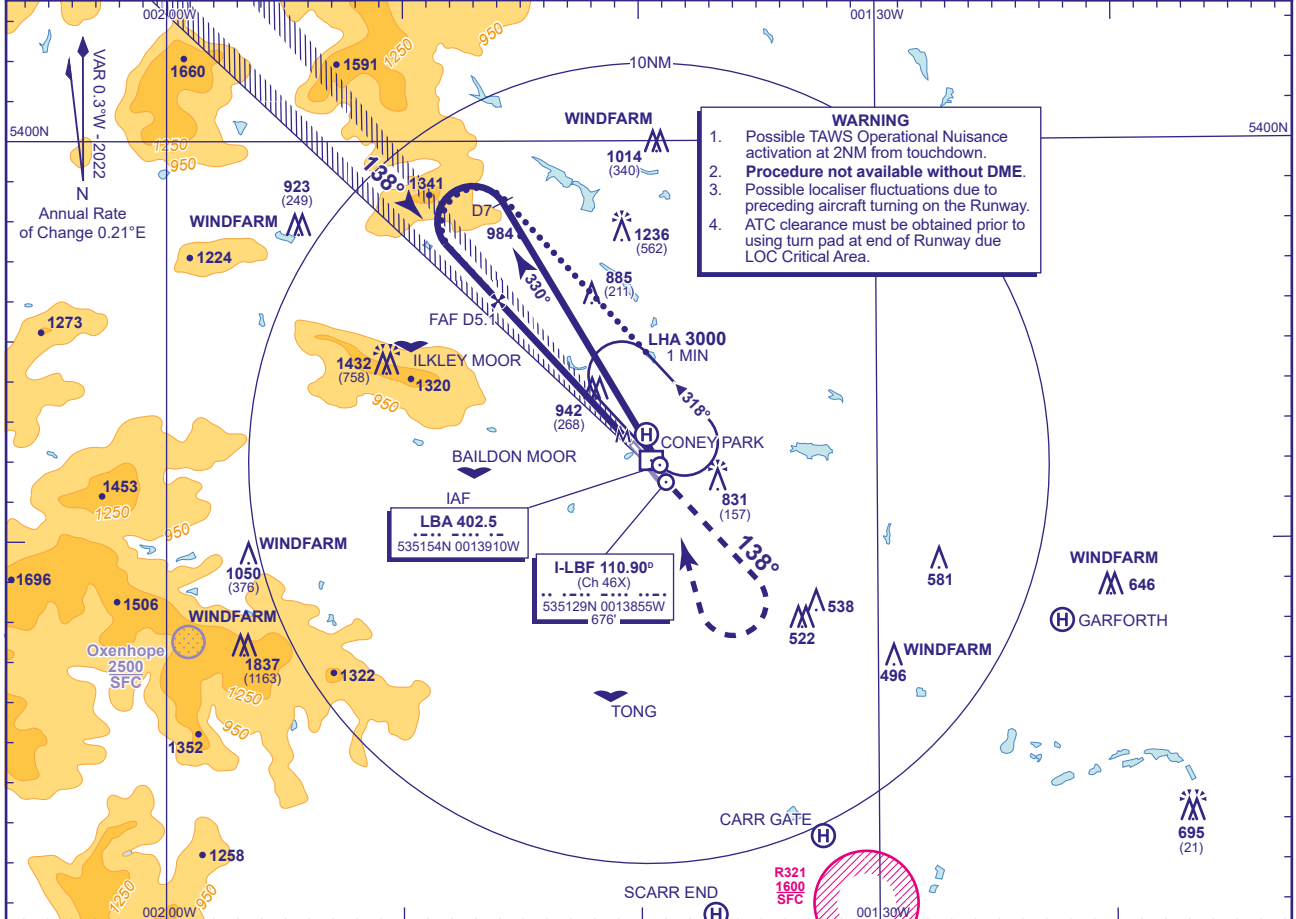


<p>MSA 25NM LBA</p>	<p>MSA 10NM LBA</p>	APP 134.580	LEEDS APPROACH	AD ELEVATION 681	TRANSITION ALTITUDE 5000
		TWR 120.305	LEEDS TOWER	THR ELEVATION 674	
RAD 134.580	LEEDS RADAR	OBSTACLE ELEVATION 1837 AMSL (1163) (ABOVE THR)			
125.380	LEEDS DIRECTOR				
ATIS 118.030	LEEDS INFORMATION	BEARINGS ARE MAGNETIC			



WARNING

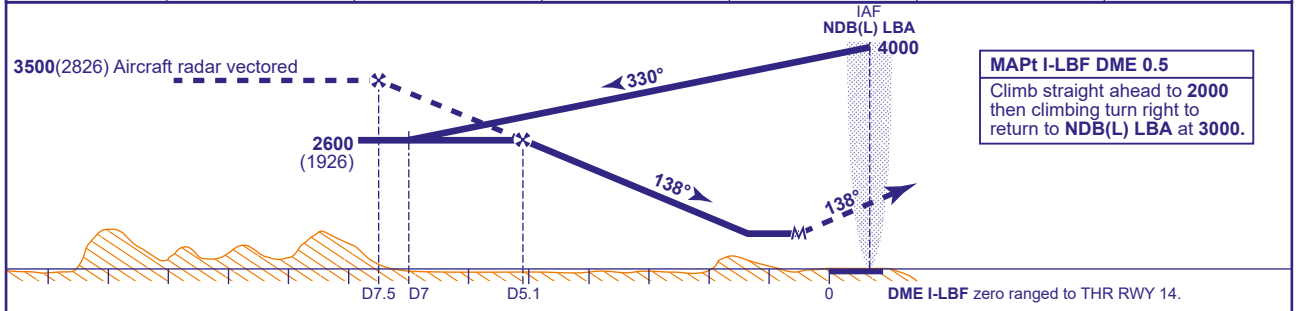
1. Possible TAWS Operational Nuisance activation at 2NM from touchdown.
2. **Procedure not available without DME.**
3. Possible localiser fluctuations due to preceding aircraft turning on the Runway.
4. ATC clearance must be obtained prior to using turn pad at end of Runway due LOC Critical Area.

LBA 402.5
 535154N 0013910W

I-LBF 110.90°
 (Ch 46X)
 535129N 0013855W
 676'

RECOMMENDED PROFILE Gradient 6.1%, 370FT/NM

DME I-LBF	7	6	5	4	3	2
ALT(HGT)	3320(2646)	2950(2276)	2580(1906)	2210(1536)	1840(1166)	1460(786)



MAPt I-LBF DME 0.5
 Climb straight ahead to **2000** then climbing turn right to return to NDB(L) LBA at **3000**.

Aircraft Category		A	B							
OCA (OCH)	Procedure	1190(516)	1190(516)	Rate of descent	G/S KT	160	140	120	100	80
VM(C)OCA (OCH AAL)	Total Area	1320(639)	1320(639)		FT/MIN	990	870	740	620	500

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
 Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **2600(1926)**. At I-LBF DME 7 turn left to intercept the localizer. When established continue as Main Procedure.

NOTE

1. Lowest altitude to commence procedure from hold is **3000**.
2. Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn.