

PILOT'S GUIDE TO LUTON AIRPORT

SAFETY HOTPOINTS

- 1. Know your SID- step climb profile & departure altitude!**
- 2. Do not cross an illuminated stopbar!**
- 3. Do not enter the runway without positive clearance from ATC!**
- 4. Know your stand number!**

This guide has been designed to highlight some of the safety points and intricacies of Luton procedures and operations. It is supplementary to, but not a replacement for the AIP, regulations or SOPs. For any questions or comments regarding this guide, please contact NATS on 01582 395229.

ATC Operation

Air Traffic Control at Luton is normally delivered from two positions - Ground and Tower, with a third position available, Delivery. Generally first contact should be made with Ground. The correct frequency to contact will always be listed at the end of the ATIS message.

Slot Times (CTOT)

Flights may at times be subject to a Calculated Take-off Time (CTOT or slot time) and if so will be required to depart in the window CTOT -5mins to CTOT +10mins. This is not the same as the flight plan time. CTOTs are issued by CFMU (Brussels) and are ATC's responsibility to enforce. If an aircraft is ready early, ATC can inform CFMU of this with a 'ready' message, although there are no guarantees for an improvement on the CTOT. Exceptionally, ATC can request to delay a slot time by up to 5 mins should the aircraft already be starting- although an extension also can not be guaranteed.

Ground Movement

Due to the limited taxiways at Luton it is very easy for the taxiways to become blocked with pushing aircraft. It is therefore essential that requests for pushback are not made until pushback is imminent. Ground movement works primarily in a circular flow and requires all aircraft to pushback in specific directions in order to maintain this flow. Pilots can expect a cardinal point direction to be passed with pushback clearance as per the AIP.

Before calling ATC, know your stand number. This will be asked for by ATC if it's not given in the first transmission. In periods of low visibility or high work load this is crucial to the safety of ground movements.

Standard taxi routes are to either holding point A1 (Rwy 26) or B1 (Rwy 08) and can be either clockwise or counter-clockwise around the airport. The controller will advise which way- beware expectation bias- and if unsure then ask ATC for confirmation. Due to these holds being at intermediate points on the runway, pilot confirmation of an intersection departure from either A1 or B1, or a requirement for full length will assist controllers with planning the departure. Aircraft will only be permitted to enter the runway strip when positively cleared to by the controller **AND** taxiway stopbars have been extinguished. Both criteria must have been met prior to entering the runway. If you are in doubt, request confirmation from the controller.

It is important to note the unusual layout of the taxiway at B1 and the topography which combine **to restrict the view of the runway** particularly for aircraft with low cockpit height.

Occasionally aircraft releases for certain SIDs are not immediately available from London Terminal Control Centre (LTCC). Due to the lack of holding bays at Luton, the first aircraft at the hold may be required to reposition to allow aircraft in the queue to change departure sequence. This may mean a hold at either holding point A4E, or B1W. Holding point B1W is accessed by following a clockwise motion, entering the bay on the west side to hold on the east side as shown in the diagram.



Caution- there are no stop-bars or lighting associated with either A4E or B1W.

Caution should be exercised when taxiing from/to stand. There are a number of uncontrolled vehicle lanes with drivers on their own lookout.

SIDs

Some SIDs are subject to 'stepped climbs'. Strict adherence to the SID is required in order to remain clear of other London airfield SIDs and STARs. In addition, pilots can expect amended stop climbs on Olney and Compton 5C departures.

Some routes are subject to 'free flow', where the Tower Controller will depart aircraft at their discretion when the required separation standards have been met. Occasionally this free flow may be suspended by LTCC due to certain operations being carried out at other London airfields. Other routes require a release from LTCC for every aircraft.

Level busts are a major problem at Luton Airport due to the stepped climb profile, which can be difficult to understand and the amended climb altitudes. If there is any doubt to the initial and cleared altitudes associated with the departure, this can be requested from ATC.

Non-Airways Departures

Standard Departure Routes (SDRs) are available for all jets, aircraft with MTWA in excess of 5,700kgs and other aircraft on request, which incorporate Noise Preferential Routes (NPRs).

Luton airfield operates two VFR lanes- north and south. These are made up of the reporting points Offley and Pirton to the north, and Hyde and M1 junction 8 to the south. These are normally only used for SVFR aircraft.

Helicopter VFR Operations

There are a number of helicopters that operate into and out of Luton the majority of these will be instructed to land and takeoff from the Charlie taxiway. Routings are via Noise Preferential Routings and for 26 arrivals and 08 departures will be routed via VRPs Hyde, Kimpton Hall, and A1(M) junc 4. 08 arrivals and 26 departures will be routed via Hyde, M1 junc 9, M1 junc 8. Standed traffic will be routed via Hyde, Kimpton Hall and Puckeridge.

Additionally the police helicopter attends callouts over Luton town and may require to operate close to the runway 08 final approach track/ 26 climbout.

Gliding Activity

Gliding and hang gliding operations take place from the Dunstable Downs aerodrome (6nm west of Luton up to 1500' AMSL) during daylight hours. Pilots inbound to runway 08 may see this activity 1nm north of the centre-line.