 6TE.

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

Hercules ACFT are required to undertake a 'Long Push-back' to face East at holding point E2 or face North at TWY D stopline, as instructed by ATC.

3.3.2. DEPARTURE VIA HEN

3.3.3. DEPARTURE TO NORTH AND NORTHEAST

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

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

Stand 60: Push-back via either stand 9 or 10 (as instructed by ATC), then pull forward to face South on the Main apron TWY centerline. This procedure is not available when RVR is less than 400m.

All subsonic jet ACFT with a MTOW more than 34000 KGS and a capacity of 19 seats or more must irrespective of the age of the ACFT, comply with Chapter 3. ACFT hush kitted or modified to Chapter 3... available from the Civil Aviation Authority's Economic Regulation Group, CAA House, 45-59 Kingsway, London, WC2B 6TE.

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 advice GMC before start-up.

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

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

ACFT that meet ICAO Part II, Chapter 3, Annex 16, Volume I, are not permitted to depart between 2300-0600LT (0700LT Sundays). The General Manager will advise GMC of any other restrictions.

3.1.2.2. LONG PUSH-BACK PROCEDURE

ACFT must cross BNN (BPK R-295) at or above 2030'.

ACFT not meeting ICAO Part II, Chapter 3, Annex 16, Volume I, are not required to undertake the above procedures.

Long Push-back is not available when RVR is less than 400m.

3.1.3. LOW VISIBILITY PROCEDURE

3.1.3. LOW VISIBILITY PROCEDURE

PW-08

VFR-08

STD-08
3.4. RUNWAY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

On receipt of back-track/line-up clearance, pilots should ensure, commensurate with safety and standard operating procedure, that they are able to taxi into the correct position if not already at the hold, if the runway is available for landing or take-off. The back-track distance from the runway should be minimal, however the amount of time aircraft are allowed to taxi on a runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to LUTON Tower.
OLNEY 1C

At ILTN 2.6 DME turn LEFT, intercept BPK R-317 to OLNEY.

DVR 7B:

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

These SIDs require minimum climb gradients

DVR 7B: 273' per NM (4.5%) up to 730, then 310' per NM (5.1%) up to 3000 due to airspace and ATC purposes.
DVR 7C: 267' per NM (4.4%) up to 3000', then 310' per NM (5.1%) up to 4000' due to airspace and ATC purposes.

DVR 7B:

When passing 1030 turn LEFT, intercept BPK R-286 inbound to BPK, turn LEFT, BPK R-10, intercept DET R-336 inbound to DET, then to DVR.

DVR 7C:

When passing 1030 turn RIGHT, intercept 257° bearing towards HEN, when passing BNN R-006 turn LEFT, intercept BNN R-035 inbound to D7 BNN, then to DVR.

DVR 7C:

When instructed contact DETLING 117.5 DET, turn LEFT, intercept DET R-336 inbound to DET, then to DVR.

Trans level: By ATC
Trans alt: 6000'

Note: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

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**SRA 08:** Acft will normally be required to hold not lower than 3000'.

**LUTON**

**Minimum Altitude Elev.**

- **RADAR**
  - By ATC
  - Refer to Minimums

**Missed Approach - See below**

**ATIS**

- 120.57
- 129.55

**LUTON Radar (APP)**

- 128.75
- 132.55

**LUTON Tower *Ground**

- 121.75

**MDA(H)**

- See table below

**RWY 26**

- 515'
- 508'

**SRA All Rwys**

- 526'

**SRA 08**

- Minimums:
  - 515' for RWY 26
  - 508' for RWY 08

**Lighting - Refer to Airport Chart**

**CHANGES:**

- 990'
- 1600m
- 1400m
- 1800m

**Descent Gradient**

- 4.9% 596695
- 794 497 447 348

**Ancillary Data:**

- Alt Set: hPa
- Apt Elev: 19
- hPa Trans level: By ATC
- Trans alt: 6000'

**WARNING:**

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

**Radio failure:**

- Follow missed apch proc to 3000', then return to Lctr to hold at 3000', or as directed.

**Rwy 26:**

- Climb to 3000'.
- Climb STRAIGHT AHEAD to D1.5 ILJ outbound or 1500', whichever is later, then turn LEFT onto track 090° continue climb to 3000', or as directed.

**Rwy 08:**

- Climb STRAIGHT AHEAD to Lctr to hold at 3000', or as directed.
- Acft which achieve 2000' by Lctr continue climb in the hold.
- Acft unable to achieve 2000' by Lctr inform ATC and continue climb on 077° from Lctr to 2000', then turn RIGHT to Lctr to hold at 3000', or as directed.

**Drawings:**

- A
- B
- C
- D

**Map:**

- Altitude
- (HAT)
- Radar Fix
- (HAT)

**MISSED APPROACH:**

- Minimum Alt/NM
  - SRA 08 Tmn 2.0
  - SRA 26 Tmn 2.0

- Altitude above
  - 2000' (1485') (895')

**Map 1 NM from touchdown or TMN 2 to MAP**

**RVR**

- Gnd speed-Kts 70 90 100 120 140 160

- SRA 08:
  - 383 492 547 656 766 875

**JeppView:**

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