London Luton Airport

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VFR OPERATING PACK V.1

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Pilot operating guidance:

1.1 : Introduction

The main purpose of this document is to improve pilot awareness when flying through London Luton Airport's Controlled Airspace.

This document includes information relating to the general operating procedures of the VFR Lane in various configurations and weather conditions, with a breakdown of the VRP's (Visual Reference Points) and general information to allow pilots to fly safely, efficiently and carefully through congested airspace. This pack will allow pilots to prepare thoroughly for their flight, however as a back-up, **pilots should always have a plan B should they not be granted clearance to enter the airspace.**

Luton is committed to working with the local General Aviation (GA) community to provide valuable information that will allow pilots to prepare fully for their flight. Should you wish to find out any further information before your flight, we would encourage you to contact your local flying instructors and seek advice before you fly. You can also email LLA's Flight Operations team at vfr@ltn.aero.

General information about London Luton Airport:

London Luton Airport utilises one runway, aligned 25/07. Due to the wind direction, Runway 25 is predominantly in use throughout the year with there being a 70/30 split between operating on runways 25/07.

London Luton Airport had over 131,000 movements in 2024, surrounded by General Aviation operators that often use Luton's airspace as a transition from Hertfordshire and surrounding areas into the London Terminal Control Area (LTMA) and further on.

It is vital that aircraft planning to enter the London Airspace are aware of the relevant airspace they wish to fly in and that they have the correct information to hand. The London zone is one of the busiest airspace in the world, so please think before you fly.

1.2 : Pre-flight Checklist

Below we have provided a list (sourced from CAA Skywise), designed to act as a quick reference in addition to the more detailed information that pilot should endeavour to collect before choosing to fly. This list covers the most basic pre-flight items and we would encourage you to adapt it to suit your own needs.

Pilot

Is your license and rating appropriate, valid and carried?

Do you have your medical certificate or declaration? Is it valid?

If you are carrying passengers, have you flown within 90 days? (90-day rule).

Are you current to fly? Are you fit to fly the aircraft? Are you in a satisfactory physical and mental state?

Have you briefed your passengers?

Is your aircraft in an airworthy condition?

Does your aircraft have a valid Certificate of Airworthiness or Permit to Fly, supported by a valid Airworthiness Review Certificate or Certificate of Validity?

Aircraft

Do you have the necessary equipment (Including survival) appropriate and operative?

Do you have adequate fuel and oil for the flight and any foreseeable diversion?

Is the Mass, balance and performance within limits for aircraft and aerodromes?

Do you have the necessary documents required onboard?

Is the insurance valid?

Pre-flight

Have you completed the pre-flight inspection?

Have you checked the NOTAMs for route, destination and alternate aerodromes?

Have you checked the weather conditions? Are they suitable?

Are your charts current, have you reviewed them?

Is your GPS map current, and is your route programmed?

Have you planned your destination and alternate any aerodromes?

Have you obtained the prior permission for aerodromes (if applicable)?

Have you notified Border Force and/or Special Branch (if applicable)?

Have you checked the overnight weather for high winds, frost or snow(if aircraft to be left outside)?

The CAA have an excellent acronym, **PAVE**, and we would encourage all pilots to think about the 4 core elements to any successful flight:

Pilot – Currency, Fitness etc

Aircraft – Airworthiness, capabilities (IFR/VFR), limitations

Environment – Weather, facilities, airspace, terrain

External pressures – Time pressure, delays, passengers

More information can be found using the following tools.

- Chart updates, AIP, AICs and NOTAMS are available at www.ais.org.uk
- UK Airspace restrictions are available on 08085 354802
- Download the SkyWise App for the latest regulatory news and alerts

1.3 : Frequency reference cards

Please verify that the frequencies of intended use before departure as ATSU frequencies have changed since the introduction of 8.33 channel spacing, which may not be reflected in the current chart for that aerodrome or en-route areas.

Most notably, for aircraft transiting controlled airspace, the respective channels may have also changed, and it is up to you, as the pilot, to ensure that you are communicating on the correct frequency.

Frequency reference cards are designed to accompany VFR charts. They include aerodrome frequencies as well as many useful en-route ones. There is one for each of the three chart areas of the UK. They can be downloaded from the VFR Charts page of the AIS website.

For the Southern England and Wales frequency card, it can be found at www.nats-uk.ead-it.com

1.4 : Frequency Monitoring Codes

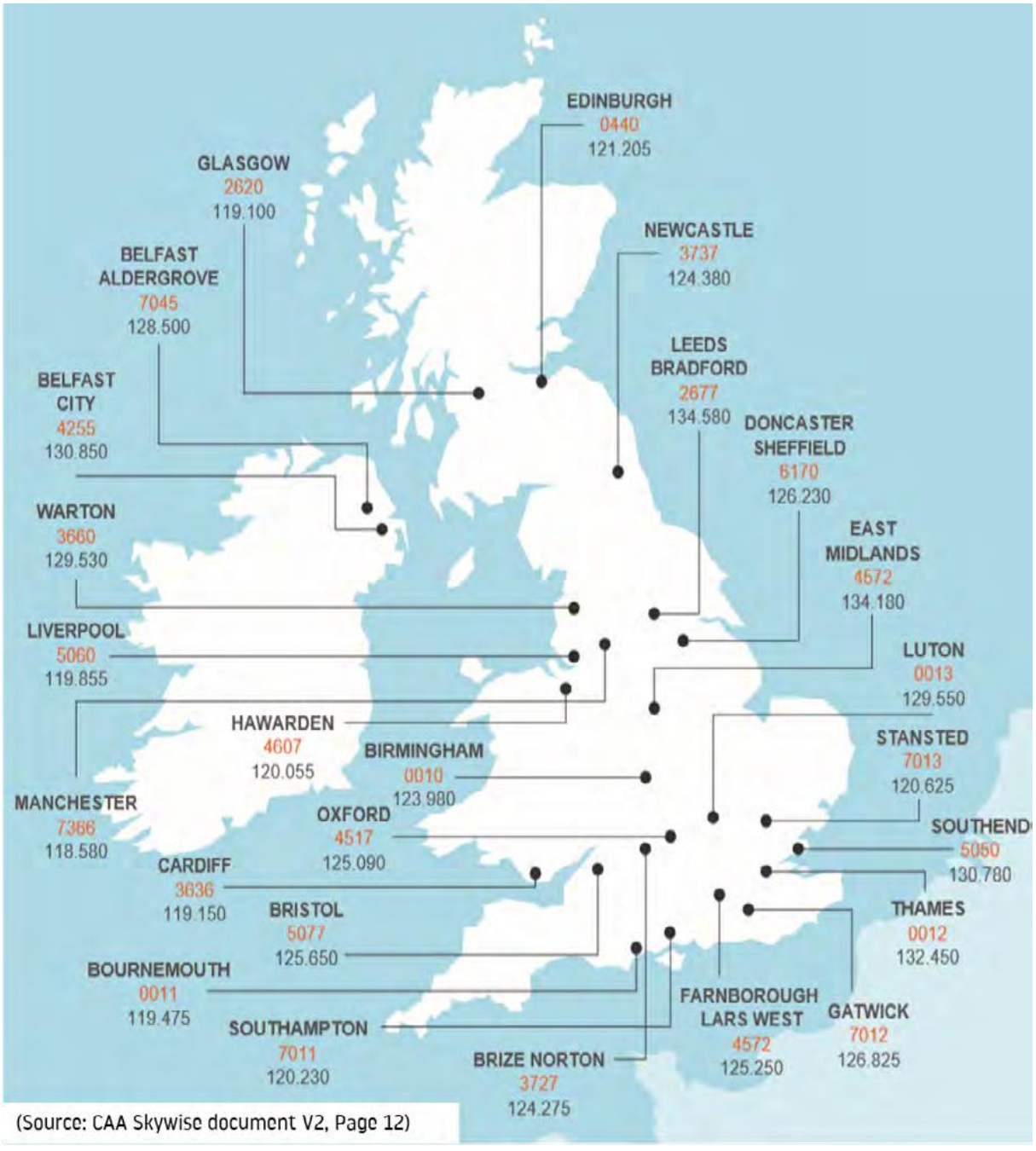
Frequency monitoring codes (also known as listening squawks) are for use by aircraft 'listening in' on the radio frequency of nearby airspace, without having established contact on it. They might be used if a frequency is very busy or if a pilot does not feel the need to request a service. They allow air traffic units to see who is listening to which frequencies and therefore enable contact to be made if necessary – for example if an aircraft is about to infringe controlled airspace.

Please remember to return your transponder code to 7000 or another appropriate code when changing frequency.

For London Luton Airport, our monitoring frequency is **129.550** and the corresponding squawk is **0013.**

Current details regarding frequency monitoring codes and their use can be found at:

1) UK AIP, ENR 1.6, section 2.2.5.6
2) Airspace Safety and Initiative website (printable A5 card)



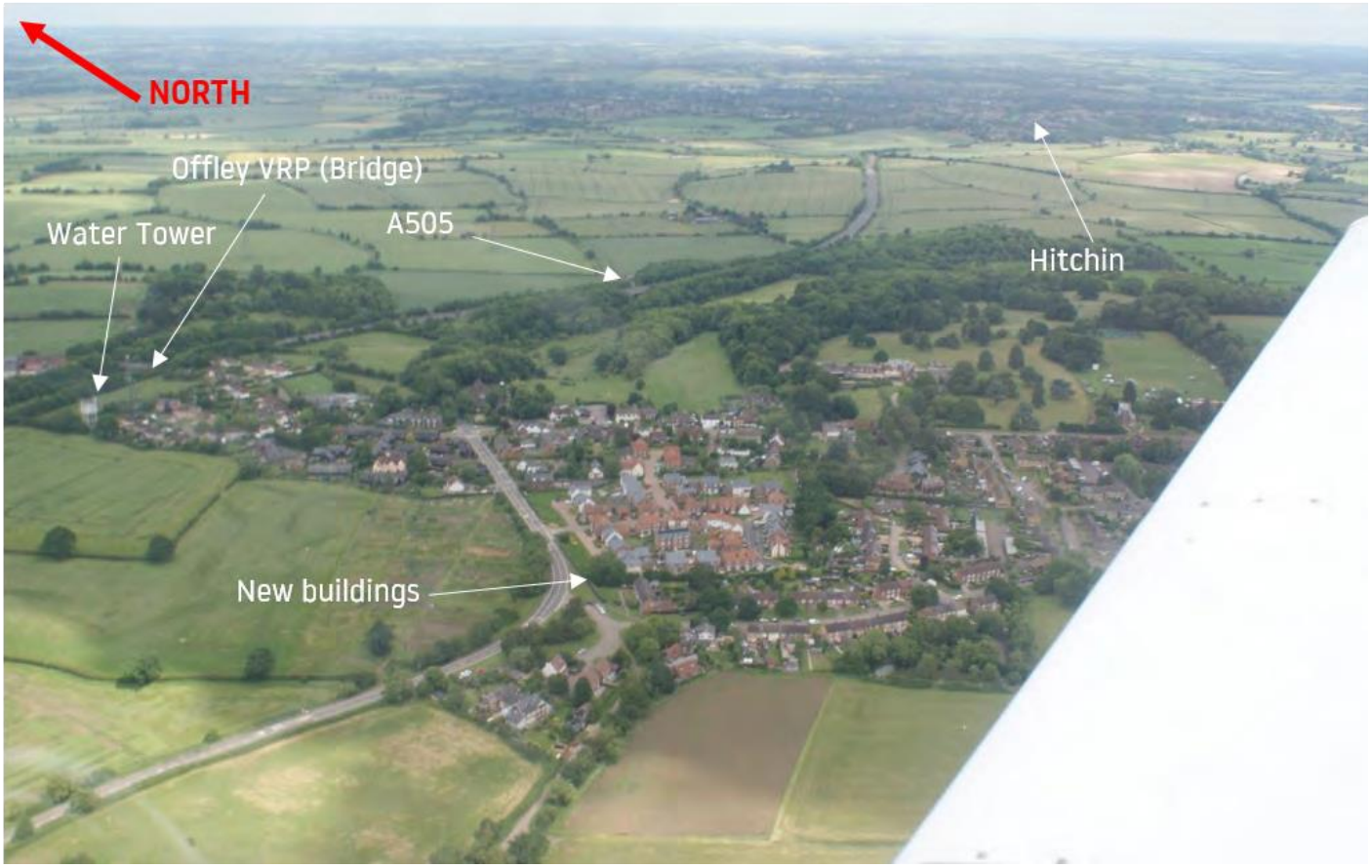
(Source: CAA Skywise document V2, Page 12)

1.5 Pirton VRP

Pirton is situated approximately 3 NM East of Barton in the Clay and approximately 2 NM North- West of Hitchin. Pirton can be identified by a church located approximately in the center of the village backing onto a large field.

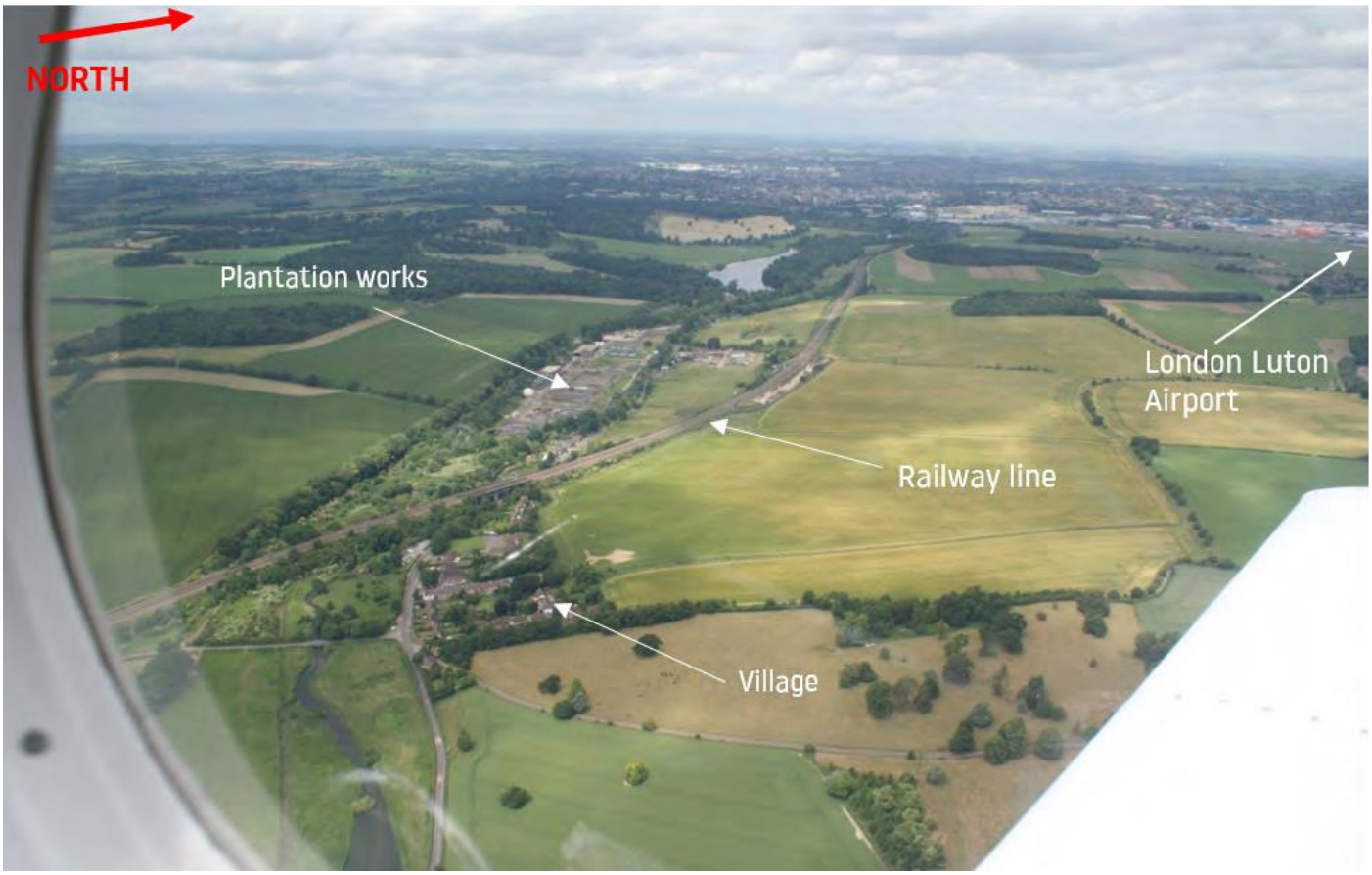
1.5 Offley VRP

Offley is situated West of St. Ippollitts located just South of Hitchin. Offley can be identified by the new housing that has been built, also by the A505 that runs from Hitchin to Luton passing just to the North.



1.5: Hyde VRP

Situated just Northeast of Harpenden, Hyde is easily identifiable by the railway line that runs straight through the VRP. It's also identifiable from the plantation works located nearby the railway with a small village surrounding it.



1.5: Kimpton Hall VRP

Kimpton Hall is identifiable as a farm building located between two villages, surrounded by trees with a large farm/house in the centre. It is noticeable by the surrounding green land and trees around the property.

1.5: M1 J8 VRP

Close to the M1 Junction, there is a large industrial facility located in Hemel Hempstead which is easily identifiable in the air and can help improve your situational awareness. This particular junction has one large exit from the M1 and is clearly visible.

1.5: M1 J9 VRP

The M1 junction 9 can be spotted due to the two roundabouts surrounding the M1 with the small village of Flamstead located to the East.

1.5: A1(M) J4 VRP

This VRP is easily spotted as this is a busy part of the A1 and links between Welwyn Garden City and Hatfield. There is a large business complex just to the side of the roundabout with a large Tesco's.

1.5 : VFR Transit Procedures

Arriving aircraft wishing to transit through the Luton CTR/CTA should contact Luton Radar at least 5 minutes before reaching the CTR/CTA boundary. It is beneficial to contact the station before this to give controllers enough time to process this and to find a safe time for you to transit.

Aircraft may be instructed to orbit, either left or right hand, to assist the controller in providing separation between yourself and potential inbound or departing commercial aircraft.

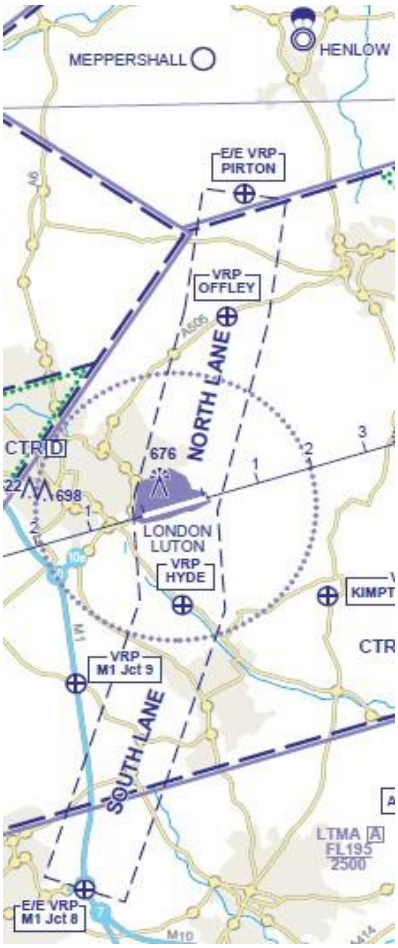
VFR flights will usually be instructed to route towards a clearance limit such as a VRP, or if there is a delay to remain clear of the CTR/CTA. Clearance to enter the CTR/CTA will have an appropriate level restriction applied which may vary (for example not above altitude 2,000 feet) to avoid any conflict with aircraft operating under Instrument Flight Procedures (IFR). As level restrictions may vary, it is essential to listen carefully to and comply with the restrictions applied.

It should be noted that aircraft should only enter the airspace once clearance has been issued. **If a clearance to enter the airspace has not been given, do not enter.**

Aircraft flying VFR should carry a current chart, maintain good airmanship and keep a good visual lookout for other aircraft in the vicinity.

Aircraft transiting the VFR lane will often be requested to transit via the landing threshold, or East/ West of the landing threshold, as this provides separation from departing aircraft.

Remember, it is your responsibility to fly the aircraft safely.



1.6 : Radio Transmissions

Radio transmissions are a key part to aviation and having a strong knowledge of it is vital to operating an aircraft safely. To ensure smooth and efficient transmission of radio messages, aircraft commanders are expected to understand the basic principles of these but also the VRP's for positional reporting.

Below are a few examples of basic radio principles that should prove beneficial:
Request – "I should like to know… or I wish to obtain"

Wilco – "I understand your message and will comply with it"

Maintain – "Continue in accordance with the conditions" i.e. your clearance

Contact – "Establish communications with…"

Say Again – "Repeat all, or the following part of your last transmission"

Wilco – "I understand your message and will comply with it"

An example of a radio transmission for passing through the VFR corridor may be:
Pilot: "Luton Radar, Golf Bravo Sierra India Mike, Request [Basic/ Traffic] Service and zone transit"

ATC: "Golf Bravo Sierra India Mike, Luton Radar, Pass your message"

Pilot: "Golf Bravo Sierra India Mike, PA28, 2 POB, from Turweston to Southend, one mile north of Leighton Buzzard, altitude 2000 feet, QNH 1010, re- quest zone transit via Pirton and M1 Junction 8"

ATC: "Golf Bravo Sierra India Mike, Squawk 4670 and Ident"

Pilot: "Squawk 4670 and ident, Golf Bravo Sierra India Mike."

ATC: "Golf Bravo Sierra India Mike, identified 2 miles North of Hitchin, basic Service, cleared to enter controlled airspace to hold at Offley, not above altitude 2,000 feet VFR QNH 1013".

Pilot: "Basic Service, cleared to enter controlled airspace to hold at Offley, not above altitude 2,000 feet VFR, QNH 1013, Golf Bravo Sierra India Mike".

As the aircraft enters controlled airspace:
ATC: "Golf India Mike, Radar Control Service."

Pilot: "Radar Control Service, Golf India Mike."

When the aircraft reaches the clearance limit:
Pilot: "Golf India Mike, Offley"

ATC: "Golf India Mike, route to the East of the 25 Threshold, Hyde, M1 Junction 8"

Pilot: "Route to the east of the 25 Threshold, Hyde, M1 Junction 8, Golf India Mike"

When the aircraft leaves controlled airspace:

ATC: "Golf India Mike, leaving controlled airspace, basic service."

Pilot: "Basic Service, Golf India Mike"

1.7 : Additional Information

There is a large amount of additional information that is available through the ASI website on various other locations throughout the UK. Should you wish to view this, head directly to www.airspace-safety.com.

As modern technology moves forward we would highly recommend the use of moving map devices whilst flying, allowing you to improve your situational awareness whilst simultaneously gaining all available information that is pertinent to your flight. This may be through the use of a GPS unit, SkyDemon, Runway HD or other moving map apps or devices. We would encourage any pilots who intend to use these devices ensure that they are kept up to date with the latest software and are changed prior to the use during a flight. Links to the above devices can be found below.

GPS Units:

These can be bought on any pilot equipment website including www.pooleys.com, www.transair. co.uk, www.flightsotre.co.uk, etc and these will all sell equipment from reputable companies such as Garmin.

SkyDemon:

SkyDemon is a popular app among pilot which allows pilots to gain all the relevant information to their flight with the latest charts and weather updates and can be accessible on iPad, Android, iPhone and PC. The software does require users to subscribe however there is a free 30 day free trial which can be accessed on their website www.skydemon.aero.

Runway HD:

The software itself is largely similar to the above-mentioned package allowing users to access the latest charts and weather for their routings. Further details can be found on www.airboxaero.com