

LONDON LUTON
ILS/DME/NDB(L)
RWY 07
(ACFT CAT A,B,C,D)



APP	129.550	LUTON RADAR	AD ELEVATION 527
TWR	132.555, 126.730	LUTON TOWER	THR ELEVATION 515
	121.755	LUTON GROUND	OBSTACLE ELEVATION 912 AMSL (397) (ABOVE THR)
RAD	128.750	LUTON DIRECTOR	
ATIS	120.580	ARRIVAL INFORMATION	BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE
6000

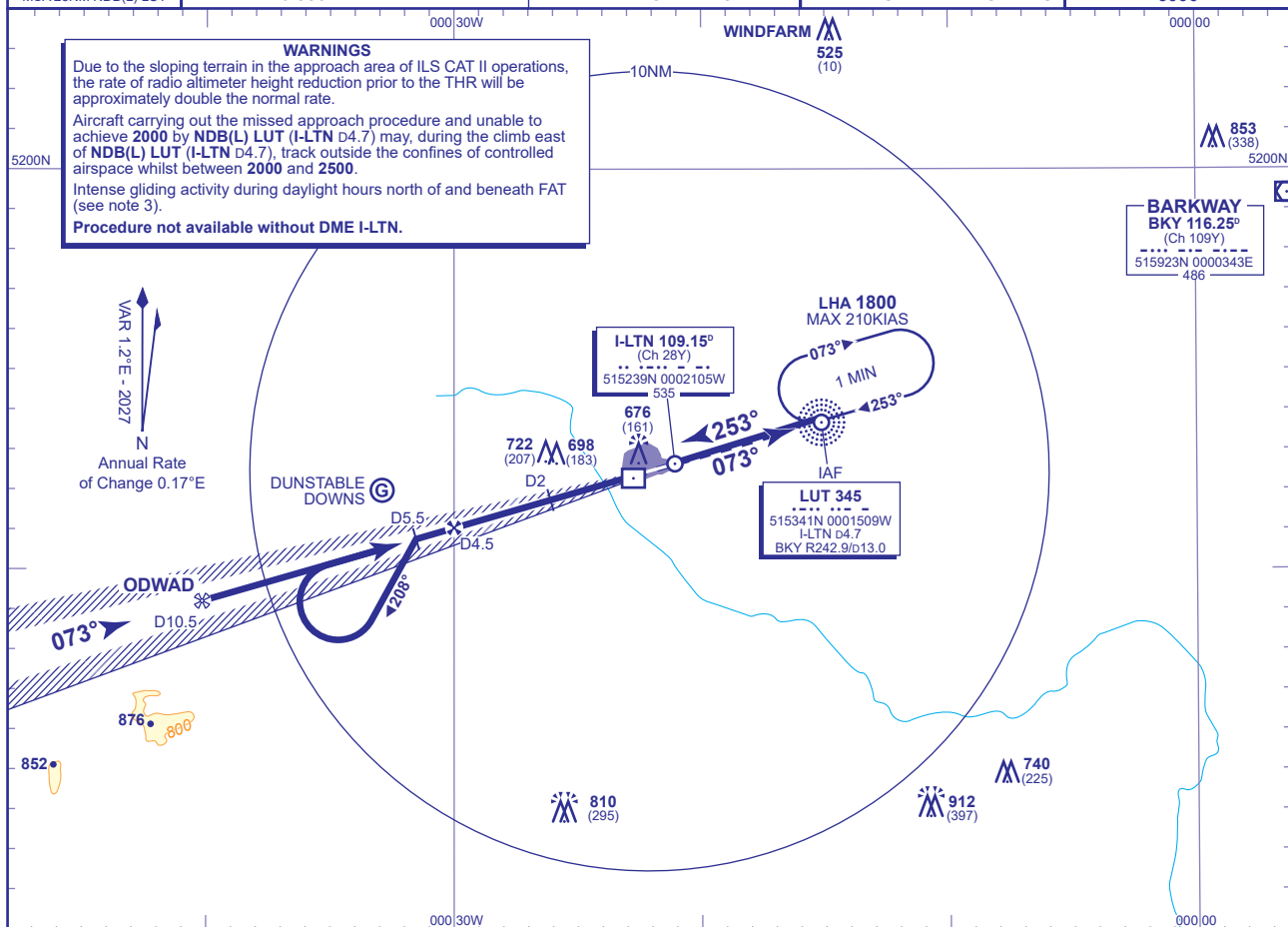
WARNINGS

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.

Aircraft carrying out the missed approach procedure and unable to achieve **2000** by **NDB(L) LUT (I-LTN 04.7)** may, during the climb east of **NDB(L) LUT (I-LTN 04.7)**, track outside the confines of controlled airspace whilst between **2000** and **2500**.

Intense gliding activity during daylight hours north of and beneath FAT (see note 3).

Procedure not available without DME I-LTN.



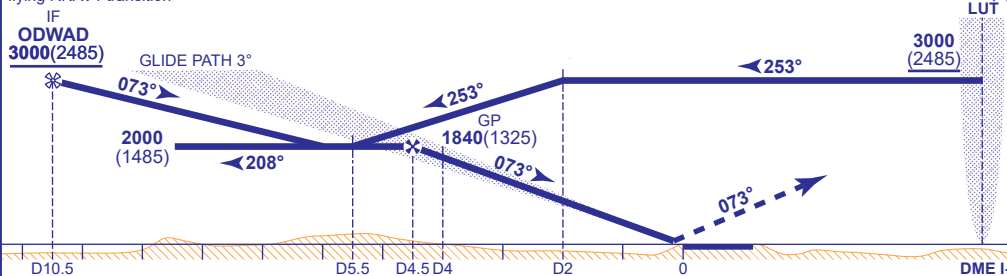
RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-LTN	4	3	2	1
ALT(HGT)	1840(1325)	1520(1005)	1210(685)	890(375)

RDH 58

Aircraft radar vectored/
flying RNAV1 transition

Shuttle in hold if necessary.



Climb straight ahead to **NDB(L) LUT (I-LTN D4.7)** to hold at **3000**, or as directed.
Aircraft which achieve **2000** by **NDB(L) LUT (I-LTN D4.7)** continue climb in the hold.
Aircraft unable to achieve **2000** by **NDB(L) LUT (I-LTN D4.7)** inform ATC and continue climb on **NDB(L) LUT QDR 073°** to **2000** then turn right to **NDB(L) LUT (I-LTN D4.7/BKY R242.9/D13.0)** to hold at **3000** or as directed.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	667(152)	679(164)	693(178)	707(192)		FT/MIN	850	740	630	530	420
	CAT II	569(54)	579(64)	593(78)	611(96)							
VM(C)OCA (OCH AAL)	Total Area	1100(573)	1100(573)	1300(773)	1300(773)							

NOTE 1 Aircraft can normally expect to be radar vectored onto final approach.

2 Aircraft will normally be required to hold not lower than **3000**.

3. Gliding takes place in ceded airspace north of and beneath LOC. Pilots are warned not to descend below the GP/recommended descent profile. Page EGGWAD 2.22 Paragraph 6 refers.

Page EGGW AD 2.22 Paragraph 6 refers.

CHANGE (1/26): MAG VAR. MAG TRACKS UPDATED.