

EGGW/LTN
LUTON

17 FEB 06

JEPPESEN
(50-1P1)

LONDON, UK
AIRPORT BRIEFING

2.1. SPEED RESTRICTIONS

Pilots should typically expect 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 clearance being issued (e.g. 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. ACFT 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 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. Every operator of ACFT using the APT shall ensure at all times that 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 AUV 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) except when the safety of an ACFT would otherwise be compromised. ACFT approaching without ILS or Radar assistance shall follow a descent path not lower than the normal approach path indicated by the PAPI'S.

LOW POWER/LOW DRAG PROCEDURES

For all jet ACFT and for all propeller-driven ACFT whose AUV 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 touchdown. 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 of continuous descent, to join the glidepath at the appropriate height for the distance without recourse to level flight.

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 alternate yellow and green centerline lights, which denote the extent of the ILS localizer sensitive area. The two ILS localizer sensitive areas are not identical. In case of an ACFT which has landed on RWY 26 and which is instructed to hold at holding point B2, pilot should report "RWY vacated", when at B2 hold as this position is clear of RWY 26 ILS localizer sensitive area.

EGGW/LTN
LUTON

8 SEP 06

JEPPESEN
(50-1P2)

LONDON, UK
AIRPORT BRIEFING

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 will 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. ARRIVAL

EGGW/LTN
LUTON

8 SEP 06

JEPPESEN
(50-1P3)

LONDON, UK
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

3.1.1. GENERAL

Plots of departing ACFT approaching holding point B1 should exercise caution due to unusual alignment of TWY and Rwy entry point, particularly when holding in a queue of ACFT. The area immediately to the West of B1 is not a designated holding area. ACFT must not cross B1 or enter this area unless positive clearance to do so has been received from ATC and the stopbar at B1 has been extinguished.

3.1.2. START-UP & PUSH-BACK

Plots should only request start-up and/or push-back clearance when imminently ready to do so.
Push-back from stands must not take place until positive clearance to push-back has been received from ATC.

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

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:
- Main apron stands: Face North towards E1 or face South towards A7.
 - North apron stands: Face East towards E2 or face West towards E1.
 - South apron stands: Face East towards A5 or face West towards A6.
 - Stand 16: 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.
 - Stand 61: Face West towards E1.

3.1.2.2. LONG PUSH-BACK PROCEDURE

Dependent on Rwy in use, ATC may instruct ACFT to undertake a 'Long Push-back' procedure followed by engine start.

Stands 31, 32, 33, 34 and 34R: All wide-body ACFT and Boeing 757 and Lockheed 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.

Stands 40, 41L, 41R and 42L: Push-back to holding point D4 to face South on TWY D.

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.

Stand 61: Push-back via stand 41 to face East on TWY E.
This procedure is not available when RVR is less than 400m.

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

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.

3.1.3. LOW VISIBILITY PROCEDURE

ATC will require departing ACFT to use the following CAT III holding points, which are also to be used for departures in CAT II conditions:

Rwy 08 - B2
Rwy 26 - A2.

Occasionally it may be necessary for other departure points to be used due to work in progress or at discretion of ATC. Under these circumstances due allowance will be made by ATC for the necessary ILS protection.

EGGW/LTN
LUTON

18 AUG 06

JEPPESEN
(50-1P4)

LONDON, UK
AIRPORT BRIEFING

3. DEPARTURE

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL100 unless cleared otherwise. ATC removes limitations by the phrase 'No ATC speed restriction'. This phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any speed-power limitations due to noise abatement procedures.

3.3. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 50-4.

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger. Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

Jet ACFT not meeting ICAO Part II, Chapter 3, Annex 16, Volume I, are not permitted to depart between 2300-0600LT (0700LT Sundays). The General Manager Airfield Operations may grant exemptions after a written permission has been obtained in advance.

The General Manager Airfield Operations has also discretion, in exceptional circumstances, to permit the departure of delayed flights by ACFT not meeting above mentioned standards upon applications submitted through the APT Manager Tel. 01582 395451, Fax 01582 395040.

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 standards comply with this requirement.

London Luton APT Limited is obliged by EC Directive to recognize exemptions granted by other states in respect of Chapter 2 ACFT registered in those states. Details of exempted ACFT are available from the Civil Aviation Authority's Economic Regulation Group, CAA House, 45-59 Kingsway, London, WC2B 6TE.

Noise preferential routes are compatible with normal ATC requirements. In individual cases ATC may vary them whenever necessary. The use of the routings is supplementary to noise abatement take-off techniques used by piston-engined, turbo-prop and turbo-jet ACFT.

All ACFT with AUW above 5700 KGS not intending to enter the airway system will use departures on charts 50-3E, 50-3F and 50-3G.

3.3.1. DEPARTURE TO NORTHWEST

Rwy 08: Climb straight ahead to ILTN 2.6 DME, turn LEFT, intercept BPK R-317, climbing to cleared altitude or FL.

3.3.2. DEPARTURE VIA HEN

Rwy 08: Climb straight ahead to ILTN 3 DME, turn RIGHT (at not less than half rate turn), intercept 258° bearing to HEN, climbing to cleared altitude or FL, ensuring that BNN DME does not decrease below 4 NM. Unless otherwise instructed by ATC, ACFT must remain at 4000' (Luton QNH) until west of BNN R-036.

3.3.3. DEPARTURE TO NORTH AND NORTHEAST

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 1050', turn LEFT, intercept BNN R-035 inbound, at D7 BNN (BPK R-295) turn RIGHT, intercept 257° bearing towards HEN, at BNN R-006 turn RIGHT, intercept BNN R-347 continuing climb to cleared altitude until clear of controlled airspace.
Turbo-jet ACFT must cross D7 BNN (BPK R-295) at or above 2030'.

EGGW/LTN
LUTON

18 AUG 06

JEPPESEN
(50-1P5)

LONDON, UK
AIRPORT BRIEFING

3. DEPARTURE

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, and back-track/line-up on the RWY as soon as the preceding ACFT has commenced either its take-off roll or landing run and has passed the holding point. The crew of departing ACFT must inform ATC if they are not ready for departure when instructed by ATC to enter the RWY for take-off.

Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion when lined-up on RWY 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.

EGGW/LTN
LUTON

17 FEB 06

JEPPESEN
(50-1P)

LONDON, UK
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 120.57

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

Run-up tests are subject to permission of London Luton APT.

Engine run-ups may only be carried out in the area prescribed by ATC in such a manner that no damage or inconvenience will be caused to persons or property.

Run-ups are permitted between 0800-2000LT Monday-Saturday. Exceptions may be granted on absolute discretion of APT authority between 0600-0800LT and 2000-2300LT Monday-Saturday, 1230-1800LT Sunday and in respect of ACFT fitted with high by-pass engines at any time.

For all engine run-ups other than runs at ground idle power the operator of ACFT shall notify ATC at the commencement and cessation of each run.

Operators or employees of ACFT licensed according to ICAO Annex 16, Vol 1, Chapter 3 have to ensure that the noise disturbance is kept to the minimum during run-ups higher than idle of high by-pass engines.

A single or double engine run at ground idle power settings may be undertaken provided that:

- the run-up does not exceed 10 minutes;
- a person is at all times in attendance outside the ACFT to ensure the safety;
- continuous radio contact is maintained with ATC, from whom permission to start the engine(s) must be obtained and to whom notification must be given when the engine run is completed;
- not more than two engines at a time are run;
- prior to commencing the run-up ATC is notified of the ACFT's registration number or letters, the ACFT's position, the percentage power setting anticipated, the expected duration of the engine run and the name of operator and/or the employees.

1.3. LOW VISIBILITY PROCEDURES (LVP) DURING CAT II/III OPERATIONS

During CAT II/III operations, special ATC procedures will be applied.

Pilots will be informed by ATIS or by RTF when these procedures are in operation.

1.4. TAXI PROCEDURES

Wide-bodied ACFT must not route via E1 in any direction. MAX size B757/A321 permitted under power.

TWY E will not be used in VIS 400m or less.

1.5. PARKING PROCEDURES

Stands 60 and 61 have directional information provided by a Safedock Docking Guidance System.

1.6. OTHER INFORMATION

Bird scaring takes place regularly including the use of pyrotechnics.

EGGW/LTN	ATIS 120.57	Apr Elev 526'	Alt Set: NPA	Trans level: By ATC	Trans alt: 6000'
----------	-------------	---------------	--------------	---------------------	------------------

ABBOT 1D [ABOT1D], ABBOT 1E [ABOT1E]
ARRIVALS
 WHEN BKY VOR OR DME UNSERVICEABLE USE
 ① CASEY 1D [CASE1D], CASEY 1E [CASE1E]

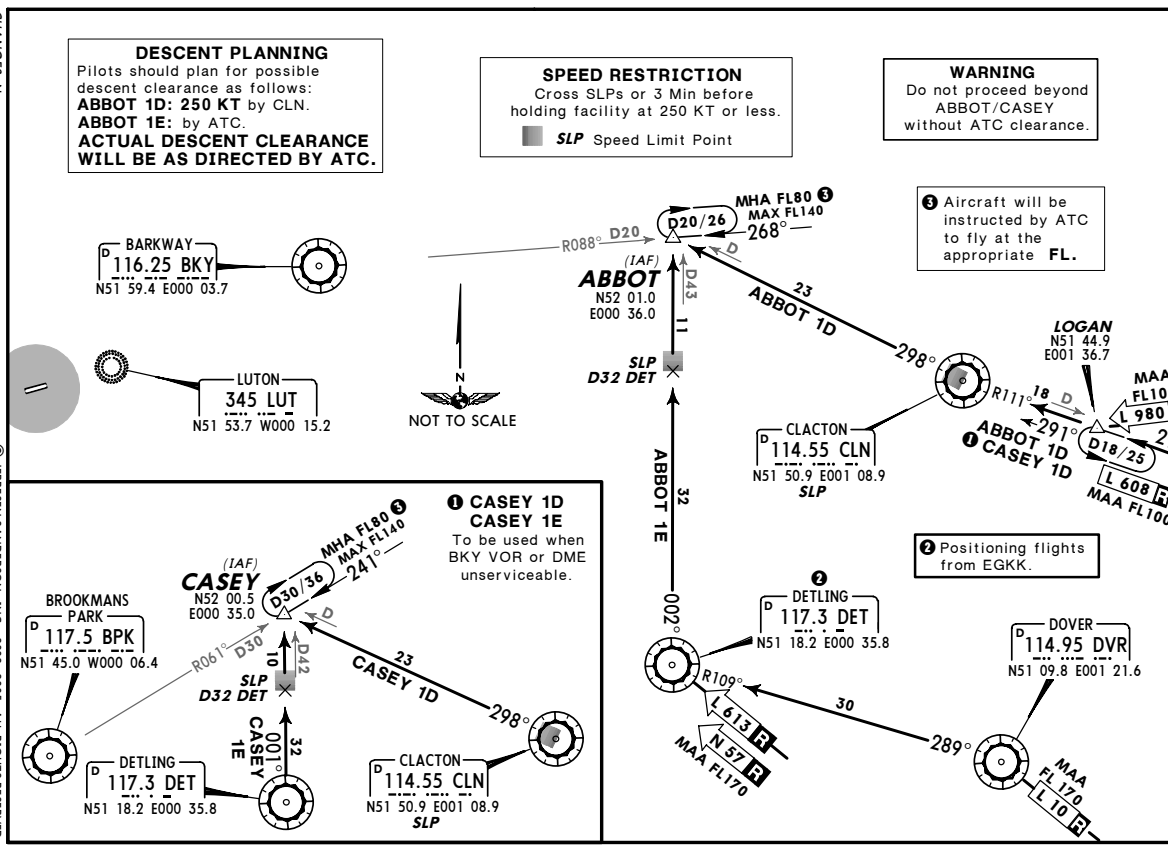
WARNING
 Do not proceed beyond ABBOT/CASEY without ATC clearance.

④ Aircraft will be instructed by ATC to fly at the appropriate FL.

② Positioning flights from EGKK.

SPEED RESTRICTION
 Cross SLPs or 3 Min before holding facility at 250 KT or less.
 ■ SLP Speed Limit Point

DESCENT PLANNING
 Pilots should plan for possible descent clearance as follows:
ABBOT 1D: 250 KT by CLN.
ABBOT 1E: by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



EGGW/LTN	ATIS 120.57	Apr Elev 526'	Alt Set: NPA	Trans level: By ATC	Trans alt: 6000'
----------	-------------	---------------	--------------	---------------------	------------------

LOREL 2Q [LORE2Q], LOREL 1R [LORE1R]
ARRIVALS
 FROM EAST & SOUTHEAST
 WHEN BPK VOR OR DME UNSERVICEABLE USE
 ① ASKEY 2Q [ASKE2Q], ASKEY 1R [ASKE1R]

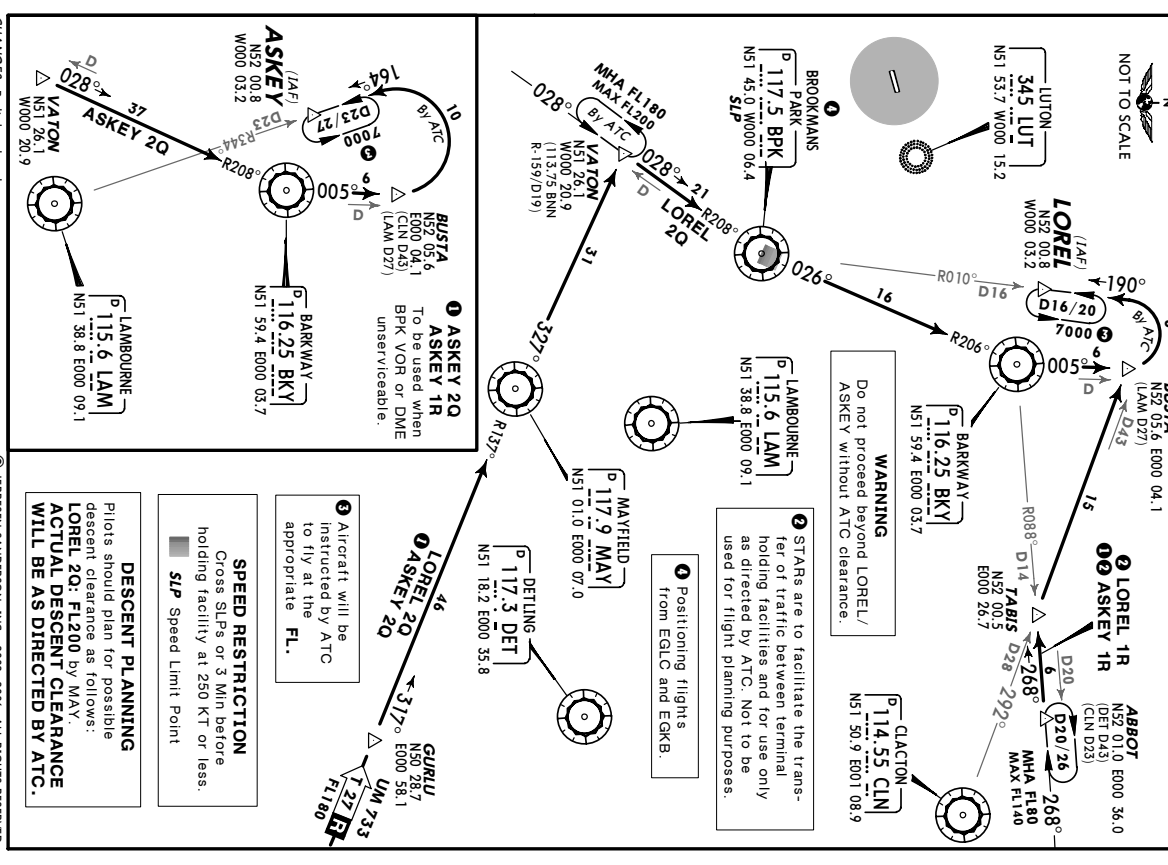
WARNING
 Do not proceed beyond LOREL/ASKEY without ATC clearance.

② STARs are to facilitate the transfer of traffic between terminal holding facilities and for use only as directed by ATC. Not to be used for flight planning purposes.

④ Positioning flights from EGLO and EGKB.

SPEED RESTRICTION
 Cross SLPs or 3 Min before holding facility at 250 KT or less.
 ■ SLP Speed Limit Point

DESCENT PLANNING
 Pilots should plan for possible descent clearance as follows:
LOREL 2Q: FL200 by MAY.
LOREL 1R: FL200 by MAY.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



EGGW/LTN
LUTON

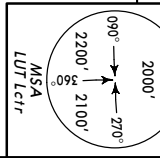
JEPPesen
21 NOV 03 (50-2B) EFF 27 Nov

LONDON, UK
STAR

ATIS	120.57	Appr Elev	526'	Alt Set: MPA	Trans level: By ATC	Trans alt: 6000'
------	--------	-----------	------	--------------	---------------------	------------------

LOREL 2C [LORE2C], LOREL 1S [LORE1S]

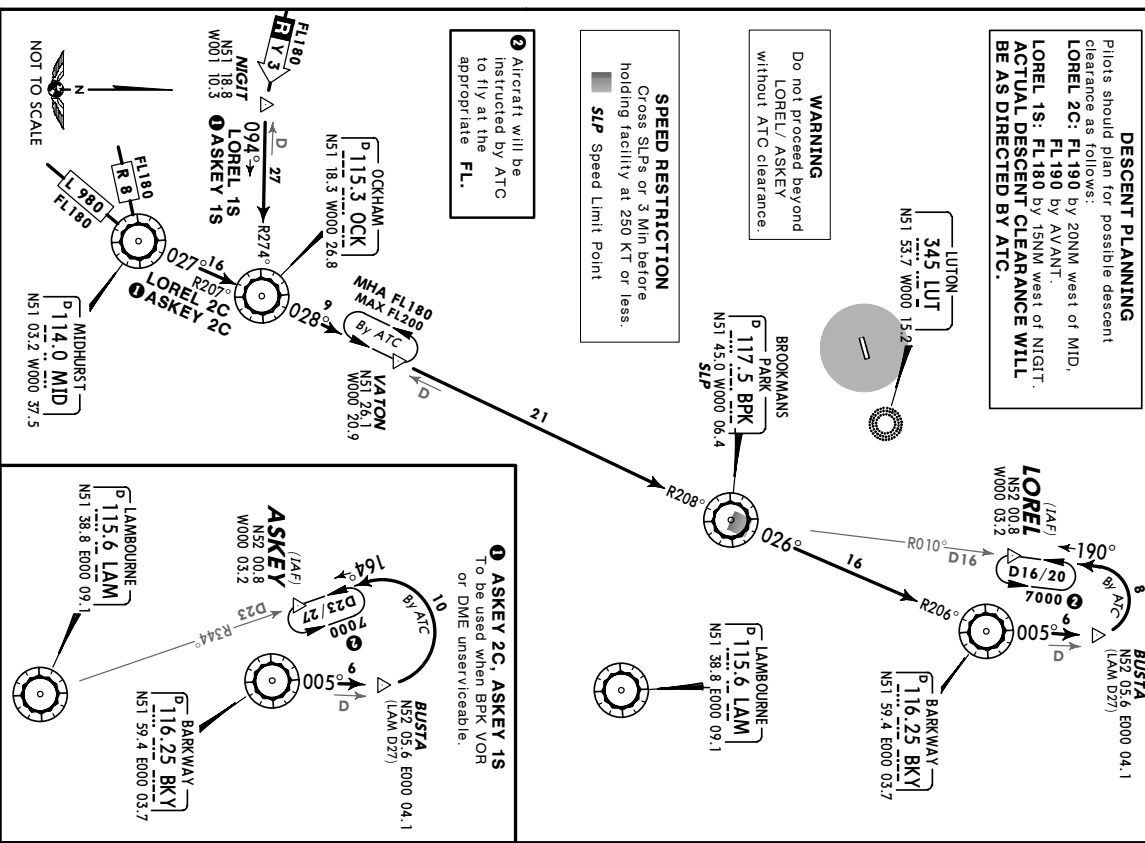
ARRIVALS
FROM SOUTH
WHEN BPK VOR OR DME UNSERVICEABLE USE
ASKEY 2C, ASKEY 1S



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
LOREL 2C: FL190 by 20NM west of MID.
FL190 by AVANT.
LOREL 1S: FL180 by 15NM west of NIGHT.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

SPEED RESTRICTION
Cross SLPs or 3 Min before holding facility at 250 KT or less.
 SLP Speed Limit Point

WARNING
Do not proceed beyond LOREL/ASKEY without ATC clearance.



EGGW/LTN
LUTON

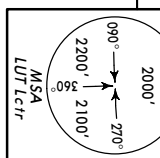
JEPPesen
21 NOV 03 (50-2C) EFF 27 Nov

LONDON, UK
STAR

ATIS	120.57	Appr Elev	526'	Alt Set: MPA	Trans level: By ATC	Trans alt: 6000'
------	--------	-----------	------	--------------	---------------------	------------------

LOREL 1B [LORE1B], LOREL 2N [LORE2N]

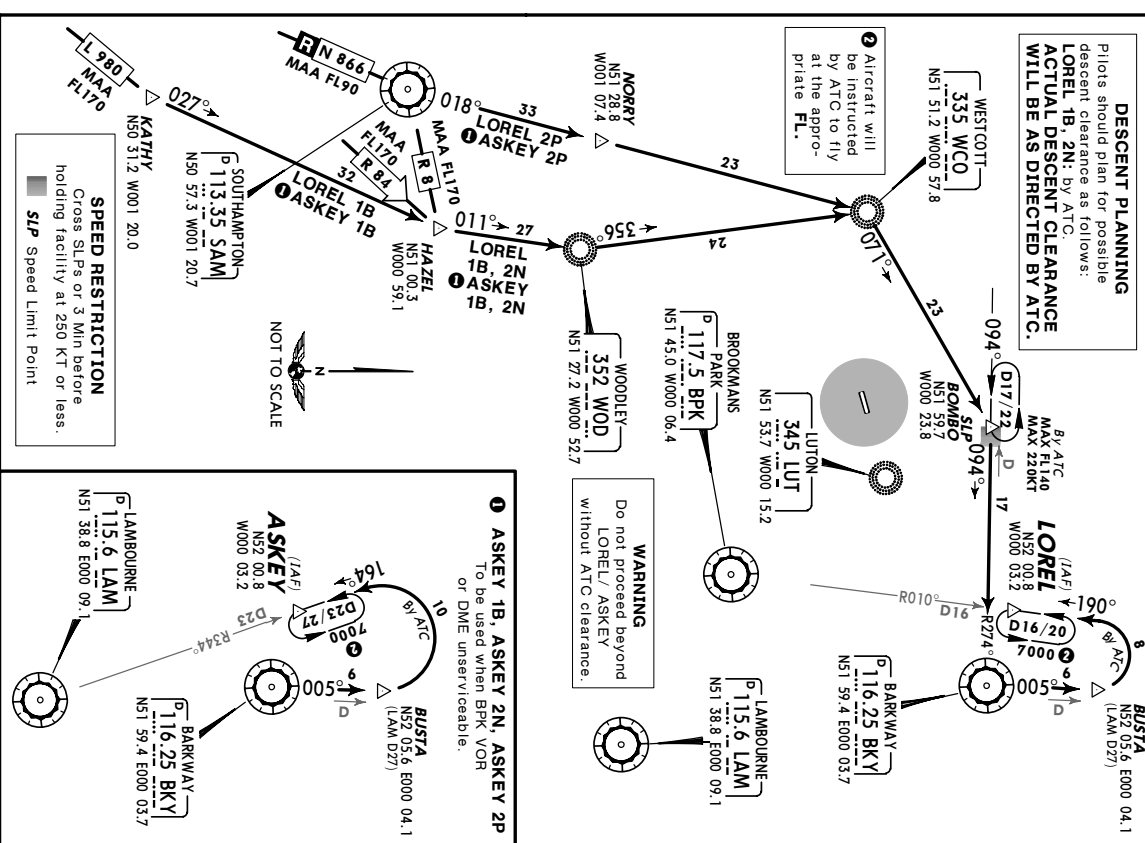
ARRIVALS
FROM SOUTHWEST
WHEN BPK VOR OR DME UNSERVICEABLE USE
ASKEY 1B, ASKEY 2N, ASKEY 2P



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
LOREL 1B, 2N: by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

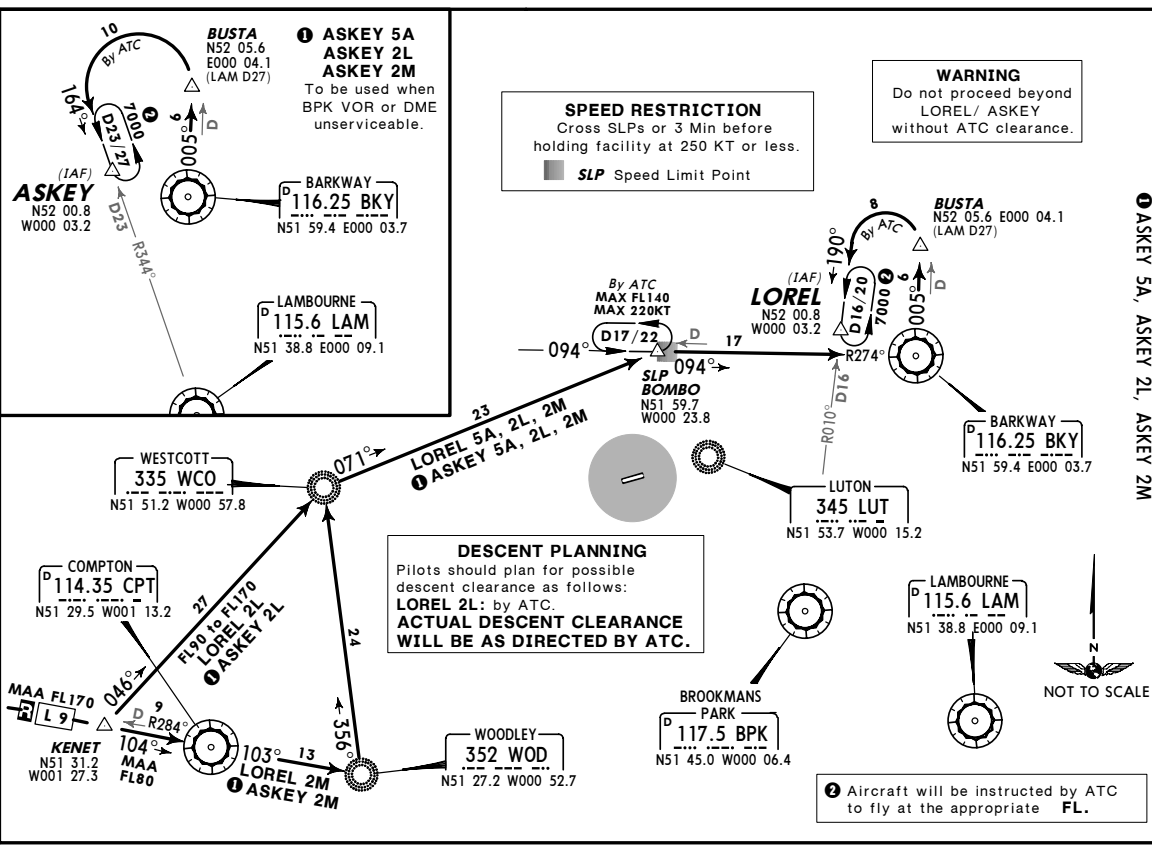
SPEED RESTRICTION
Cross SLPs or 3 Min before holding facility at 250 KT or less.
 SLP Speed Limit Point

WARNING
Do not proceed beyond LOREL/ASKEY without ATC clearance.



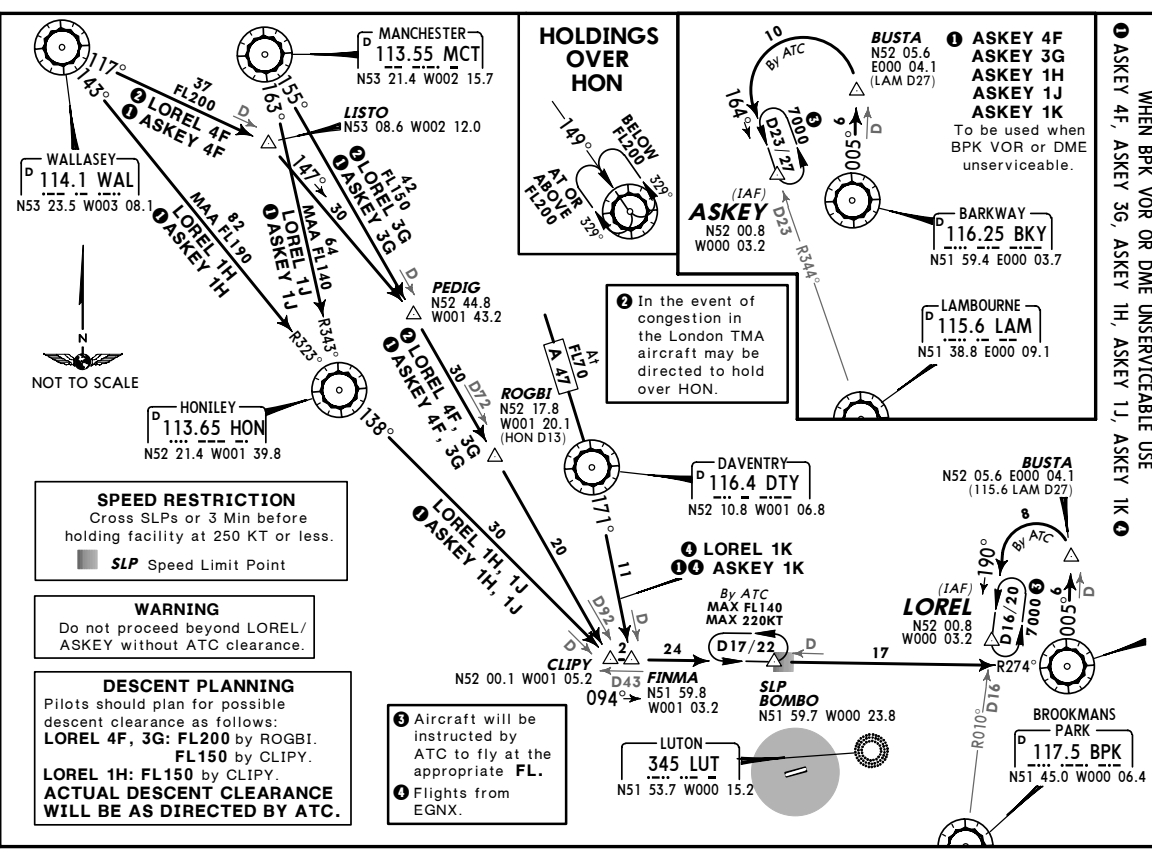
EGGW/LTN	ATIS	120.57	Apri Elev	526'	Alt Set: NPA	Trans level: By ATC	Trans alt: 6000'
----------	------	--------	-----------	------	--------------	---------------------	------------------

**LOREL 5A [LORE5A], LOREL 2L [LORE2L]
 LOREL 2M [LORE2M]**
ARRIVALS FROM WEST
 WHEN BPK VOR OR DME UNSERVICEABLE USE
 ASKEY 5A, ASKEY 2L, ASKEY 2M



EGGW/LTN	ATIS	120.57	Apri Elev	526'	Alt Set: NPA	Trans level: By ATC	Trans alt: 6000'
----------	------	--------	-----------	------	--------------	---------------------	------------------

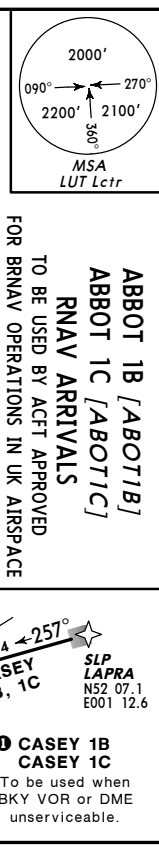
**LOREL 4F [LORE4F], LOREL 3G [LORE3G]
 LOREL 1H [LORE1H], LOREL 1J [LORE1J]
 LOREL 1K [LORE1K]**
ARRIVALS FROM NORTHWEST
 WHEN BPK VOR OR DME UNSERVICEABLE USE
 ASKEY 4F, ASKEY 3G, ASKEY 1H, ASKEY 1J, ASKEY 1K



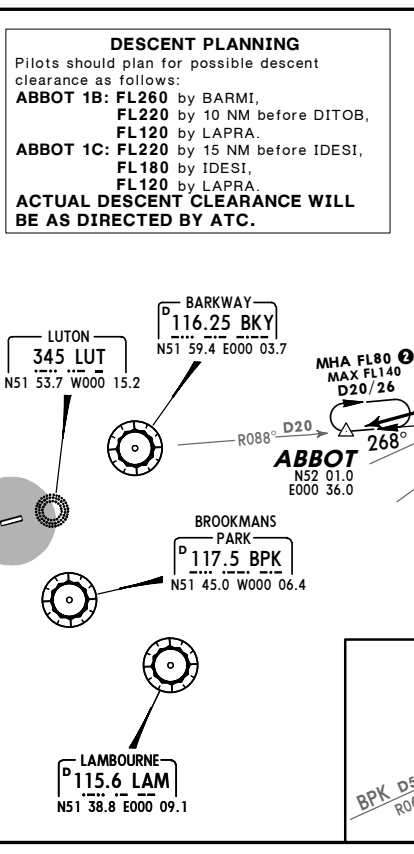
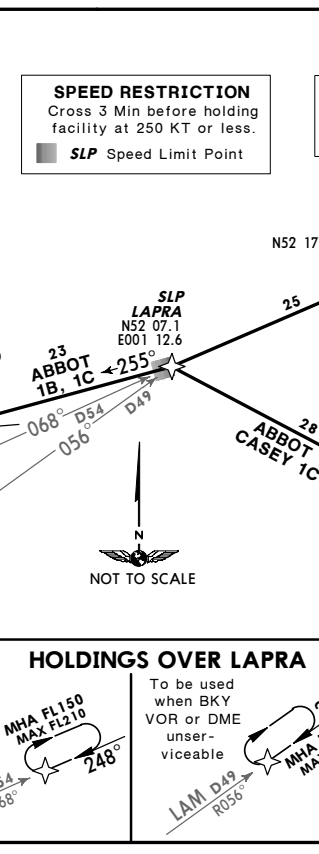
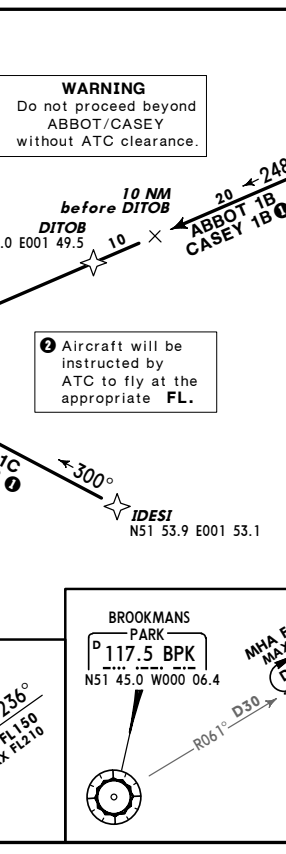
CHANGES: None
 © JEPPESEN SANDERSON, INC., 2002, 2003. ALL RIGHTS RESERVED.

CHANGES: STARS LOREL 3F/ASKEY 3F renumbered 4F & revised.
 © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

Trans level: By ATC Trans alt: 6000'
 LONDON Control or LUTON Approach control or LUTON Radar (ESSEX Radar) as instructed by ATC.
 1. When instructed contact LONDON Control or LUTON Approach control or LUTON Radar (ESSEX Radar) as instructed by ATC.
 2. SIDs include noise preferential routes (refer to 50-4).
 3. Initial climb straight ahead to 1030'.
 4. Cruising levels will be issued after take-off by LONDON Control.
 5. Do not climb above SID level until instructed by ATC.



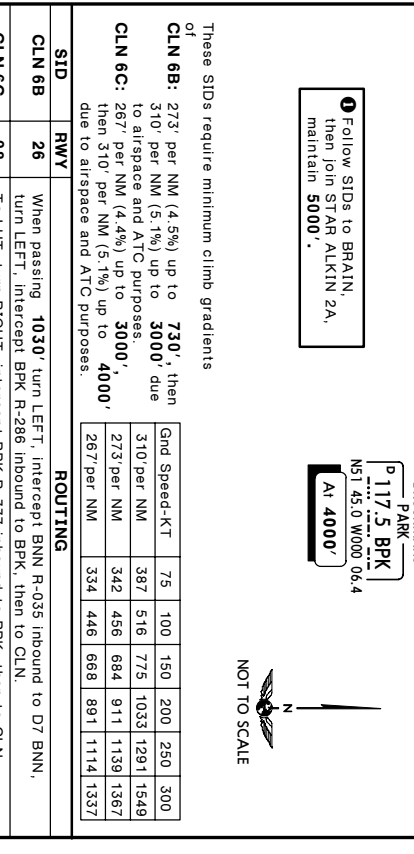
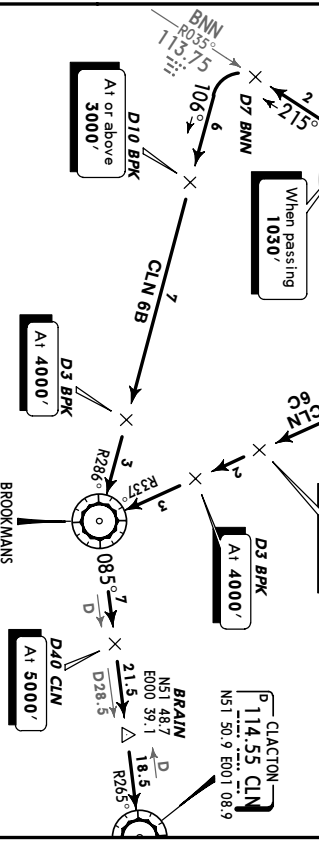
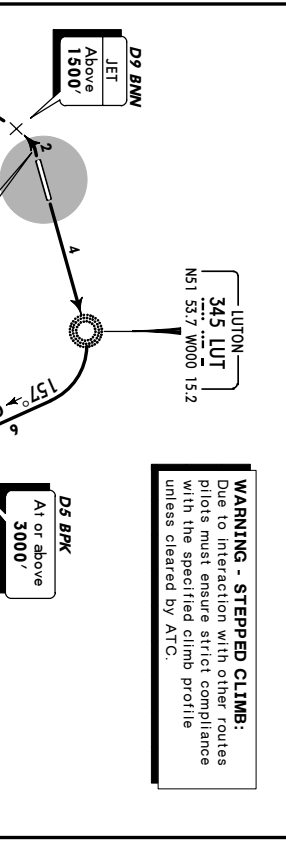
APIS
 120.57
 Aft Elev
 526'
 ATIS
 120.57
 Aft Elev
 526'
 Radar vectoring may be used. Aft may be instructed 'direct to' (Wpt) following radar vectoring.



Trans level: By ATC Trans alt: 6000'
 LONDON Control or LUTON Approach control or LUTON Radar (ESSEX Radar) as instructed by ATC.
 1. When instructed contact LONDON Control or LUTON Approach control or LUTON Radar (ESSEX Radar) as instructed by ATC.
 2. SIDs include noise preferential routes (refer to 50-4).
 3. Initial climb straight ahead to 1030'.
 4. Cruising levels will be issued after take-off by LONDON Control.
 5. Do not climb above SID level until instructed by ATC.



APIS
 118.82
 Aft Elev
 526'
 ATIS
 118.82
 Aft Elev
 526'
 Radar vectoring may be used. Aft may be instructed 'direct to' (Wpt) following radar vectoring.



These SIDs require minimum climb gradients of

SID	RWY	CLN 6B	CLN 6C
CLN 6B	26	273' per NM (4.5%) up to 730', then 310' per NM (5.1%) up to 3000' due to airspace and ATC purposes.	267' per NM (4.4%) up to 3000', then 310' per NM (5.1%) up to 4000' due to airspace and ATC purposes.
		75	342
CLN 6C	08	310' per NM	273' per NM
		387	342
ROUTING		75	100
		100	150
		150	200
		200	250
		250	300
		300	350
		350	400
		400	450
		450	500
		500	550
		550	600
		600	650
		650	700
		700	750
		750	800
		800	850
		850	900
		900	950
		950	1000
		1000	1050
		1050	1100
		1100	1150
		1150	1200
		1200	1250
		1250	1300
		1300	1350
		1350	1400
		1400	1450
		1450	1500
		1500	1550
		1550	1600
		1600	1650
		1650	1700
		1700	1750
		1750	1800
		1800	1850
		1850	1900
		1900	1950
		1950	2000
		2000	2050
		2050	2100
		2100	2150
		2150	2200
		2200	2250
		2250	2300
		2300	2350
		2350	2400
		2400	2450
		2450	2500
		2500	2550
		2550	2600
		2600	2650
		2650	2700
		2700	2750
		2750	2800
		2800	2850
		2850	2900
		2900	2950
		2950	3000
		3000	3050
		3050	3100
		3100	3150
		3150	3200
		3200	3250
		3250	3300
		3300	3350
		3350	3400
		3400	3450
		3450	3500
		3500	3550
		3550	3600
		3600	3650
		3650	3700
		3700	3750
		3750	3800
		3800	3850
		3850	3900
		3900	3950
		3950	4000
		4000	4050
		4050	4100
		4100	4150
		4150	4200
		4200	4250
		4250	4300
		4300	4350
		4350	4400
		4400	4450
		4450	4500
		4500	4550
		4550	4600
		4600	4650
		4650	4700
		4700	4750
		4750	4800
		4800	4850
		4850	4900
		4900	4950
		4950	5000

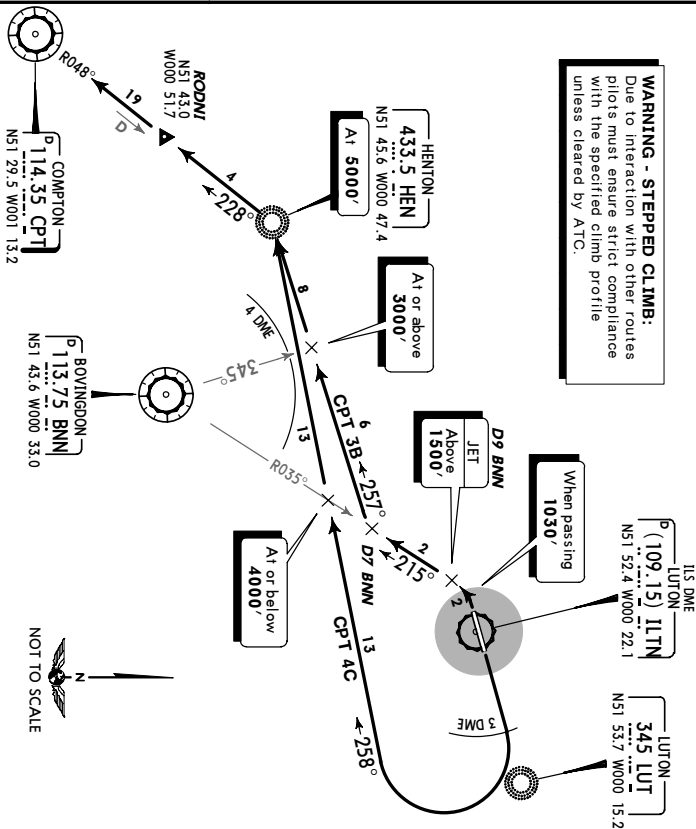
EGGW/LTN
 LONDON

17 MAR 06 (50-3A)

LONDON, UK
 SID

LONDON Control	Trans alt: 6000'	1. When instructed contact
121.27	Rwy 26: LONDON Control/Rwy 08: LUTON Radar (ESSEX Radar).	2. SIDs include noise preferential routes (refer to 50-4).
Appl Elev 526'	ESSEX Radar	3. Initial climb straight ahead to 1030'.
129.55	LUTON Control.	4. Cruising levels will be issued after take-off by LONDON Control.
		5. Do not climb above SID level until instructed by ATC.

COMPTON THREE BRAVO (CPT 3B)
COMPTON FOUR CHARLIE (CPT 4C)
 RWYS 26, 08 DEPARTURES
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

CPT 3B:	273' per NM (4.5%) up to 3000'.	75	100	150	200	250	300
CPT 3B:	due to airspace and ATC purposes.	342	456	684	911	1139	1367
CPT 4C:	231' per NM (3.8%) up to 4000'.	289	385	577	770	962	1155
CPT 4C:	due to airspace and ATC purposes.						

ROUTING

SID	RWY	When passing 1030' turn LEFT, intercept BNN R-035 inbound to D7 BNN, turn RIGHT, intercept 257° bearing to HEN ensuring BNN does not decrease below 4NM, turn LEFT to CPT.
CPT 3B	26	
CPT 4C	08	To ILTN 3 DME, turn RIGHT, intercept 258° bearing to HEN ensuring BNN does not decrease below 4NM, turn LEFT to CPT.

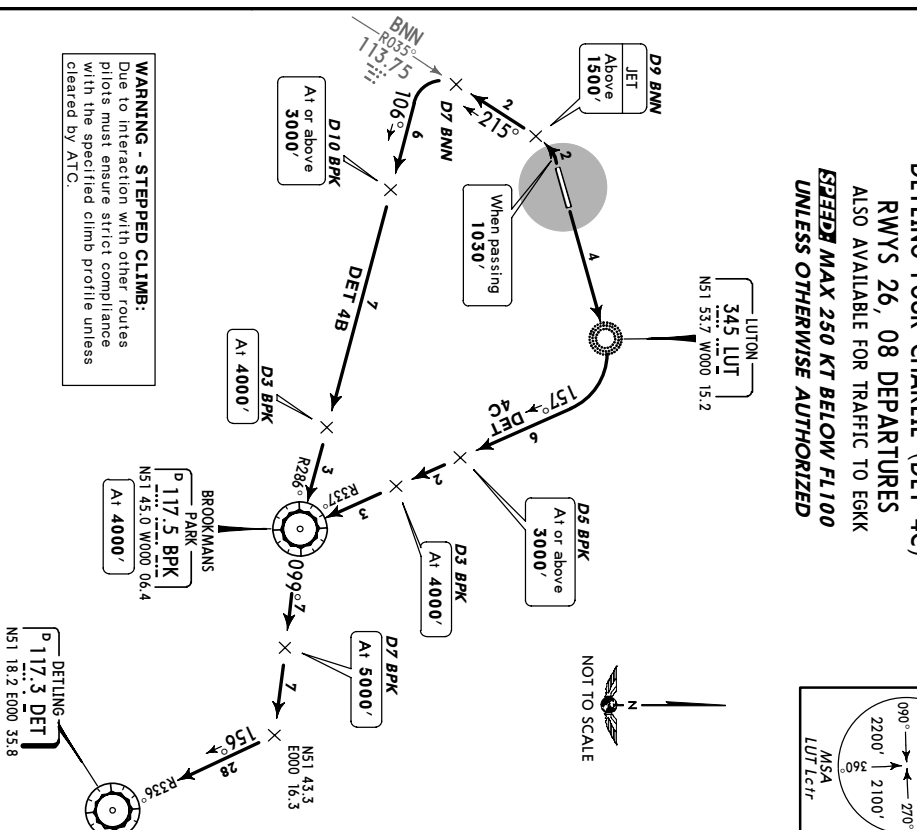
EGGW/LTN
 LONDON

22 JUL 05 (50-3B) EFF 4 Aug

LONDON, UK
 SID

LONDON Control	Trans alt: 6000'	1. When instructed contact
118.82	Rwy 26: LONDON Control/Rwy 08: LUTON Radar (ESSEX Radar).	2. SIDs include noise preferential routes (refer to 50-4B).
Appl Elev 526'	ESSEX Radar	3. Initial climb straight ahead to 1030'.
	LUTON Control.	4. Cruising levels will be issued after take-off by LONDON Control.
		5. Do not climb above SID level until instructed by ATC.

DETILING FOUR BRAVO (DET 4B)
DETILING FOUR CHARLIE (DET 4C)
 RWYS 26, 08 DEPARTURES
ALSO AVAILABLE FOR TRAFFIC TO EGKK
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

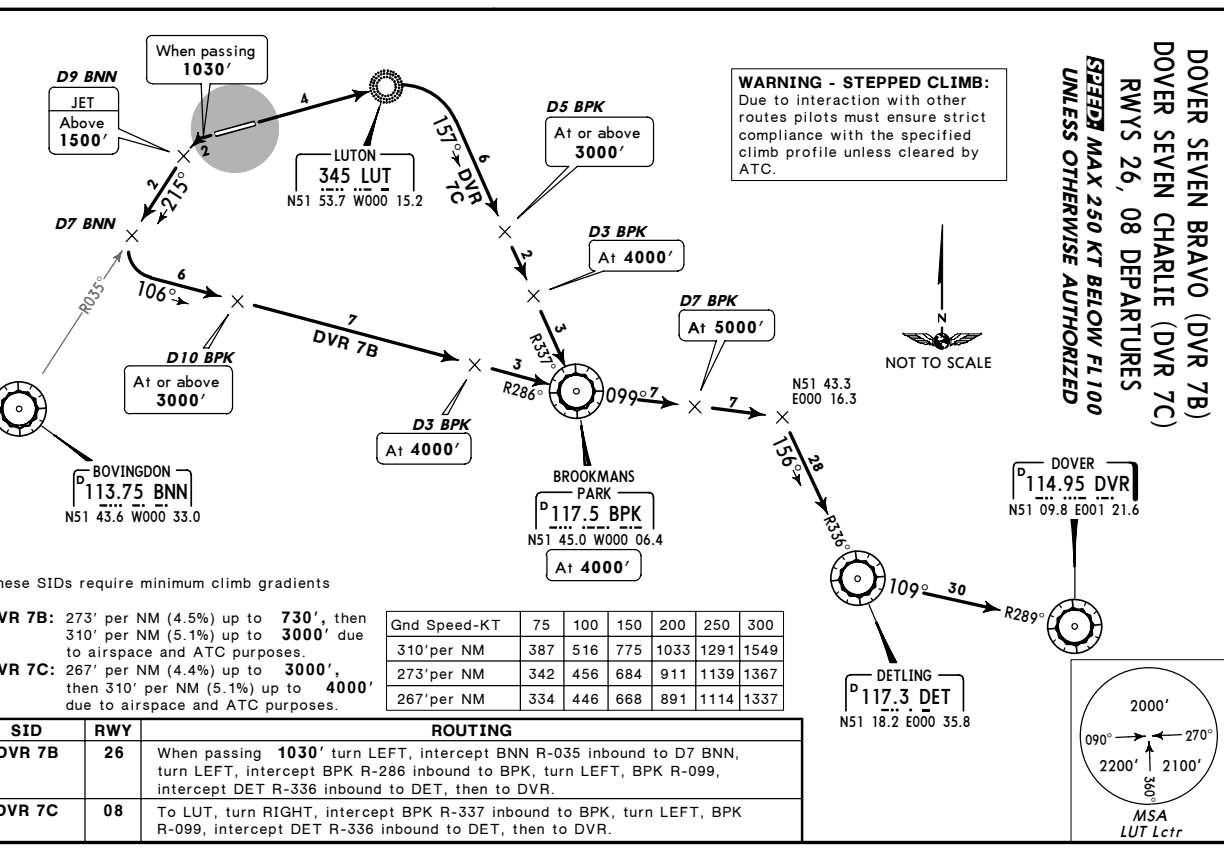
DET 4B:	273' per NM (4.5%) up to 730', then 310' per NM (5.1%) up to 3000' due to airspace and ATC purposes.	75	100	150	200	250	300
DET 4B:	due to airspace and ATC purposes.	387	516	775	1033	1291	1549
DET 4C:	267' per NM (4.4%) up to 3000', then 310' per NM (5.1%) up to 4000' due to airspace and ATC purposes.	273	456	684	911	1139	1367
DET 4C:	due to airspace and ATC purposes.	267	334	446	668	891	1114

ROUTING

SID	RWY	When passing 1030' turn LEFT, intercept BNN R-035 inbound to D7 BNN, turn LEFT, intercept BPK R-286 inbound to BPK, turn LEFT, intercept DET R-099, intercept DET R-336 inbound to DET.
DET 4B	26	
DET 4C	08	To LUT, turn RIGHT, intercept BPK R-337 inbound to BPK, turn LEFT, BPK R-099, intercept DET R-336 inbound to DET.

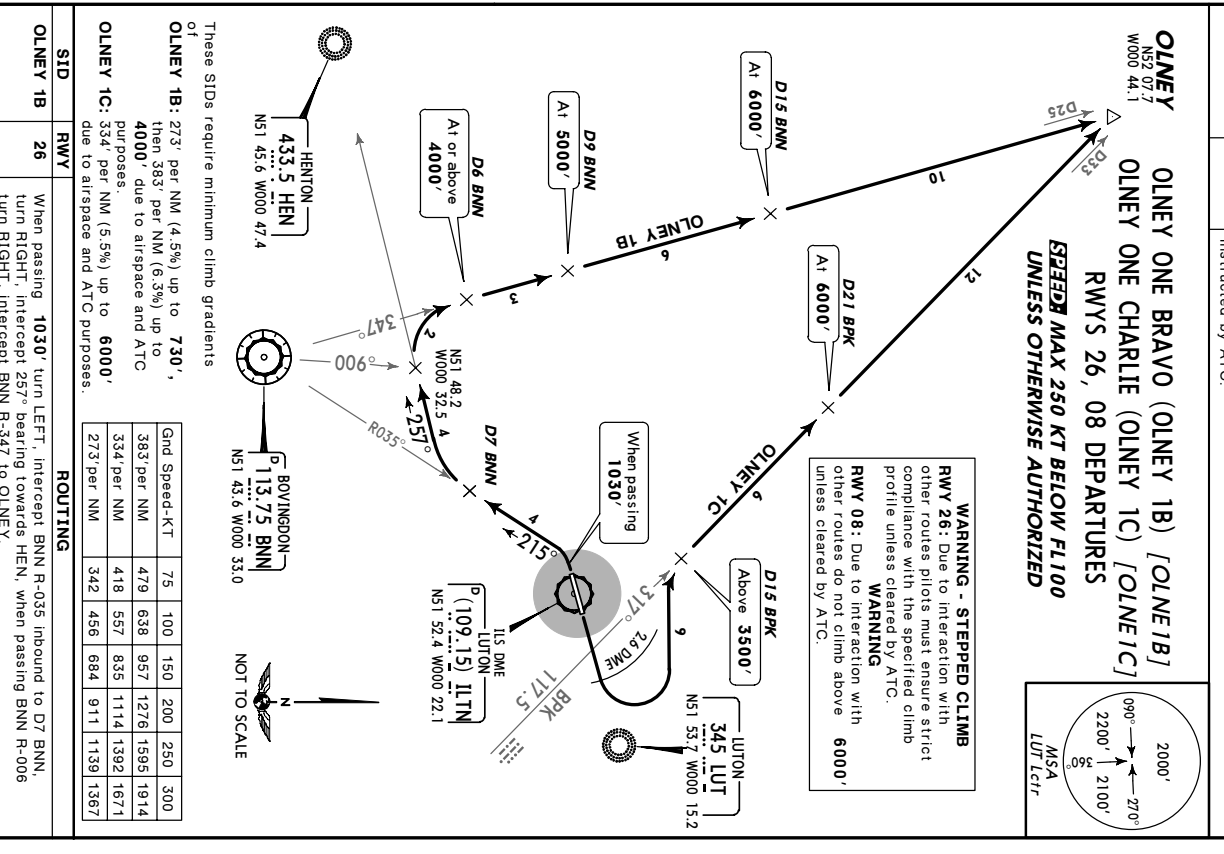
DOVER SEVEN BRAVO (DVR 7B)
DOVER SEVEN CHARLIE (DVR 7C)
 RWYS 26, 08 DEPARTURES
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

Trans level: By ATC. Trans alt: 6000'.
 1. When instructed contact LONDON Control or LUTON Approach Control or LUTON Radar (ESSEX Radar) as instructed by ATC.
 2. SIDs include noise preferential routes (refer to 50-4B).
 3. Initial climb straight ahead to 1030'.
 4. Cruising levels will be issued after take-off by LONDON Control.
 5. Do not climb above SID level until instructed by ATC.



OLNEY ONE BRAVO (OLNEY 1B) [OLNE1B]
OLNEY ONE CHARLIE (OLNEY 1C) [OLNE1C]
 RWYS 26, 08 DEPARTURES
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

Trans level: By ATC. Trans alt: 6000'.
 1. When instructed contact LONDON Control or LUTON Approach Control or LUTON Radar as instructed by ATC/Rwy 08: LUTON Radar (ESSEX Radar).
 2. SIDs include noise preferential routes (refer to 50-4B).
 3. Initial climb straight ahead to 1030'.
 4. Cruising levels will be issued after take-off by LONDON Control.
 5. Do not climb above SID level until instructed by ATC.



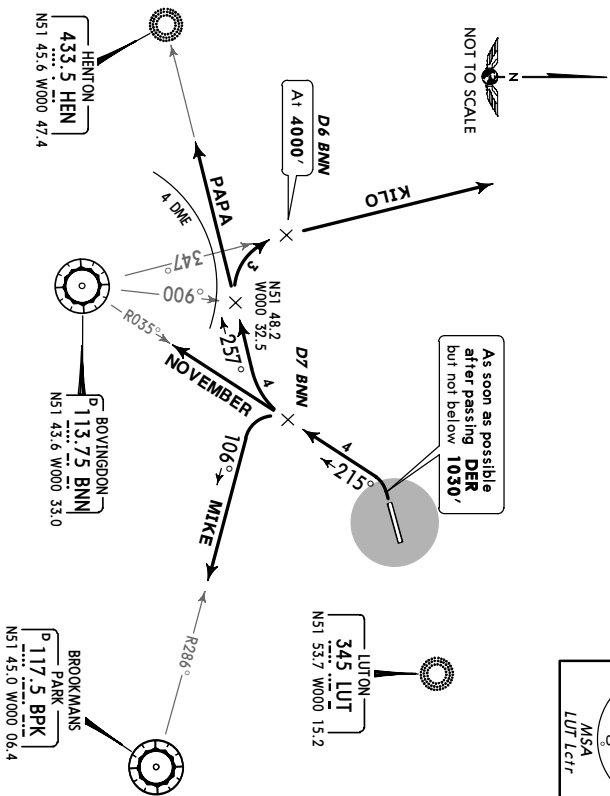
EGGW/LTN
LUTON

JEPPesen
3 JUN 05 (50-3E) EFF 9 Jun

LONDON, UK
DEPARTURE

LUTON Radar (APP) 129.55	<p>Trans level: By ATC. Trans alt: 6000'. 1. Non-airways departures will be controlled by LUTON Approach. 2. Procedures applicable to aircraft which are required by the Aerodrome Operator to adhere to noise preferential routes. Procedures incorporate noise preferential routes. 3. Pilots are reminded of the close proximity of Stansted CTR/CTA to the east and southeast, the London CTR to the south, minor aerodromes and ATZs below the London TMA. 4. Do not enter adjacent controlled airspace without specific ATC clearance from the appropriate ATC unit. 5. Procedures should be operated on Luton QNH.</p>
--------------------------------	--

KILO, MIKE, NOVEMBER, PAPA
RWY 26 NON-AIRWAYS DEPARTURES
SPEEDS MAX 250 KT



MIKE, NOVEMBER: Initial climb clearance **2400'**
 PAPA: Initial climb clearance **3000'**

ROUTING

DEPARTURE	ROUTING
KILO 1	As soon as possible after passing DER, but not below 1030' turn LEFT, intercept BNN R-035 inbound to D7 BNN, turn RIGHT, intercept 257° bearing towards HEN, when passing BNN R-006 turn RIGHT, intercept BNN R-347 until clear of controlled airspace.
MIKE	As soon as possible after passing DER, but not below 1030' turn LEFT, intercept BNN R-035 inbound to D7 BNN, turn LEFT, intercept BPK R-286 inbound until clear of controlled airspace.
NOVEMBER 2	As soon as possible after passing DER, but not below 1030' turn LEFT, intercept BNN R-035 inbound until clear of controlled airspace.
PAPA	As soon as possible after passing DER, but not below 1030' turn LEFT, intercept BNN R-035 inbound to D7 BNN, turn RIGHT, intercept 257° bearing towards HEN ensuring that BNN does not decrease below 4 NM until clear of controlled airspace.

- Route KILLO enters class A airspace at or above **3500'**.
- VFR flights are to remain below **3500'** until cleared by ATC.
- Positioning flights to EGLL or EGWU will be cleared to BNN and will be allocated a level within controlled airspace prior to departure.

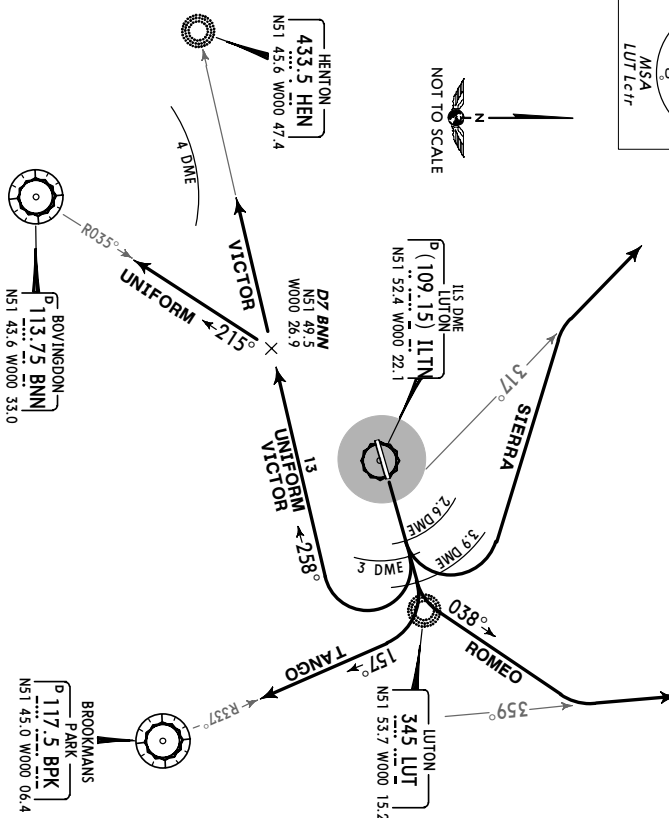
EGGW/LTN
LUTON

JEPPesen
3 JUN 05 (50-3E) EFF 9 Jun

LONDON, UK
DEPARTURE

LUTON Radar (APP) 129.55	<p>Trans level: By ATC. Trans alt: 6000'. 1. Non-airways departures will be controlled by LUTON Approach. 2. Procedures applicable to aircraft which are required by the Aerodrome Operator to adhere to noise preferential routes. Procedures incorporate noise preferential routes. 3. Pilots are reminded of the close proximity of Stansted CTR/CTA to the east and southeast, the London CTR to the south, minor aerodromes and ATZs below the London TMA. 4. Do not enter adjacent controlled airspace without specific ATC clearance from the appropriate ATC unit. 5. Procedures should be operated on Luton QNH.</p>
--------------------------------	--

ROMEO, SIERRA, TANGO, UNIFORM, VICTOR
RWY 08 NON-AIRWAYS DEPARTURES
SPEEDS MAX 250 KT



ROMEO: Initial climb clearance **4000'**
 SIERRA, VICTOR: Initial climb clearance **3000'**
 TANGO, UNIFORM: Initial climb clearance **2400'**

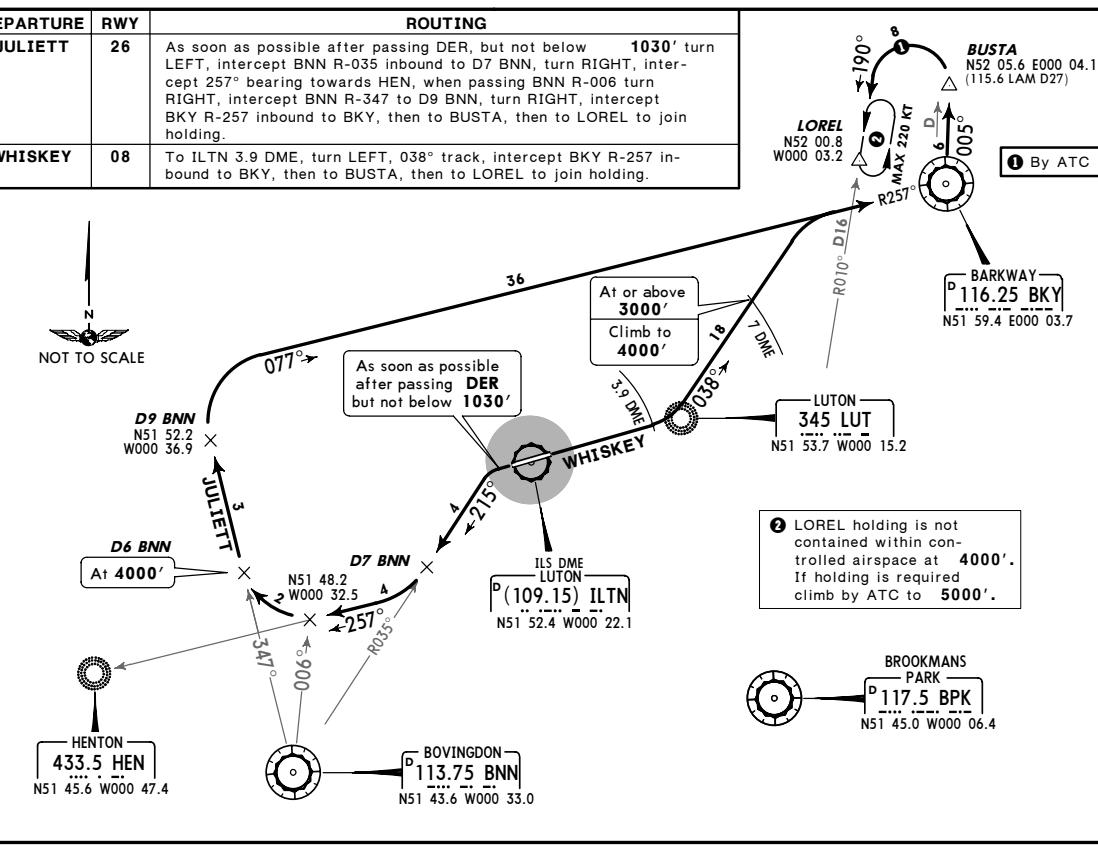
ROUTING

DEPARTURE	ROUTING
ROMEO 1	To ILTN 3.9 DME, turn LEFT, 038° track, intercept BPKR-359 until clear of controlled airspace.
SIERRA	To ILTN 2.6 DME, turn LEFT, intercept BPK R-317 until clear of controlled airspace.
TANGO	To ILTN 3.9 DME, turn RIGHT, intercept BPK R-337 inbound until clear of controlled airspace.
UNIFORM 2	To ILTN 3 DME, turn RIGHT, intercept 258° bearing towards HEN, at D7 BNN turn LEFT, intercept BNN R-035 inbound until clear of controlled airspace.
VICTOR	To ILTN 3 DME, turn RIGHT, intercept 258° bearing towards HEN ensuring that BNN does not decrease below 4 NM until clear of controlled airspace.

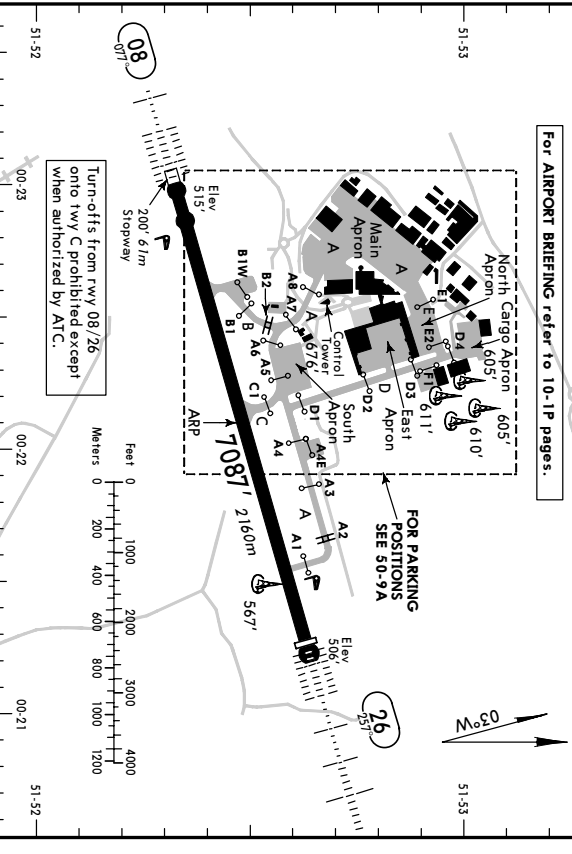
- Route ROMEO enters class A airspace at or above **3500'**.
- VFR flights are to remain below **3500'** until cleared to BNN and will be allocated a level within controlled airspace prior to departure.

JEPPESSEN
3 JUN 05 (50-3G) Eff 9 Jun

JULIETT [JULIETT], WHISKEY [WHISKEY]
NON-AIRWAYS DEPARTURES TO STANSTED
CLASS A AIRSPACE AT OR ABOVE 3500'
VFR FLIGHTS ARE TO REMAIN BELOW 3500'
SPEEDS MAX 250 KT



JEPPESSEN
24 FEB 06 (50-9)



ADDITIONAL RUNWAY INFORMATION

RWY	LANDING BEYOND THRESHOLD	USABLE LENGTHS		TAKE-OFF WIDTH
		Threshold	Glide Slope	
08	HIRL CL HIALS-II TDZ PAPI-L (3.0°) grooved RVR	6808' 2075m	5896' 1797m	151' 46m

1 TAKE-OFF RUN AVAILABLE

RWY 08: From rwy head 7087' (2160m) twy B Int 5528' (1685m) twy C Int 3724' (1135m)

RWY 26: From rwy head 7087' (2160m) twy A Int 5791' (1765m) twy C Int 3461' (1055m)

JAR-OPS		TAKE-OFF 1			
All Rmws		LVP must be in Force			
A	Approved Operators HIRL, CL & mult., RVR req	RL, CL & mult., RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
B	125m	150m	200m	250m	400m
C	150m	200m	250m	300m	500m
D	150m	200m	250m	300m	500m

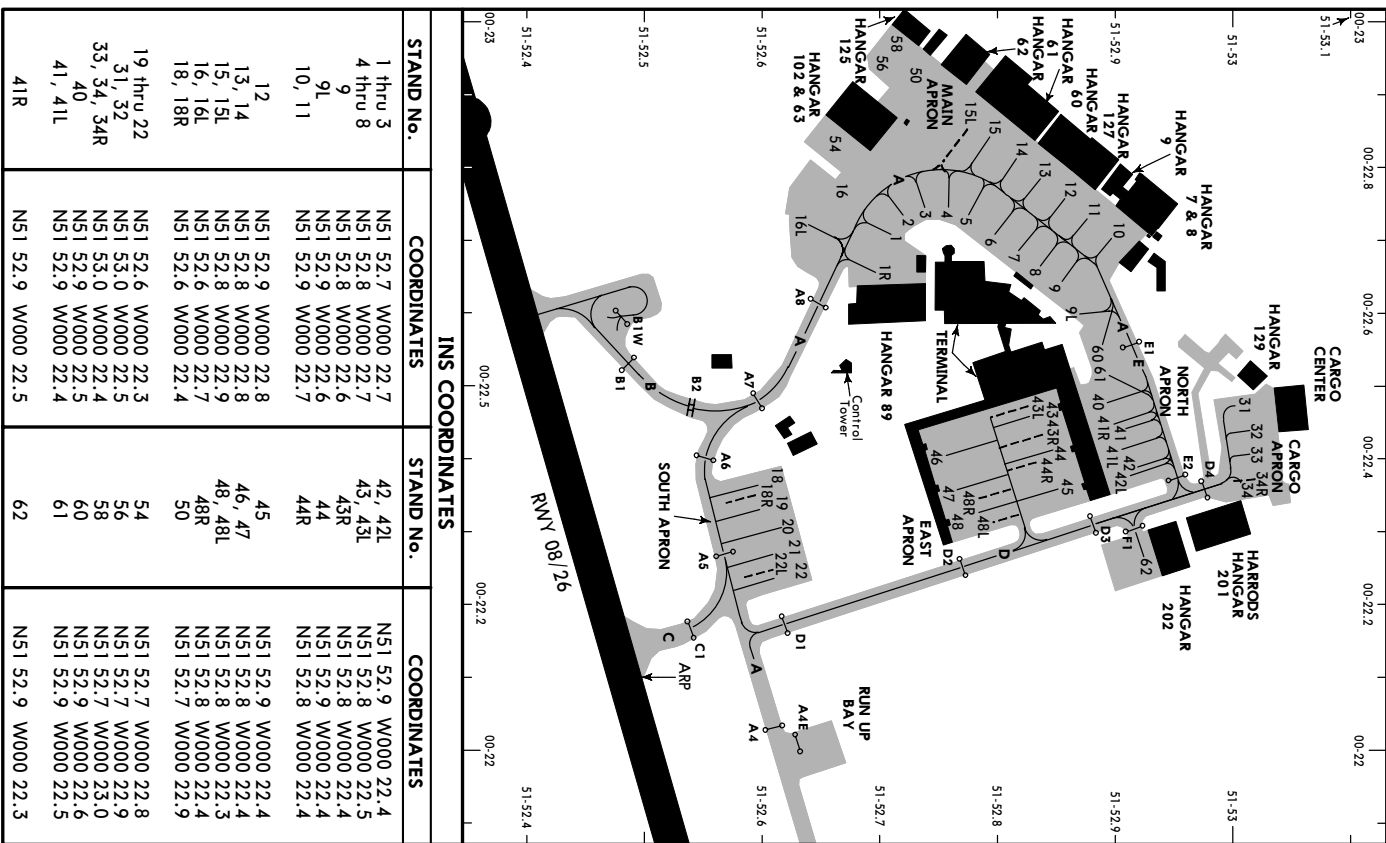
Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: None © JEPPESSEN SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED.

EGGW/LTN

JEPPesen
24 FEB 06 (50-9A)

LONDON, UK
LUTON



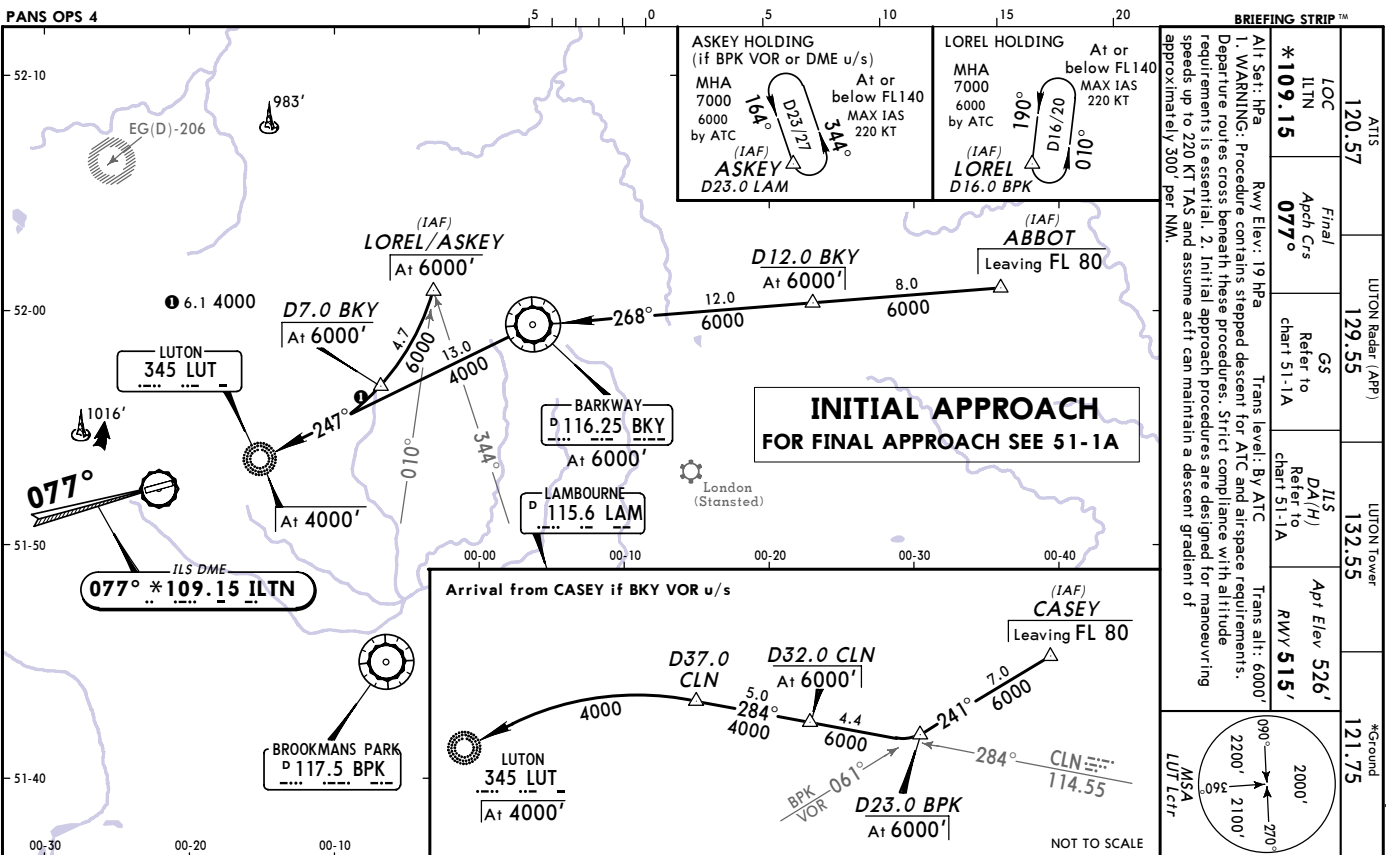
STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N51 52.7 W000 22.7	42, 42L	N51 52.9 W000 22.4
4 thru 8	N51 52.8 W000 22.7	43, 43L	N51 52.8 W000 22.5
9	N51 52.8 W000 22.6	43R	N51 52.8 W000 22.4
9L	N51 52.9 W000 22.6	44	N51 52.9 W000 22.4
10, 11	N51 52.9 W000 22.7	44R	N51 52.8 W000 22.4
12	N51 52.9 W000 22.8	45	N51 52.9 W000 22.4
13, 14	N51 52.8 W000 22.8	46, 47	N51 52.8 W000 22.4
15, 15L	N51 52.8 W000 22.9	48, 48L	N51 52.8 W000 22.3
16, 16L	N51 52.6 W000 22.7	48R	N51 52.8 W000 22.4
18, 18R	N51 52.6 W000 22.4	50	N51 52.7 W000 22.9
19 thru 22	N51 52.6 W000 22.3	54	N51 52.7 W000 22.8
31, 32	N51 53.0 W000 22.5	56	N51 52.7 W000 22.9
33, 34, 34R	N51 53.0 W000 22.4	58	N51 52.7 W000 23.0
40	N51 52.9 W000 22.5	60	N51 52.9 W000 22.6
41, 41L	N51 52.9 W000 22.4	61	N51 52.9 W000 22.5
AIR	N51 52.9 W000 22.5	62	N51 52.9 W000 22.3

CHANGES: Stands 41 and 42 added.
© JEPPesen SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED.

EGGW/LTN
LUTON

JEPPesen
22 JUL 05 (51-1) (E4 A45) NDB ILS DME Rwy 08

LONDON, UK

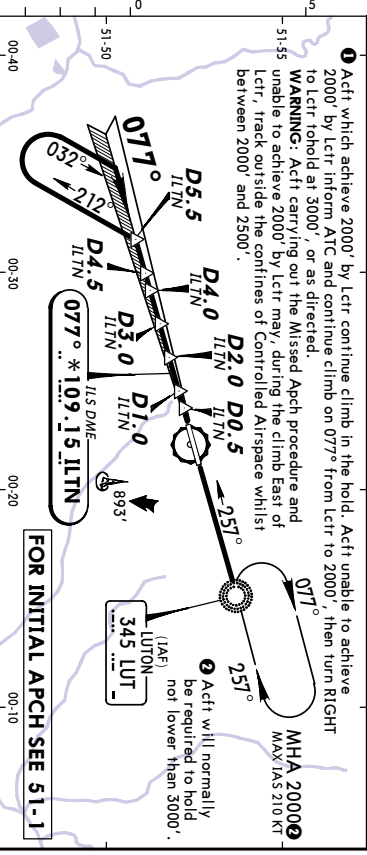


ATIS	LUTON Radar (APP)	LUTON Tower	*Ground
120.57	129.55	132.55	121.75

CHANGES: Bearings.
© JEPPesen SANDERSON, INC., 2000, 2005. ALL RIGHTS RESERVED.

EGGW/LTN
LONDON, UK
22 JUL 05 (51-1A) **JEPPRESEN** CAT I/II NDB ILS DME Rwy 08
EFFECTIVE

LOC	Final	GS	CAT II ILS	ILS	Appt Elev
ILTN	Apch Crs	D4.0 ILTN	RA 127'	DA(H)	526'
*109.15	077°	1840' (1325')	DA(H)	715' (200')	RWY 515'
MISSED APCH: Climb STRAIGHT AHEAD to Lctr to hold at 3000', or as directed.					
BRIEFING STRIP					
Alt Set: Hpa	Rwy Elev: 19 Hpa	Trans level: By ATC	Trans alt: 6000'		
1. CAT II ILS: Special Arrived & Acti Certification Required. 2. Acti can normally expect to be radar vectored onto final. 3. ILS DME reads zero at rwy 08 threshold.					
4. Intense gliding activity during daylight hours North of and beneath final apch track.					



(GS out)	ILTN DME	ALTITUDE	ILTN DME	ALTITUDE	ILTN DME	ALTITUDE	ILTN DME	ALTITUDE	ILTN DME	ALTITUDE	ILTN DME	ALTITUDE
00-40	D5.5 ILTN	1840'	4.0	1840'	3.0	1520'	2.0	1210'	1.0	983'	0.5	715'
00-30	D4.0 ILTN	1520'	3.0	1520'	2.0	1210'	1.0	983'	0.5	715'	0.5	715'
00-20	D3.0 ILTN	1210'	2.0	1210'	1.0	983'	0.5	715'	0.5	715'	0.5	715'
00-10	D2.0 ILTN	983'	1.0	983'	0.5	715'	0.5	715'	0.5	715'	0.5	715'
00-00	D1.0 ILTN	715'	0.5	715'	0.5	715'	0.5	715'	0.5	715'	0.5	715'
Lctr 3000' Spurlie in holding if Do not descent below profile.												

JAR OPS STRAIGHT-IN LANDING RWY 08

LOC (GS out) **910'** (395')

DA(H) **715'** (200')

ALS out

Max Kts

MDA(H)

VIS

ALS out	Max Kts	MDA(H)	VIS
RVR 1200m	100	1000' (474')	1500m
RVR 1300m	135	1100' (574')	1600m
RVR 1400m	180	1300' (774')	2400m
RVR 1600m	205	1300' (774')	3600m

JAR OPS STRAIGHT-IN LANDING RWY 08

CAT II ILS

RA 127'

DA(H) 615' (100')

RVR 300m

WARNING: DUE TO SLOPING TERRAIN IN THE APCH AREA, THE RATE OF RADIO ALTIMETER HEIGHT REDUCTION PRIOR TO THRESHOLD WILL BE APRX DOUBLE THE NORMAL RATE.

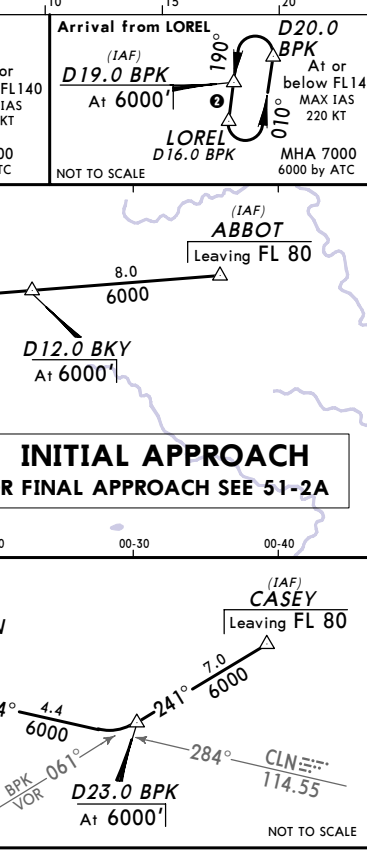
APPROACH LIGHT SYSTEM LENGTH 1401' (427m) ONLY.

Operators applying U.S. Ops Specs: Aural and/or HGS required below RVR 350m.

CHANGES: Notes. © JEPPRESEN SANDERSON, INC., 2000, 2005. ALL RIGHTS RESERVED.

EGGW/LTN
LONDON, UK
22 JUL 05 (51-2) **JEPPRESEN** NDB ILS DME Rwy 26
EFFECTIVE

LOC	Final	GS	CAT II ILS	ILS	Appt Elev
ILTN	Apch Crs	D20.0 ILTN	RA 127'	DA(H)	526'
*109.15	257°	1840' (1325')	DA(H)	715' (200')	RWY 508'
MISSED APCH: Climb STRAIGHT AHEAD to Lctr to hold at 3000', or as directed.					
BRIEFING STRIP					
Alt Set: Hpa	Rwy Elev: 18 Hpa	Trans level: By ATC	Trans alt: 6000'		
1. WARNING: Procedure contains stepped descent for ATC and airspace requirements. Department routes cross beneath these procedures. Strict compliance with altitude requirements is essential. 2. Initial approach procedures are designed for maneuvering speeds up to 220 KT TAS and assume acti can maintain a descent gradient of approximately 300' per NM. 3. ILS DME reads zero at rwy 26 displaced threshold.					



(GS out)	ILTN DME	ALTITUDE	ILTN DME	ALTITUDE	ILTN DME	ALTITUDE	ILTN DME	ALTITUDE	ILTN DME	ALTITUDE	ILTN DME	ALTITUDE
00-40	D20.0 ILTN	1840'	4.0	1840'	3.0	1520'	2.0	1210'	1.0	983'	0.5	715'
00-30	D19.0 ILTN	1520'	3.0	1520'	2.0	1210'	1.0	983'	0.5	715'	0.5	715'
00-20	D18.0 ILTN	1210'	2.0	1210'	1.0	983'	0.5	715'	0.5	715'	0.5	715'
00-10	D17.0 ILTN	983'	1.0	983'	0.5	715'	0.5	715'	0.5	715'	0.5	715'
00-00	D16.0 ILTN	715'	0.5	715'	0.5	715'	0.5	715'	0.5	715'	0.5	715'
Lctr 3000' Spurlie in holding if Do not descent below profile.												

JAR OPS STRAIGHT-IN LANDING RWY 26

LOC (GS out) **910'** (395')

DA(H) **715'** (200')

ALS out

Max Kts

MDA(H)

VIS

ALS out	Max Kts	MDA(H)	VIS
RVR 1200m	100	1000' (474')	1500m
RVR 1300m	135	1100' (574')	1600m
RVR 1400m	180	1300' (774')	2400m
RVR 1600m	205	1300' (774')	3600m

JAR OPS STRAIGHT-IN LANDING RWY 26

CAT II ILS

RA 127'

DA(H) 615' (100')

RVR 300m

WARNING: DUE TO SLOPING TERRAIN IN THE APCH AREA, THE RATE OF RADIO ALTIMETER HEIGHT REDUCTION PRIOR TO THRESHOLD WILL BE APRX DOUBLE THE NORMAL RATE.

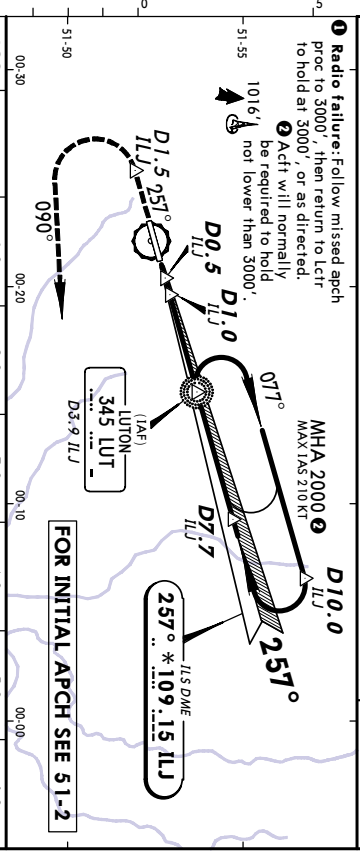
APPROACH LIGHT SYSTEM LENGTH 1401' (427m) ONLY.

Operators applying U.S. Ops Specs: Aural and/or HGS required below RVR 350m.

CHANGES: Bearings. © JEPPRESEN SANDERSON, INC., 2000, 2005. ALL RIGHTS RESERVED.

EGGW/LTN
LONDON, UK
 22 JUL 05 (51-2A) **JEPPRESEN** CAT I/II NDB ILS DME Rwy 26
 EFF 2 AUG 05

LOC ILS	Final	GS	CAT II ILS	ILS	Apch Elev	526'
LOC ILS	Apch Crs	Lctr	RA 132'	DA(H)	708' (200')	RWY 508'
* 109.15	257°	1800' (1292')	608' (100')			
MISSED APCH: Climb to 3000'. Climb STRAIGHT AHEAD to D1.5 ILL outbound or 1500' whichever is later, then turn LEFT onto track 090° continue climb to 3000', or as directed.						
Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 6000' 1. CAT II ILS: Special Aircrew & Act Certificate Required. 2. Act can normally expect to be radar vectored onto final. 3. ILS DME reads zero at rwy 26 displaced threshold. 4. ILS: Act unable to receive DME, inform ATC.						
				*Ground 121.75 MSA LUT Lctr		



LOC ILS	ILS DME	1.0	2.0	3.0	4.0	5.0	6.0
GS out	ALTITUDE	880'	1200'	1510'	1830'	2150'	2460'
D1.5 ILL 3000' 077° D1.0 ILL 3000' 077° D0.5 ILL 1800' 077° Lctr D3.9 ILL 3000' 077° LOC 1800' 077° D7.7 ILL 3000'							
Gnd speed-Kts: 70 90 100 120 140 160 ILS GS 3,000° or LOC Descent Gradient: 5.2% MAP at D0.5 ILL							

JAR OPS STRAIGHT-IN LANDING Rwy 26

CAT II ILS
 RA 132'
 ABCD
 DA(H) 608' (100')
 RVR 300m

JAR OPS STRAIGHT-IN LANDING Rwy 26

LOC (GS out)
 MDA(H) 860' (352')
 DA(H) 708' (200')

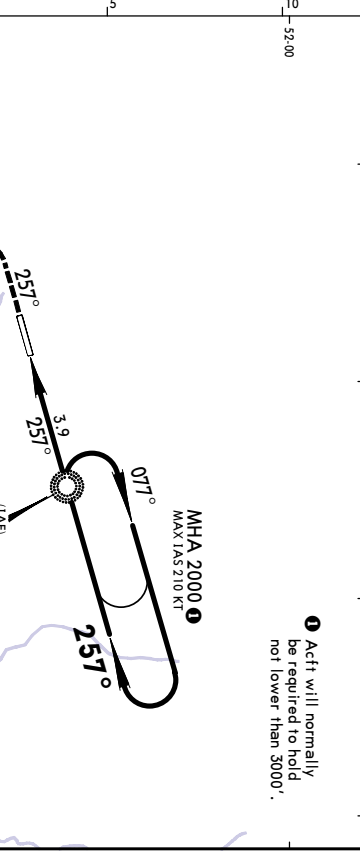
FULL	ALS out	Max Kts	MDA(H)	VIS
			1000' (474')	1500m
A	RVR 900m	100	1000' (474')	1500m
B	RVR 550m	135	1100' (574')	1600m
C	RVR 1000m	180	1300' (774')	2400m
D	RVR 1400m	205	1300' (774')	3600m

JAR OPS Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: None

EGGW/LTN
LONDON, UK
 18 APR 03 (56-1) **JEPPRESEN** NDB Rwy 26
 LUTON

LOC LUT	Final	Minimum Alt	MDA(H)	Apch Elev	526'
Lctr	Apch Crs	Lctr	930' (422')	RWY 508'	
345	257°	1800' (1292')			
MISSED APCH: Climb to 3000'. Climb STRAIGHT AHEAD to 1500', then turn LEFT onto track 090° continue climb to 3000', or as directed.					
Radio failure: Follow Missed Apch procedure to 3000', then return to Lctr at 3000'. Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 6000' (5492')					
				*Ground 121.75 MSA LUT Lctr	



LOC LUT	ILS DME	1.0	2.0	3.0	4.0	5.0	6.0
GS out	ALTITUDE	880'	1200'	1510'	1830'	2150'	2460'
D1.5 ILL 3000' 077° (2492') D1.0 ILL 3000' 077° (2492') Lctr 3000' 077° (2492') LOC 1800' 077° (1292')							
Gnd speed-Kts: 70 90 100 120 140 160 Descent Gradient: 5.2% Lctr to MAP: 3.9 3:21 2:36 2:20 1:57 1:40 1:28							

JAR OPS STRAIGHT-IN LANDING Rwy 26

NDB
 RA 132'
 ABCD
 DA(H) 930' (422')
 RVR 300m

JAR OPS STRAIGHT-IN LANDING Rwy 26

LOC (GS out)
 MDA(H) 930' (422')

FULL	ALS out	Max Kts	MDA(H)	VIS
			1000' (474')	1500m
A	RVR 900m	100	1000' (474')	1500m
B	RVR 550m	135	1100' (574')	1600m
C	RVR 1000m	180	1300' (774')	2400m
D	RVR 1400m	205	1300' (774')	3600m

JAR OPS Operators applying U.S. Ops Specs: Missed approach.

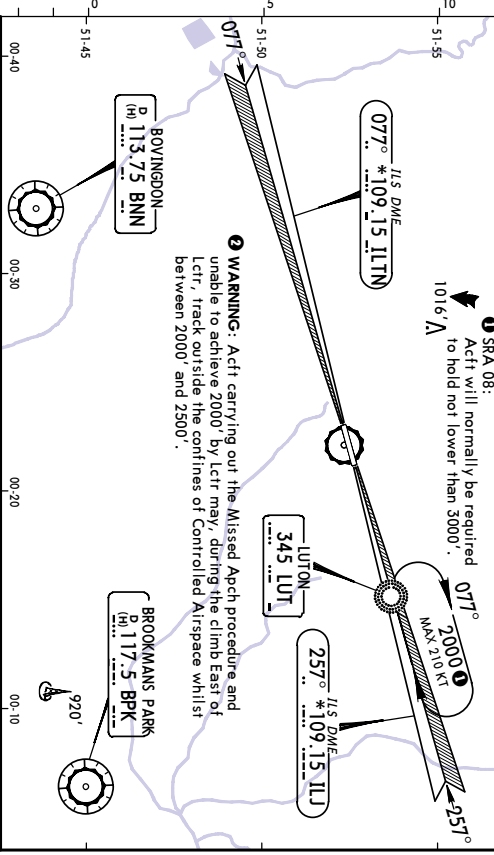
CHANGES: Missed approach.

EGGW / LTN
 LUTON

JEPPRESEN
 8 SEP 06 (58-1)

LONDON, UK
 SRA All RwyS

ATIS	LUTON Radar (APP)	*LUTON Director (SRA) (by ATC)	LUTON Tower	*Ground
120.57	129.55	128.75	132.55	121.75
RADAR	Final Apch Crs By ATC	Minimum Alt table below	MDA (H) Refer to Minimums	Apch Elev RWY 08 RWY 26
				526' 515' 508'
Missed Approach - See below				
All Set: hPa Apch Elev: 19 hPa Trans level: By ATC Trans alt: 6000'				
1. QFE altimeter setting normally used on final approach. 2. ILS DME reads zero at both rwy thresholds. 3. SRA 08: Intense gliding activity during daylight hours North of and beneath final apch track. 4. SRA 26: Actv unable to receive DME, inform ATC.				



	00-30	00-20	3.0	2.0
SRA 08	2000' (1485')	1700' (1174')	1410' (884')	1110' (584')
RADAR FIX	7.0	6.0	5.0	4.0
SRA 26	2780' (2272') (2460' (1952'))	2130' (1622')	1810' (1302')	1480' (972')
ALTIITUDE (HAT)	7.5 FAF	Lctr	5.0 FAF	3.0
Minimum Alt/ NM	—	—	2000' (1485')	1410' (895')
SRA 08 Tim 2.0	3000' (2492')	800' (292')	—	—
SRA 26 Tim 2.0	—	—	—	—

MISSSED APPROACH: Rwy 08: Climb STRAIGHT AHEAD to Lctr to hold at 3000', or as directed. Actv which achieve 2000' by Lctr continue climb in the hold. Actv 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. **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.

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

GRD speed-Kts

	70	90	100	120	140	160		
SRA 08: Descent Gradient	4.9%	348	447	497	596	695	794	
SRA 26: Descent Gradient	5.4%	383	492	547	656	766	875	

MAP 1 NM from touchdown or TMN 2 to MAP

	1.0	0:51	0:40	0:36	0:30	0:26	0:23	
--	-----	------	------	------	------	------	------	--

JAR OPS

SRA 08		SRA 26	
MDA(H) 990' (475')	ALS out	MDA(H) 940' (432')	ALS out
A	RVR 1400m	RVR 900m	RVR 1500m
B	RVR 1500m	RVR 1000m	RVR 1800m
C	RVR 1600m	RVR 2000m	RVR 1400m
D	RVR 1800m		RVR 2000m

Lighting - Refer to Missed Apch Chart above

CIRCLE-TO-LAND

	Max Kts	MDA(H)	VIS
A	100	1000' (474')	1500m
B	135	1100' (574')	1600m
C	180	1300' (774')	2400m
D	205	1300' (774')	3600m