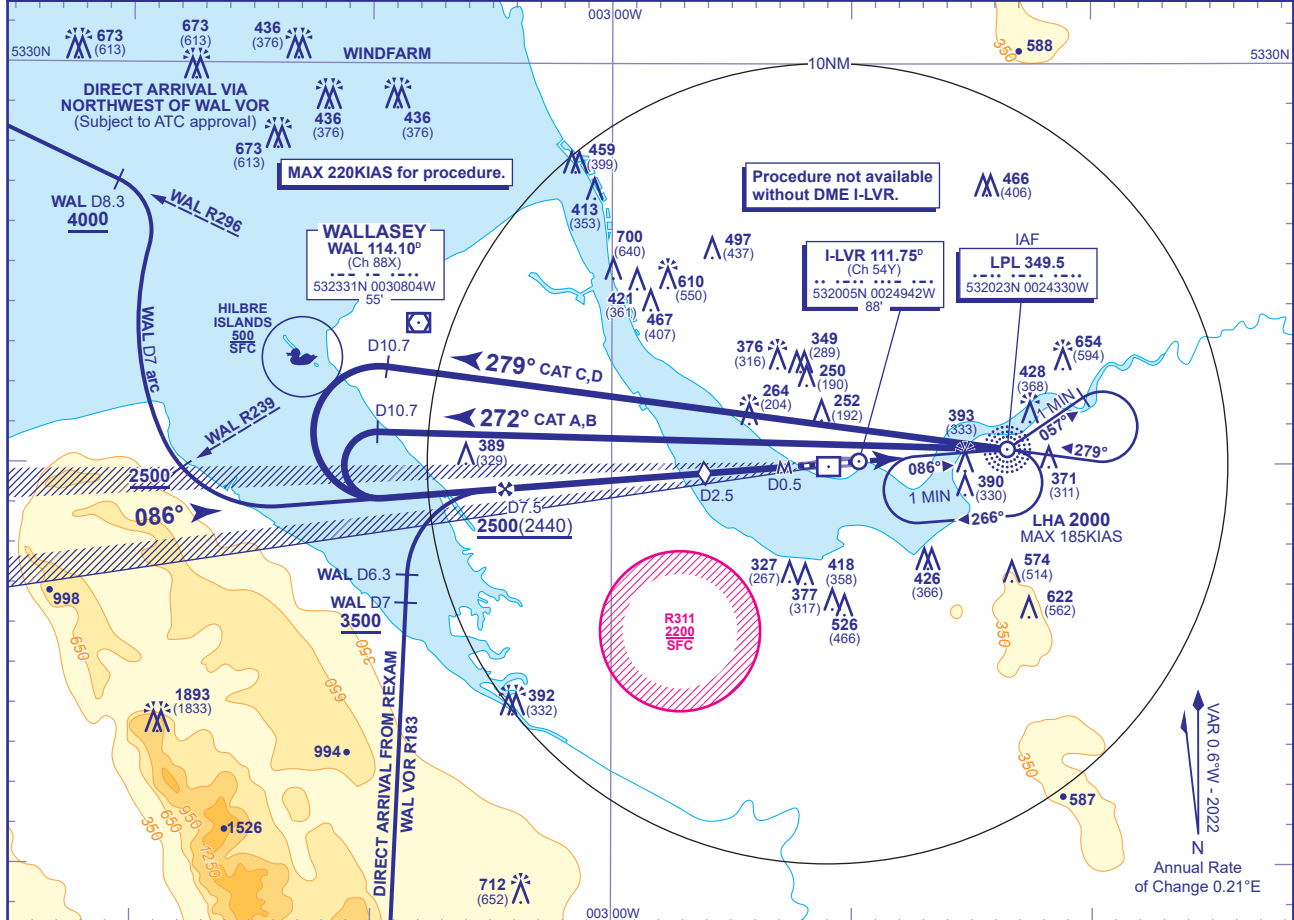


# INSTRUMENT APPROACH - ICAO

**LIVERPOOL**  
**LOC/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		
ATIS	124.330	LIVERPOOL INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE <b>5000</b>

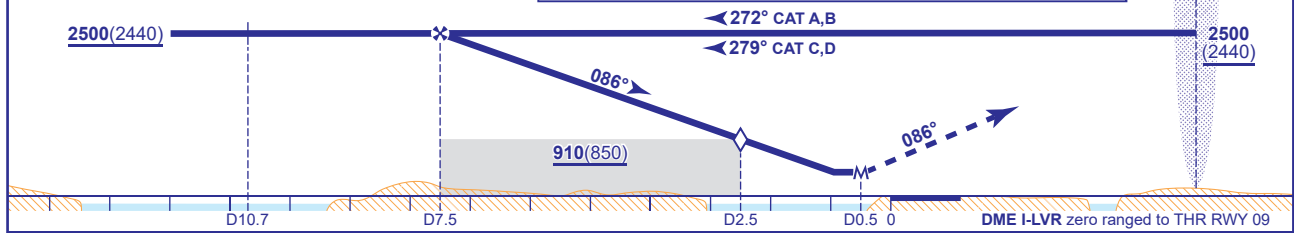


DME I-LVR	7	6	5	4	3	2	1
ALT(HGT)	2340(2280)	2020(1960)	1700(1640)	1390(1330)	1070(1010)	750(690)	430(370)

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

**MAPt I-LVR DME 0.5**

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	DME I-LVR zero ranged to THR RWY 09				
OCA (OCH)	Procedure	420(360)	420(360)	420(360)	420(360)		G/S KT	160	140	120	100
VM(C)OCA (OCH AAL)	Total Area	550(469)	670(589)	930(849)	970(889)	FT/MIN	850	740	640	530	420

**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.

**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.  
**NOTE 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.