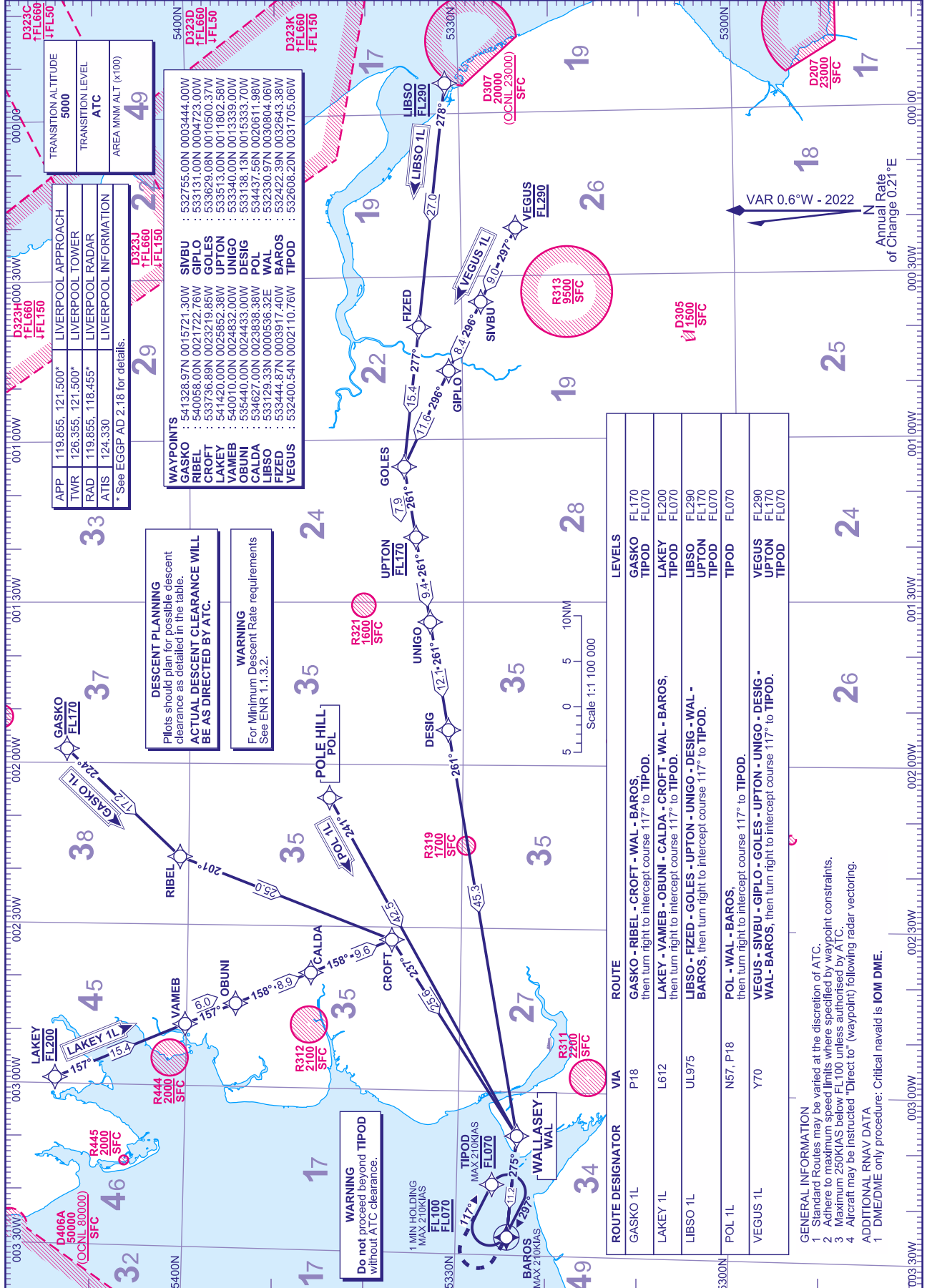


**RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**GASKO 1L LAKEY 1L
LIBSO 1L POL 1L VEGUS 1L**



TRANSITION ALTITUDE	5000
TRANSITION LEVEL	ATC
AREA MINM ALT. (*100)	49

APP	119.855, 121.500*	LIVERPOOL APPROACH
TWR	126.355, 121.500*	LIVERPOOL TOWER
RAD	119.855, 118.455*	LIVERPOOL RADAR
ATIS	124.330	LIVERPOOL INFORMATION

* See EGGP AD 2.18 for details.

WAYPOINTS	SINBU	GIPLO	GOLES	UPTON	LIBSO	DESIG	POL	BAROS	TIPOD
	541328.97N 0015721.30W	540058.00N 0021722.76W	533736.89N 0023219.85W	541420.00N 0025852.38W	540010.00N 0024832.00W	535440.00N 0024433.00W	534627.00N 0023838.38W	533129.33N 0010636.32E	532444.97N 0003917.40W
	532400.54N 0002110.76W	533131.00N 0004723.00W	533629.08N 0010500.37W	533513.00N 0011802.58W	533340.00N 0013339.00W	533138.13N 0014533.70W	534437.56N 0020611.98W	532422.36N 0032643.38W	532608.20N 0031705.06W

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

WARNING
Do not proceed beyond TIPOD without ATC clearance.

ROUTE DESIGNATOR	VIA	ROUTE
GASKO 1L	P18	GASKO - RIBEL - CROFT - WAL - BAROS, then turn right to intercept course 117° to TIPOD.
LAKEY 1L	L612	LAKEY - VAMEB - OBUNI - CALDA - CROFT - WAL - BAROS, then turn right to intercept course 117° to TIPOD.
LIBSO 1L	UL975	LIBSO - FIZED - GOLES - UPTON - UNIGO - DESIG - WAL - BAROS, then turn right to intercept course 117° to TIPOD.
POL 1L	N57, P18	POL - WAL - BAROS, then turn right to intercept course 117° to TIPOD.
VEGUS 1L	Y70	VEGUS - SINBU - GIPLO - GOLES - UPTON - UNIGO - DESIG - WAL - BAROS, then turn right to intercept course 117° to TIPOD.

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Aircraft may be instructed 'Direct to' (waypoint) following radar vectoring.
- ADDITIONAL RNAV DATA**
- DME/DME only procedure: Critical navdme is **10M DME**.