

INSTRUMENT APPROACH CHART - ICAO

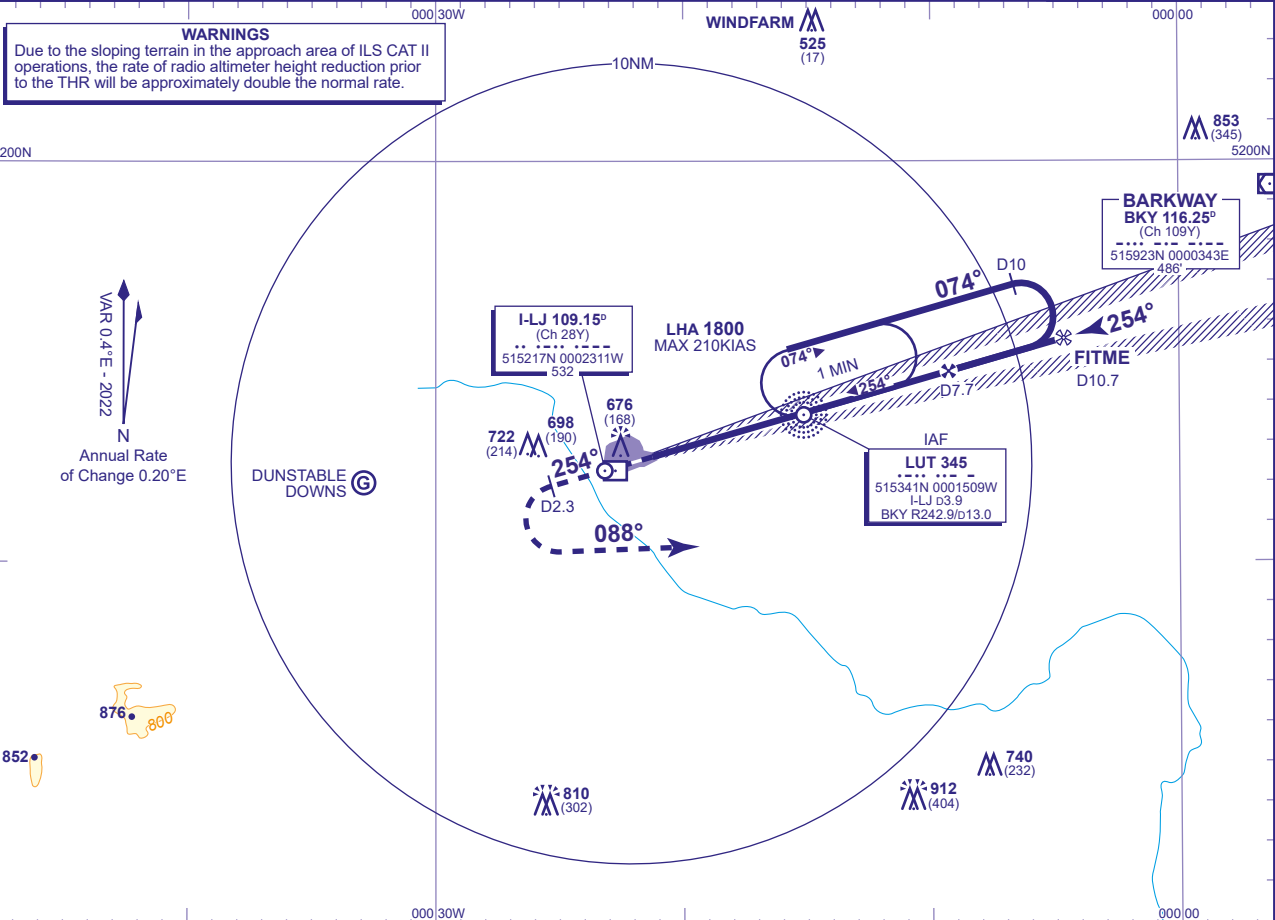
LONDON LUTON ILS/DME/NDB(L) RWY 25 (ACFT CAT A,B,C,D)



APP	129.550	LUTON RADAR	AD ELEVATION	527
TWR	132.555, 126.725	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	

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.

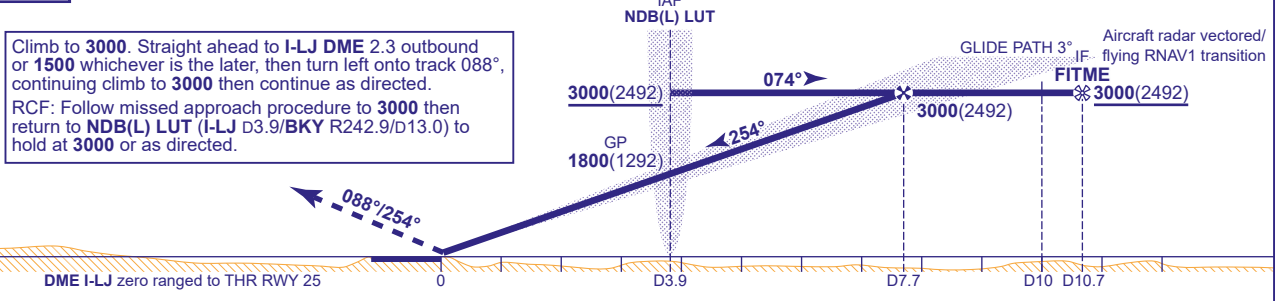


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

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	Rate of descent	G/S KT	160	140	120	100	80
		OCA (OCH)	CAT I	654(146)	664(156)		677(169)	691(183)	FT/MIN	840	740	630
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.
NOTE 2 Aircraft unable to receive DME inform ATC.
NOTE 3 Aircraft will normally be required to hold not lower than **3000**.

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