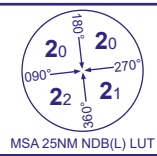
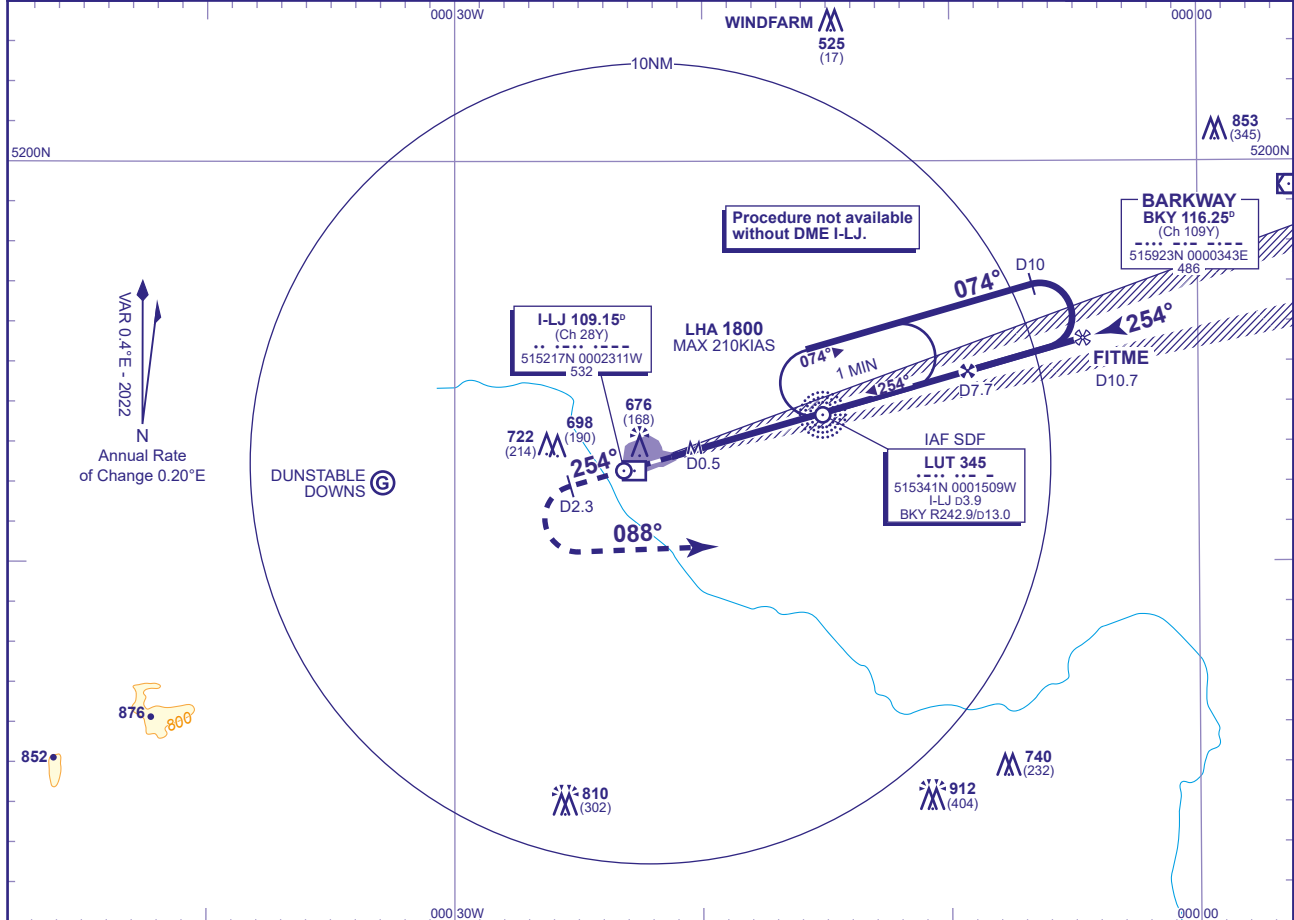


# INSTRUMENT CHART - ICAO

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



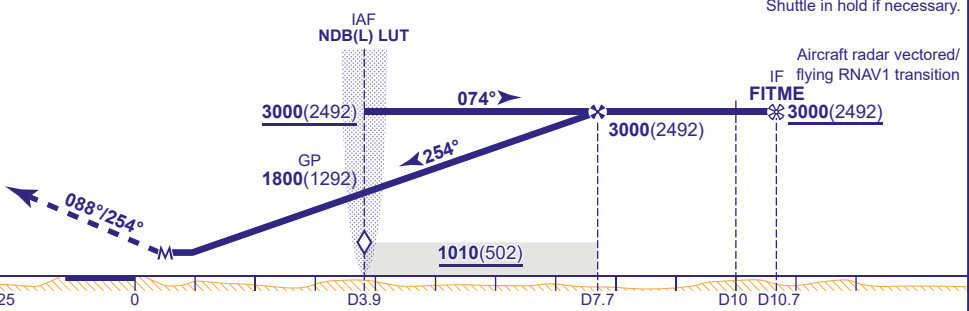
APP	129.550	LUTON RADAR	AD ELEVATION	527
TWR	132.555, 126.725	LUTON TOWER	THR ELEVATION	508
	121.755	LUTON GROUND	OBSTACLE ELEVATION	912 AMSL (404) (ABOVE THR)
RAD	128.750	LUTON DIRECTOR		
ATIS	120.580	ARRIVAL INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000



**RECOMMENDED PROFILE** Gradient 5.2%, 316FT/NM

DME I-LJ	7	6	5	4	3.9 (SDF)	3	2	1
ALT(HGT)	2780(2272)	2460(1952)	2150(1642)	1830(1322)	1800(1292)	1510(1002)	1200(692)	880(372)

**MAPT I-LJ DME 0.5**  
 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	Procedure	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
							FT/MIN	840	740	630	530	420
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 will normally be required to hold not lower than **3000**.

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