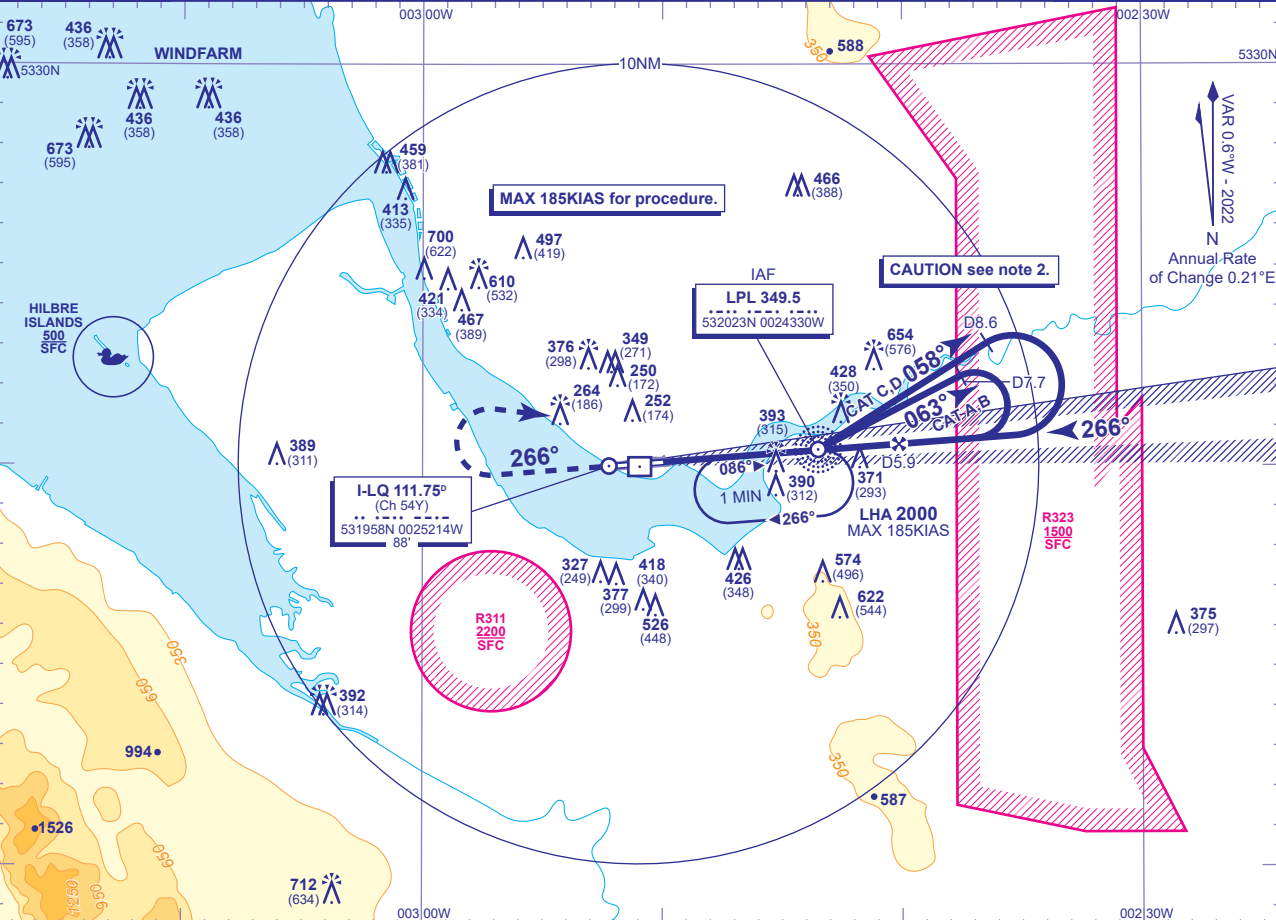


INSTRUMENT APPROACH CHART - ICAO

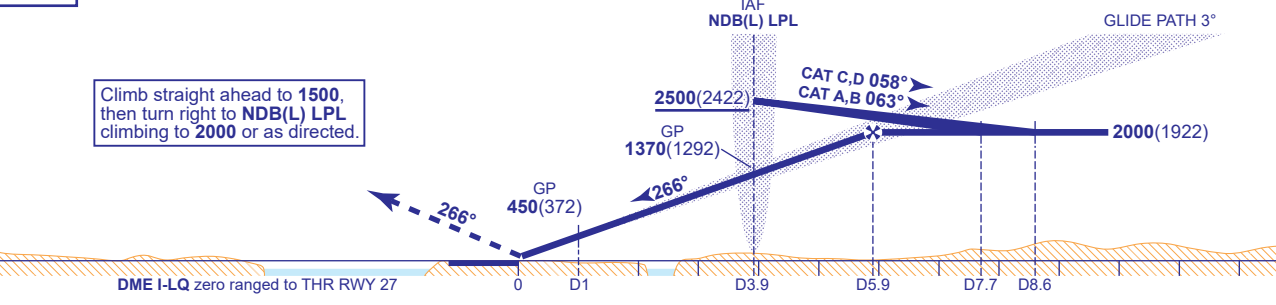
LIVERPOOL
ILS/DME/NDB(L)
RWY 27
(ACFT CAT A,B,C,D)

	APP	119.855	LIVERPOOL APPROACH	AD ELEVATION	81	TRANSITION ALTITUDE 5000
	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	BEARINGS ARE MAGNETIC		
	ATIS	124.330	LIVERPOOL INFORMATION			



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.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	229(151)	238(160)	250(172)	263(185)		FT/MIN	850	740	640	530	420
	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 (2/25): RESTRICTED AREA R323 ADDED.