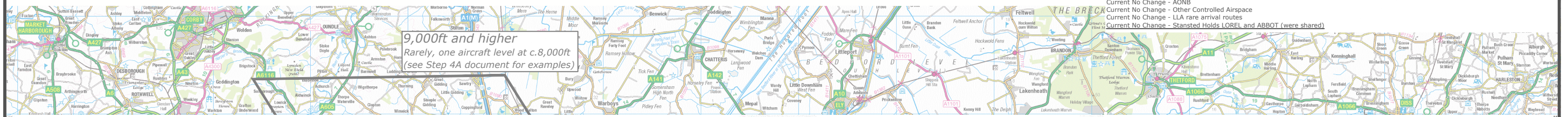


## Advice to users of this layered PDF map

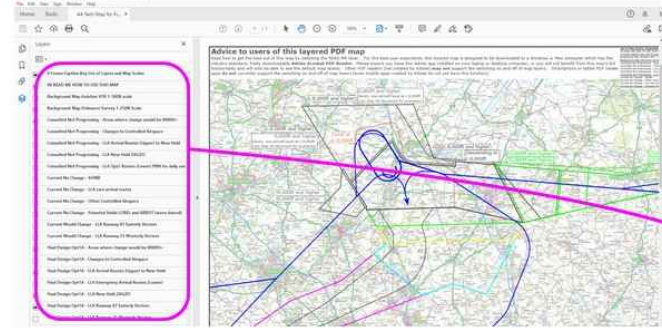
Read how to get the best out of this map by selecting the READ ME layer. For the best user experience, this layered map is designed to be downloaded to a Windows or Mac computer which has the industry-standard, freely downloadable **Adobe Acrobat PDF Reader**. Please ensure you have this Adobe app installed on your laptop or desktop computer, or you will not benefit from this map's full functionality and will only be able to see the default map layers. Other PDF readers (not created by Adobe) **may not** support the switching on and off of map layers. Smartphone or tablet PDF reader apps **do not** currently support the switching on and off of map layers (even mobile apps created by Adobe do not yet have this function).



- List of Map Layers, separated into group types**
- 00 READ ME HOW TO USE THIS MAP
  - 0 Frame Caption Key List of Layers and Map Scales
  - Background Map Aviation VFR 1-500K scale
  - Background Map Ordnance Survey 1-250K Scale
  - Consulted Not Progressing - Areas where change would be 8000ft+
  - Consulted Not Progressing - Changes to Controlled Airspace
  - Consulted Not Progressing - LLA Arrival Routes (Upper) to New Hold
  - Consulted Not Progressing - LLA New Hold ZAGZO
  - Consulted Not Progressing - LLA Opt2 Routes (Lower) PBN for daily use
  - Current No Change - AONB
  - Current No Change - Other Controlled Airspace
  - Current No Change - LLA rare arrival routes
  - Current No Change - Stansted Holds LOREL and ABBOT (were shared)
- List of Map Layers, separated into group types (continued)**
- Current Would Change - LLA Runway 07 Easterly Vectors
  - Current Would Change - LLA Runway 25 Westerly Vectors
  - Final Design Opt1A - Areas where change would be 8000ft+
  - Final Design Opt1A - Changes to Controlled Airspace
  - Final Design Opt1A - LLA Arrival Routes (Upper) to New Hold
  - Final Design Opt1A - LLA Emergency Arrival Routes (Lower)
  - Final Design Opt1A - LLA New Hold ZAGZO
  - Final Design Opt1A - LLA Runway 07 Easterly Vectors
  - Final Design Opt1A - LLA Runway 25 Westerly Vectors

## Final Design Option 1A - READ ME

How to get the best out of this technical map by using a laptop or desktop computer



When you open this PDF you should see this page overlaid on a map, and a panel to the left with a list like the example above.

This is the layer control panel, shown in more detail here. The panel can be switched on and off by clicking this 'Layers' icon.

If you do not see the 'Layer' panel when you opened this PDF, your PDF reader does not support layered PDFs.

Consider changing your PDF reader to 'Adobe Acrobat Reader DC' (search online and ensure you download it from the genuine Adobe website)

Each layer can be made visible or invisible by clicking the tick-box to its left.

Empty boxes are currently invisible, and boxes with an 'eye' symbol are currently visible.

You are currently reading layer '00 Read Me How To Use This Map', and you should only need to see this layer when you want to reread this advice. Most of the time you can turn this layer off as it obscures the main map.

Selecting too many layers at once may cause the map to become excessively cluttered and illegible.

The layers should be used in combination with each other:

The 'Background' Map Ordnance Survey map layer is 'above' the Aviation map, if you select both then you will only see the Ordnance Survey map.

The layers named 'Consulted Not Progressing' show the items and elements that were consulted upon, but have either been modified or removed from the final design. When these layers are selected, the items are shown in a paler colour with dashed lines.

The layers named 'Current No Change' show items and elements that would not be changed under this proposal. This includes areas of outstanding natural beauty (AONB), Stansted's holds, other controlled airspace volumes, and rarely used LLA routes that would not change.

The layers named 'Current Would Change' show the current traffic patterns which would change below 8,000ft under this proposal.

The layers named 'Final Design Opt1A' show all the items and elements that are progressing under this proposal, and which were changed due to the feedback to the consultation. When these layers are selected, the items are shown in a bolder colour with solid lines.

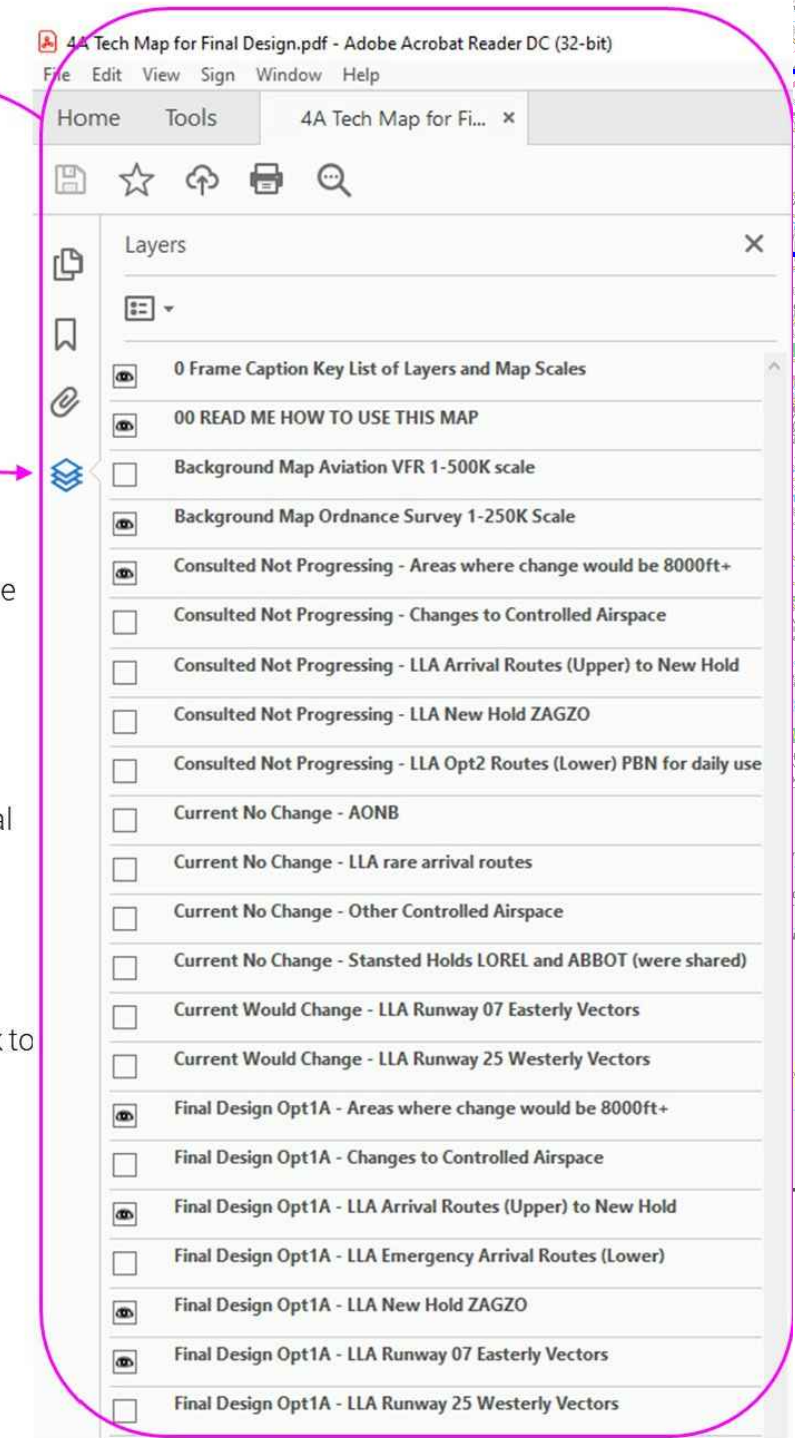
To understand the main changes, compare the 'Consulted Not Progressing' item with the equivalent 'Final Design' item.

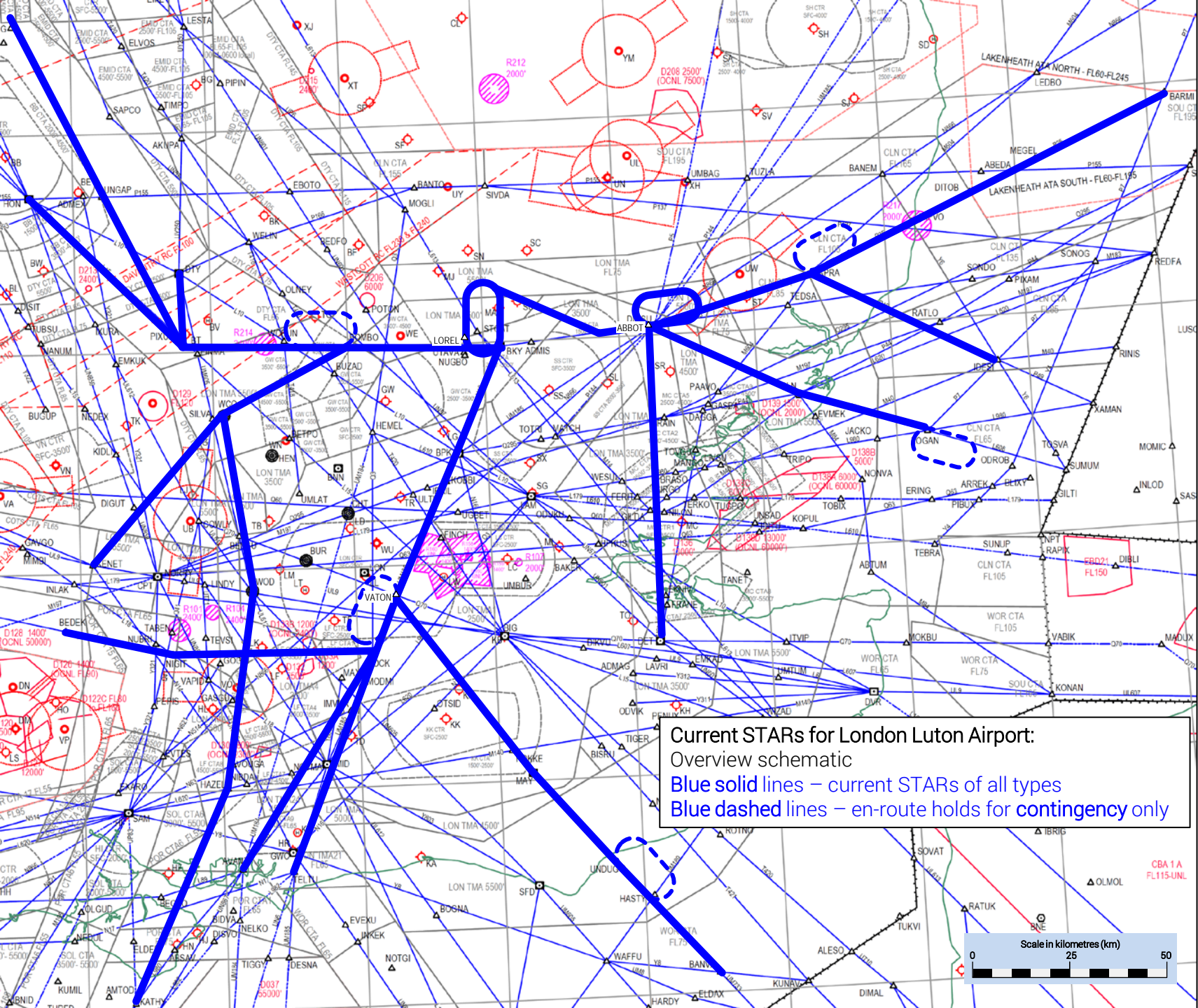
For example, you can compare the consulted upon upper arrival routes and hold with the final upper arrival routes and hold, and see where there are changes.

Also note that, as the Option 2 design is not progressing (PBN routes for daily use), only one layer mentions Option 2.

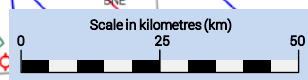
All the changes are explained in the accompanying Step 4A document, which should be considered the 'master source' for information about this proposed airspace change.

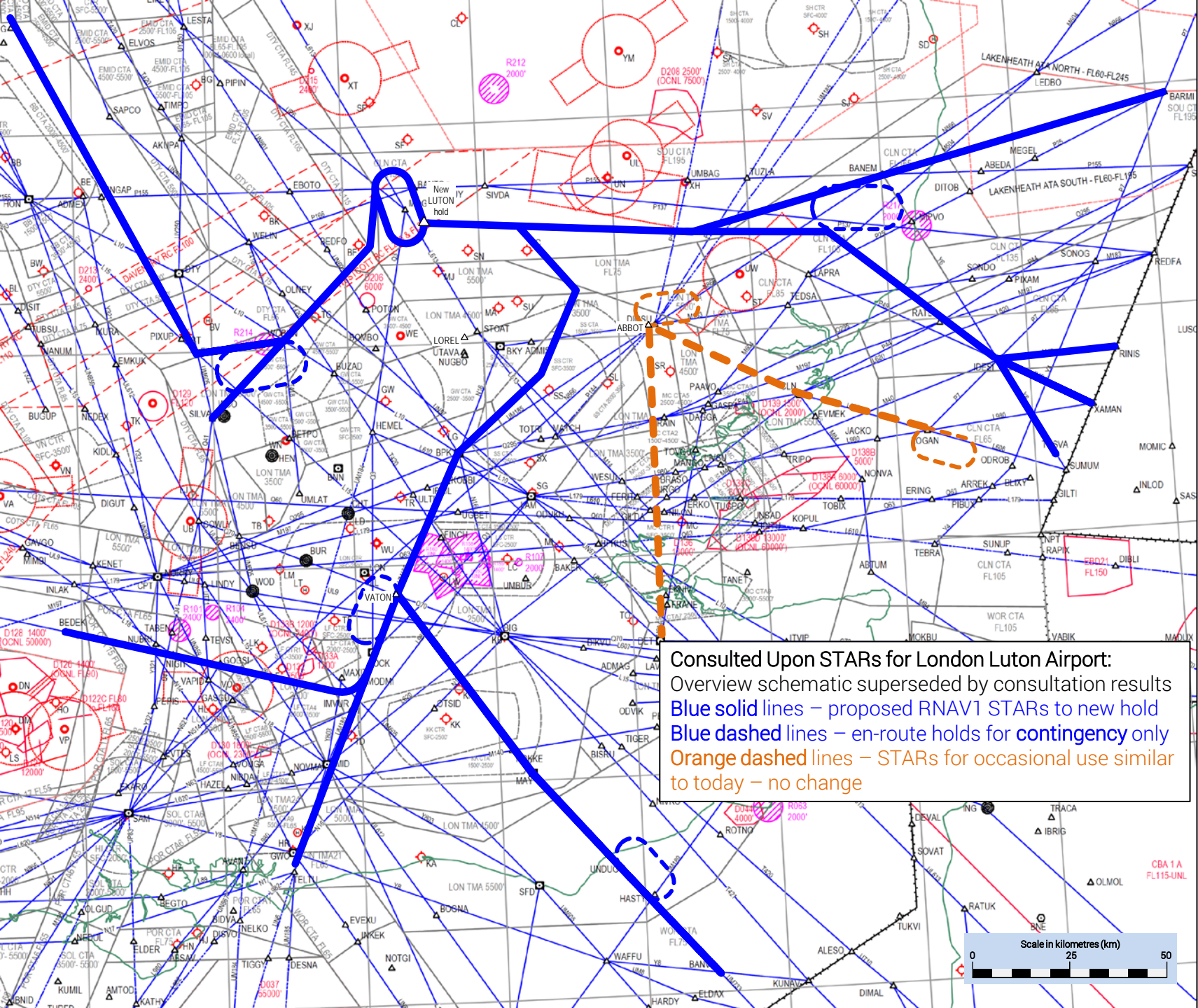
You may find it useful to read the Step 4A document with this layered map available.



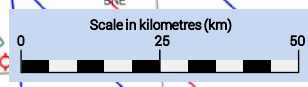


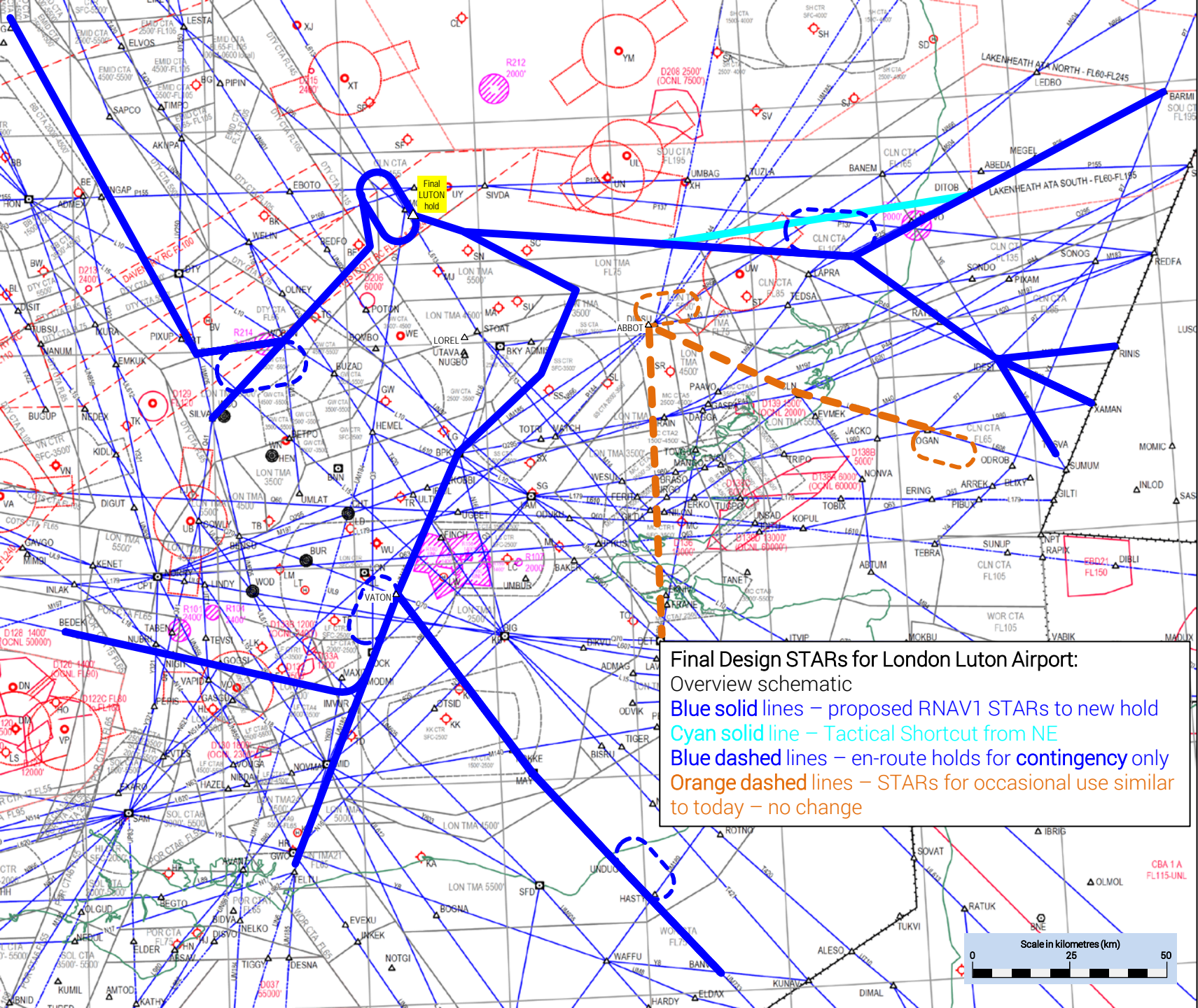
Current STARs for London Luton Airport:  
Overview schematic  
Blue solid lines – current STARs of all types  
Blue dashed lines – on-route holds for contingency only





Consulted Upon STARs for London Luton Airport:  
Overview schematic superseded by consultation results  
**Blue solid lines** – proposed RNAV1 STARs to new hold  
**Blue dashed lines** – en-route holds for contingency only  
**Orange dashed lines** – STARs for occasional use similar to today – no change





Final LUTON hold

**Final Design STARs for London Luton Airport:**  
Overview schematic  
**Blue solid lines** – proposed RNAV1 STARs to new hold  
**Cyan solid line** – Tactical Shortcut from NE  
**Blue dashed lines** – en-route holds for contingency only  
**Orange dashed lines** – STARs for occasional use similar to today – no change

