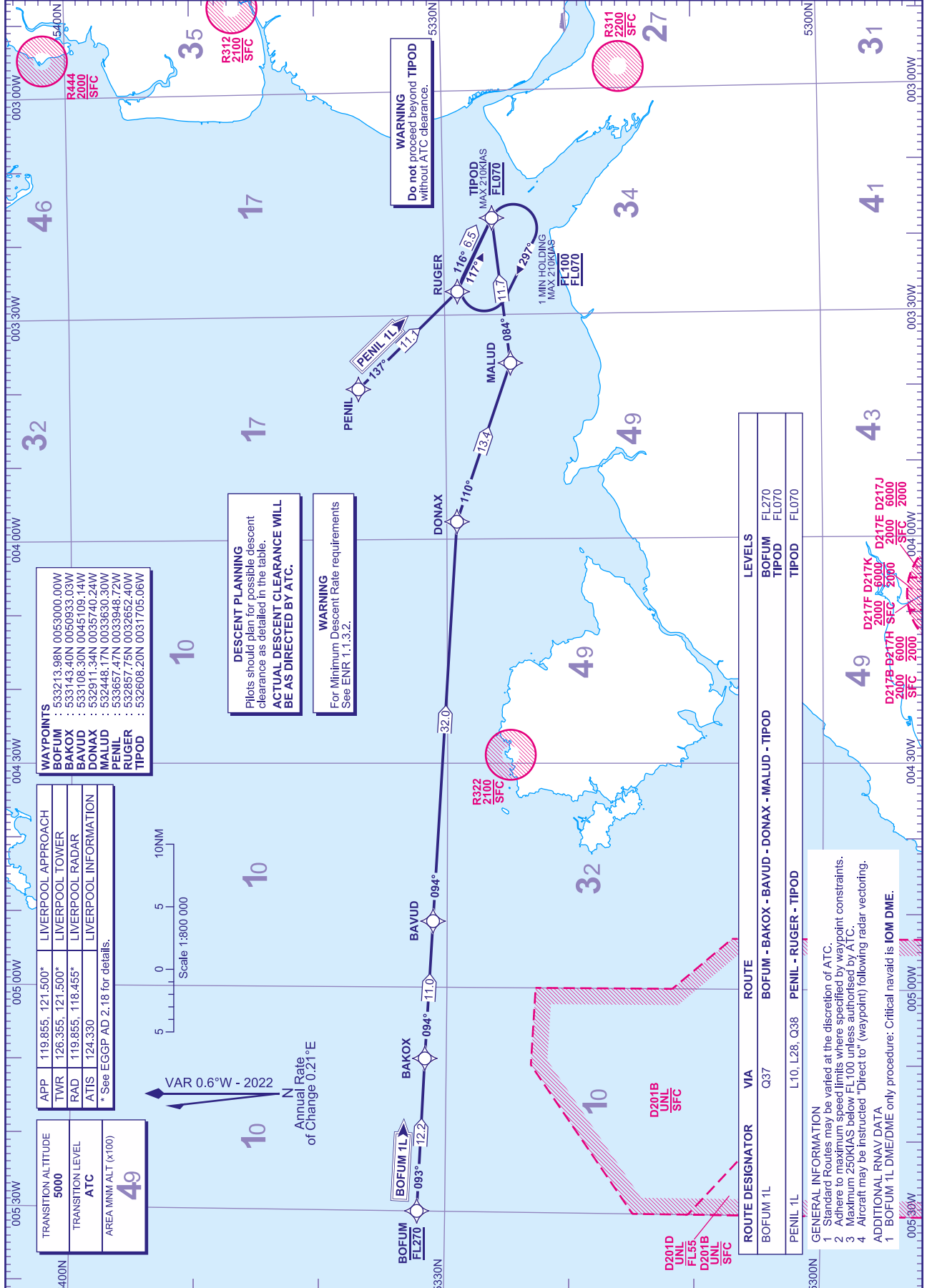


RNAV (DME/DME or GNSS)  
STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO

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

LIVERPOOL  
BOFUM 1L PENIL 1L



CHANGE (3/23): SPECIFICATION CHANGE.

AERO INFO DATE 13 DEC 22

AD 2-EGGP-7-2

**WAYPOINTS**

BOFUM	533213.98N 0053000.00W
BAKOX	533143.40N 0050933.03W
BAVUD	533108.30N 0045109.14W
DONAX	532911.34N 0035740.24W
MALUD	532448.17N 00333630.30W
PENIL	533657.47N 00333948.72W
RUGER	532857.75N 0032652.40W
TIPOD	532608.20N 0031705.06W

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.

TRANSITION ALTITUDE	5000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	49

**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.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
BOFUM 1L	Q37	BOFUM - BAKOX - BAVUD - DONAX - MALUD - TIPOD	FL270 TIPOD FL070
PENIL 1L	L10, L28, Q38	PENIL - RUGER - TIPOD	TIPOD FL070

**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**

- BOFUM 1L DME/DME only procedure: Critical navaid is **10M DME**.