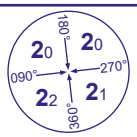
INSTRUMENT APPROACH CHART - ICAO

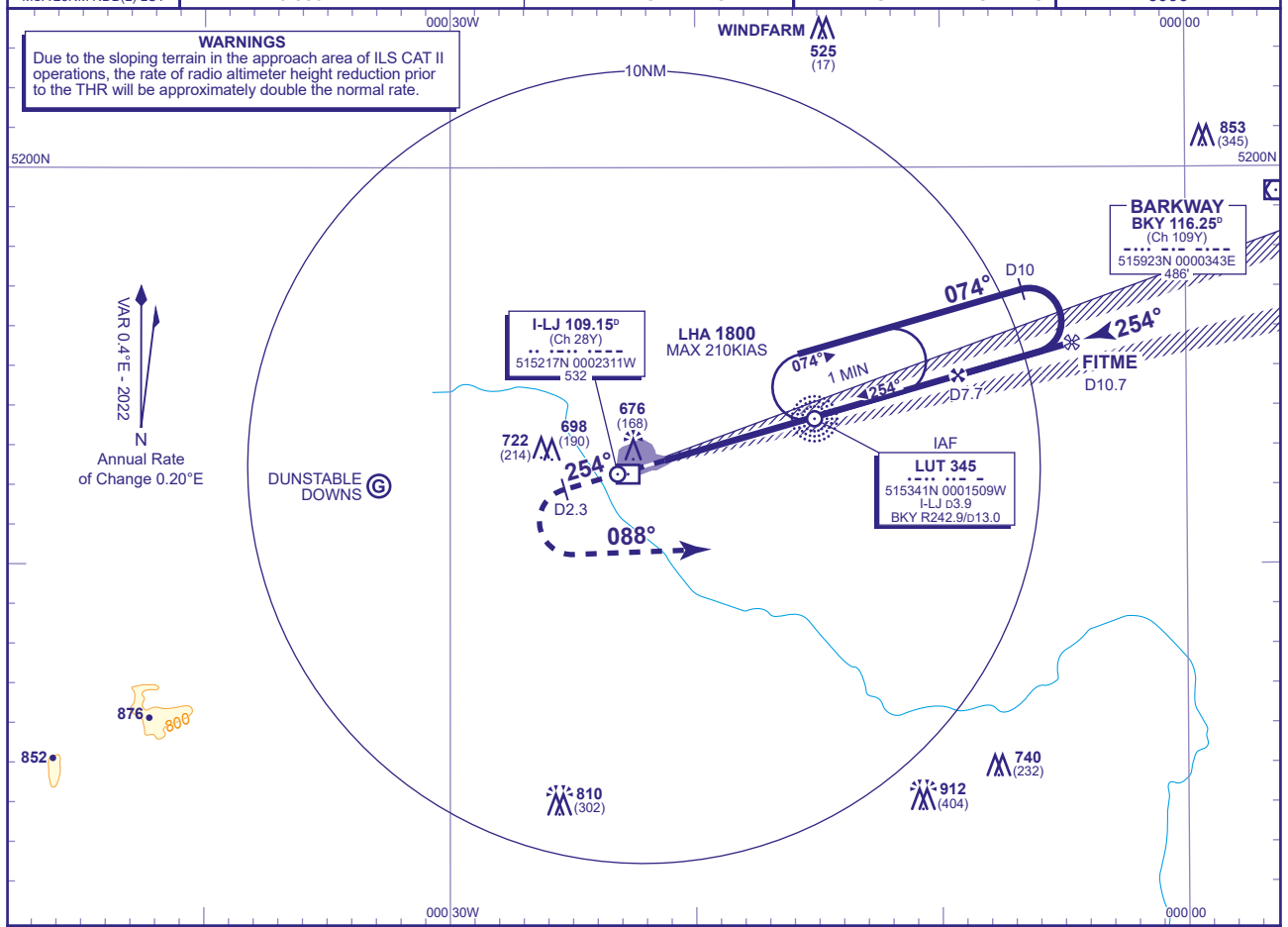
LONDON LUTON
ILS/DME/NDB(L)
RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) LUT

APP	129.550	LUTON RADAR	AD ELEVATION	527	TRANSITION ALTITUDE 6000
TWR	132.555, 126.730	LUTON TOWER	THR ELEVATION	508	
	121.755	LUTON GROUND	OBSTACLE ELEVATION 912 AMSL (404) (ABOVE THR)		
RAD	128.750	LUTON DIRECTOR			
ATIS	120.580	ARRIVAL INFORMATION	BEARINGS ARE MAGNETIC		

WARNINGS
Due to the sloping terrain in the approach area of ILS CAT II operations, the rate of radio altimeter height reduction prior to the THR will be approximately double the normal rate.



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

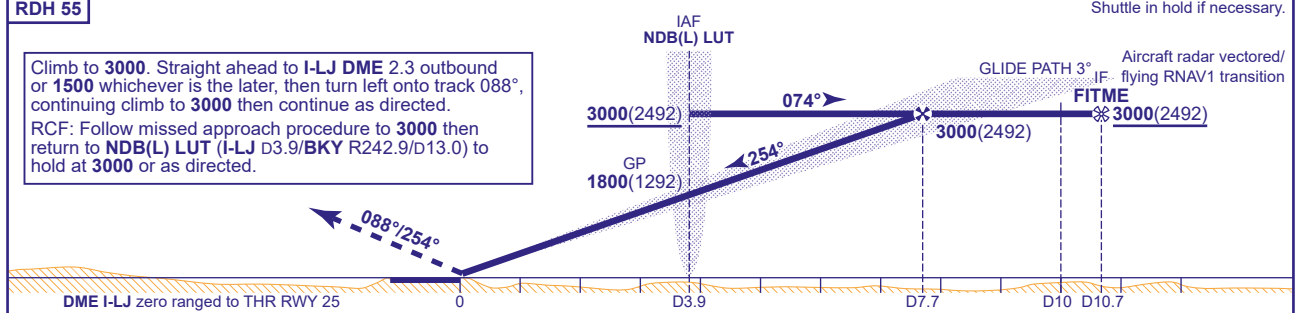
DME I-LJ	7	6	5	4	3	2	1
ALT(HGT)	**2780**(2272)	**2460**(1952)	**2150**(1642)	**1830**(1322)	**1510**(1002)	**1200**(692)	**890**(382)

RDH 55

Shuttle in hold if necessary.

Climb to **3000**. Straight ahead to **I-LJ DME** 2.3 outbound or **1500** whichever is the later, then turn left onto track 088°, continuing climb to **3000** then continue as directed.

RCF: Follow missed approach procedure to **3000** then return to **NDB(L) LUT** (**I-LJ** D3.9/**BKY** R242.9/D13.0) to hold at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**654**(146)	**664**(156)	**677**(169)	**691**(183)
	CAT II	**565**(57)	**572**(64)	**587**(79)	**602**(94)
VM(C)OCA (OCH AAL)	Total Area	**1100**(573)	**1100**(573)	**1300**(773)	**1300**(773)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	840	740	630	530	420

NOTE 1 Aircraft can normally expect to be radar vectored onto final approach.
2 Aircraft unable to receive DME inform ATC.
3 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (9/25): TOWER FREQUENCY.