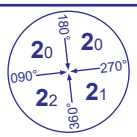
INSTRUMENT APPROACH CHART - ICAO

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



MSA 25NM NDB(L) LUT

APP	129.550	LUTON RADAR	AD ELEVATION	527	
TWR	132.555, 126.725	LUTON TOWER	THR ELEVATION	515	
	121.755	LUTON GROUND	OBSTACLE ELEVATION		
RAD	128.750	LUTON DIRECTOR	912 AMSL (397) (ABOVE THR)		
ATIS	120.580	ARRIVAL INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**

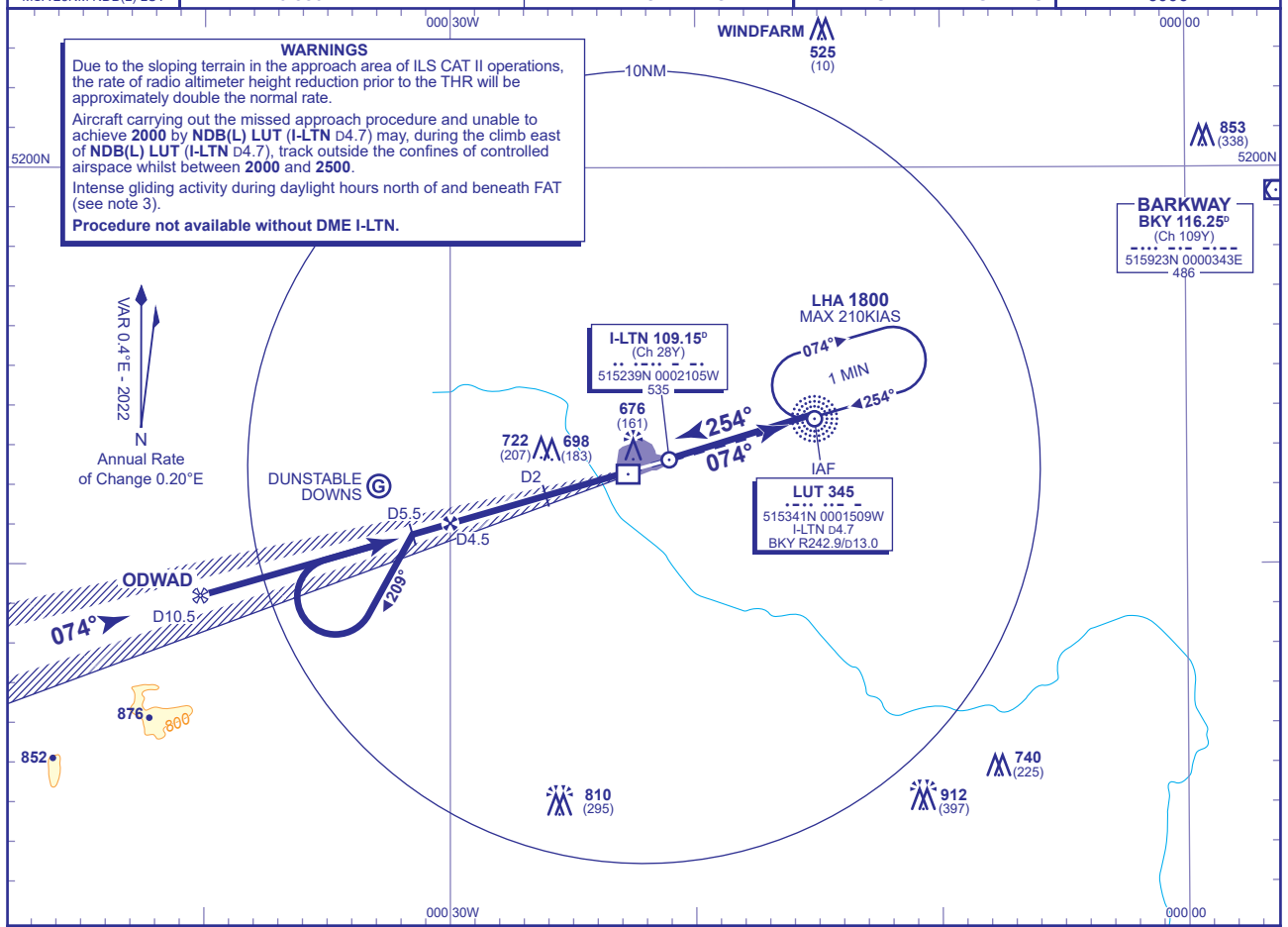
WARNINGS

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** D4.7) may, during the climb east of **NDB(L) LUT** (**I-LTN** D4.7), 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).

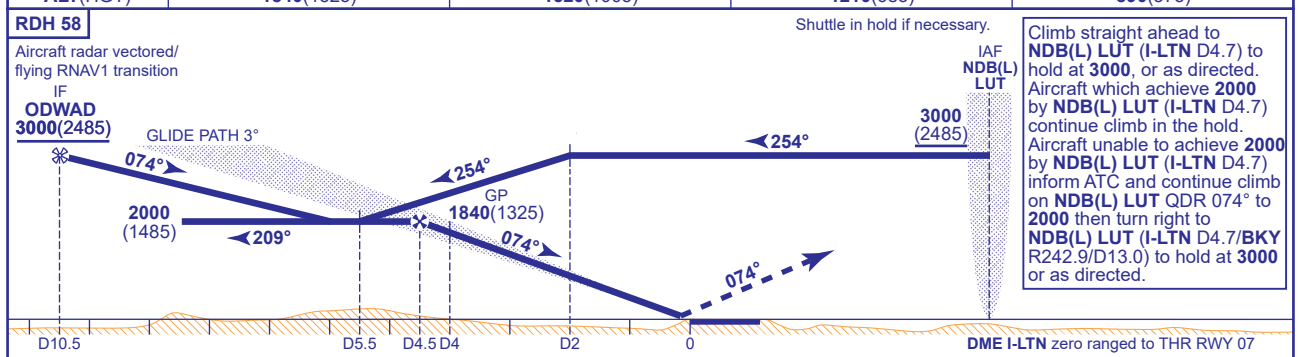
Procedure not available without DME I-LTN.



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



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 074° 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**
OCA (OCH)	**CAT I**	**667**(152)	**679**(164)	**693**(178)	**707**(192)
	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)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	740	630	530	420

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 EGGW AD 2.22 Paragraph 6 refers.

CHANGE (9/23): BKY VOR/DME RECALIBRATED. RADIAL.