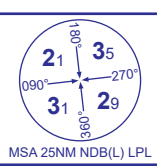
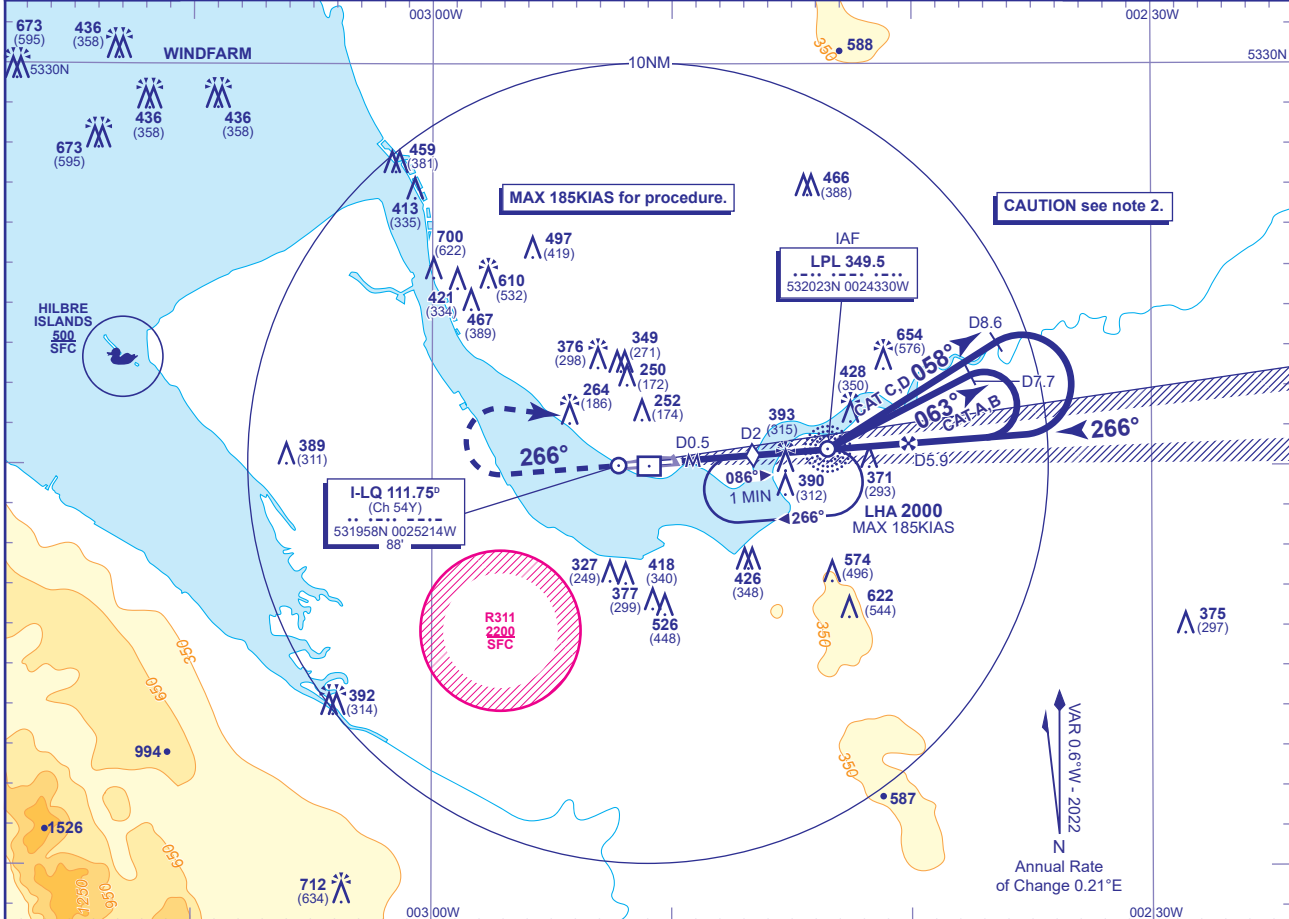


INSTRUMENT APPROACH CHART - ICAO

LIVERPOOL LOC/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

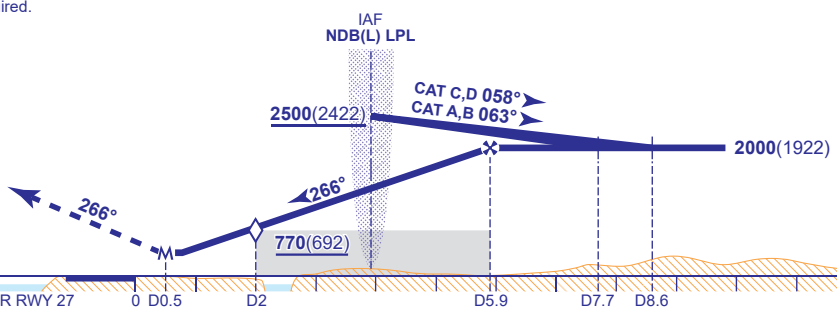


RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

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

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

MAPt I-LQ DME 0.5
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
		WITH DME	420(342)	420(342)	420(342)		420(342)	FT/MIN	850	740	630	530
OCA (OCH)	NO DME	770(692)	770(692)	770(692)	770(692)	NDB(L) LPL to MAPt	MIN:SEC	1:16	1:27	1:42	2:02	2:33
	Total Area	550(469)	670(589)	930(849)	970(889)							

AIRCRAFT UNABLE TO RECEIVE DME I-LQ
Fly outbound on baseturn procedure for 1.5 MIN before turning right to establish on LOC. Once established, descend to cross SDF overhead NDB(L) LPL **not below 1370**(1292) and thence to OCA(H).

NOTE 1 Lowest altitude to commence procedure from hold is **2000**.
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. OCA(OCH) NO DME CAT A,B,C,D MINIMA REVISED. VM(C)OCA (OCH AAL) CAT D MINIMA REVISED.