

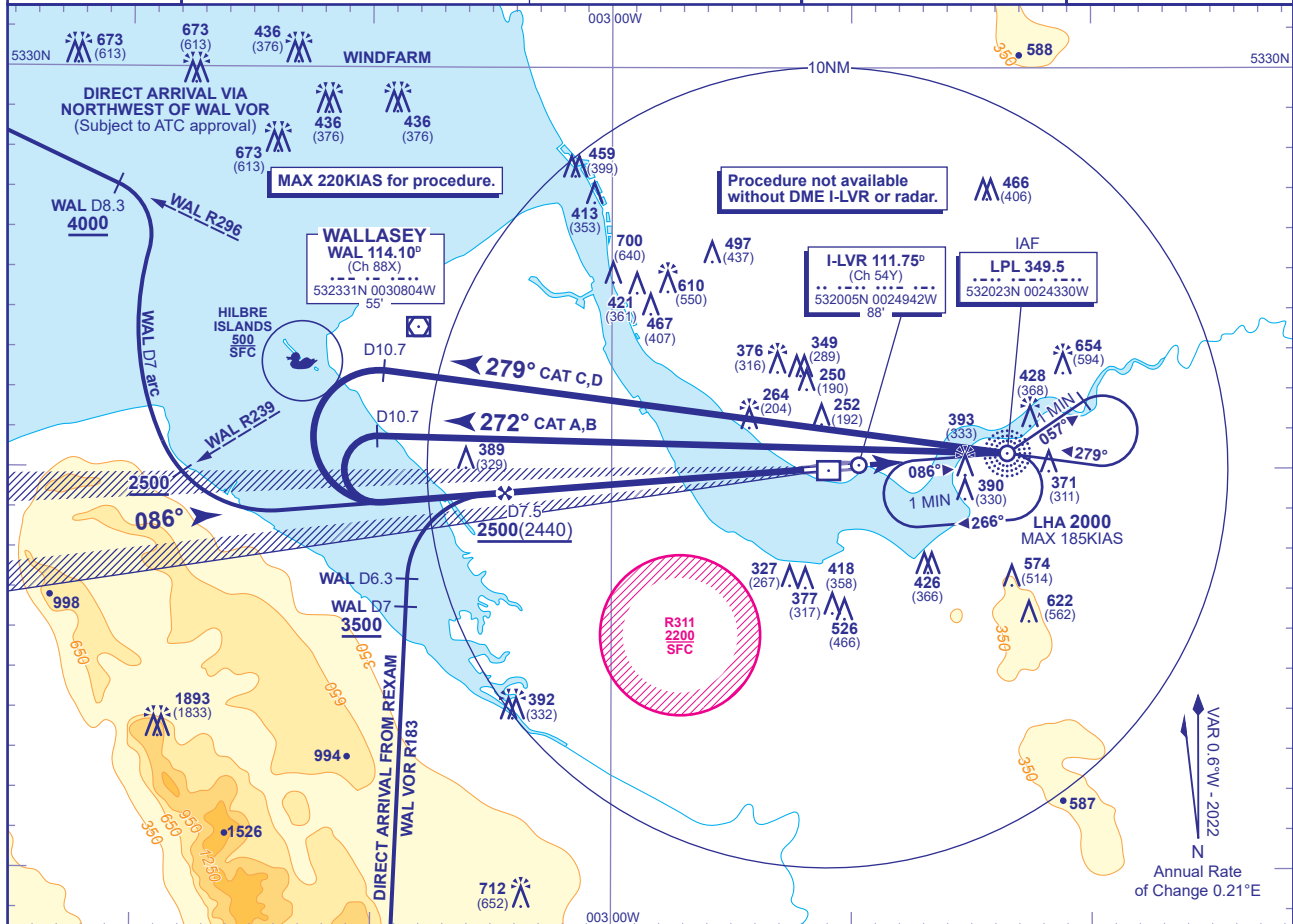
INSTRUMENT APPROACH CHART - ICAD

LIVERPOOL ILS/DME/NDB(L) RWY 09 (ACFT CAT A,B,C,D)



APP	119.855	LIVERPOOL APPROACH	AD ELEVATION	81
TWR	126.355	LIVERPOOL TOWER	THR ELEVATION	60
	121.955	LIVERPOOL GROUND	OBSTACLE ELEVATION	1893 AMSL (1833) (ABOVE THR)
RAD	118.455, 119.855	LIVERPOOL RADAR	BEARINGS ARE MAGNETIC	
ATIS	124.330	LIVERPOOL INFORMATION		

TRANSITION ALTITUDE
5000

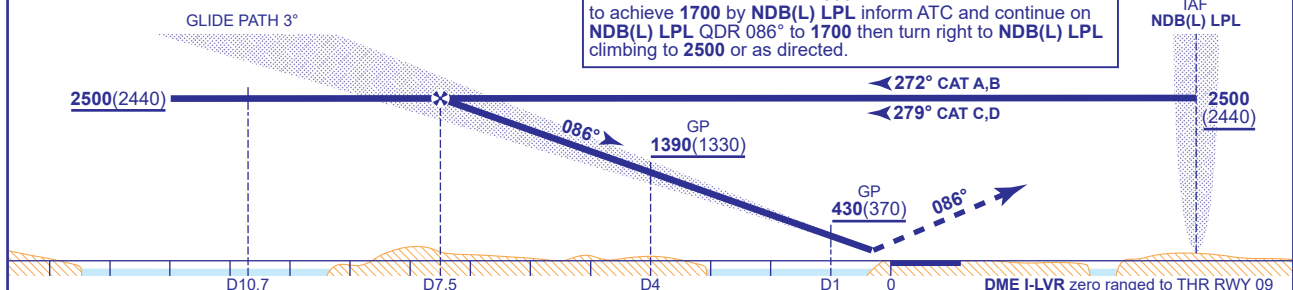


RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-LVR	7	6	5	4	3	2	1
ALT(HGT)	2340(2280)	2020(1960)	1700(1640)	1390(1330)	1070(1010)	750(690)	430(370)

RDH 54 Arrival not below 2500 or higher MSA. Shuttle in hold as required.

Climb straight ahead to **NDB(L) LPL** climbing to **2500**. Aircraft which achieve **1700** (7% climb grad req) by **NDB(L) LPL** enter hold and continue climb to **2500** or as directed. Aircraft unable to achieve **1700** by **NDB(L) LPL** inform ATC and continue on **NDB(L) LPL QDR 086°** to **1700** then turn right to **NDB(L) LPL** climbing to **2500** or as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
							FT/MIN	850	740	640	530	420
OCA (OCH)	CAT I	205(145)	216(156)	228(168)	241(181)							
VM(C)OCA (OCH AAL)	Total Area	550(469)	670(589)	930(849)	970(889)							

DIRECT ARRIVAL VIA REXAM
When cleared by ATC, from REXAM (IAF) (WAL VOR R183 WAL DME 19.6) continue inbound on WAL VOR R183. From WAL DME 16 descend not below 3500, after crossing WAL DME 7 continue descent to 2500. See plan for continuation.

AIRCRAFT UNABLE TO RECEIVE DME I-LVR
Advise ATC. Radar ranges will be provided at 10.5NM outbound and at 7.5NM and 4NM inbound.

NOTE 1 Aircraft commencing the procedure from the NDB(L) LPL hold fly outbound on NDB(L) LPL QDR 057° for 1 MIN then base turn right to establish on QDM 099° inbound to NDB(L) LPL. From overhead NDB(L) LPL establish outbound on QDR appropriate to aircraft category.
2 Distance from NDB(L) LPL overhead to base turn left at I-LVR DME D10.7 is 15.7NM.

CHANGE (6/23): WAL VOR RECALIBRATED.