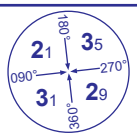
INSTRUMENT APPROACH CHART - ICAO

LIVERPOOL NDB(L)/DME RWY 27

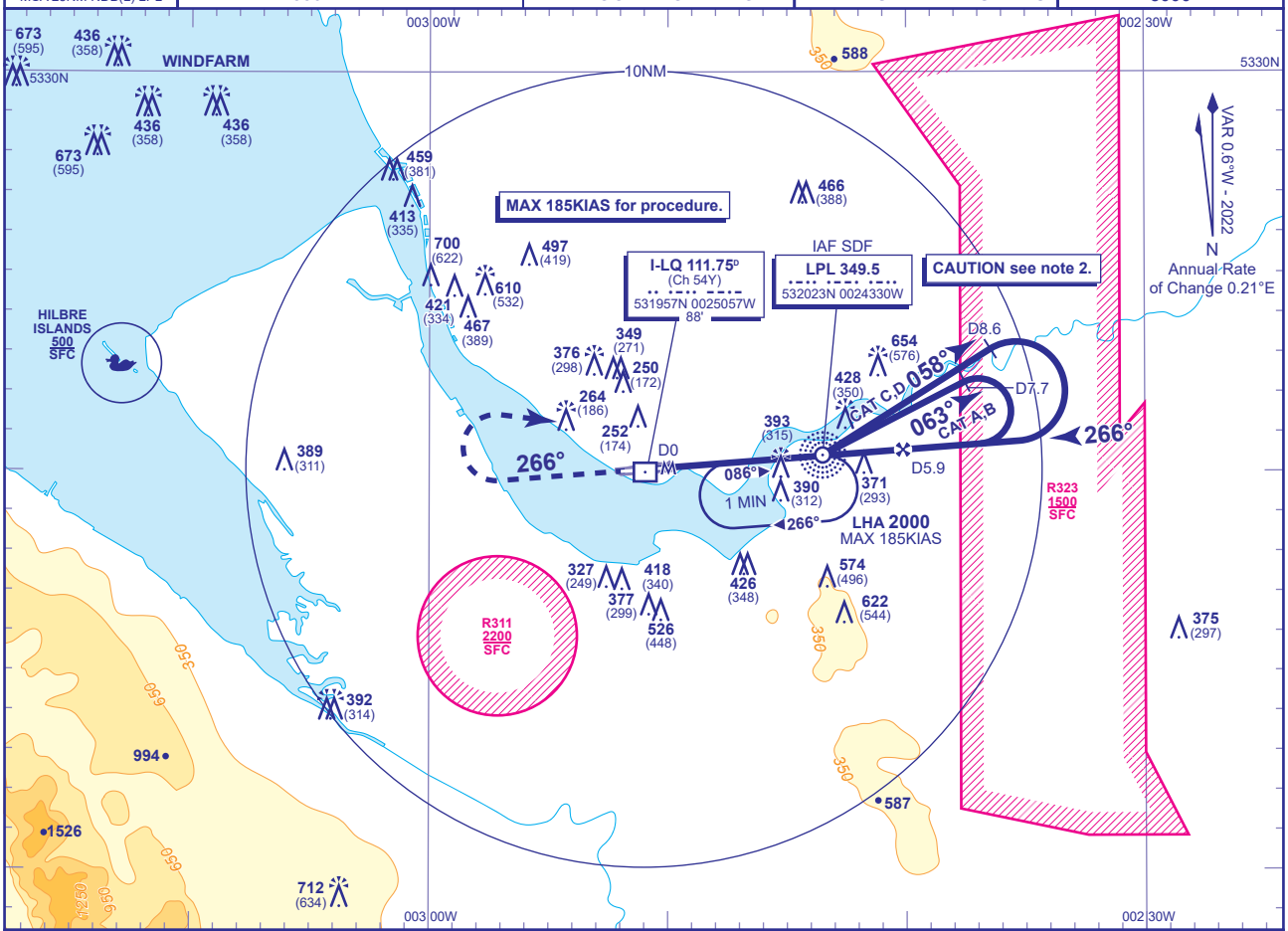
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) LPL

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

TRANSITION ALTITUDE **5000**



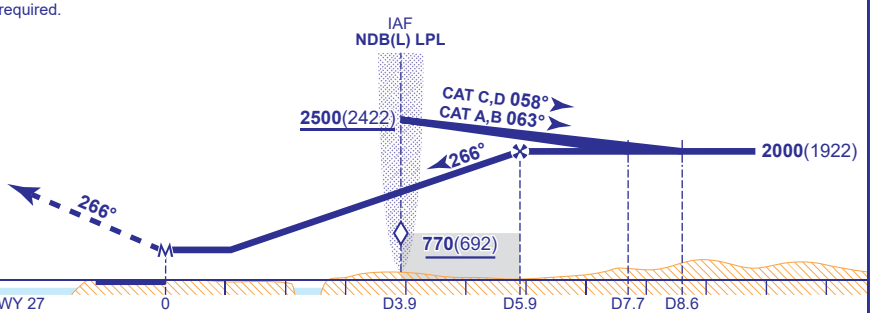
RECOMMENDED PROFILE Gradient 5.21%, 317FT/NM

DME I-LQ	5	4	3.9 **(SDF)**	3	2
ALT(HGT)	**1720**(1642)	**1400**(1322)	**1370**(1292)	**1080**(1002)	**770**(692)

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

MAPt I-LQ DME ZERO
3.9NM after NDB(L) LPL (THR RWY 27)

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
OCA (OCH)	Procedure	**640**(562)	**640**(562)	**640**(562)	**640**(562)		FT/MIN	850	740	630	530	420
VM(C)OCA (OCH AAL)	Total Area	**550**(469)	**670**(589)	**930**(849)	**970**(889)	NDB(L) LPL to MAPt (3.9NM)	MIN:SEC	1:27	1:40	1:57	2:20	2:55

AIRCRAFT UNABLE TO RECEIVE DME I-LQ
Fly outbound on baseturn procedure for 1.5 MIN before turning right to establish on FAT. Then continue as for main procedure.

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 (2/25): RESTRICTED AREA R323 ADDED.