

SIDs	25	07	NO LON	Notes
RODNI	1B 5000 ft	1C* (Handoff -> FIN) 5000 ft	MSL	* = "Warning step climb"   Old SID CPT 4B/7C
DET	3Y* (8B*) 5000 ft	7C 5000 ft		to EGKK only   * = "Warning step climb"   () = Non-RNAV
MATCH	3Y* (3B*) 5000 ft	2C 5000 ft	FL150	* = "Warning step climb"   () = Non-RNAV
OLNEY	2B - 5000 ft	2C - 4000ft	FL120	Altitude Restriction "Maintain altitude ____ ft" with clearance
to EGSS/SC	JULIET	WHISKEY	4000 ft	Clearance format: "EZY123 cleared to the Luton Control Zone boundary, Juliet/Whiskey departure, climb to altitude 4000 ft, squawk 1234"

SDRs	25	07	Notes
North	Kilo (4000 ft)	Sierra (3000 ft)	
North-East	-	Romeo (4000 ft)	
South-East	Mike (2400 ft)	Tango (2400 ft)	to BPK
South-West	November (2400 ft)	Uniform (2400 ft)	to BNN (EGLL = 4000 ft)
West	Papa (3000 ft)	Victor (3000 ft)	to HEN
"Callsign, cleared to the Luton CTR/CTA boundary, (SDR) departure, squawk (SSR code)." Issue squawk from 4676 -> 4670 in descending order			

Handoff / Release Orders	07	NE	NW	EGSS/SC
	(CPT - FIN)	TCNE	TCNW	FIN/INT
	INT	TCN	TCN	CO INT
	CO INT	TC	TC	TCNW
	TCNW	TCE	TCM	TCN
	TCN	LE	LM	TC
	TC	LC	LC	LM
	LM	LSC	LSC	LC
	LC	L	L	LSC
	LSC	INT	INT	L
L	CO INT	CO INT		

Frequency List				
LONDON CONTROL			LUTON	
TCNW	"TC North-West"	121.280	ATIS	120.580
TCNE	"TC North-East"	118.825	GMP	121.885
TCN	"TC North"	119.780	GMC	121.755
TC	"TC Bandbox"	135.805	AIR	132.555
TCE	"TC East"	121.230	FIN	128.750
TCM	"TC Midlands"	121.030	INT	129.550
LM	"AC Daventry"	120.025	CO INT**	120.625
LC	"AC Central"	127.105	**When SS INT uses the callsign ESSEX_APP, they will provide top down cover of Luton	
LE	"AC Clacton"	118.480		
LSC	"AC South-Central"	132.605		
L	"AC Bandbox"	127.830		

Runway 25 Route Separation				
↓ Follow	Lead →	RODNI	DET/MATCH	OLNEY
RODNI		2	2	2
DET/MATCH		1	2	1
OLNEY		2	2	2

Runway 07 Route Separation				
↓ Follow	Lead →	RODNI	DET/MATCH	OLNEY
RODNI		4*	1	1
DET/MATCH		4*	2	1
OLNEY		4*	1	2
* Can be reduced on coordination with FIN				

Altimetry Information	
Elevation	QFE
527 ft	QNH-18

Circuit Procedures		
Runway	Direction	Height
25	Left	Prop < 5700 kg = 1000 ft QFE Jet or Prop > 5700 kg = 2500 ft QFE
07	Right	

Departure	Clearance (GMP)	Pre-Note (GMP)	Pre-Note (AIR)	Release (AIR)	Release (FIN)	
to EGSS/SC		SS INT		FIN - who will specify next freq.	SS INT	
to EGLL/WU		Receiving TC			Receiving TC	TC NW
to any other LTMA airfield						
to EGBB/BE/NX						
SDR (except to airfields above)		FIN		FIN		
Non-airways non-standard IFR/SVFR	FIN	AIR				
VFR (N/S Lane or Helicopter Route)			FIN			
VFR (non-standard)	FIN			FIN		
SID following SDR/non-airways/SVFR				FIN		
After missed approach or runway change				FIN		
DET (EGKK only)		TC NE		TC NE		
MATCH				TC NE		

Speed Separation Groups (see vMATS for rules)			
4	3	2	1
All jet aircraft except : - Those in group 3 - Concorde - Military Jets	BAe146 / Avro RJ variants CL35/60 CRJ1/2/7/9/X D328/J328 DH8D E135/145 E50P/55P P180 SB20 Citations except: C56X/680/68A/700/750	ATR variants DH8A/B/C F50 JS31/32/41 King Air variants PC12 SF34 SW3/4 TBM7/8/9	BN2P/T C208 DA62 DHC6 E110

Note: When a controller requests a radar check, a departure release is required from that controller.

Squawks	APC	4670-4676	AIR	4677 conspic.
	Listening Squawk		0013	

Transition Level & MSL		
EGLL QNH	TL	MSL
1032-1049	65	70
1013-1031	70	70
995-1012	75	80
977-994	80	80
959-976	85	90
940-958	90	90

Luton Holds		
Fix	Details	Levels
ZAGZO	149° R	FL80 - FL140
ABBOT	265° R	FL80 - FL140
LUT	254° R	2000 ft - 5000 ft

Departure Agreements (RWY 07)		
SID	To	Conditions
OLNEY	TC NW	Climbing 6000 ft Own nav.
CPT		Climbing 5000 ft HDG or own nav.

STARs			
ZAGZO	Routing	Descent	Notes
BARMI 1N	BARMI - MEGEL - DITOB - WIQID - MUCTE - OFJES - UDDIZ - COCCU - JUMZI - ZAGZO	FL260 by BARMI   FL220 by MEGEL   FL140 by OFJES	RNAV1
FINMA 1N	FINMA - WOBUN - EDCOX - JUMZI - ZAGZO	FL150 by FINMA	
LISTO 1N	LISTO - PEDIG - ROGBI - FINMA - WOBUN - EDCOX - JUMZI - ZAGZO	FL200 by ROGBI   FL150 by FINMA	
RINIS 1N	RINIS - IDESI - WIQID - MUCTE - OFJES - UDDIZ - COCCU - JUMZI - ZAGZO	FL220 by RINIS   FL180 by IDESI   FL140 by OFJES	
SILVA 1N	SILVA - WOBUN - EDCOX - JUMZI - ZAGZO	-	
SIRIC 1N	SIRIC - NIGIT - VATON - OZZOT - BPK - ILLC - OXDUF - COCCU - JUMZI - ZAGZO	FL180 by SIRIC   FL150 by OZZOT	
TELTU 1N	TELTU - MOREZ - VATON - OZZOT - BPK - ILLC - OXDUF - COCCU - JUMZI - ZAGZO	FL190 by TELTU   FL150 by OZZOT	
TOSVA 1N	TOSVA - IDESI - WIQID - MUCTE - OFJES - UDDIZ - COCCU - JUMZI - ZAGZO	FL220 by TOSVA   FL180 by IDESI   FL140 by OFJES	
UNDUG 1N	UNDUG - MAY - VATON - OZZOT - BPK - ILLC - OXDUF - COCCU - JUMZI - ZAGZO	FL200 by MAY   FL150 by OZZOT	
XAMAN 1N	XAMAN - IDESI - WIQID - MUCTE - OFJES - UDDIZ - COCCU - JUMZI - ZAGZO	FL220 by XAMAN   FL180 by IDESI   FL140 by OFJES	
ABBOT	Routing	Descent	Notes
LOGAN 2A	LOGAN - CLN - ABBOT	FL100 by LOGAN	RNAV5
DET 2A	DET - LOFFO - ABBOT	FL170 by DET	

Missed Approaches	
25	RWY HDG to 3000 ft, passing I-LJ 2.3 DME or 1500 ft (whichever is later), left 088°.
07	RWY HDG to 3000 ft, hold at LUT.

Level Capping (not exhaustive)	
Destination	Max RFL
EGNX/BB EGCC/GP/NR	180
EGFF/GD/SY	180
EGTE	200
EGNH/NJ/NM/NO	240
EGNT/NV	340
EGAA/AC/AD/AE/AL	320 via LIPGO
EIDW/ME/WT	340 via LIPGO/ VATRY
EH** except EHAM and EHRD	230 290 via REDFA 210
EBBR/AW/CI/CV/MB	230
LFGA/GB/SB/SM	290 except KONAN
LFRR FIR	290
LFBB FIR	350

25 NM Minimum Sector Altitudes (MSA)			
NW	2000 ft	NE	2000 ft
SW	2200 ft	SE	2100 ft

Inbounds via ABBOT	
Traffic will be transferred to SS INT by TC East. SS INT will individually coordinate with GW INT, typically 5000 ft on a westerly heading.	

Wake Turbulence Arrival Separation (in NM)					
Lead →	J	H	UM	LM	S
J	-	-	-	-	-
H	5	4	-	-	-
UM	7	5	3	-	-
LM	7	5	4	-	-
S	7	6	4	3	3
L	8	7	6	5	4

Special Operations	
<b>VFR Procedures</b>	
GMP may issue certain clearances via the North/South lane and helicopter routings without reference to FIN, not above altitude 1500 ft and with the Tower conspicuity squawk 4677. AIR shall be prenoted.	
AIR will prenote FIN prior to departure but may depart this traffic on a 'free-flow' basis.	
Scratchpad Notation: NLANE - North Lane / SLANE - South Lane SWDEP - Runway 25 South Helicopter Routing / SEDEP - Runway 07 South Helicopter Routing SSDEP - Stansted Helicopter Routing	
<b>Low Visibility Procedures</b>	
During CATII or CATIII operations, LVP are applied and broadcast via ATIS or via RT. They are enforced either when: <b>IRVR or Met. Visibility is 800m or less OR cloud ceiling (BKN+) 200ft or less</b>	

**NOT FOR REAL WORLD USE**