

AIRFIELD NAME AND ICAO		December 24	London Luton		EGGW	Central
CALLSIGN (A/C RADIO)		Luton Tower			132.555	
CALLSIGN (ES/VATSIM)		EGGW_TWR			Ground. 121.755	
LOCATION		Lat N051.52.29.000	Long W000.22.06.000		Elev.526 ft	
LOCATION GEOGRAPHIC		1.5nm NE of Luton; 30.5nm N of London			VFR Conspicuity ---	
CHART SOURCE		NATS	DELIVERY 121.885	DIR. 128.750	/Radar 129.550	
METAR AIRPORT		EGGW 120.580		QFE= QNH(METAR) – 17 HPscIs		
NAV AIDS (FSX / PLANG3)		NDB/ LUT (26 OM); 345kHz		ILS 109.150MHz	Listening Squawk 0013, on 129.550	
RUNWAYS	Headings	Dimension		Surface & notes		NO FLY: Local built-up areas below 1000ft QNH.
	08 / 26	2162m x 46m		Grooved Asphalt		
AIRSPACE	Class D (CTR)	Transition level 6000ft		Airspace above is Class A, Base Alt 3500 LTMA.		
CIRCUITS	1000 ft QFE	VARIABLE as instructed ATC ; DO NOT FLY BELOW GLIDE PATH ON FINAL. Use PAPIs				
LOCAL HAZARDS	Obstacles; Towers; Masts; Spires. GLIDERS/HANG-GLIDERS/Paragliders/Microlights: REMAIN WELL CLEAR OF hatched GREEN ARES (see area chart below) EXCEPT any of the above in the vicinity.					
HELICOPTER OPERATIONS	Helicopters must route inbound and outbound as instructed by ATC via designated routes (see chart below), NOT above A1500ft. There is no designated Helipad. Ground movement as instructed. Helicopters MUST NOT, unless specifically authorised by ATC, fly within less than 500ft distance of ANY Aircraft, vehicle, building or apron at LESS than 500ft QFE. Expect flight in ATZ as Fixed wing A/C					
SPECIAL RULES	ALL AIRCRAFT, DO NOT REQUEST START-UP, TAXI OR DEPARTURE UNLESS READY TO DO SO IMMEDIATELY on receiving clearance/instruction from ATC. Runway vacation via taxi Charlie is forbidden, unless authorised by ATC. Normal for GA A/C. After vacating at Alpha, A/C must hold at A4 for taxi instructions. After vacating at Bravo, A/C must hold at B2 for taxi instruction. VFR A/C should ALWAYS ENTER and LEAVE (or transit) LUTON CTR via the designated NORTH and SOUTH CORRIDORS, as directed by ATC. ENTRY to the CTR CTA is forbidden unless cleared by ATC. Special VFR clearance MAY be requested for preferred routing, when traffic allows, via VRPs					
VRPs	VRP	Lat	Long	BPK VOR/DME	BNN VOR/DME	LUT NDB
	A1 (M) Junction 4	514645N	0001328W	292°/5 NM	075°/13 NM	172° MAG
	Kimpton Hall	515045N	0001748W	310°/9 NM	053°/12 NM	209° MAG
	M1 Junction 8	514522N	0002458W	273°/12 NM	070°/5 NM	216° MAG
	M1 Junction 9	514913N	0002505W	291°/12 NM	041°/7 NM	234° MAG
	Offley	515601N	0002030W	322°/14 NM	032°/15 NM	306° MAG
	Hyde	515039N	0002158W	301°/11 NM	044°/10 NM	235° MAG
	Pirton	515818N	0001954W	328°/16 NM	029°/17 NM	328° MAG

GA Parking, East end of stand 80 or South Apron, as directed.

CAUTION: Taxiway routing dependant upon other traffic. Expect to HOLD for IFR A/C. Taxiways D & F normally ONE WAY, BUT dependant on runway in use AND TRAFFIC. If not sure of your route/location ASK.

GA A/C will normally use Taxi Charlie and C1, In/Outbound. BUT, ONLY with ATC instruction.

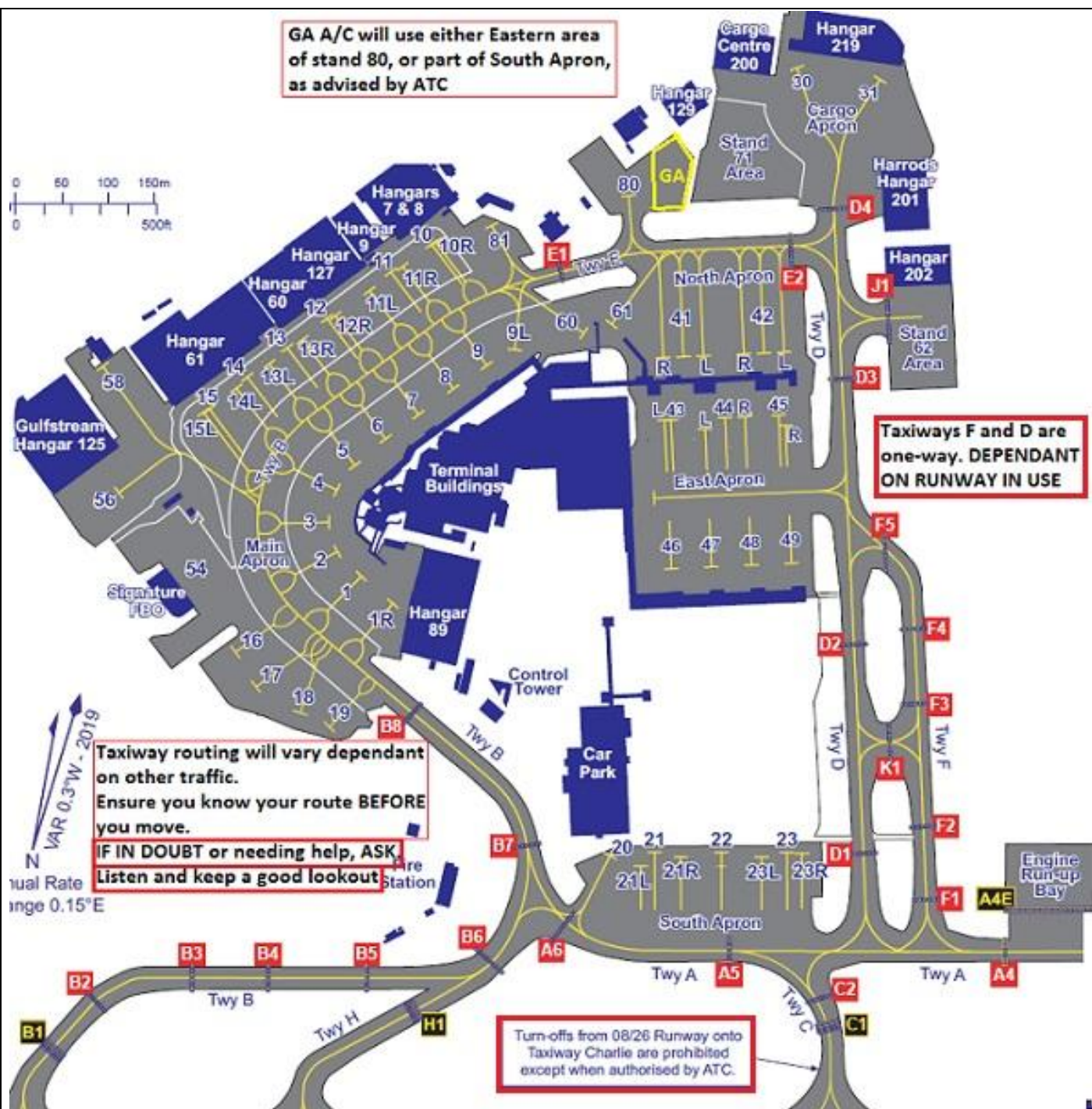
ALL PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.

NOT TO BE USED FOR REAL WORLD OPERATIONS

ALL PILOTS:
PLEASE PUT
YOUR A/C
CALLSIGN AFTER
YOUR NAME.

**NOT TO BE USED
FOR REAL WORLD
OPERATIONS**

GA A/C will use either Eastern area of stand 80, or part of South Apron, as advised by ATC



within CTR/CTA

**—VFR HELICOPTER ROUTES
VIA DESIGNATED VRPs ONLY,
THEN AS INSTRUCTED.
NOT ABOVE A1500ft.**

