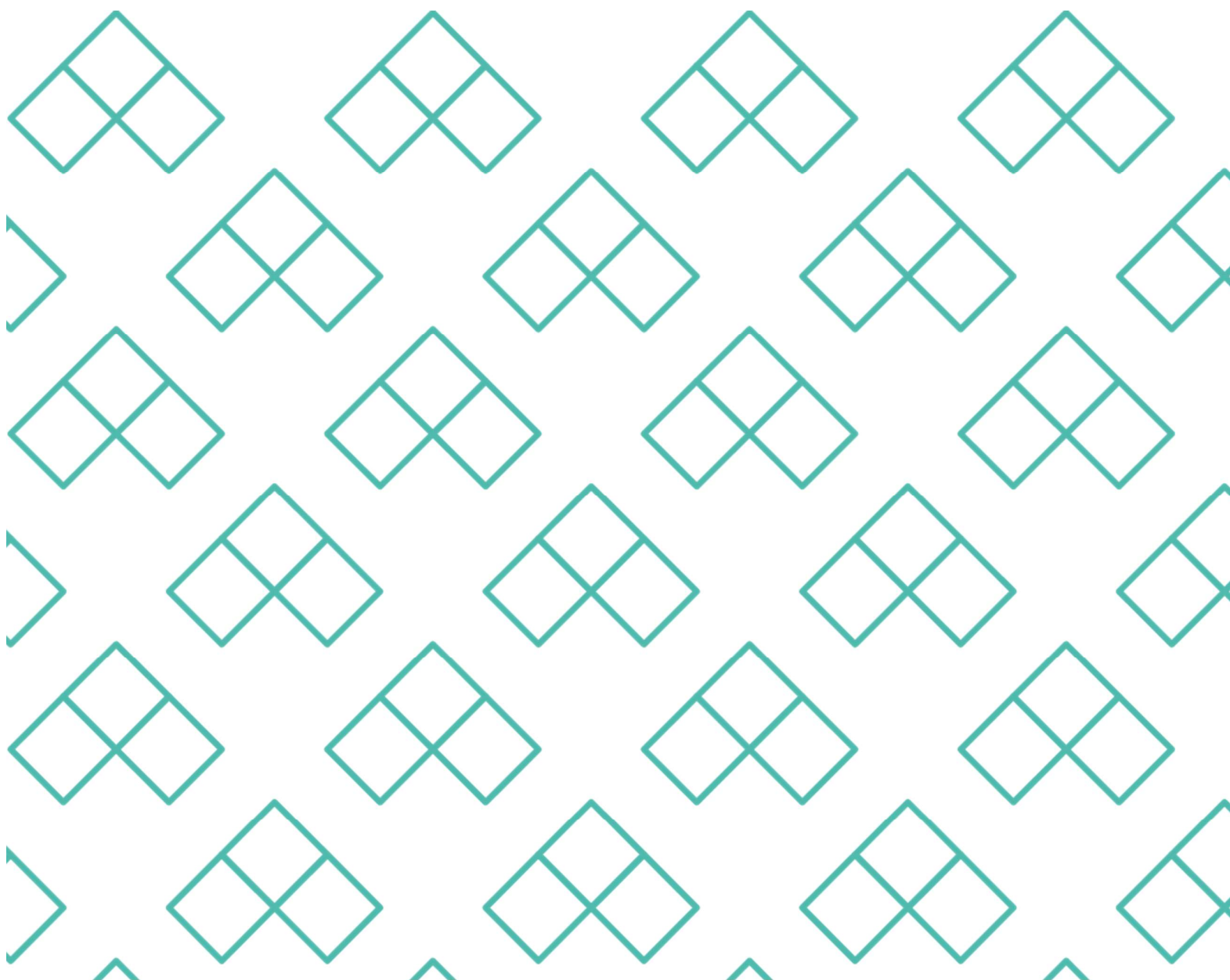


Departures Briefing

VERSION 7- DECEMBER 2024



Departure Routes

All propeller-driven aircraft with MTOM over 5,700kg and all jet aircraft departing London Luton Airport, whether routing inside or outside controlled airspace, are required to follow specific departure routes known as Noise Preferential Routes (NPRs). These are established by consultation with the Safety and Airspace Regulatory Group (SARG) at the CAA and the London Luton Airport Consultative Committee, and are designed to avoid flying over built-up areas wherever possible.

For aircraft departing the airport via the Airways System there are four Standard Instrument Departure (SID) routes for each runway – OLNEY, RODNI and DETLING/MATCH. On the 20th August London Luton Airport (LLA) introduced Area Navigation (RNAV1) procedures for aircraft departing the airport along the DETLING/MATCH SIDs.

For aircraft departing outside the Airways system there are 11 Standard Departure Routes (SDR) – JULIET, KILO, MIKE, NOVEMBER, PAPA, ROMEO, SIERRA, TANGO, UNIFORM, VICTOR and WHISKEY.

Although these routes incorporate NPRs, it is important that aircraft not only follow the SID/SDR, but also remain within the lateral swathes of the NPR when departing. More details about the SIDs or SDRs can be found on NATS Aeronautical Information Service (AIS) –

http://www.natsuk.eadit.com/public/index.php%3Foption=com_content&task=blogcategory&id=95&Itemid=144.html

Lateral Swathe of each NPR

The Lateral Swathes (LS) are defined from the centre-line of the relevant NPR by a line either side, each diverging at an angle of 10 degrees from a point on the centre-line of the runway 2km from the start of roll; followed by a pair of parallel lines representing a distance of either 1.5km or 1km (for RNAV) either side of the route centre-line. The NPRs and consequently the LS include curved sections representing turns.

Route Adherence

In the UK, the obligations of Noise Preferential Routings for conventional SIDs cease when a height of 3,000ft QNH (between 07:00hrs to 23:00hrs local time) and 4,000ft QNH (during night time, 23:00hrs to 07:00hrs local time) has been reached. The obligations of the RNAV1 NPR ceases when a height of 4,000ft QNH has been reached at all times. The restricted altitude for the SDR's may vary depending on the route.

Once aircraft have reached the NPR restricted altitude they will be considered no longer on the Noise Preferential Route. At that stage the aircraft may be directed by Air Traffic Controllers onto a different heading in order to integrate with the overall flow of traffic. This is standard air traffic management procedure followed by all airports in this country and other member states of ICAO.

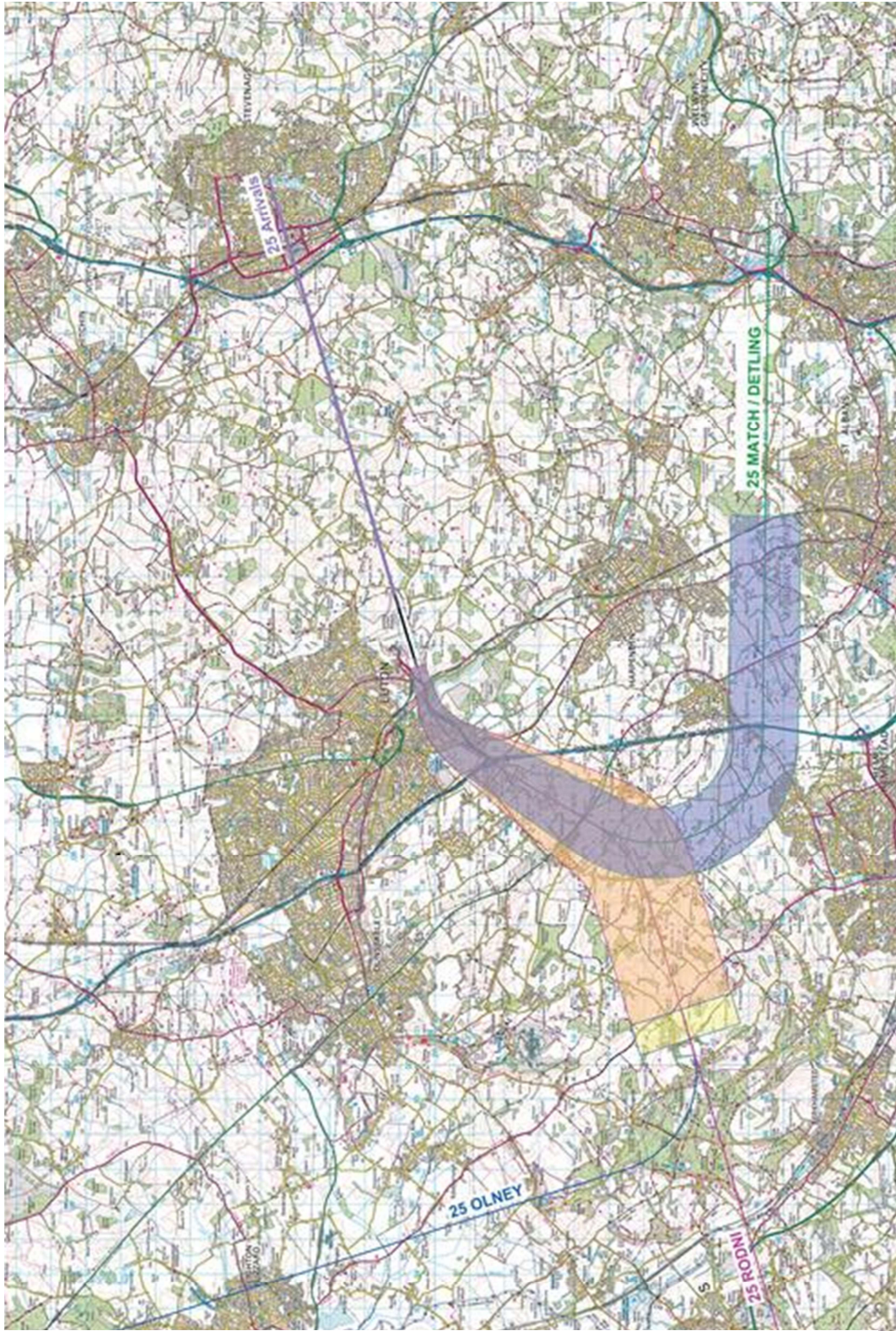
The maps overleaf represent indicative NPRs for westerly and easterly operations at London Luton Airport. (Please bear in mind that there are no precise finish lines to the NPR, and all aircraft reach the NPR height restriction at different locations, depending on the aircraft capabilities, MTOM and other factors). **It is strongly advised that the aircraft continue to operate within normal speed profiles.**

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Westerly (25) Noise Preferential Routes



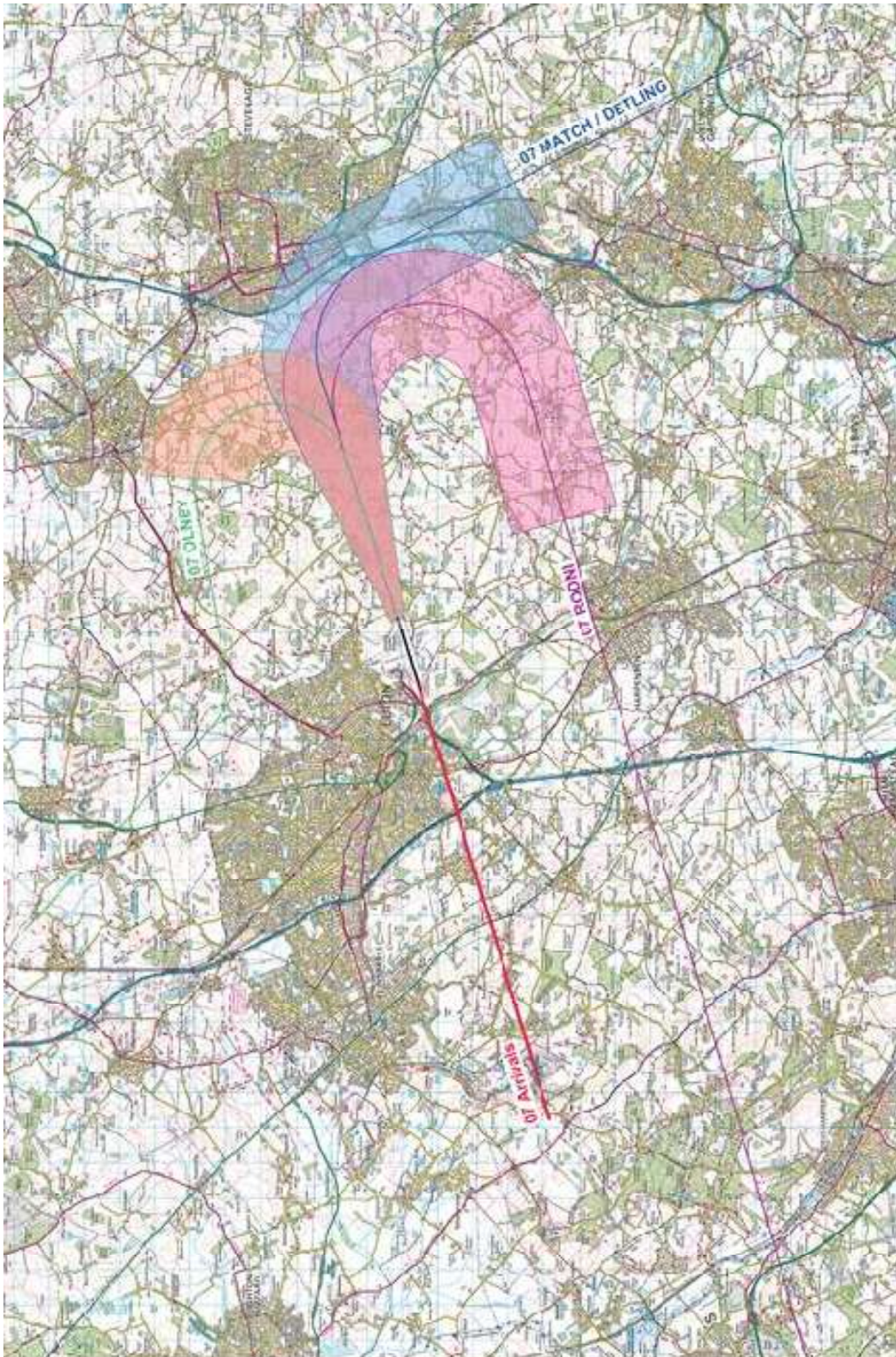
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Easterly (07) Noise Preferential Routes



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Track Violation System

Using the Aircraft Noise and Track Monitoring System the Airport's specialist flight operations team will evaluate the radar tracks and then assess them against the Lateral Swathes of the Noise Preferential Routes. A departure will be deemed to have complied with the Noise Preferential Routing if the portion of flight below the appropriate vectoring altitude is flown wholly within the Lateral Swathe. Where the aircraft is clearly flying outside the LS, the aircraft is identified as causing a "possible" track violation and is subject to a nominal fine, as defined in LLA's Charges and Conditions of Use.

Any operator identified as deviating outside the NPR below the restricted altitude will receive an email together with a track trace outlining the actual flown track in relation to the NPR corridor.

Track Violations Sanctions and Appeal Process

Airlines and Aircraft Operators can appeal the penalty notification by way of submitting valid justification for the violation. This must be received within 14 calendar days of the date of notification from London Luton Airport. If suitable evidence explaining the track deviation is provided then the penalty notice will be cancelled, otherwise an invoice will be issued.

Details of the Track Violations Sanctions are shown in the Table below:

Occurrence Rate	Fine per Event	
	Daytime 0700 – 2259 Local Time	Night-Time 2300 – 0659 Local Time
Any Event	£1,000	£2,000

For General Aviation Aircraft Operators it is the responsibility of the ground handling provider to ensure that the notification is passed with sufficient time to provide mitigation within the appeal period. In the event that the deadline for appeals is missed due to late notification from the ground handler it is ground handler's responsibility to pay the fine as defined within LLA Charges and Conditions of Use.

All fines collected under the Track Violation Penalty System are transferred to the London Luton Airport Community Trust Fund which funds a number of community projects in and around the area. London Luton Airport does not profit from this penalty system in any way.

Exemption from the Track Violation System

As always, safety prevails and there may be cases which involve vectoring an aircraft sooner than at the NPR height restriction. If ATC identifies any valid justification that could explain the deviation from the track, then the operator causing it will be exempt from the fine. Valid justifications include:

- ☒ Safety or operational reasons, i.e. ATC vectoring
- ☒ Weather avoidance due to CB or TCU activity (as instructed by ATC)
- ☒ Aircraft technical issues providing the engineers report
- ☒ Emergencies, providing "PANPAN" or "MAYDAY" has been reported to ATC

If there are any concerns from flight crews then we advise that they contact the airport prior to departure.

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