

List of pages in this Trip Kit

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Airport Information For EGGP

Terminal Charts For EGGP

Revision Letter For Cycle 26-2012

Change Notices

Notebook

General Information

Location: Liverpool Gbr
IATA Code: LPL
Lat/Long: N53° 20.0' W002° 51.0'
Elevation: 81 ft

Airport Use: Public
Magnetic Variation: 2.6°W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0824 Z
Sunset: 1612 Z,

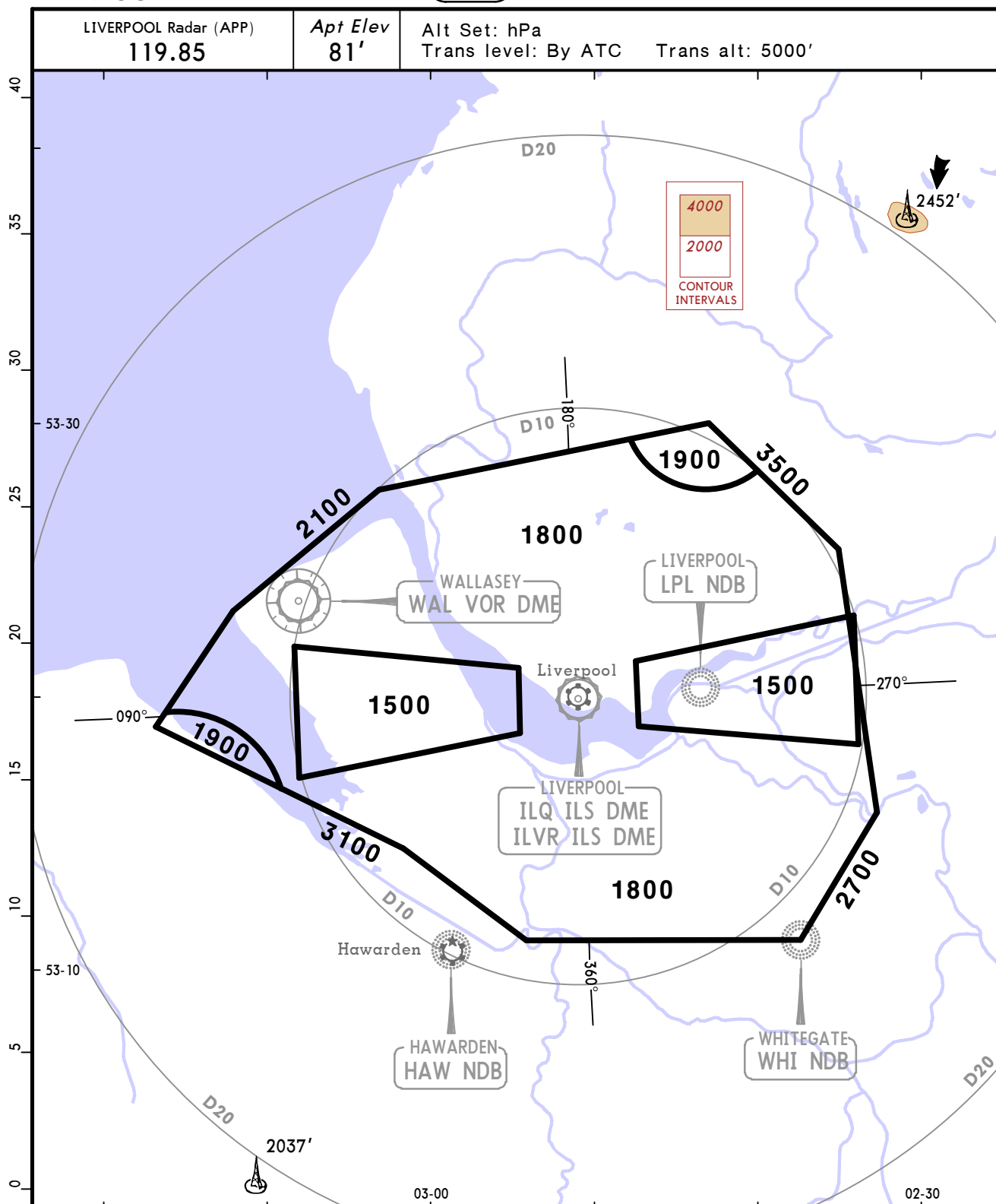
Runway Information

Runway: 09
Length x Width: 7497 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 72 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 200 ft

Runway: 27
Length x Width: 7497 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 80 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 23 ft

Communication Information

ATIS 124.325
Liverpool Ground Tower 121.95
Liverpool Tower 126.35
Liverpool Approach Control 119.85
Liverpool Radar 118.45
Liverpool Radar 119.85

**OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or 1000' above any fixed obstacles:

- within 5 NM^① of the aircraft and
- within the sector 15 NM^② ahead of and within 20° either side of the aircraft's track.

3 NM^① or 10 NM^② when the aircraft is within 15 NM of the radar antennae.

PROCEDURE**LOSS OF COMMUNICATION PROCEDURE****INITIAL APPROACH**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to LPL at 2500' or last assigned level if higher.

INTERMEDIATE AND FINAL APPROACH

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to LPL.

When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the Surveillance Minimum Altitude Area to the Final Approach Vectoring Area may only be issued if the aircraft is either established on the final track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final

ATIS
124.32Apt Elev
81'

Alt Set: hPa

Trans level: By ATC Trans alt: 5000'

STARs in operation between 2000-0700LT daily and at ATC discretion at other times.

KEGUN 2A [KEGU2A]
KEGUN 2B [KEGU2B]
KEGUN 2C [KEGU2C]
KEGUN 1D [KEGU1D]
ARRIVALS

DESCENT PLANNING/ATC REQUIREMENTS

When determining top of descent point, pilots should plan for possible clearance as follows:

KEGUN 2A: FL200 by LESTA,
FL80 by NANTI,

KEGUN 2B: FL200 by 25 NM before TNT (N-57, Q-4),
FL200 by ELVOS (T-420),
FL80 by NANTI,

KEGUN 1D: FL200 by 10 NM before OKTEM,
and for possible clearance to FL70 by the SLP.
Pilots unable to comply must notify ATC as soon as possible.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

SPEED RESTRICTION

Cross SLP at 250 KT or less when at FL140 or below.

SLP Speed Limit Point

WARNING

Do not proceed beyond KEGUN without ATC clearance.

If WAL VOR or DME unserviceable aircraft will be cleared:

- KEGUN 2A/2B/2C via NANTI to LPL.

- KEGUN 1D via Manchester STAR MIRSI 1A to Liverpool Airport.

WALLASEY
D 114.1 WAL
(H)
N53 23.5 W003 08.1

Direct distance
from KEGUN to:
Liverpool Apt 14NM

KEGUN
N53 11.6 W003 09.0

MAX 210 KT

KEGUN
2A, 2B, 2C, 1D

TORGO
N53 08.0
W003 16.0
(WAL R-200/
D16.3)

SLP
D24 WAL

MONTY
N52 53.6 W003 10.4

LIVERPOOL
349.5 LPL
N53 20.4 W002 43.5

NANTI
N53 08.3 W002 34.0

TRENT
D 115.7 TNT
N53 03.2 W001 40.2

KEGUN 2A, 2B
32.8

KEGUN 2C
38.7

PEDIG
N52 44.8 W001 43.2

LESTA
N52 44.5 W001 04.3



ATIS 124.32	<i>Apt Elev</i> 81'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
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TIPOD 2A [TIPO2A]
TIPOD 1B [TIPO1B]
ARRIVALS

DESCENT PLANNING/ATC REQUIREMENTS

When determining top of descent point, pilots should plan for possible clearance as follows:

TIPOD 2A: FL270 by LIFFY,

FL130 by ROLEX,

TIPOD 1B: FL130 by 10NM before PENIL,

and for possible clearance to FL70 by TIPOD.

Pilots unable to comply must notify ATC as

as soon as possible.

ACTUAL DESCENT CLEARANCE WILL BE AS

ACTUAL DESCENT CLEARANCE WILL BE AS SOON AS POSSIBLE.

ACTUAL DESCENT CLEARANCE WILL BE AS

DIRECTED BY ATC

SPEED RESTRICTION

Cross SLP at 250 KT or less when at FL140 or below.

d7S

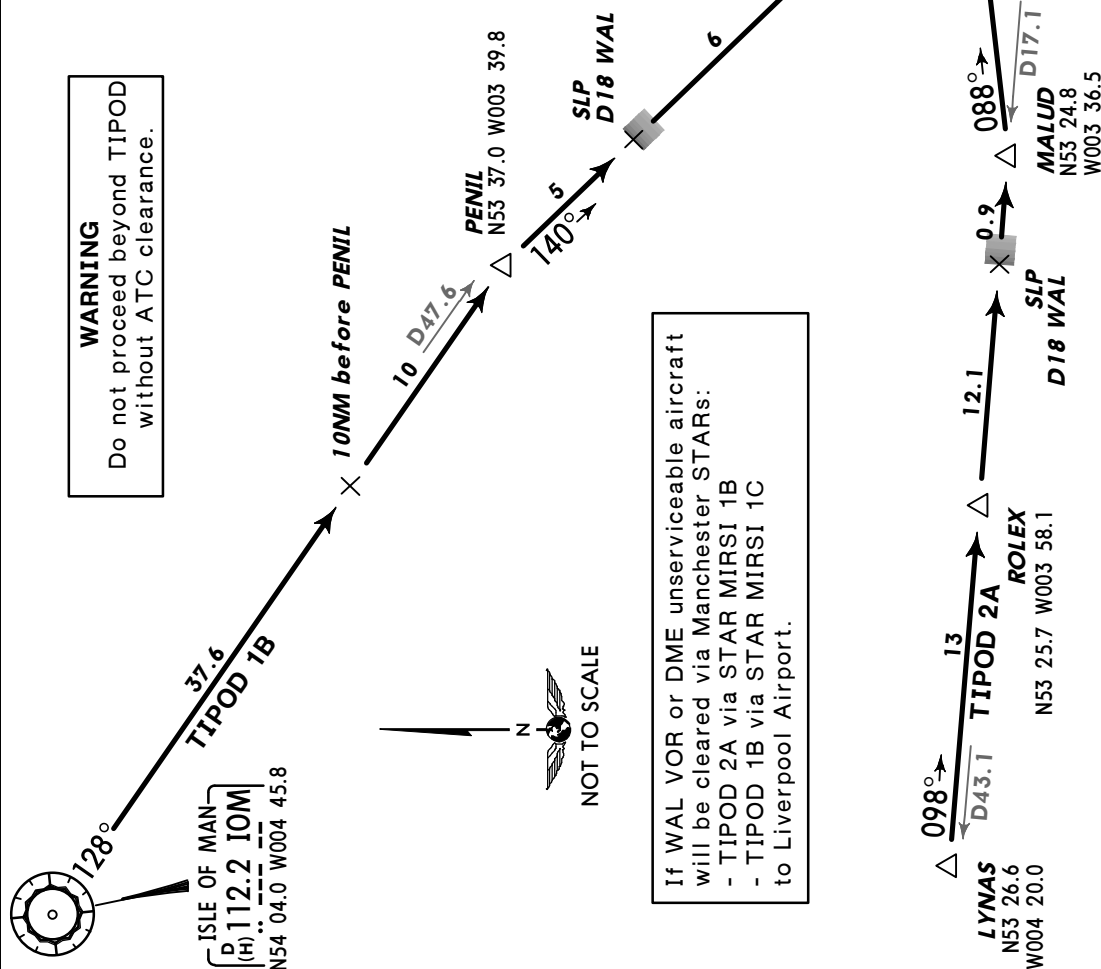
1 MAX 210 KT at
or below FL140

Direct distance
from TIPOD to:

Liverpool Apt 17NM

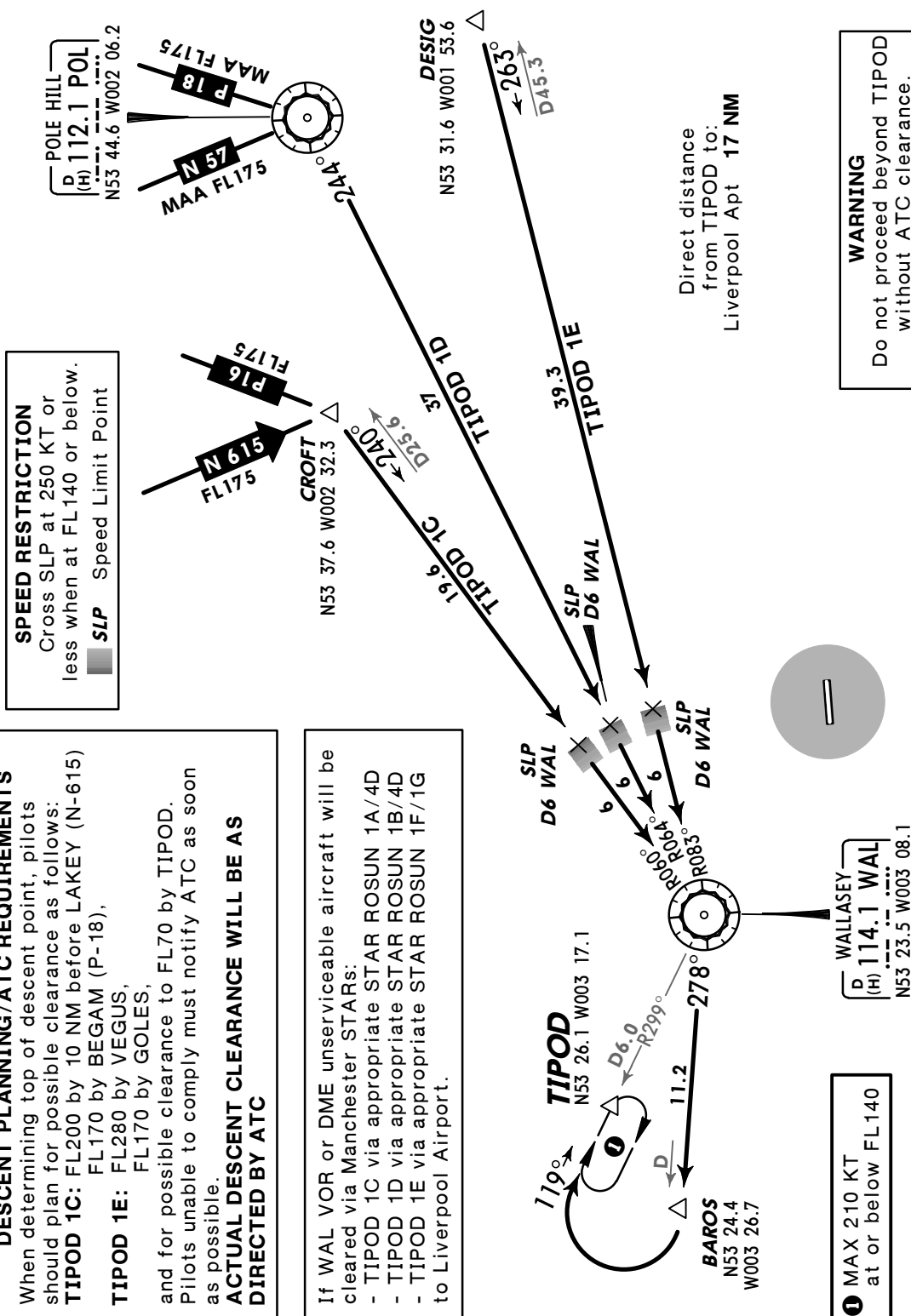
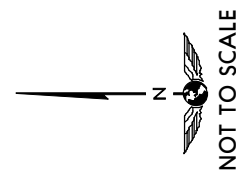
WARNING

Do not proceed beyond TIPOD without ATC clearance.



If WAL VOR or DME unserviceable aircraft will be cleared via Manchester STARs:

- TIPOD 2A via STAR MIRSI 1B
 - TIPOD 1B via STAR MIRSI 1C
- to Liverpool Airport.

ATIS
124.32Apt Elev
81'Alt Set: hPa
Trans level: By ATC Trans alt: 5000'TIPOD 1C [TIPO1C]
TIPOD 1D [TIPO1D]
TIPOD 1E [TIPO1E]
ARRIVALS

[illegible]

ATIS
124.32Apt Elev
81'Alt Set: hPa
Trans level: By ATC Trans alt: 5000'TIPOD 1K [TIPO1K]
ARRIVAL**DESCENT PLANNING/ATC REQUIREMENTS**

When determining top of descent point, pilots should plan for possible clearance as follows: FL130 by 10NM before PENIL, and for possible clearance to FL70 by TIPOD. Pilots unable to comply must notify ATC as soon as possible.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

SPEED RESTRICTION

Cross SLP at 250 KT or less when at FL140 or below.

SLP Speed Limit Point

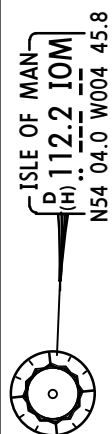
Direct distance
from TIPOD to:
Liverpool Apt 17NM

WARNING

Do not proceed beyond TIPOD
without ATC clearance.

If WAL VOR or DME unserviceable
aircraft will be cleared via Manchester
STAR MIRSI 1D to Liverpool Airport.

1 MAX 210 KT at
or below FL140



MAKUX
N53 58.5
W004 52.5

SOSIM
N53 48.9
W004 30.5

10NM before
PENIL

PENIL
N53 37.0 W003 39.8

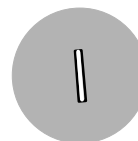
SLP
D18 WAL

RUGER
N53 29.0 W003 26.9

TIPOD
N53 26.1 W003 17.1

NOT TO SCALE

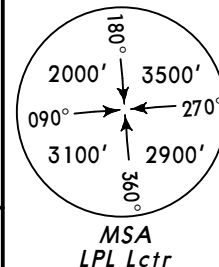
WALLASEY
D 114.1 WAL
(H)
N53 23.5 W003 08.1



MANCHESTER
Control
128.05Apt Elev
81'

Trans level: By ATC Trans alt: 5000'

1. When instructed contact MANCHESTER Control.
2. SIDs include noise preferential routes.
3. Initial climb straight ahead to 580'.
4. Enroute cruising levels will be allocated after departure by MANCHESTER Control. Do not climb above SID level until cleared by ATC.

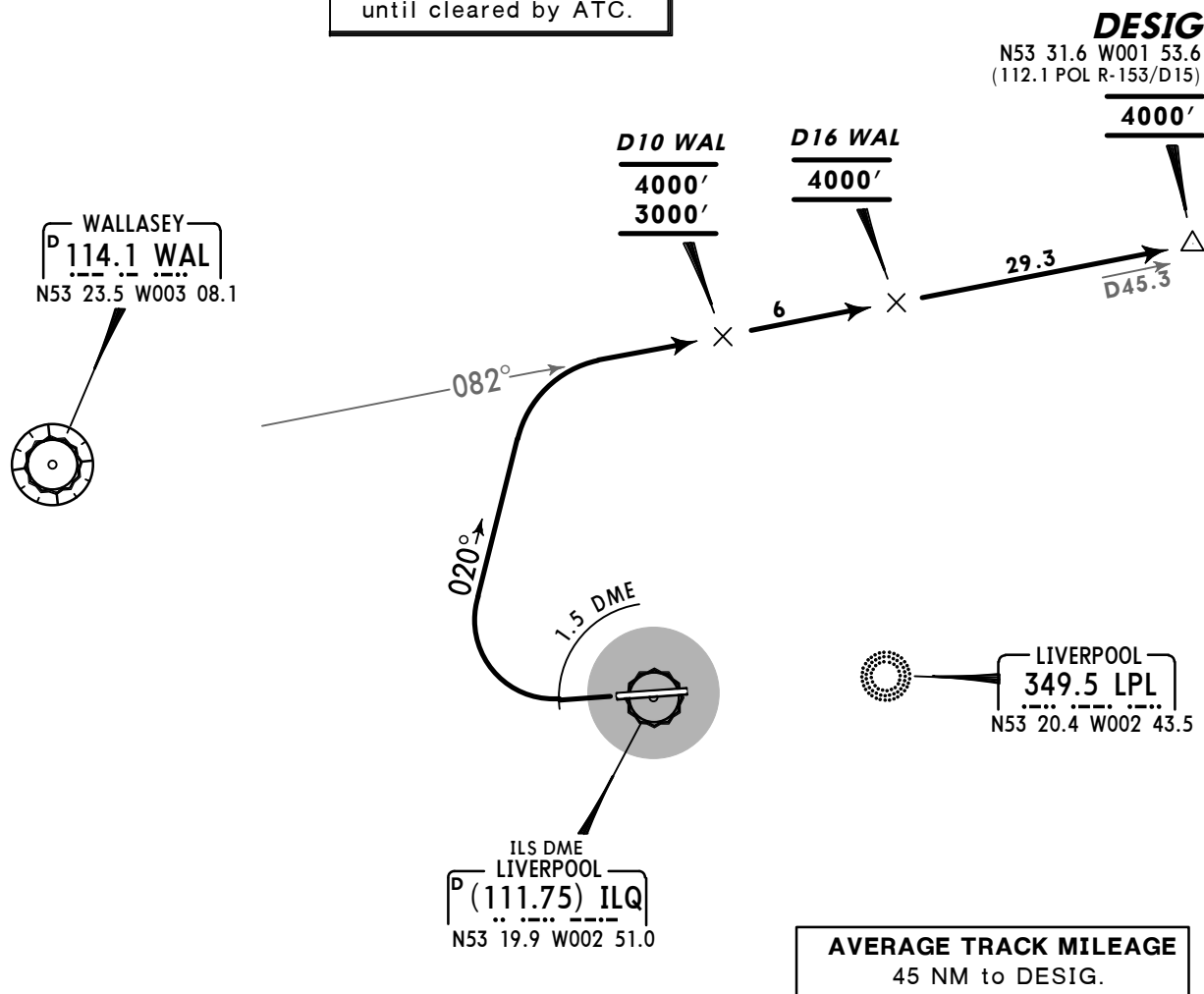


DESIG ONE TANGO (DESIG 1T) [DESI1T]

RWY 27 DEPARTURE

~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
 Do not climb above 4000'
 until cleared by ATC.



Aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to **1080'**. After completion of the initial turn onto outbound heading, all jet aircraft shall reduce power so as to maintain a rate of climb of at least 500' per minute. This SID requires minimum climb gradients for ATC or airspace purposes of 371' per NM (6.1%) up to **3000'**.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500
371' per NM	463	618	927	1235	1544	1853

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

ROUTING/ALTITUDE

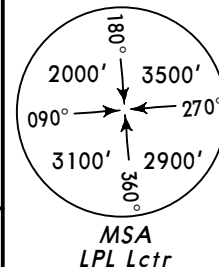
Climb to ILQ 1.5 DME, turn RIGHT, 020° track, intercept WAL R-082, cross D10 WAL at or



MANCHESTER
Control
128.05Apt Elev
81'

Trans level: By ATC Trans alt: 5000'

1. When instructed contact MANCHESTER Control.
2. SIDs include noise preferential routes.
3. Initial climb straight ahead to 580'.
4. Enroute cruising levels will be allocated after departure by MANCHESTER Control. Do not climb above SID level until cleared by ATC.



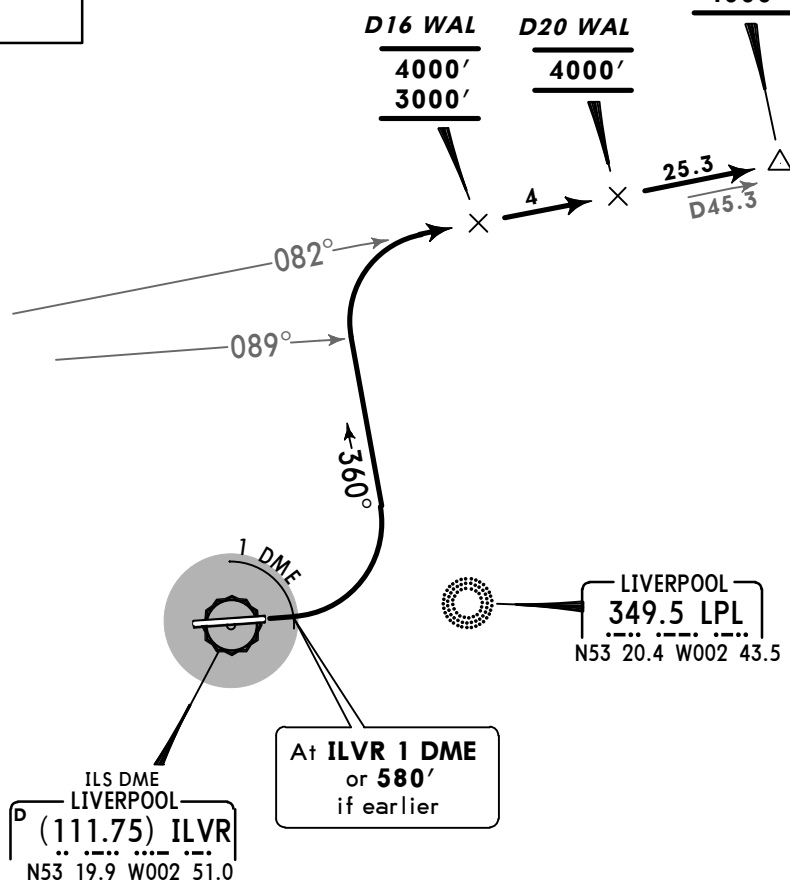
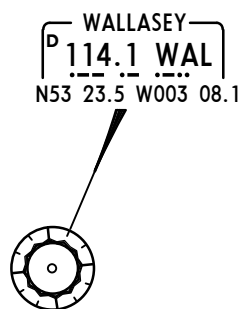
DESIG ONE VICTOR (DESIG 1V) [DESIG 1V]

RWY 09 DEPARTURE

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Do not climb above 4000'
until cleared by ATC.

AVERAGE TRACK MILEAGE
38 NM to DESIG.



This SID requires minimum climb gradients for ATC or airspace purposes of 358' per NM (5.9%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
358' per NM	448	597	896	1195	1494	1792

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

ROUTING/ALTITUDE

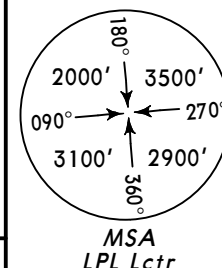
Climb to ILVR 1 DME or 580' if earlier, turn LEFT, 360° track, when passing WAL R-089 turn RIGHT, intercept WAL R-082, cross D16 WAL at or above 3000' (MAX 4000'), D20 WAL



MANCHESTER
Control
128.05Apt Elev
81'

Trans level: By ATC Trans alt: 5000'

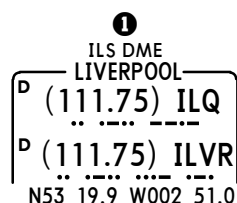
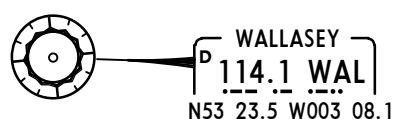
1. When instructed contact MANCHESTER Control.
2. SIDs include noise preferential routes.
3. Initial climb straight ahead to 580'.
4. Cruising levels will be allocated enroute by MANCHESTER Control (at or below FL190) or LONDON Control (above FL190). Do not climb above SID level until cleared by ATC.



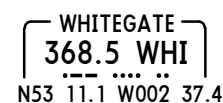
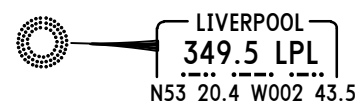
**NANTI TWO TANGO (NANTI 2T) [NANT2T]
NANTI TWO VICTOR (NANTI 2V) [NANT2V]
RWYS 27, 09 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**

WARNING
Do not climb above 4000'
until cleared by ATC.

AVERAGE TRACK MILEAGE
NANTI 2T: 21 NM to NANTI.
NANTI 2V: 16 NM to NANTI.



At ILVR 1 DME
or 580'
if earlier



SPEED PROFILE
Unless cancelled by ATC acft are required to fly the speed as follows:
Jet acft above 35000 KG MTOW:
- 250 KT until FL100,
- 280-290 KT between FL100 & FL260.
Jet acft below 35000 KG MTOW & all non-jet acft:
- 240-250 KT until FL260.

On runway 27 aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to 1080'. After completion of the initial turn onto outbound heading, all jet aircraft shall reduce power so as to maintain a rate of climb of at least 500' per minute.

These SIDs require minimum climb gradients for ATC or airspace purposes of

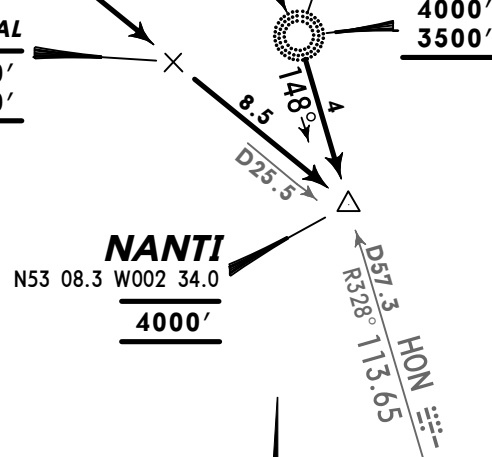
NANTI 2T: 292' per NM (4.8%) up to 3500'.

NANTI 2V: 310' per NM (5.1%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500
310' per NM	387	516	775	1033	1291	1549
292' per NM	365	486	729	972	1215	1458

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

SID	RWY	ROUTING/ALTITUDE
NANTI 2T	27	Climb to ILQ 1.5 DME, turn LEFT, intercept WAL R-130, cross to D17 WAL at or above 3500' (MAX 4000'), then to NANTI at 4000'.
NANTI 2V	09	Climb to ILVR 1 DME or 580' if earlier, turn RIGHT to WHI at or above 3500'

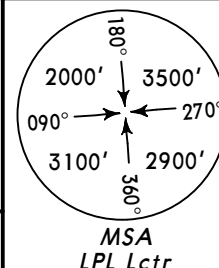


NOT TO SCALE

MANCHESTER
Control
128.05Apt Elev
81'

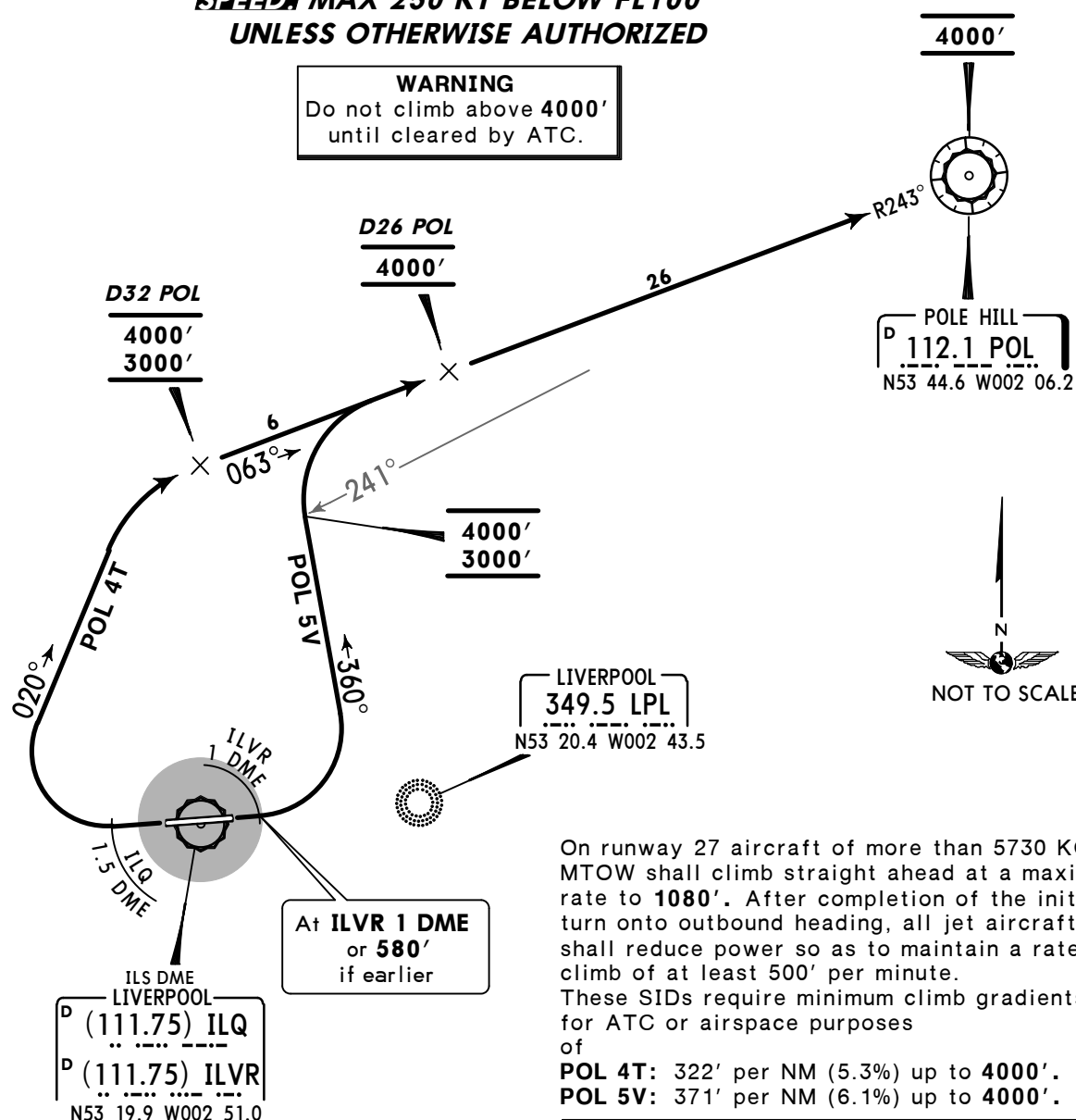
Trans level: By ATC Trans alt: 5000'

1. When instructed contact MANCHESTER Control.
2. SIDs include noise preferential routes.
3. Initial climb straight ahead to 580'.
4. Enroute cruising levels will be allocated after departure by MANCHESTER Control. Do not climb above SID level until cleared by ATC.



POLE HILL FOUR TANGO (POL 4T)
POLE HILL FIVE VICTOR (POL 5V)
RWYS 27, 09 DEPARTURES
FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Do not climb above 4000'
until cleared by ATC.



On runway 27 aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to 1080'. After completion of the initial turn onto outbound heading, all jet aircraft shall reduce power so as to maintain a rate of climb of at least 500' per minute. These SIDs require minimum climb gradients for ATC or airspace purposes of

POL 4T: 322' per NM (5.3%) up to 4000'.
POL 5V: 371' per NM (6.1%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500
371' per NM	463	618	927	1235	1544	1853
322' per NM	403	537	805	1073	1342	1610

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

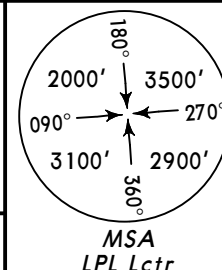
AVERAGE TRACK MILEAGE

POL 4T: 43 NM to POL.
POL 5V: 40 NM to POL.

SID	RWY	ROUTING/ALTITUDE
POL 4T	27	Climb to ILQ 1.5 DME, turn RIGHT, 020° track, intercept POL R-243 inbound, cross D32 POL at or above 3000' (MAX 4000'), D26 POL at 4000', then to POL at 4000'.
POL 5V	09	Climb to ILVR 1 DME or 580' if earlier, turn LEFT, 360° track, when passing POL R-241 at or above 3000' (MAX 4000'). turn RIGHT. intercept POL R-243

MANCHESTER
Control
128.05Apt Elev
81'

Trans level: By ATC Trans alt: 5000'
1. When instructed contact MANCHESTER Control.
2. SIDs include noise preferential routes.
3. Initial climb straight ahead to 580'.
4. Enroute cruising levels will be allocated after departure by MANCHESTER Control. Do not climb above SID level until cleared by ATC.



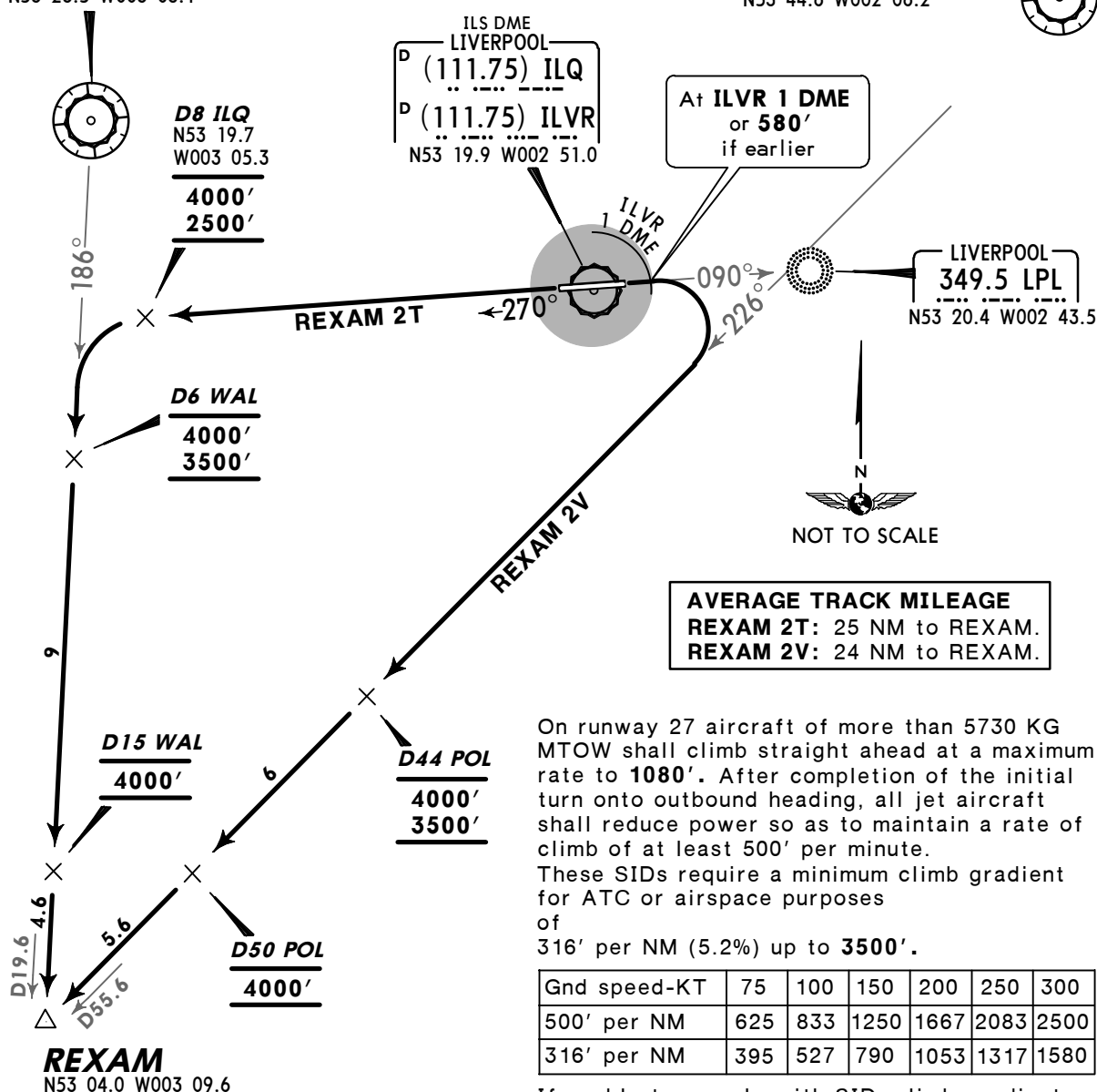
**REXAM TWO TANGO (REXAM 2T) [REXA2T]
REXAM TWO VICTOR (REXAM 2V) [REXA2V]
RWYS 27, 09 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**

WARNING

Do not climb above 4000'
until cleared by ATC.

WALLASEY
D 114.1 WAL
N53 23.5 W003 08.1

POLE HILL
D 112.1 POL
N53 44.6 W002 06.2



At ILVR 1 DME
or 580'
if earlier

LIVERPOOL
349.5 LPL
N53 20.4 W002 43.5

AVERAGE TRACK MILEAGE
REXAM 2T: 25 NM to REXAM.
REXAM 2V: 24 NM to REXAM.

On runway 27 aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to 1080'. After completion of the initial turn onto outbound heading, all jet aircraft shall reduce power so as to maintain a rate of climb of at least 500' per minute. These SIDs require a minimum climb gradient for ATC or airspace purposes of 316' per NM (5.2%) up to 3500'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500
316' per NM	395	527	790	1053	1317	1580

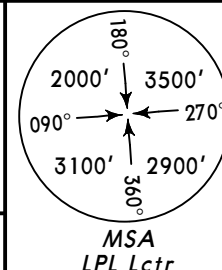
If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

SID	RWY	ROUTING/ALTITUDE
REXAM 2T	27	Climb on 270° bearing from LPL to cross D8 ILQ at or above 2500' (MAX 4000'), turn LEFT, intercept WAL R-186, cross D6 WAL at or above 3500' (MAX 4000'), D15 WAL at 4000', then to REXAM.
REXAM 2V	09	Climb to ILVR 1 DME or 580' if earlier, turn RIGHT, intercept POL R-226, cross D44 POL at or above 3500' (MAX 4000'), D50 POL at 4000', then to

MANCHESTER
Control
128.05Apt Elev
81'

Trans level: By ATC Trans alt: 5000'

1. When instructed contact MANCHESTER Control.
2. SIDs include noise preferential routes.
3. Initial climb straight ahead to 580'.
4. Enroute cruising levels will be allocated after departure by MANCHESTER Control. Do not climb above SID level until cleared by ATC.



WALLASEY TWO TANGO (WAL 2T)
WALLASEY TWO VICTOR (WAL 2V)
RWYS 27, 09 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

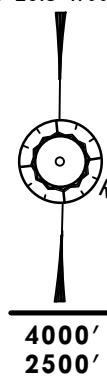
WARNING
Do not climb above 4000'
until cleared by ATC.

AVERAGE TRACK MILEAGE

WAL 2T: 10 NM to WAL.

WAL 2V: 18 NM to WAL.

WALLASEY
D 114.1 WAL
N53 23.5 W003 08.1

R097°
R119°

WAL 2V

←277°

WAL 2T

←299°

ILVR
1 DME

LIVERPOOL
349.5 LPL
N53 20.4 W002 43.5



ILS DME
LIVERPOOL
D (111.75) ILVR
N53 19.9 W002 51.0

At ILVR 1 DME
or 580'
if earlier

**WAL 2T**

This SID requires a minimum climb gradient for ATC or airspace purposes of 249' per NM (4.1%) up to 2500'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500
249' per NM	311	415	623	830	1038	1246

On runway 27 aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to 1080'. After completion of the initial turn onto outbound heading, all jet aircraft shall reduce power so as to maintain a rate of climb of at least 500' per minute.

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

SID	RWY	ROUTING/ALTITUDE
WAL 2T	27	Climb straight ahead, intercept WAL R-119 inbound to cross WAL at or above 2500' (MAX 4000').
WAL 2V	09	Climb to ILVR 1 DME or 580' if earlier, turn LEFT, intercept WAL R-097

NOISE ABATEMENT

SUMMER	: LT minus 1 HOUR	= UTC (Z)
WINTER	: LT	= UTC (Z)

GENERAL

These requirements may at any time be departed from to the extent necessary for avoiding immediate danger. Every operator of aircraft using the airport shall ensure at all times that the aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

ARRIVALS

Inbound aircraft, other than light aircraft flying under VFR or Special VFR, shall maintain an altitude of at least 2080' until cleared to descend for landing. Aircraft approaching without assistance from ILS or radar shall follow a descent path which in no case shall be lower than the ILS glide path.

Continuous Descent Approach (CDA) to runway 09

- a) Turbo-jet and turbo prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.
- b) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, CDA profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.
- c) To facilitate these techniques aircraft should be flown no faster than 250 KT from the speed limiting points and below FL100 and 250-210 KT during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes.
- d) ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as possible.

DEPARTURES

Runway 27: Aircraft of more than 5730 KG MTWA shall climb straight ahead at maximum rate to 1080' before turning.

Runway 09: The initial turn onto outbound heading shall be commenced as soon as practicable, but not below 580', and not before passing the end of the runway. After completion of the initial turn onto outbound heading, all turbo-jet aircraft shall reduce power for noise abatement purposes so as to maintain a rate of climb of at least 500' per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path.

NIGHTTIME RESTRICTIONS

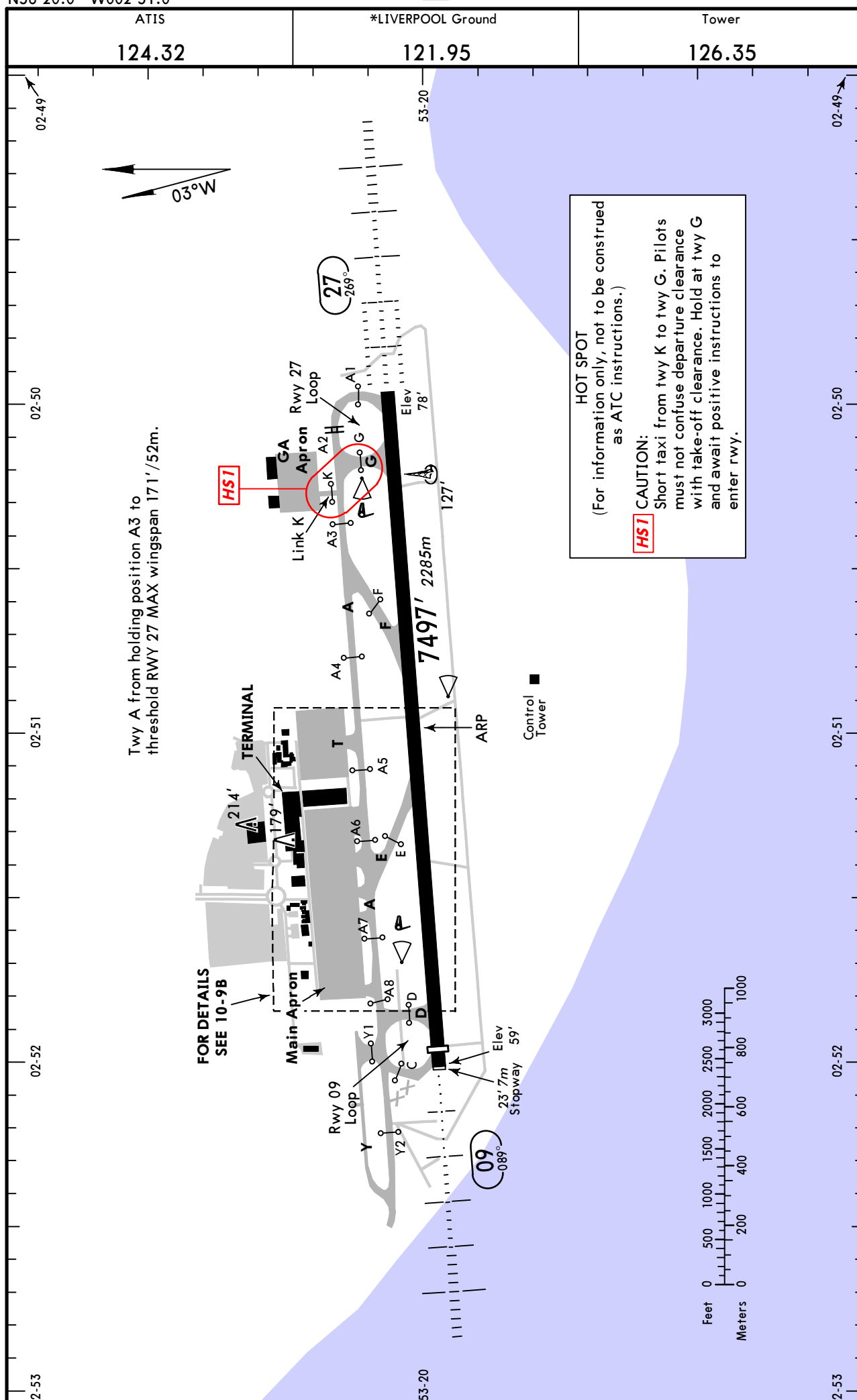
Between 2300-0700LT runway 09 will only be available for take-off when overriding operational considerations necessitate its use, e.g. performance requirements.

REVERSE THRUST

To minimise disturbance in areas adjacent to the aerodrome, Flights Crew are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300-0600 LT.

RUN-UP TESTS

Ground running of aircraft engines is subject to the approval of the Airport Authority and shall only be permitted between 0700-2300LT. Outside these hours engine test runs will not be permitted except in exceptional operational circumstances.



GENERAL

Rwy 27 approved for CAT II operations, special aircrew and acft certification required.
 Pilots should positively identify the rwy in use before committing the aircraft to a landing.
 Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING	BEYOND		
						Threshold	Glide Slope		
09	HIRL (60m) CL (15m) HIALS ①	HST-F	RVR	6893' 2101m	5921' 1805m			②	151' 46m
27	HIRL (60m) CL (15m) HIALS-II TDZ ①	HST-E	RVR		6464' 1970m				

① PAPI-L (3.0°)

② TAKE-OFF RUN AVAILABLE

RWY 09:

From rwy head 7093' (2162m)
 twy D int 6519' (1987m)

RWY 27:

From rwy head 7497' (2285m)
 twy G int 6772' (2064m)

CAT II OPERATIONS

During CAT II operations, special ATC procedures (LVPs) will apply.
 Aircraft departing rwy 27 must hold at holding point A2.
 Arriving acft must continue to the end of rwy to vacate via holding point C. Aircraft must not call "rwy vacated" until they are at holding point A8.
 Aircraft parking on main apron will enter at Twy W and exit at Twy U.
 Illuminated stop bars will be in operation at holding points A2, A3, A8, K, T, U, V and W during Low Visibility Procedures.
 All aircraft must have a "Follow-me" while taxiing.

START-UP AND TAXI PROCEDURE

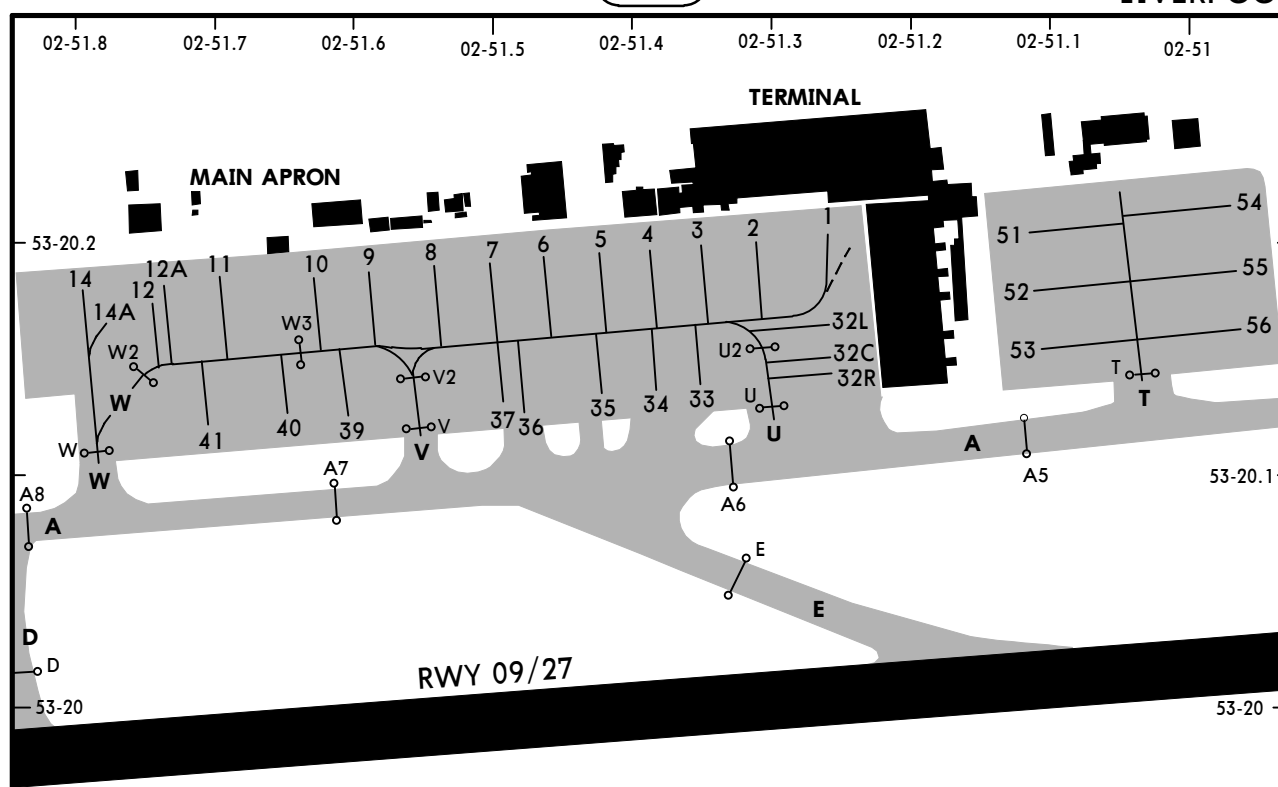
All aircraft must enter the main apron via Twy V except B767 and larger aircraft which enter via Twy W under follow-me guidance. Acft on stands 1 thru 8 and 32 thru 37 will exit apron via Twy U and aircraft on stands 10 thru 14A and 39 thru 41 will exit apron via Twy W.
 Aircraft repositioning on the apron only under marshallers guidance.
 Pilots are to report their stand number and facing direction when requesting start-up. Do not request start-up until the aircraft is fully ready to start.

WARNING: Pilots should exercise caution when leaving the main apron via Twy V to ensure they do not enter the HST-E when taxiing to rwy 09 or rwy 27.

GA-Apron and Link K are limited to aircraft of 5700 kg or less.

Standard**TAKE-OFF ①**

	Approved Operators	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
		HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A							
B	125m	150m	200m	250m		400m	500m
C							
D	150m	200m	250m	300m			



On stands 1 thru 14 and 32 thru 41 push-back required.

Stands 1 and 32 are out of sight of ATC. Pilots should listen carefully to their taxi instructions.

Individual airline operators are advised to contact central control room to discuss the "Exit Manoeuvring Requirements" from the stand, which involves a nose wheel turning angle of 55°.

Stands 1 thru 6 equipped with AGNIS (VDGS).

Stands 51 thru 56 equipped with AGNIS and PAPA (VDGS).

All other stands on West apron require marshaller instructions.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N53 20.2 W002 51.3	33	N53 20.1 W002 51.3
3, 4	N53 20.2 W002 51.4	34, 35	N53 20.1 W002 51.4
5 thru 8	N53 20.2 W002 51.5	36, 37	N53 20.1 W002 51.5
9 thru 11	N53 20.2 W002 51.6	39	N53 20.1 W002 51.6
12, 12A	N53 20.2 W002 51.7	40, 41	N53 20.1 W002 51.7
14	N53 20.2 W002 51.8	51 thru 53	N53 20.2 W002 51.1
32L	N53 20.2 W002 51.2	54 thru 56	N53 20.2 W002 51.0
32C, 32R	N53 20.1 W002 51.2		

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
09	ILS DME	259' (200')	500m / 1000m
	LOC	420' (361')	800m / 1000m
	SRA	520' (461')	1000m / 1000m
27	CAT 2 ILS DME	178' (100')	RA 103' - 300m
	ILS DME	278' (200')	500m / 1000m
	LOC ❶	420' (342')	800m / 1000m
	LOC ❷	530' (452')	1000m / 1000m
	NDB DME	570' (492')	1000m / 1000m
	SRA	460' (382')	800m / 1000m

❶ With DME.

❷ W/o DME.

CIRCLE-TO-LAND	MDA(H)	VIS
	550' (469') ❸	1000m

❸ After NDB DME 27: 570' (489').

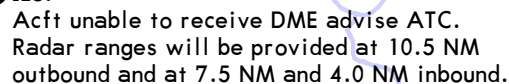
TAKE-OFF RWY 09, 27				
LVP must be in Force ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❺	800m

❹ Without LVP 400m are stipulated.

❺ Or rejected take-off distance whichever is the greater.

MSA
LPL Lctr

1. ILS DME reads zero at rwy 09 displ thresh. 2. Procedure restricted to MAX 220 KT.



Standard		STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND	
		ILS		LOC (GS out)			
		DA(H) 259' (200')		DA(H) 420' (361')			
		FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	100	550' (469') 1500m
B						135	670' (589') 1600m
C					RVR 1700m	180	930' (849') 2400m

ATIS 124.32	LIVERPOOL Approach (R) 119.85	LIVERPOOL Tower 126.35	*Ground 121.95	 MSA LPL Lctr
LOC ILQ *111.75	Final Apch Crs 269°	GS Lctr 1370' (1292')	ILS DA(H) 278' (200')	
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to Lctr climbing to 2000', or as directed.				Apt Elev 81' RWY 78'

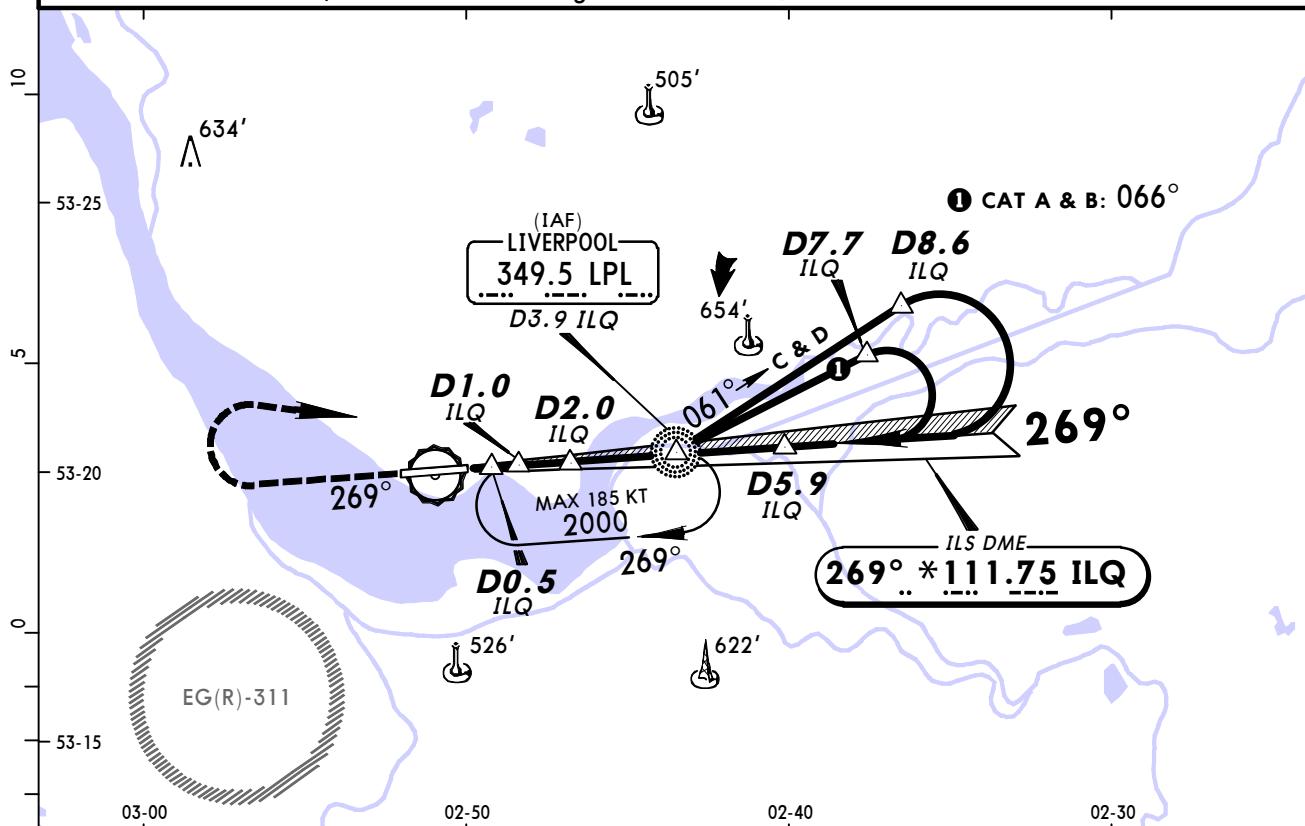
Alt Set: hPa

Rwy Elev: 3 hPa

Trans level: By ATC

Trans alt: 5000'

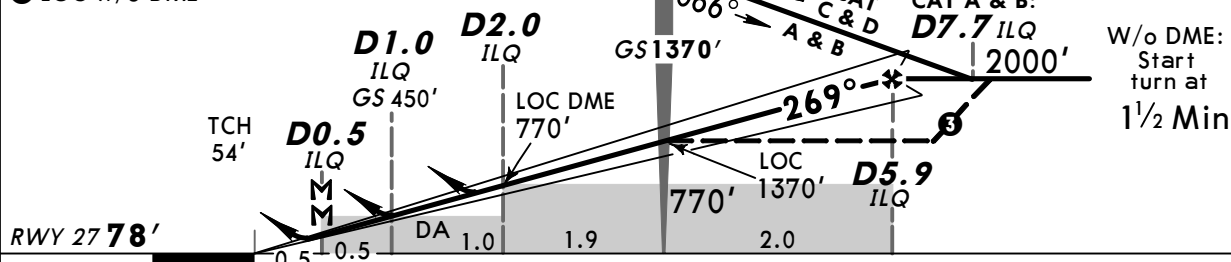
1. ILS DME reads zero at rwy 27 threshold. 2. Acft unable to receive DME inform ATC prior to commencing ILS procedure. 3. Lowest alt to commence procedure from hold is 2000'. 4. When radar vectored, call ATC for base leg turn at D8.0 ILQ.



LOC (GS out)	ILQ DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE		450'	770'	1090'	1400'	1720'

② Arrival not below MSA. Descend in holding as necessary.

③ LOC w/o DME



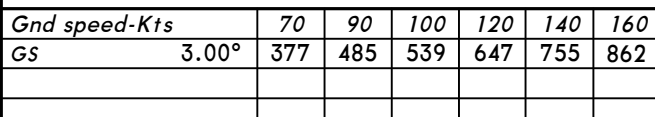
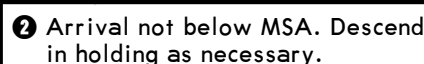
Gnd speed-Kts	70	90	100	120	140	160	 HIALS-II PAPI 1500'
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	
LOC w/o DME: Lctr to MAP 3.4	2:55	2:16	2:02	1:42	1:27	1:16	
LOC with DME: MAP at D0.5 ILQ							

NS OPS 4	STRAIGHT-IN LANDING RWY 27						CIRCLE-TO-LAND		
	ILS			LOC (GS out)					
				With DME			W/o DME		
	DA(H) 278' (200')			DA(H) 420' (342')			DA(H) 530' (452')		
	FULL	Limited	ALS out		ALS out		ALS out	Max Kts	MDA(H) VIS
A								100	550' (469') 1500m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m	RVR 1400m	RVR 1500m	135	670' (589') 1600m
C					RVR 1600m		CMV 2100m	180	930' (849') 2400m

CAT II NDB ILS DME Rwy 27

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000'

1. Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 27 thresh. 3. Acft unable to receive DME inform ATC prior to commencing procedure. 4. Lowest alt to commence procedure from hold is 2000'. 5. When radar vectored, call ATC for base leg turn at D8.0 ILQ.

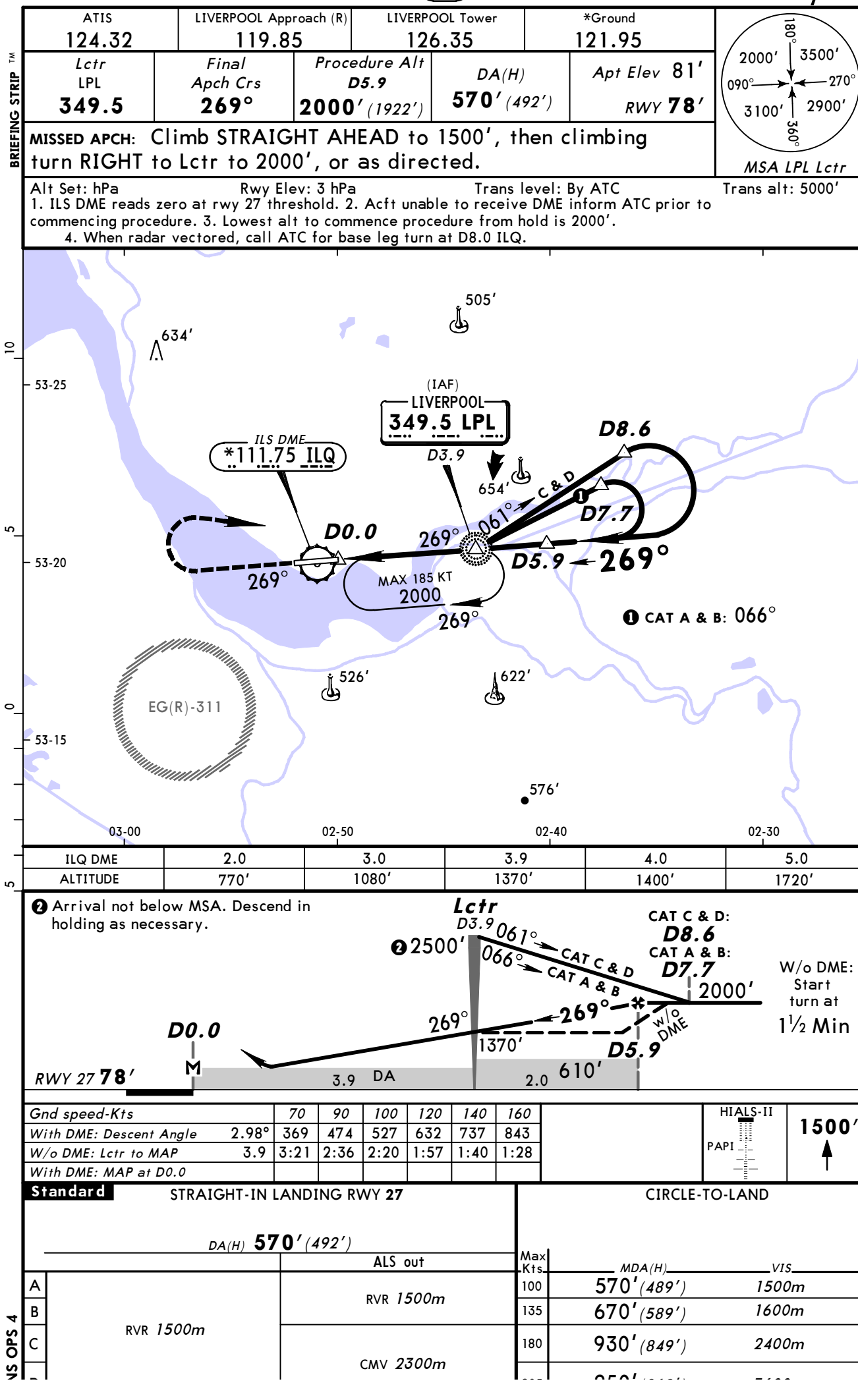


HIALS-II

PAPI

1500'

 $DA(H) \mathbf{178'} (100')$ RVR **300m** **1**



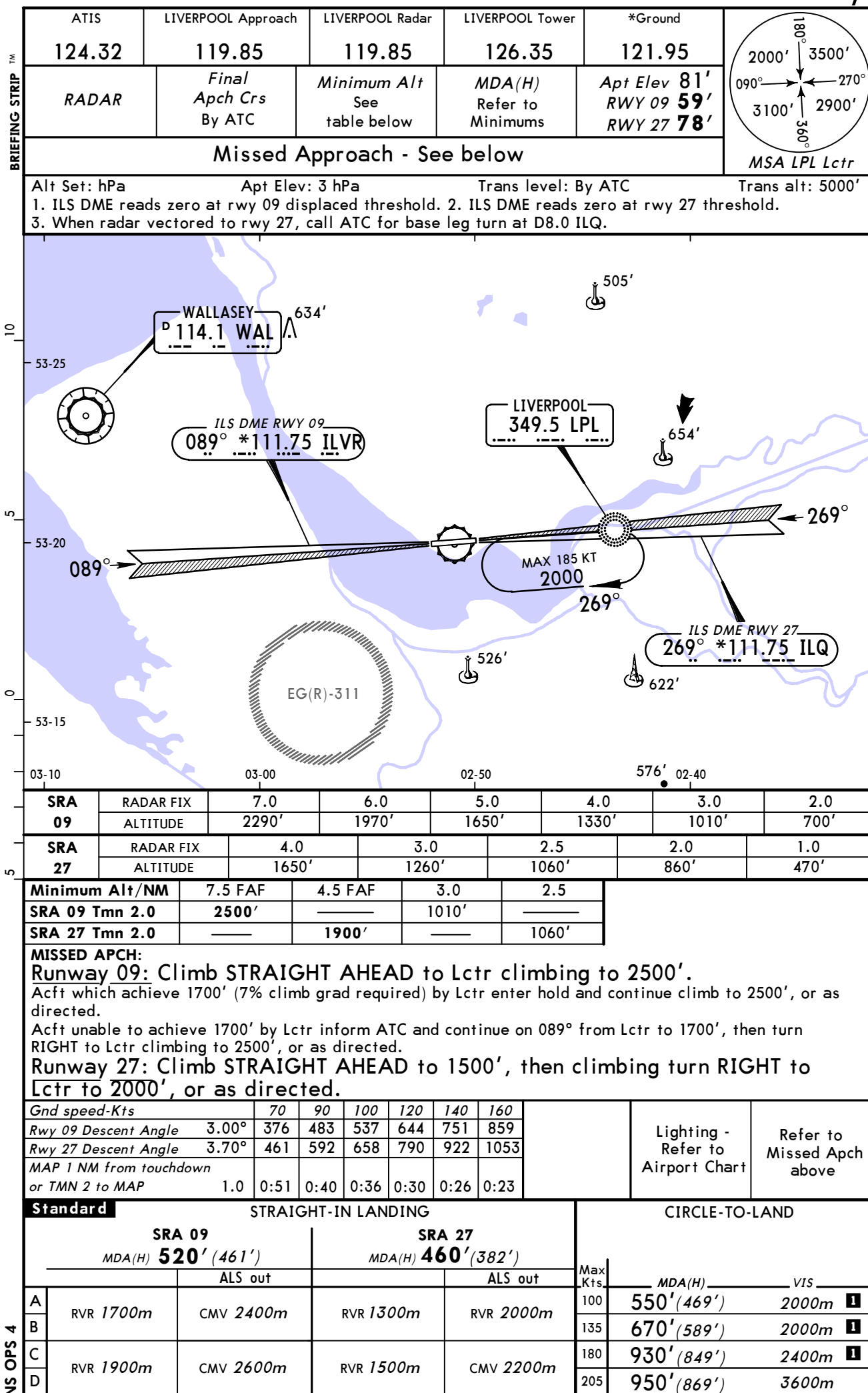


Chart changes since cycle 25-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LIVERPOOL, (LIVERPOOL - EGGP)				
REV	KEGUN 2A, 2B, 2C & 1D ARR...	10-2	07 Dec 2012	13 Dec 2012
DEL	TIPOD 1A & 1B ARRS	10-2A	07 Dec 2012	13 Dec 2012
ADD	TIPOD 2A & 1B ARRS	10-2A	07 Dec 2012	13 Dec 2012
REV	TIPOD 1C, 1D & 1E ARRS	10-2B	07 Dec 2012	13 Dec 2012
REV	TIPOD 2F, 2G, 2H & 1J ARR...	10-2C	07 Dec 2012	13 Dec 2012
ADD	TIPOD 1K ARR	10-2D	07 Dec 2012	13 Dec 2012

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGGP

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Eff 16 Jul 11, State minimums are in accordance with EU-OPS 1. Converted charts are to be identified by the "Standard" label. As an interim solution, 10-9S pages are provided to all customers for those airports/charts not being converted yet. These pages contain State minimum values which are applicable to all operators. Refer to ATC pages United Kingdom for further details.