

SAFETY HOTPOINTS

KNOW YOUR SID STEP CLIMB PROFILE & DEPARTURE ALTITUDE!

DO NOT CROSS AN ILLUMINATED STOPBAR!

DO NOT ENTER THE RUNWAY WITHOUT POSITIVE CLEARANCE FROM ATC!

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, and not a replacement, for the AIP, regulations and SOPs.

Ground Movement

- Know your stand number and the QNH, and pass them to ATC on first contact. In periods of low visibility or high-work load these are crucial to the safety of aircraft.
- Expedition can be gained with pilot confirmation of an intersection departure from either A1 or B1, or a requirement for full length. This assists controllers with planning the departure.
- 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 of expectation bias - and if unsure, ask ATC for confirmation.
- Aircraft will only be permitted to enter the runway strip when positively cleared by the controller **AND** taxiway stopbars have been extinguished. Both criteria must be met.

SIDs

- Some SIDs are subject to 'stepped climbs', and pilots can expect amended step climb altitudes on Olney departures. Strict adherence to the SID is required in order to remain clear of other London TMA traffic. Level busts are a major problem at Luton Airport, so if there is any doubt regarding the initial and cleared altitudes associated with the departure, confirm the altitudes with ATC.

Non-Airways Departures

- Standard Departure Routes (SDRs) are available for jets and non-jet aircraft with MTWA in excess of 5,700kgs, and other aircraft on request. The SDRs incorporate Noise Preferential Routes (NPRs).
- Luton airfield operates two VFR lanes- north and south. These consist of the reporting points Offley and Pirton to the north, and Hyde and M1 junction 8 to the south.

Police Helicopter Operations

- The police helicopter, which has Cat B priority, sometimes attend callouts over Luton town and may be required 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.

ADOPT A DEFENSIVE FLYING TECHNIQUE

THOROUGHLY BRIEF THE DEPARTURE – ALWAYS MAINTAIN A GOOD LOOK OUT – IF IN DOUBT CLARIFY YOUR CLEARANCE WITH ATC