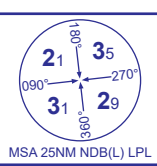
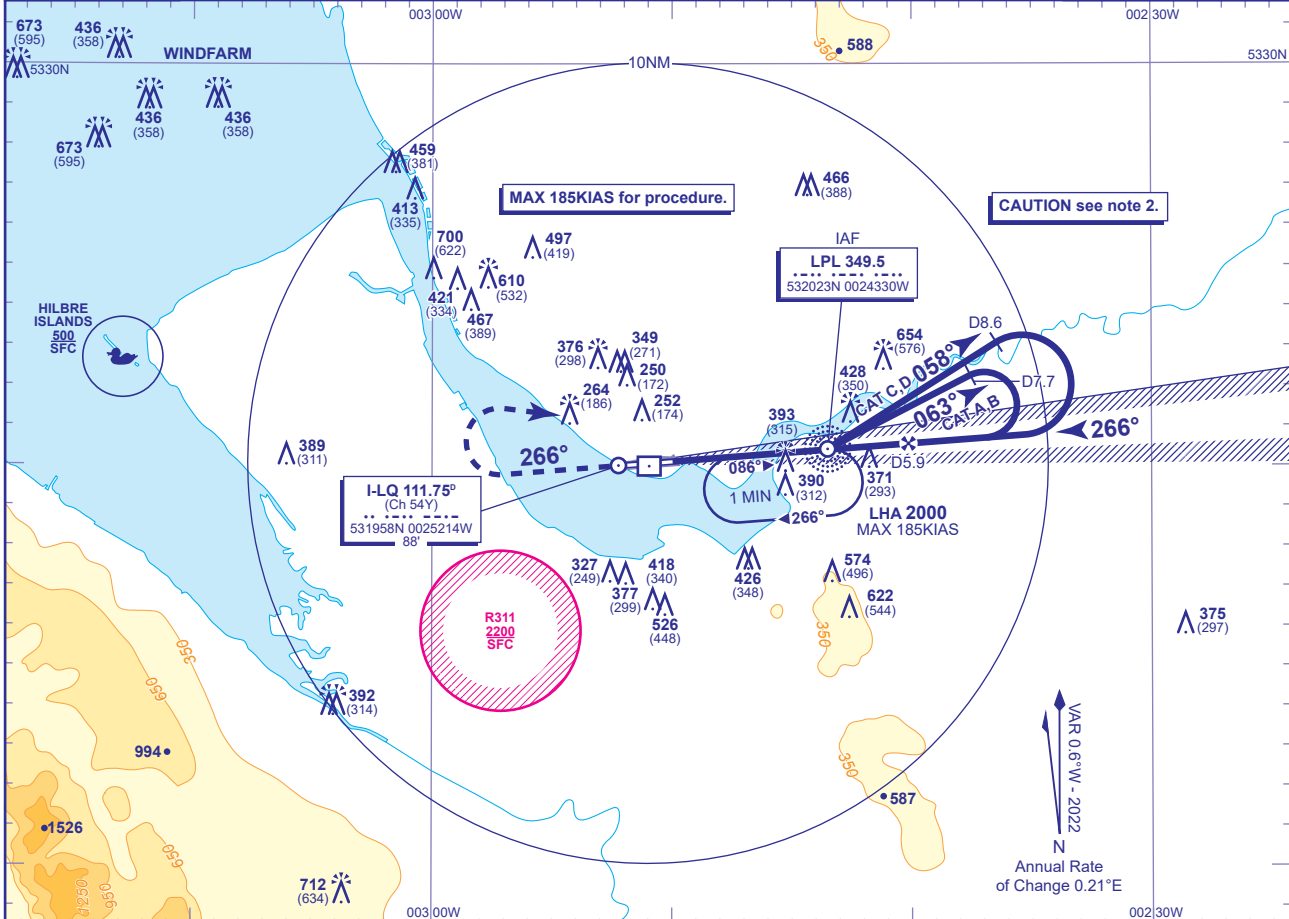


INSTRUMENT APPROACH CHART - ICAO

LIVERPOOL ILS/DME/NDB(L) RWY 27
(ACFT CAT A,B,C,D)



APP	119.855	LIVERPOOL APPROACH	AD ELEVATION	81
TWR	126.355	LIVERPOOL TOWER	THR ELEVATION	78
	121.955	LIVERPOOL GROUND	OBSTACLE ELEVATION	712 AMSL (634) (ABOVE THR)
RAD	118.455, 119.855	LIVERPOOL RADAR		
ATIS	124.330	LIVERPOOL INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 5000

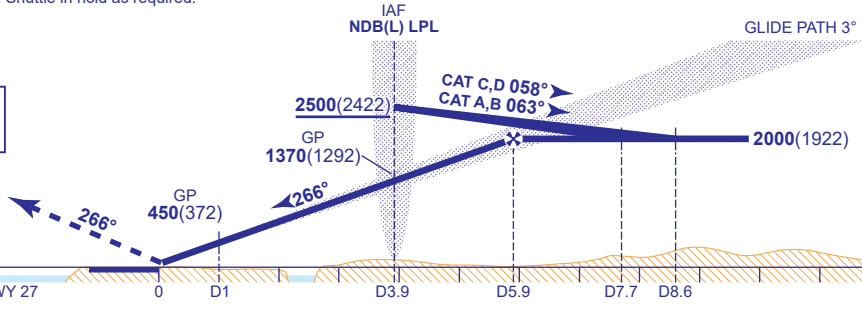


RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-LQ	5	4	3	2	1
ALT(HGT)	1720(1642)	1400(1322)	1090(1012)	770(692)	450(372)

RDH 54 Arrival not below 2500 or higher MSA. Shuttle in hold as required.

Climb straight ahead to 1500, then turn right to NDB(L) LPL climbing to 2000 or as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
		CAT I	229(151)	238(160)	250(172)		263(185)	FT/MIN	850	740	640	530
OCA (OCH)	CAT I	229(151)	238(160)	250(172)	263(185)							
	CAT II	134(56)	145(67)	159(81)	178(100)							
VM(C)OCA (OCH AAL)	Total Area	550(469)	670(589)	930(849)	970(889)							

AIRCRAFT UNABLE TO RECEIVE DME I-LQ (Inform ATC prior to commencement)
As for main procedure except fly outbound from NDB(L) LPL for 1.5 MIN prior to base turn. When established on LOC, descend on glide path to DH.

NOTE 1 Lowest altitude to commence procedure from hold is 2000.
NOTE 2 When receiving radar vectors for RWY 27 approaches, pilots should question ATC if no base leg turn has been passed by the time the aircraft reaches I-LQ D8 east of the airfield, due to proximity of the Manchester CTA.

CHANGE (6/21): MAG VAR. MAG TRACKS. VM(C)OCA (OCH AAL) CAT D MINIMA REVISED.