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General Information

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

Airport Use: Public
Magnetic Variation: 2.3°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: 0343 Z
Sunset: 2043 Z,

Runway Information

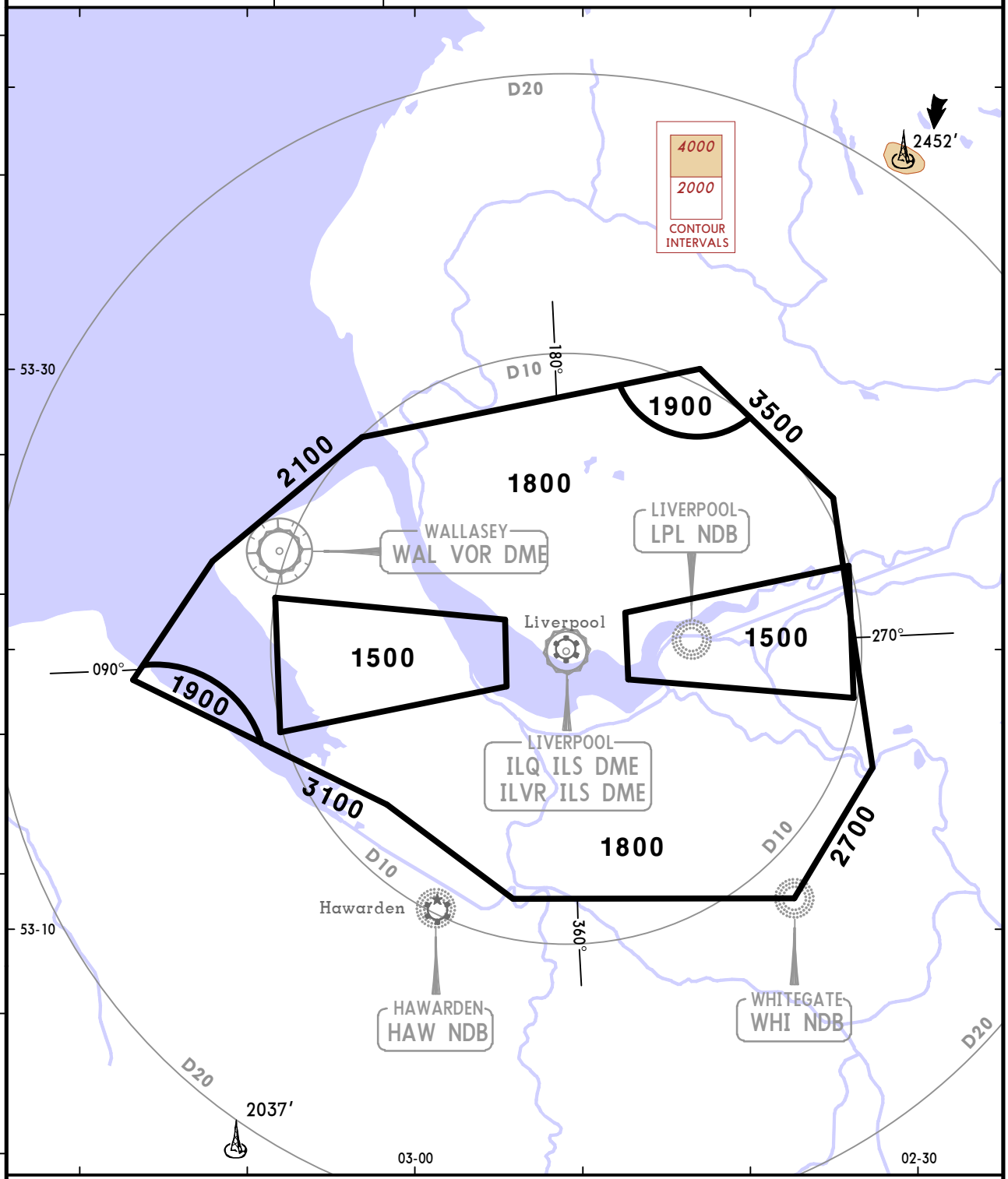
Runway: 09
Length x Width: 7497 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 72 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 200 ft

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

LIVERPOOL Radar (APP) 119.85	Apt Elev 81′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′



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 ❶ of the aircraft and
- within the sector 15 NM ❷ ahead of and within 20° either side of the aircraft's track.

3 NM ❶ or 10 NM ❷ 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 Surveilance 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 approach track.

CHANGES: Sectors established; altitudes revised; notes revised.

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ATIS	Apt Elev	
124.32	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.

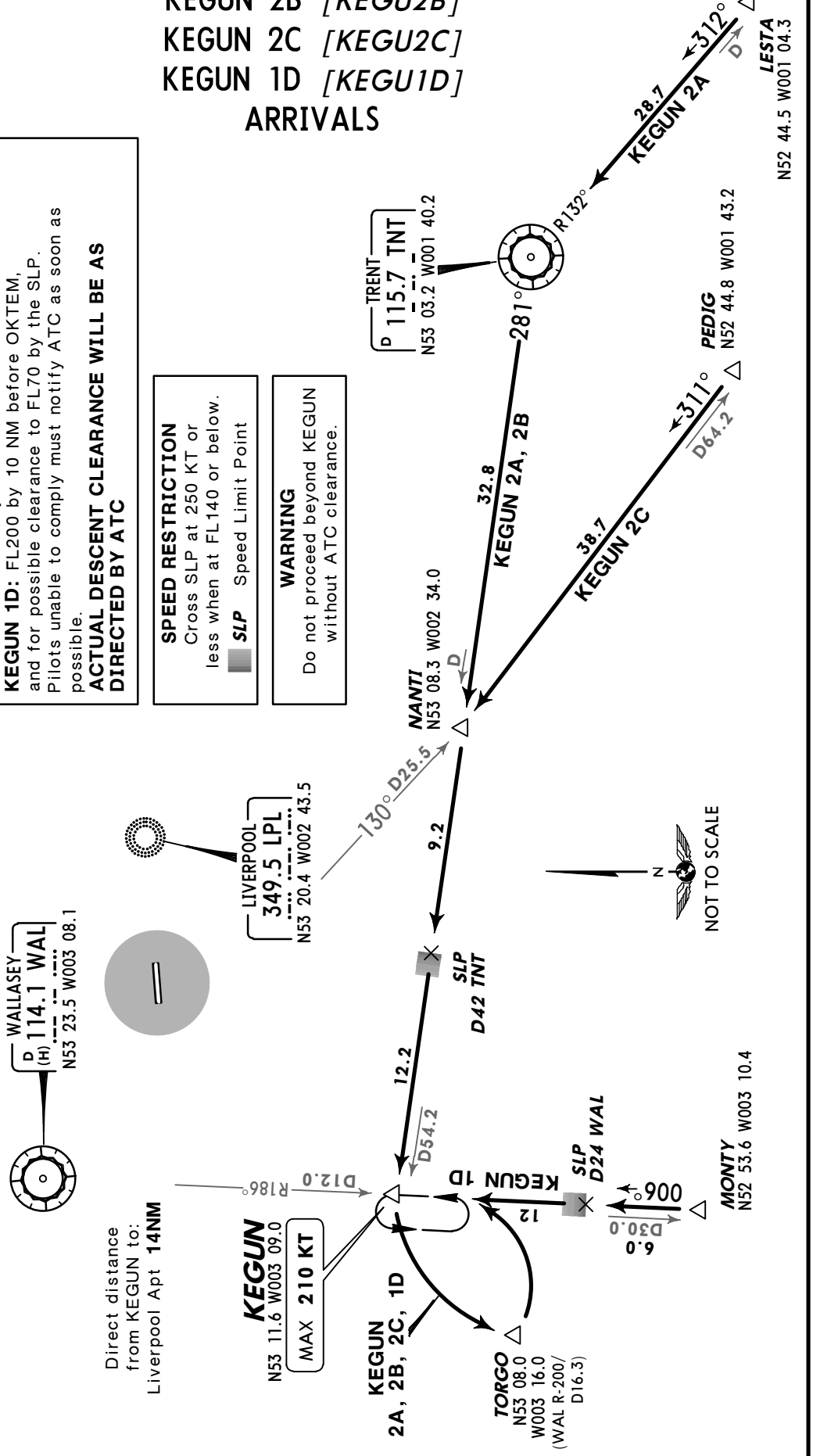
KEGUN 2A *[KEGU2A]*
KEGUN 2B *[KEGU2B]*
KEGUN 2C *[KEGU2C]*
KEGUN 1D *[KEGU1D]*
ARRIVALS

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.



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ATIS	Apt Elev	
124.32	81′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

TIPOD 2A *[TIPO2A]*
TIPOD 1B *[TIPO1B]*
ARRIVALS

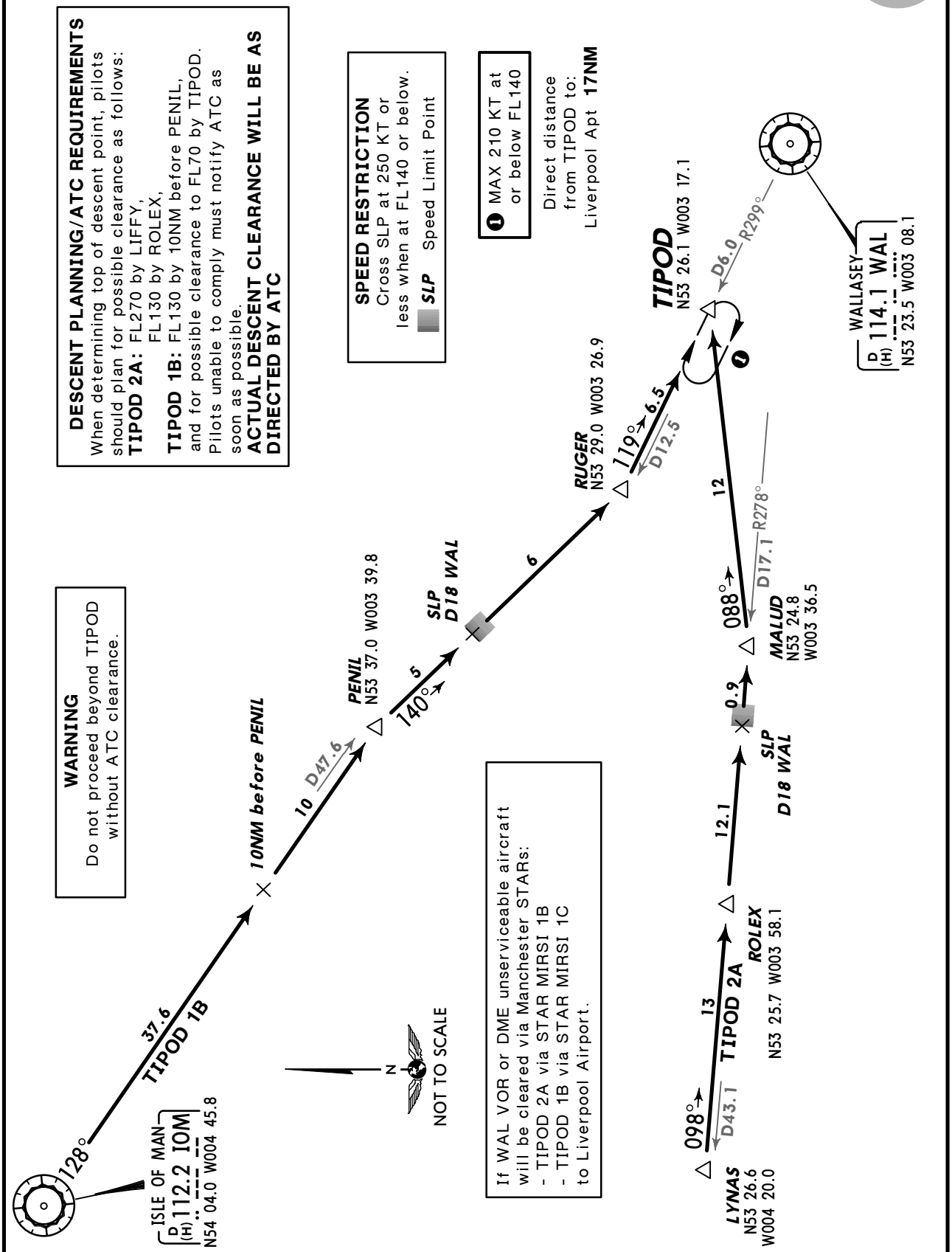
DESCENT PLANNING/ATC REQUIREMENTS
When determining top of descent point, pilots should plan for possible clearance as follows:
TIPOD 2A: FL270 by LIFFY, FL130 by ROLEX,
TIPOD 1B: FL130 by 10NM before PENIL, and for possible clearance to FL70 by TIPOD.
Pilots unable to comply must notify ATC as soon as 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

❶ 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.

CHANGES: STAR TIPOD 1A renumbered 2A; STARs revised.

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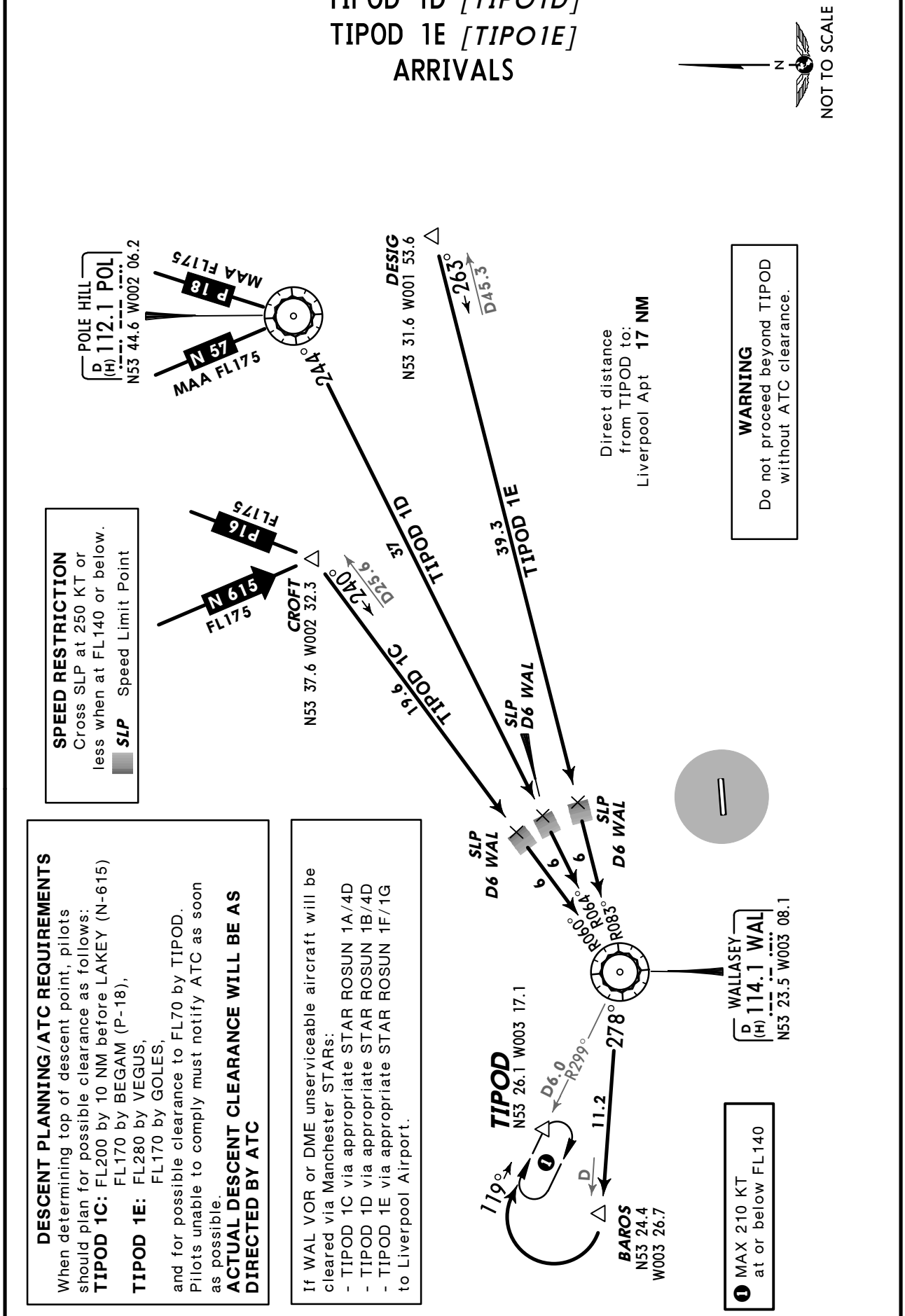
ATIS	Apt Elev	
124.32	81′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

TIPOD 1C *[TIPO1C]*
TIPOD 1D *[TIPO1D]*
TIPOD 1E *[TIPO1E]*
ARRIVALS



SPEED RESTRICTION
Cross SLP at 250 KT or less when at FL140 or below.
SLP Speed Limit Point

DESCENT PLANNING/ATC REQUIREMENTS
When determining top of descent point, pilots should plan for possible clearance as follows:
TIPOD 1C: FL200 by 10 NM before LAKEY (N-615)
FL170 by BEGAM (P-18),
TIPOD 1E: FL280 by VEGUS,
FL170 by GOLES,
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

If WAL VOR or DME unserviceable aircraft will be cleared via Manchester STARs:
- TIPOD 1C via appropriate STAR ROSUN 1A/4D
- TIPOD 1D via appropriate STAR ROSUN 1B/4D
- TIPOD 1E via appropriate STAR ROSUN 1F/1G

to Liverpool Airport.

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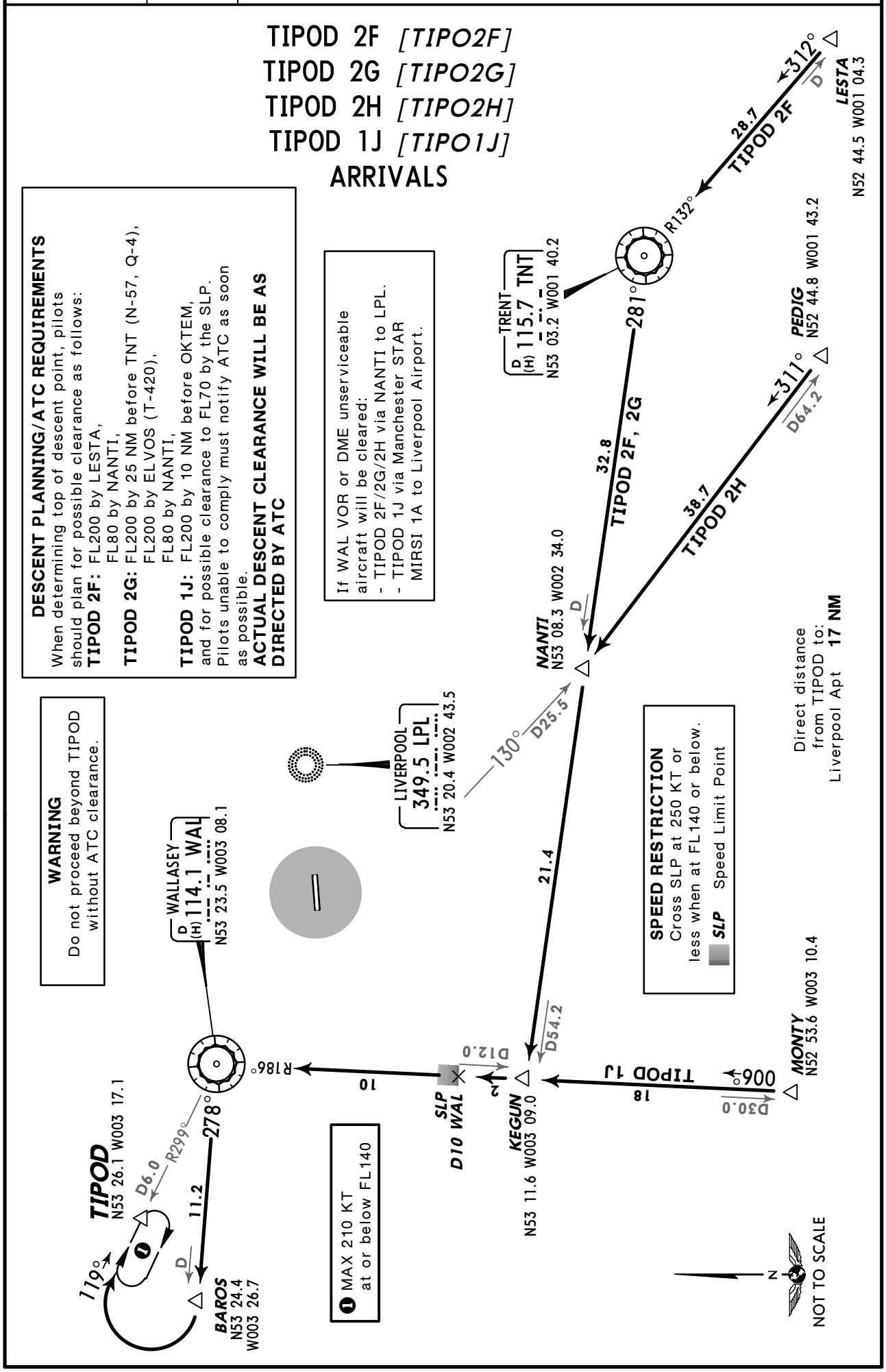
ATIS	Apt Elev	
124.32	81′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ STARs in operation between 0700-2000LT daily. At ATC discretion aircraft may be routed via KEGUN STARs. Between 2000-0700LT daily use KEGUN STARs (10-2).

TIPOD 2F *[TIPO2F]*
TIPOD 2G *[TIPO2G]*
TIPOD 2H *[TIPO2H]*
TIPOD 1J *[TIPO1J]*
ARRIVALS



CHANGES: TNT radials.

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ATIS	Apt Elev	
124.32	81′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

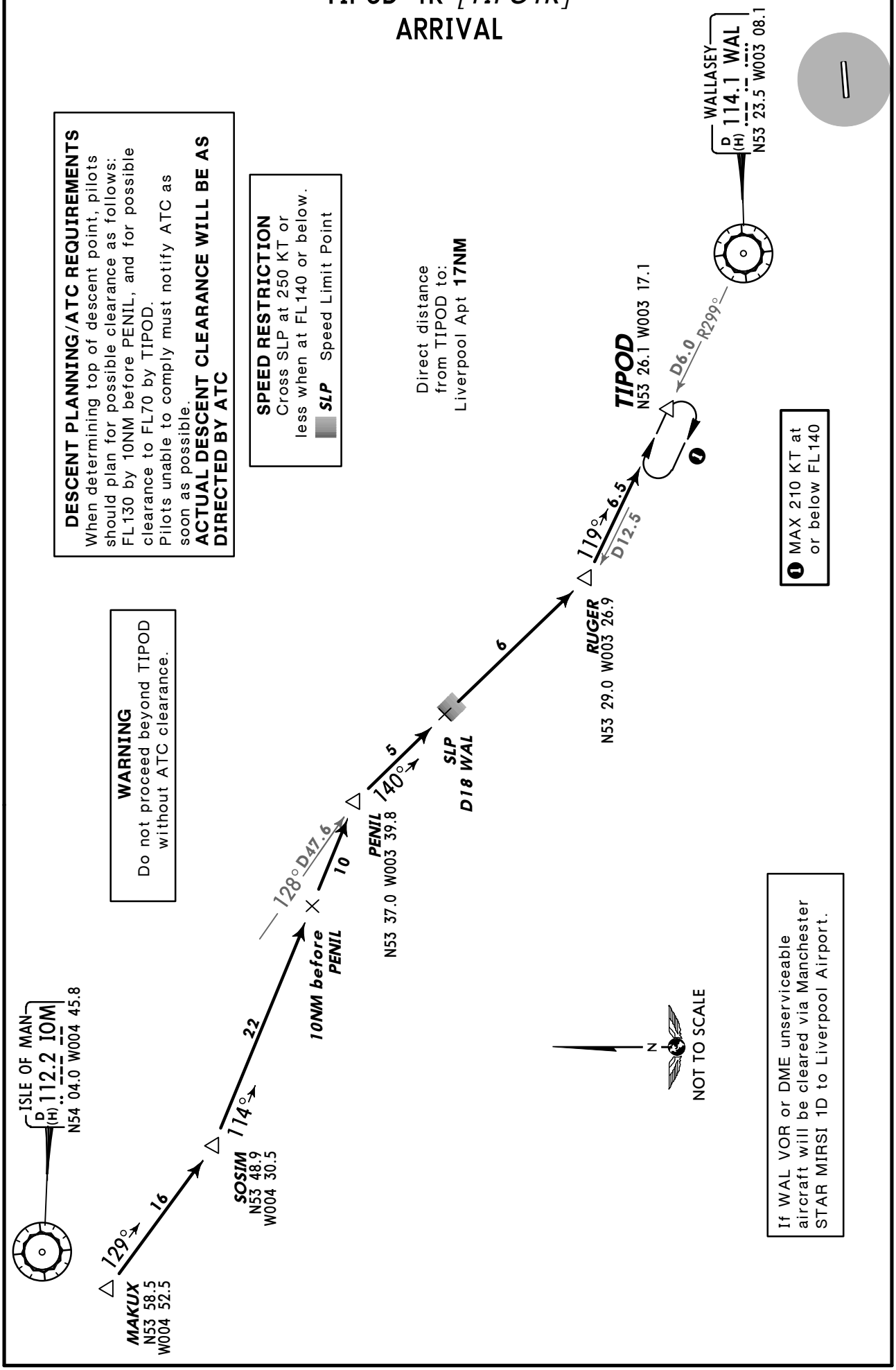
TIPOD 1K *[TIPO1K]*
ARRIVAL

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.



❶ MAX 210 KT at or below FL140

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

CHANGES: New chart (STAR established).

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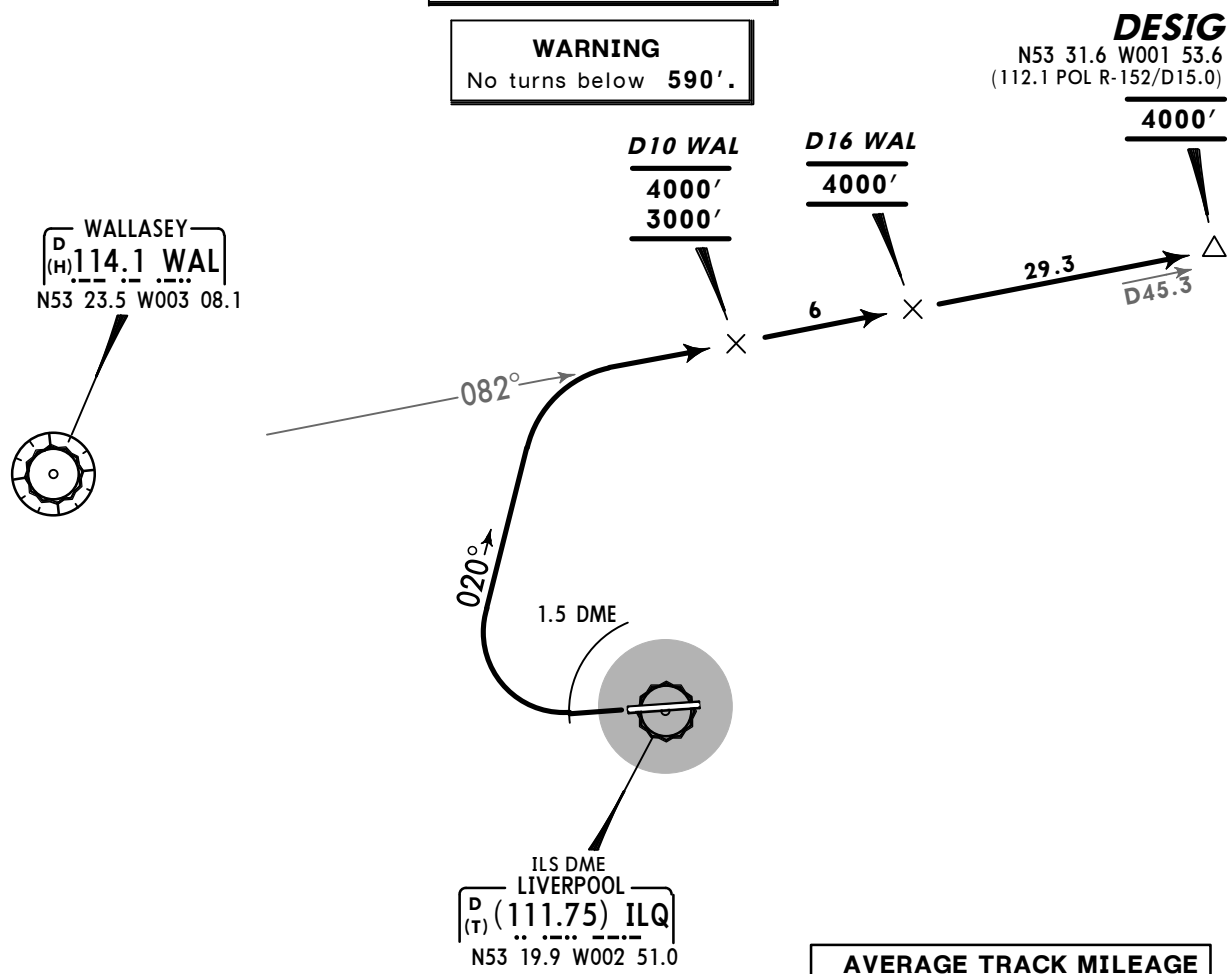
SCOTTISH Control 128.05	Apt Elev 81′	Trans level: By ATC Trans alt: 5000′ 1. When instructed contact SCOTTISH Control. 2. SIDs include noise preferential routes. 3. Enroute cruising levels will be allocated after departure by SCOTTISH Control. Do not climb above SID level until cleared by ATC. 4. EXPECT first CPDLC data link authority to be EGTT.

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.

WARNING
No turns below **590′.**



AVERAGE TRACK MILEAGE
45 NM to DESIG.

Aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to 1090′.
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 6.1% up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
6.1% V/V(fpm)	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.

N
NOT TO SCALE

ROUTING/ALTITUDE

Climb straight ahead, at ILQ 1.5 DME turn RIGHT, 020° track, intercept WAL R-082, cross D10 WAL at or above 3000′ (MAX 4000′), D16 WAL at 4000′, then to DESIG at 4000′.

CHANGES: Turn restriction note improved.

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SCOTTISH Control 128.05	Apt Elev 81′	Trans level: By ATC Trans alt: 5000′ 1. When instructed contact SCOTTISH Control. 2. SIDs include noise preferential routes. 3. Enroute cruising levels will be allocated after departure by SCOTTISH Control. Do not climb above SID level until cleared by ATC. 4. EXPECT first CPDLC data link authority to be EGTT.

DESIG 1V *[DESI1V]*

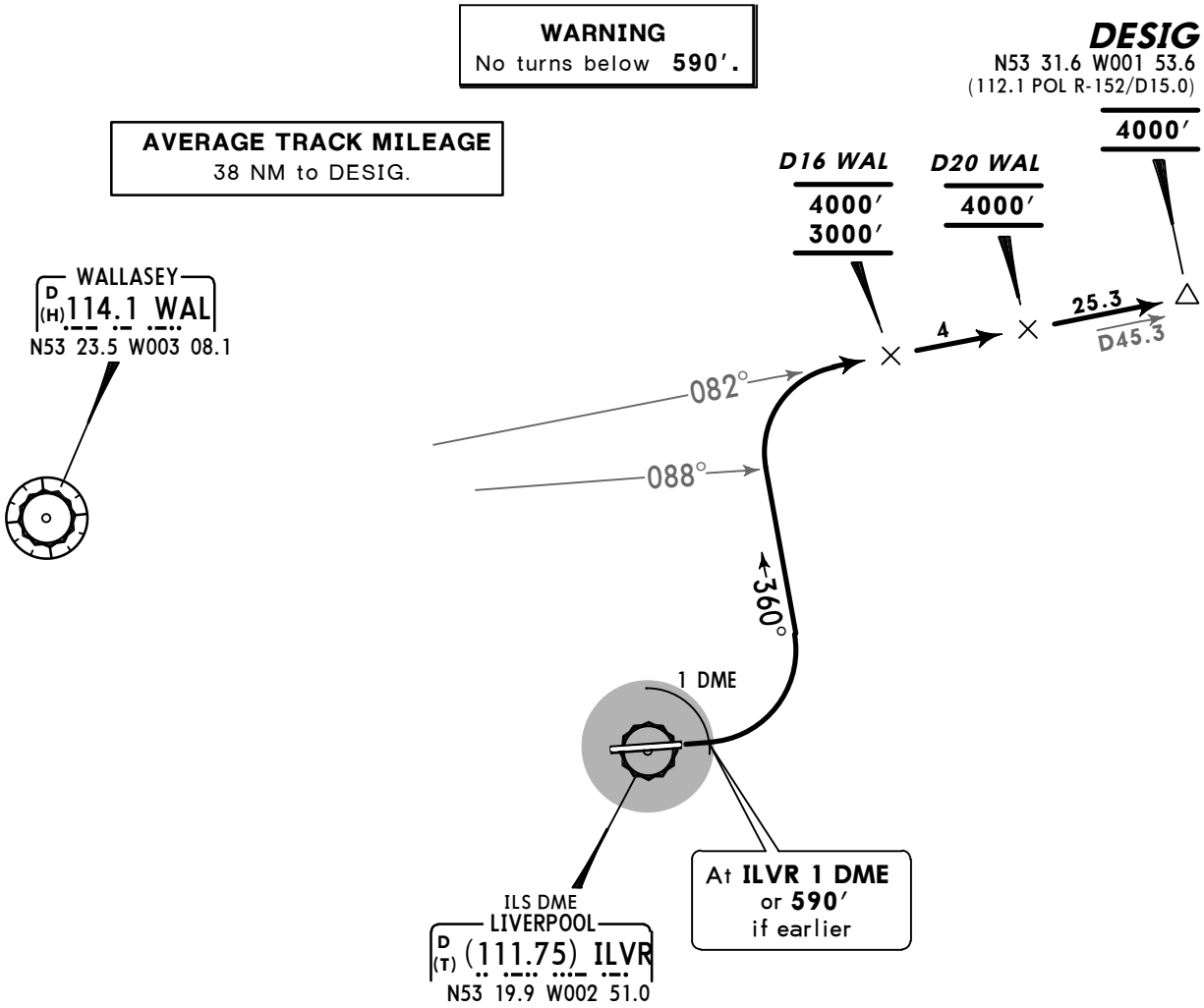
RWY 09 DEPARTURE

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

WARNING
Do not climb above **4000′** until cleared by ATC.

WARNING
No turns below **590′.**

AVERAGE TRACK MILEAGE
38 NM to DESIG.



This SID requires minimum climb gradients for ATC or airspace purposes of 5.9% up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
5.9% V/V(fpm)	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.

N
NOT TO SCALE

ROUTING/ALTITUDE

Climb straight ahead, at ILVR 1 DME or 590′ if earlier turn LEFT, 360° track, when passing WAL R-088 turn RIGHT, intercept WAL R-082, cross D16 WAL at or above 3000′ (MAX 4000′), D20 WAL at 4000′, then to DESIG at 4000′.

CHANGES: Turn restriction note improved.

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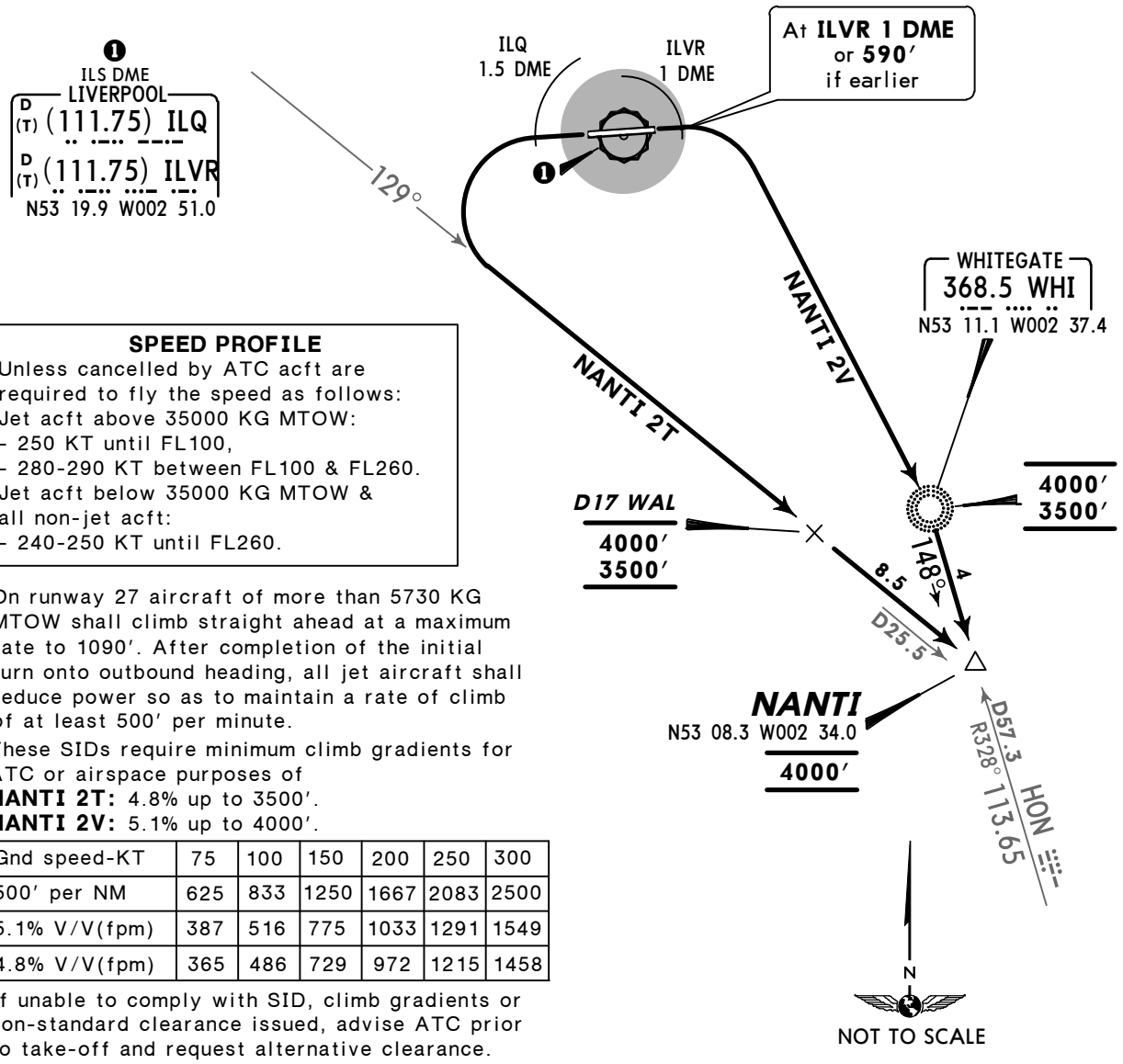
SCOTTISH Control 128.05	Apt Elev 81′	Trans level: By ATC Trans alt: 5000′ 1. When instructed contact SCOTTISH Control. 2. SIDs include noise preferential routes. 3. Enroute cruising levels will be allocated by SCOTTISH (at or below FL190) or LONDON Control (above FL190). Do not climb above SID level until cleared by ATC. 4. EXPECT first CPDLC data link authority to be NANTI (EGTT).

NANTI 2T *[NANT2T]*
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.

WARNING
No turns below **590′.**

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



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 1090′. 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: 4.8% up to 3500′.
NANTI 2V: 5.1% up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
5.1% V/V(fpm)	387	516	775	1033	1291	1549
4.8% V/V(fpm)	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 straight ahead, at ILQ 1.5 DME, turn LEFT, intercept WAL R-129, cross to D17 WAL at or above 3500′ (MAX 4000′), then to NANTI at 4000′.
NANTI 2V	**09**	Climb straight ahead, at ILVR 1 DME or 590′ if earlier turn RIGHT to WHI, cross at or above 3500′ (MAX 4000′), intercept WAL R-129 or HON R-328 inbound to NANTI, cross at 4000′.

CHANGES: Turn restriction note improved.

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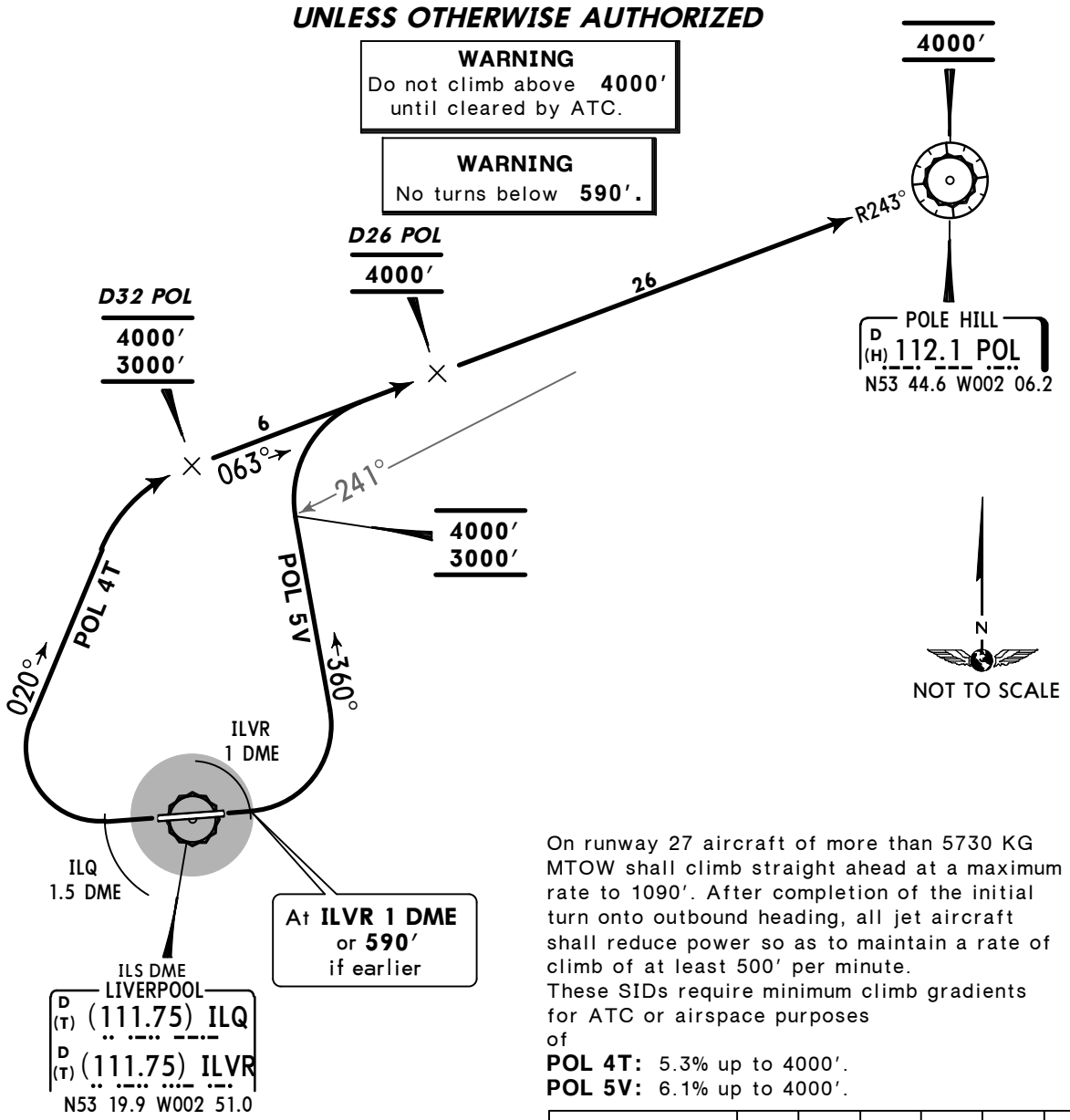
SCOTTISH Control 128.05	Apt Elev 81′	Trans level: By ATC Trans alt: 5000′ 1. When instructed contact SCOTTISH Control. 2. SIDs include noise preferential routes. 3. Enroute cruising levels will be allocated after departure by SCOTTISH Control. Do not climb above SID level until cleared by ATC. 4. EXPECT first CPDLC data link authority to be EGPX.

POLE HILL 4T (POL 4T)
POLE HILL 5V (POL 5V)
RWYS 27, 09 DEPARTURES

FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



On runway 27 aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to 1090′. 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: 5.3% up to 4000′.
POL 5V: 6.1% up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
6.1% V/V(fpm)	463	618	927	1235	1544	1853
5.3% V/V(fpm)	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 straight ahead, at 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 straight ahead. at ILVR 1 DME or 590′ if earlier turn LEFT, 360° track, when passing POL R-241 at or above 3000′ (MAX 4000′), turn RIGHT, intercept POL R-243 inbound, cross D26 POL at 4000′, then to POL at 4000′.

CHANGES: Turn restriction note improved.

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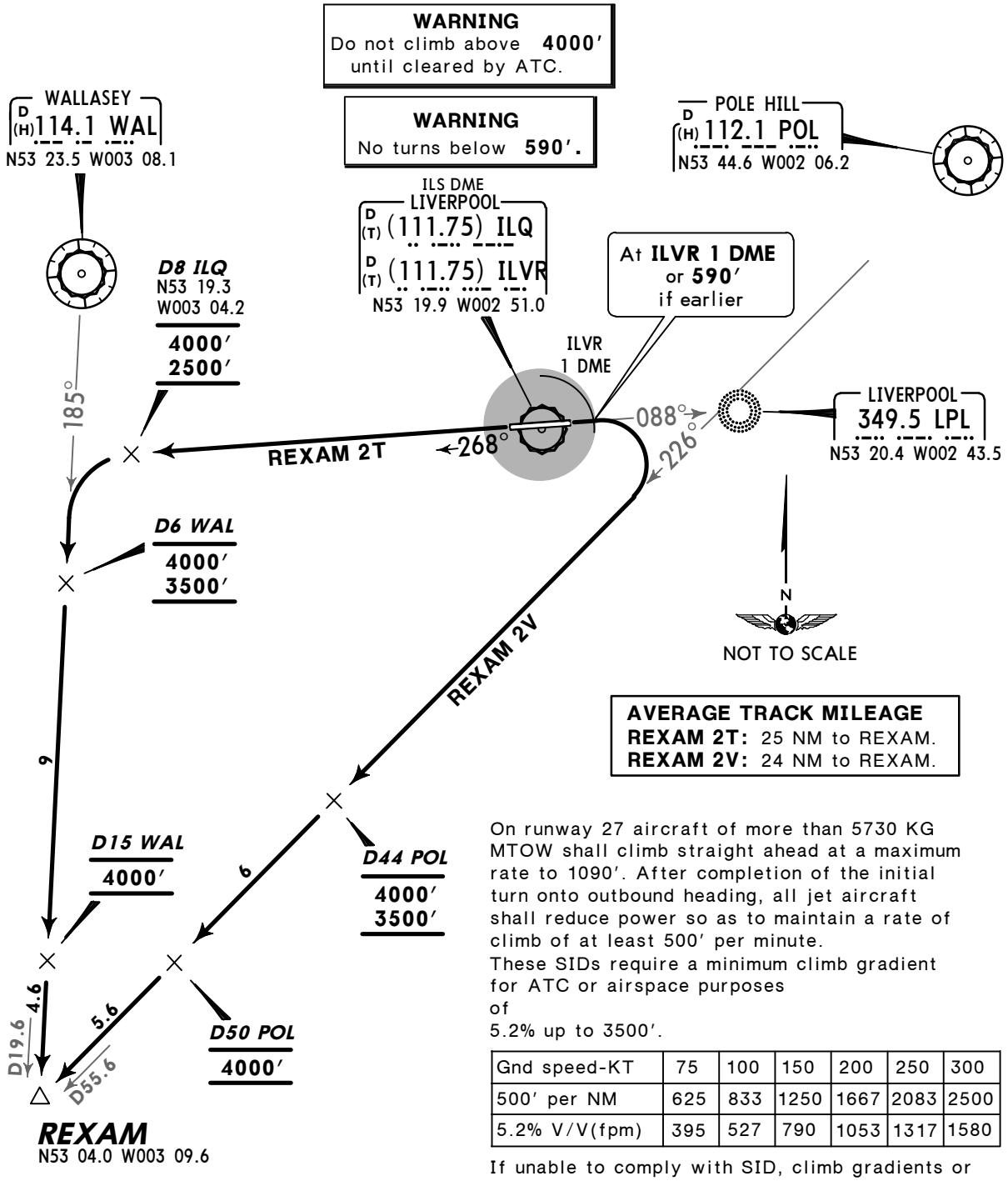
SCOTTISH Control 128.05	Apt Elev 81′	Trans level: By ATC Trans alt: 5000′ 1. When instructed contact SCOTTISH Control. 2. SIDs include noise preferential routes. 3. Enroute cruising levels will be allocated after departure by SCOTTISH Control. Do not climb above SID level until cleared by ATC. 4. EXPECT first CPDLC data link authority to be EGTT.

REXAM 2T *[REXA2T]*
REXAM 2V *[REXA2V]*
RWYS 27, 09 DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



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 1090′. 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 5.2% up to 3500′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
5.2% V/V(fpm)	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 268° bearing from LPL to cross D8 ILQ at or above 2500′ (MAX 4000′), turn LEFT, intercept WAL R-185, cross D6 WAL at or above 3500′ (MAX 4000′), D15 WAL at 4000′, then to REXAM.
REXAM 2V	**09**	Climb straight ahead, at ILVR 1 DME or 590′ if earlier, turn RIGHT, intercept POL R-226, cross D44 POL at or above 3500′ (MAX 4000′), D50 POL at 4000′, then to REXAM.

CHANGES: Turn restriction note improved; D8 ILQ INS coords.

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SCOTTISH Control 128.05	Apt Elev 81′	Trans level: By ATC Trans alt: 5000′ 1. When instructed contact SCOTTISH Control. 2. SIDs include noise preferential routes. 3. Enroute cruising levels will be allocated after departure by SCOTTISH Control. Do not climb above SID level until cleared by ATC. 4. EXPECT first CPDLC data link authority to be: WAL (L10, EGPX), WAL (L70, EISN).

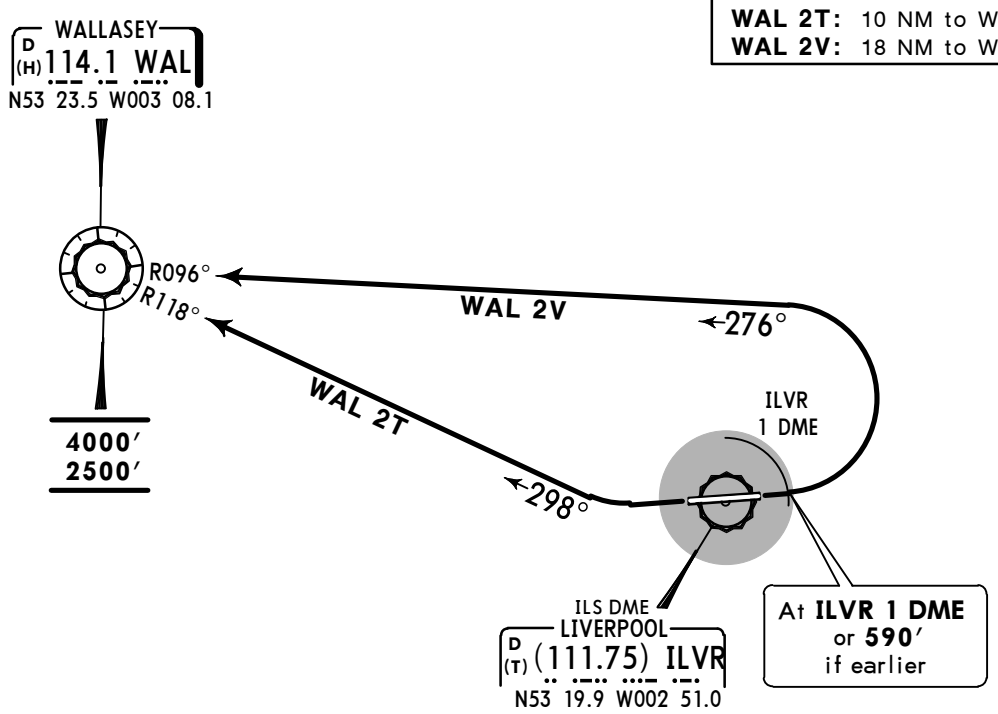
WALLASEY 2T (WAL 2T)
WALLASEY 2V (WAL 2V)
RWYS 27, 09 DEPARTURES

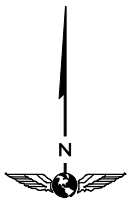
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Do not climb above **4000′**
until cleared by ATC.

WARNING
No turns below **590′.**

AVERAGE TRACK MILEAGE
WAL 2T: 10 NM to WAL.
WAL 2V: 18 NM to WAL.





NOT TO SCALE

WAL 2T
This SID requires a minimum climb gradient for ATC or airspace purposes of 4.1% up to 2500′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
4.1 V/V(fpm)	311	415	623	830	1038	1246

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

On runway 27 aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to 1090′. 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.

SID	RWY	ROUTING/ALTITUDE
WAL 2T	**27**	Climb straight ahead, intercept WAL R-118 inbound to cross WAL at or above 2500′ (MAX 4000′).
WAL 2V	**09**	Climb straight ahead, at ILVR 1 DME or 590′ if earlier turn LEFT, intercept WAL R-096 inbound to cross WAL at or above 2500′ (MAX 4000′).

CHANGES: Turn restriction note improved.

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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.

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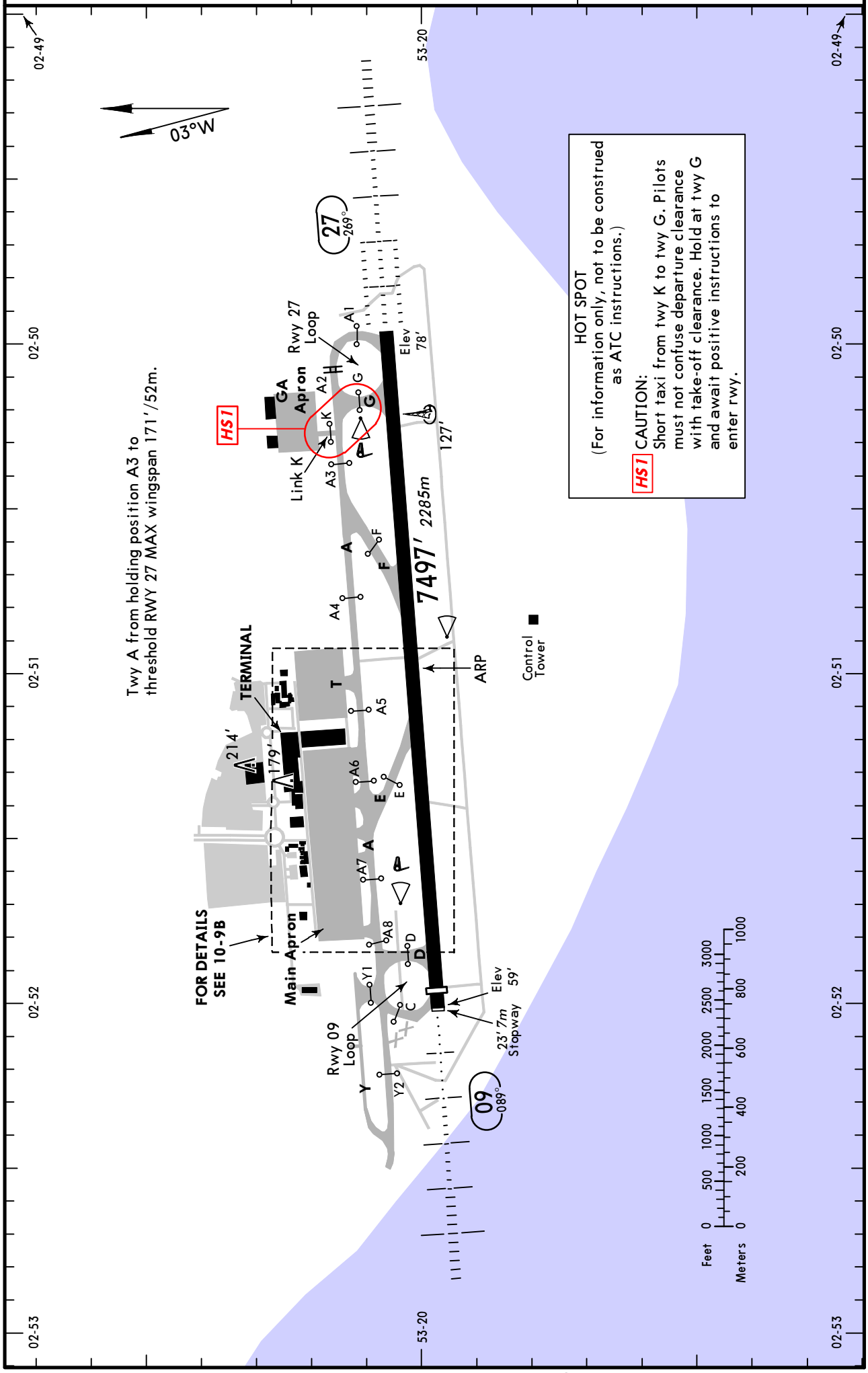
ATIS	*LIVERPOOL Ground	Tower
124.32	121.95	126.35



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

❶ PAPI-L (3.0°)
❷ 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 ❶

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

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: Usable lengths. Note.

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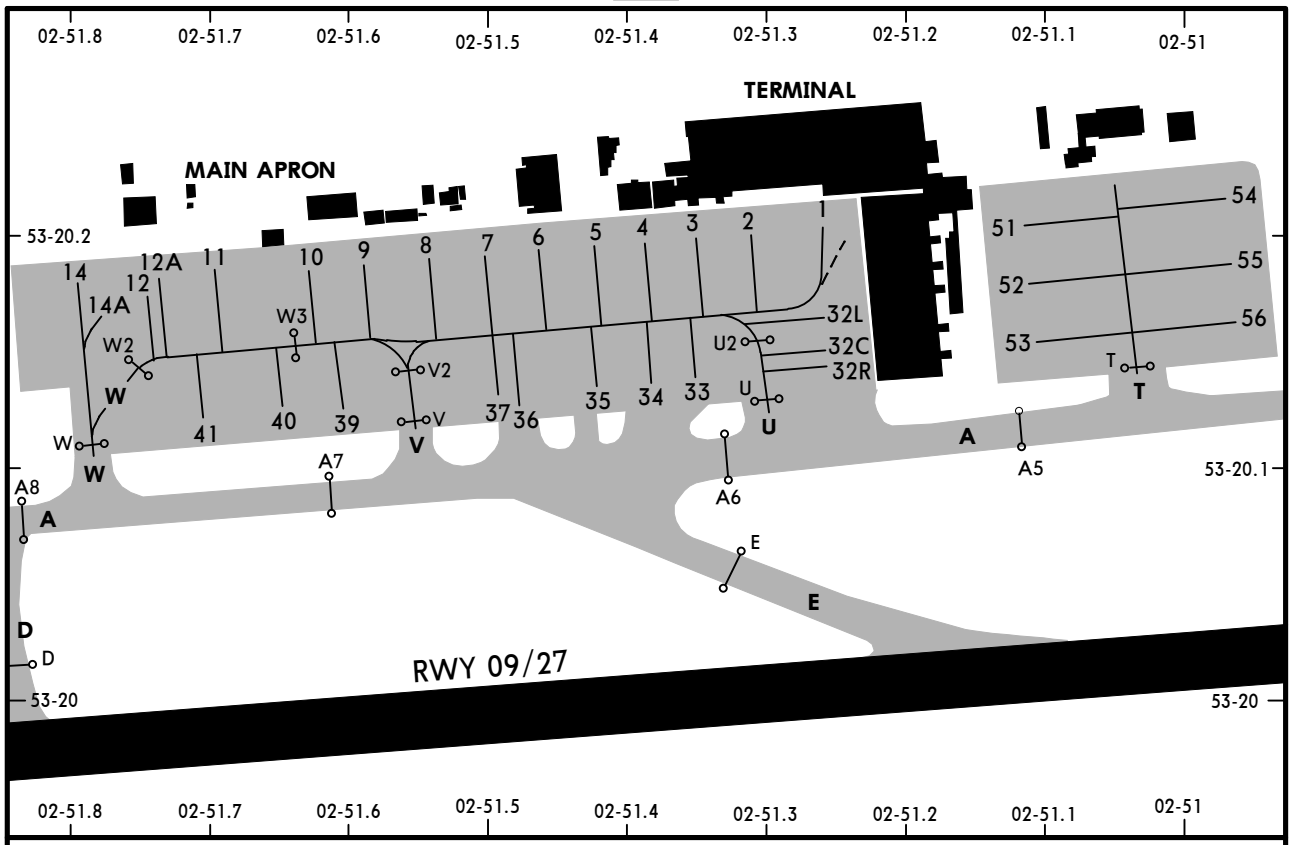

On stands 1 thru 14 and 32 thru 41 push-back required.
Stands 1 and 32 are out of sight of ATC. Pilots should listen carefully to their taxi instructions.
Individual airline operators are advised to contact central control room to discuss the "Exit Manoeuvring Requirements" from the stand, which involves 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		

CHANGES: Notes.

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STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
09	ILS DME	260′ (200′)	500m / 1000m
	LOC	420′ (360′)	800m / 1000m
	SRA	520′ (460′)	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

❶With DME.
❷W/o DME.

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

❸After 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

❹Without LVP 400m are stipulated.
❺Or rejected take-off distance whichever is the greater.

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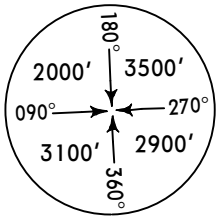
LIVERPOOL, UK
❶NDB ILS DME Rwy 09

BRIEFING STRIP ™

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.32	119.85	126.35	121.95

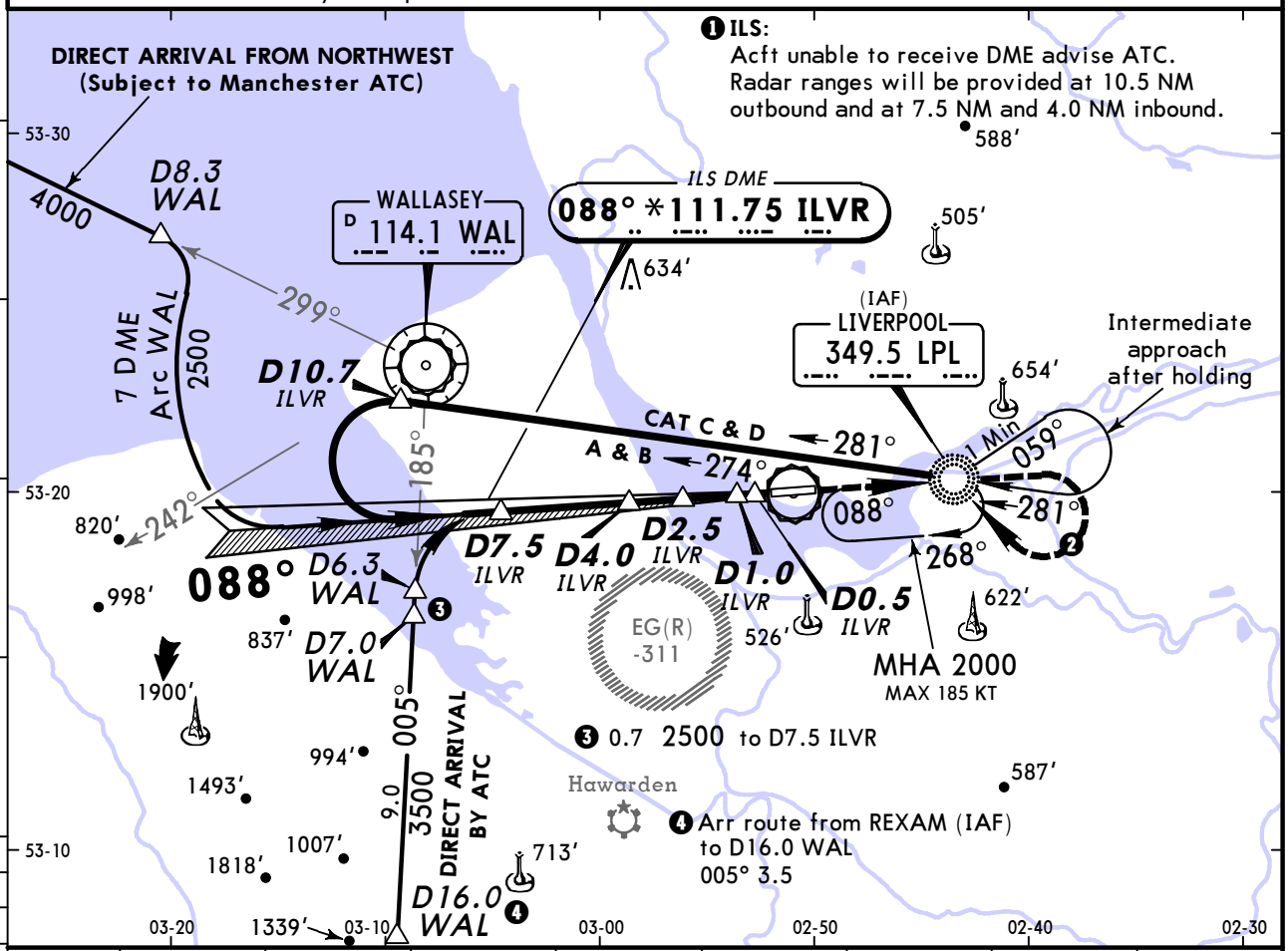
LOC ILVR	Final Apch Crs	GS D4.0 ILVR	ILS DA(H)	Apt Elev 81′
*111.75	088°	1390′ (1330′)	260′ (200′)	RWY 60′

MISSED APCH: Climb STRAIGHT AHEAD to Lctr climbing to 2500′.
Acft which achieve 1700′ (7% climb grad required) by Lctr enter hold and continue climb to 2500′, or as directed.
❷ Acft unable to achieve 1700′ by Lctr inform ATC and continue on 088° from Lctr to 1700′, then turn RIGHT to Lctr climbing to 2500′, or as directed.



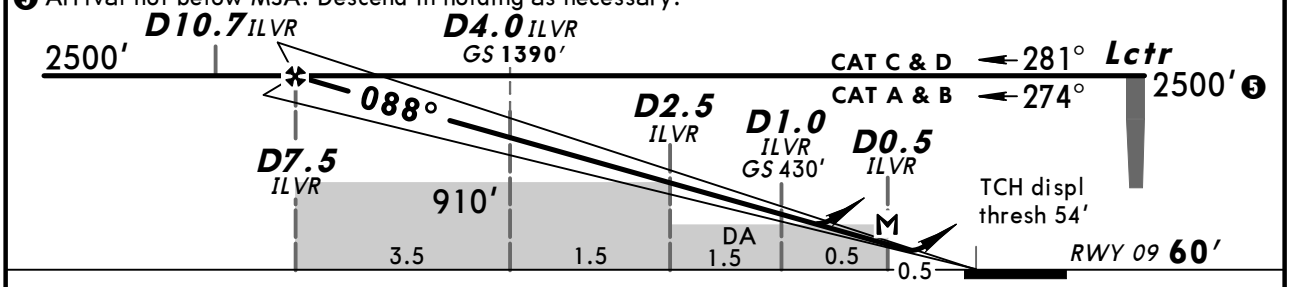
MSA
LPL Lctr

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000′
1. ILS DME reads zero at rwy 09 displ thresh. 2. Procedure restricted to MAX 220 KT.



LOC (GS out)								
	ILVR DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2340′	2020′	1700′	1390′	1070′	750′	430′

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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861
MAP at D0.5 ILVR							

HIALS
PAPI
LPL 349.5

Standard STRAIGHT-IN LANDING RWY 09

	ILS DA(H) 260′(200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 420′(360′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	550′(469′)	1500m
135	670′(589′)	1600m
180	930′(849′)	2400m
205	950′(869′)	3600m

PANS OPS

CHANGES: Bearings. Rwy elev. Minimums.

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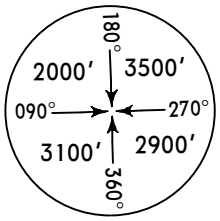
LIVERPOOL, UK
NDB ILS DME Rwy 27

BRIEFING STRIP ™

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.32	119.85	126.35	121.95

LOC ILQ	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev 81′
*111.75	268°	1370′ (1292′)	278′ (200′)	RWY 78′

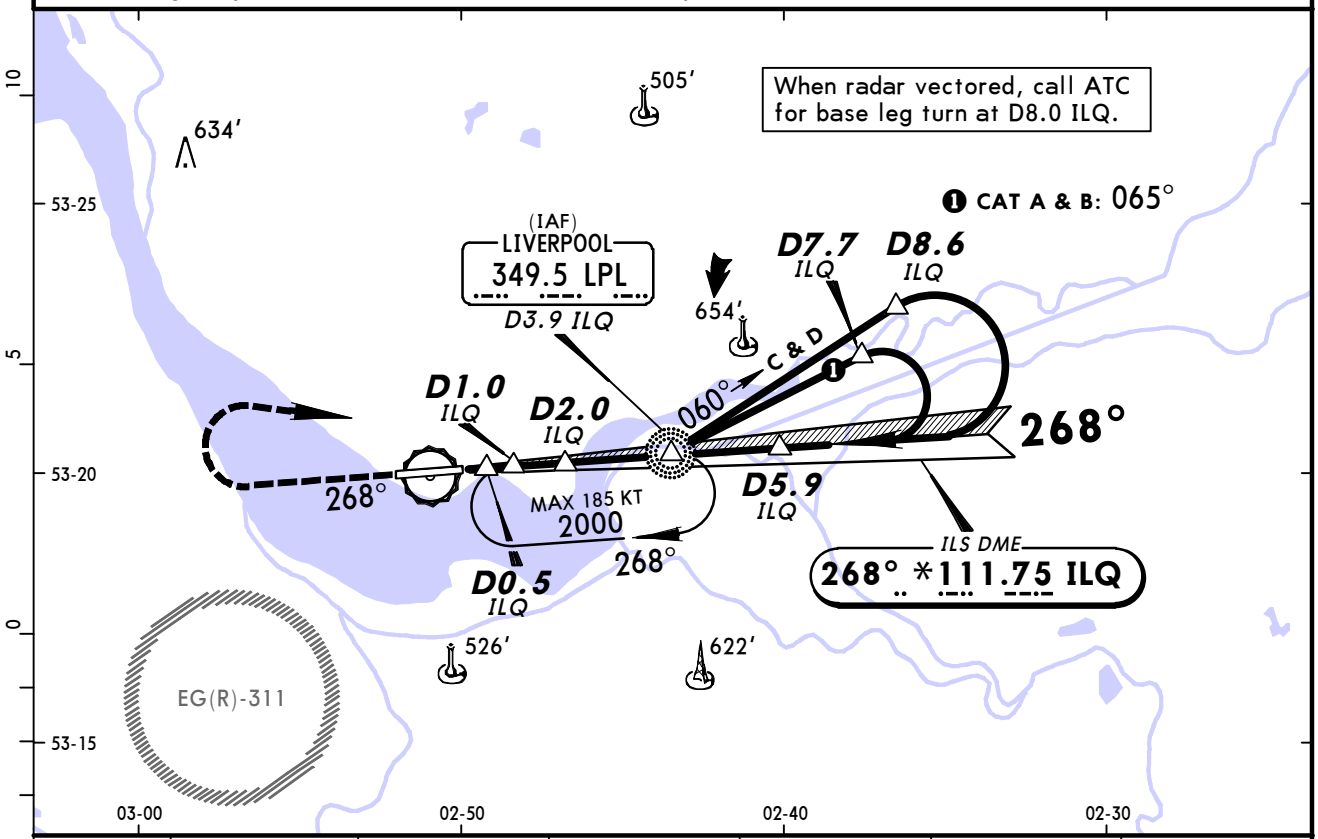
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn RIGHT to Lctr climbing to 2000′, or as directed.



MSA LPL Lctr

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

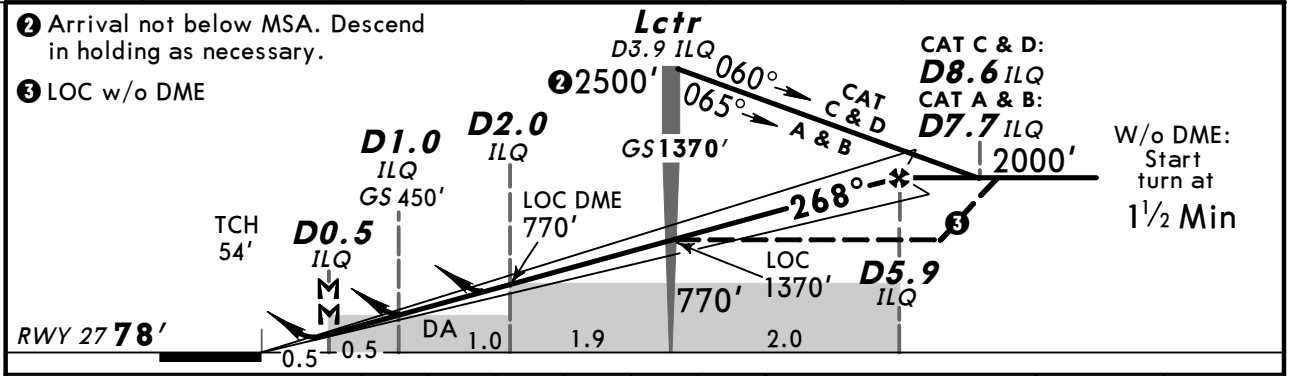
1. ILS DME reads zero at rwy 27 threshold. 2. Acft unable to receive DME inform ATC prior to commencing ILS procedure. 3. Lowest alt to commence procedure from hold is 2000′.



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

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

❸ LOC w/o DME



Gnd speed-Kts		70	90	100	120	140	160
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							

HIALS-II
PAPI

1500′

Standard STRAIGHT-IN LANDING RWY 27

PANS OPS	ILS DA(H) 278′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) With DME DA(H) 420′ (342′)	LOC (GS out) With DME ALS out	LOC (GS out) W/o DME DA(H) 530′ (452′)	LOC (GS out) W/o DME ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m	RVR 1400m	RVR 1500m
B							
C					RVR 1600m		CMV 2100m
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	550′ (469′)	1500m
135	670′ (589′)	1600m
180	930′ (849′)	2400m
205	950′ (869′)	3600m

CHANGES: Bearings.

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CAT II NDB ILS DME Rwy 27

BRIEFING STRIP ™

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.32	119.85	126.35	121.95

LOC	Final	GS	CAT II ILS	
ILQ	Apch Crs	Lctr	RA 103′	Apt Elev 81′
*111.75	268°	1370′ (1292′)	DA(H) 178′ (100′)	RWY 78′

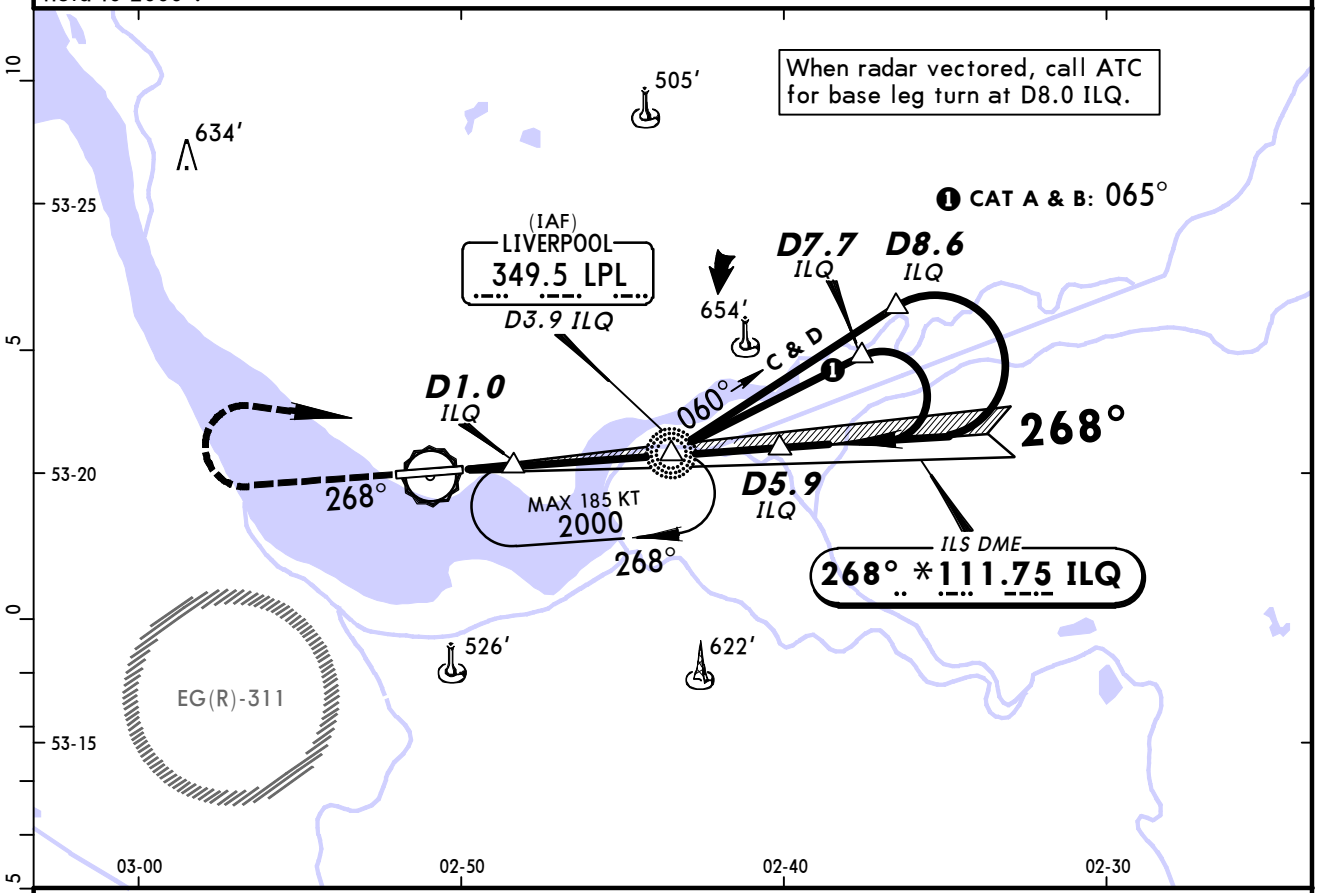
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn RIGHT to Lctr climbing to 2000′, or as directed.

180° 2000′ 3500′ 090° 270° 3100′ 2900′ 360°

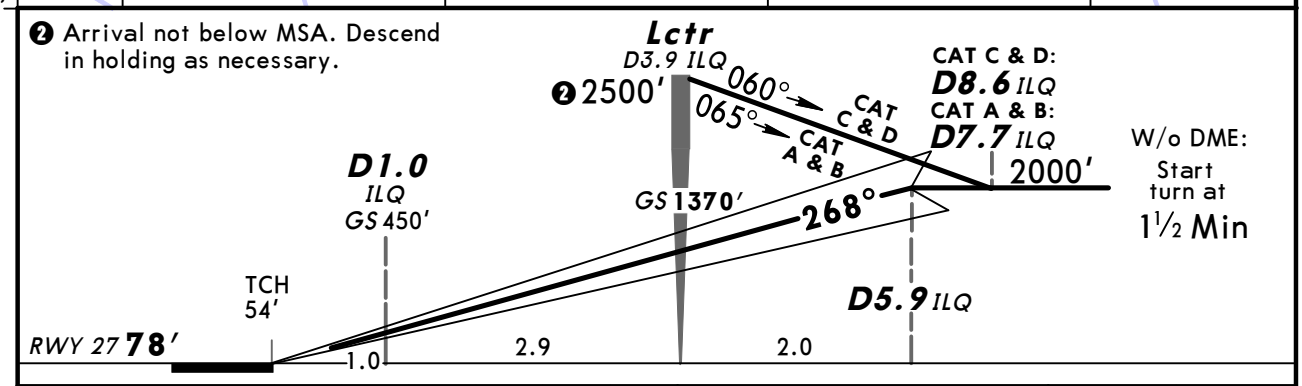
MSA LPL Lctr

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′.



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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

HIALS-II
PAPI

1500′

PANS OPS

Standard

STRAIGHT-IN LANDING RWY 27
CAT II ILS

RA 103′
DA(H) 178′ (100′)

RVR 300m ❶

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: Bearings.

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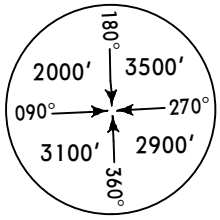
BRIEFING STRIP ™

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.32	119.85	126.35	121.95

Lctr LPL	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 81′
349.5	268°	D5.9 2000′ (1922′)	570′ (492′)	RWY 78′

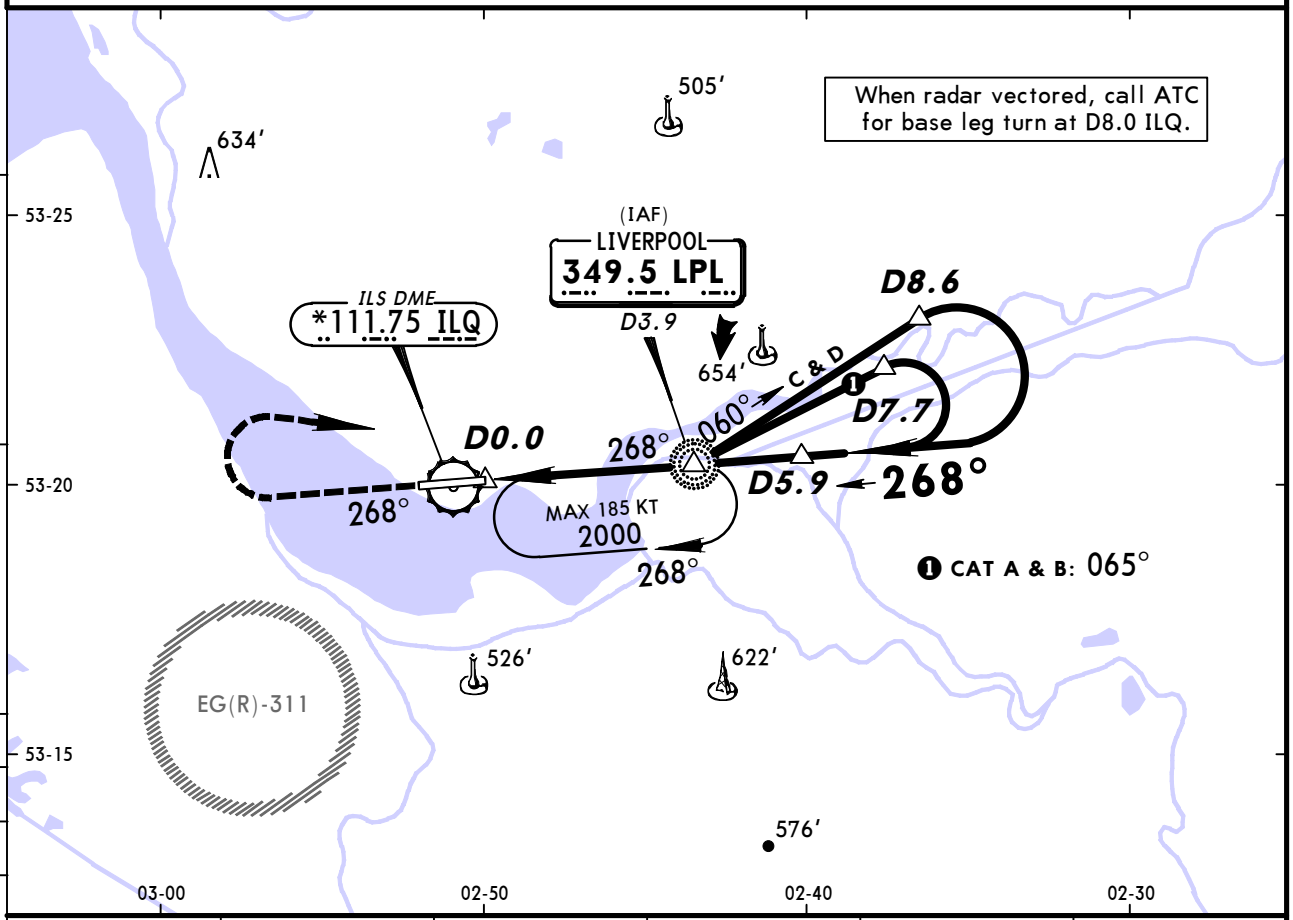
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then climbing turn RIGHT to Lctr to 2000′, or as directed.



MSA LPL Lctr

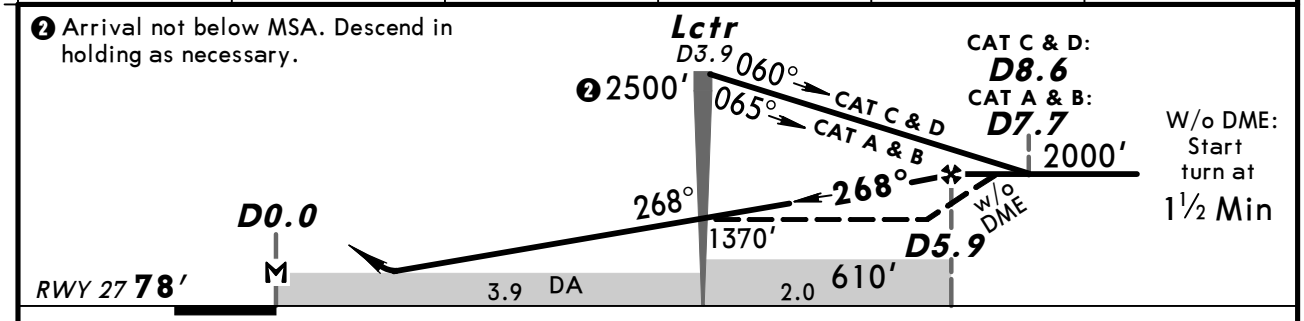
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000′

1. ILS DME reads zero at rwy 27 threshold. 2. Acft unable to receive DME inform ATC prior to commencing procedure. 3. Lowest alt to commence procedure from hold is 2000′.



ILQ DME	2.0	3.0	3.9	4.0	5.0
ALTITUDE	770′	1080′	1370′	1400′	1720′

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



Gnd speed-Kts		70	90	100	120	140	160
With DME: Descent Angle	2.98°	369	474	527	632	737	843
W/o DME: Lctr to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28
With DME: MAP at D0.0							

HIALS-II
PAPI
1500′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27

DA(H) 570′ (492′)

		ALS out
A	RVR 1500m	RVR 1500m
B		
C		CMV 2300m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	570′ (489′)	1500m
135	670′ (589′)	1600m
180	930′ (849′)	2400m
205	950′ (869′)	3600m

CHANGES: Bearings.

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BRIEFING STRIP

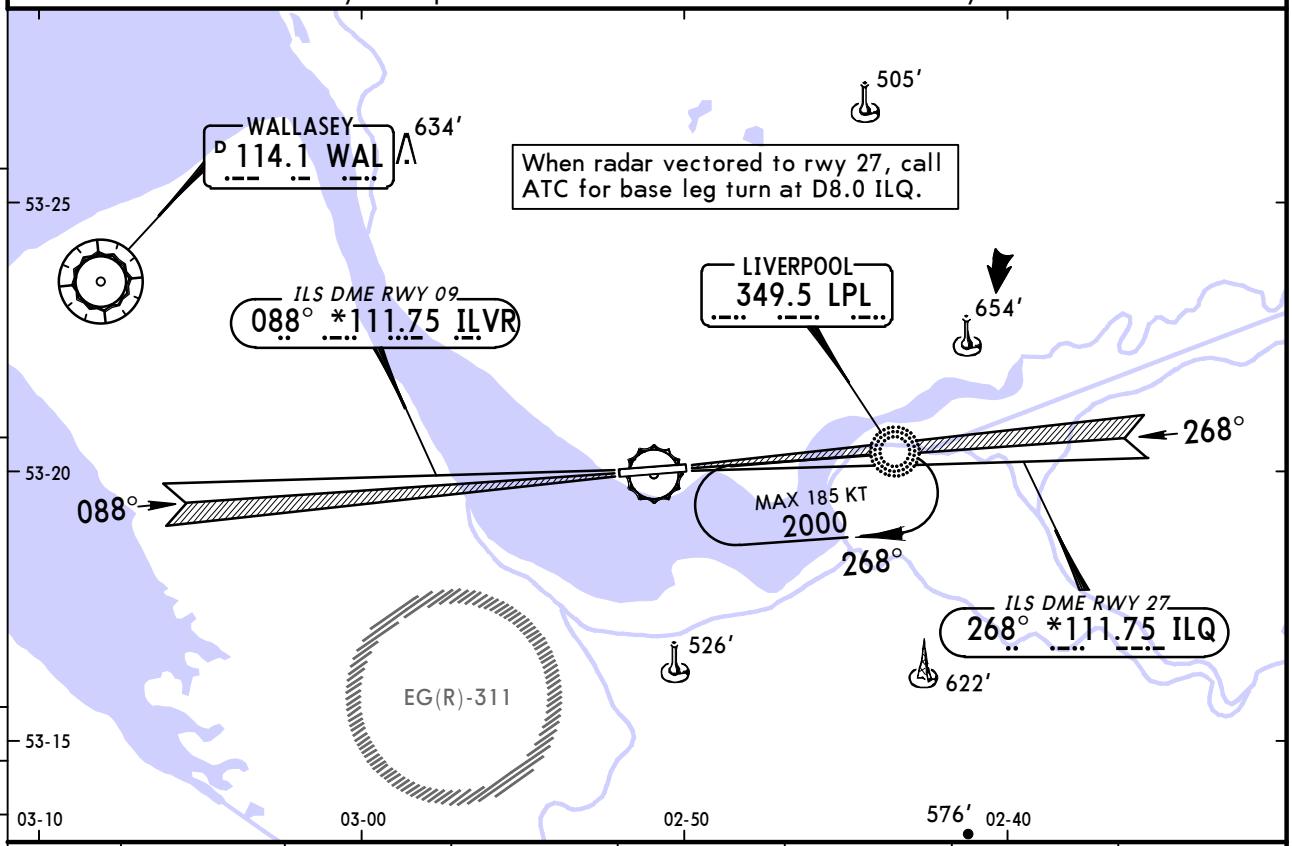
ATIS	LIVERPOOL Approach	LIVERPOOL Radar	LIVERPOOL Tower	*Ground
124.32	119.85	119.85	126.35	121.95
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 81′ RWY 09 60′ RWY 27 78′

Missed Approach - See below

MSA LPL Lctr: 2000′ (180°), 3500′ (270°), 3100′ (090°), 2900′ (360°)

Alt Set: hPa Apt Elev: 3 hPa Trans level: By ATC Trans alt: 5000′

1. ILS DME reads zero at rwy 09 displaced threshold. 2. ILS DME reads zero at rwy 27 threshold.



SRA 09	RADAR FIX	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2290′	1970′	1650′	1330′	1010′	700′

SRA 27	RADAR FIX	4.0	3.0	2.5	2.0	1.0
	ALTITUDE	1650′	1260′	1060′	860′	470′

Minimum Alt/NM	7.5 FAF	4.5 FAF	3.0	2.5
SRA 09 Tmn 2.0	2500′	———	1010′	———
SRA 27 Tmn 2.0	———	1900′	———	1060′

MISSED APCH:

Runway 09: Climb STRAIGHT AHEAD to Lctr climbing to 2500′.

Acft which achieve 1700′ (7% climb grad required) by Lctr enter hold and continue climb to 2500′, or as directed.

Acft unable to achieve 1700′ by Lctr inform ATC and continue on 088° from Lctr to 1700′, then turn RIGHT to Lctr climbing to 2500′, or as directed.

Runway 27: Climb STRAIGHT AHEAD to 1500′, then climbing turn RIGHT to Lctr to 2000′, or as directed.

Gnd speed-Kts		70	90	100	120	140	160
Rwy 09 Descent Angle	3.00°	376	483	537	644	751	859
Rwy 27 Descent Angle	3.70°	461	592	658	790	922	1053
MAP 1 NM from touchdown or TMN 2 to MAP	1.0	0:51	0:40	0:36	0:30	0:26	0:23

Lighting - Refer to Airport Chart

Refer to Missed Apch above

PANS OPS

Standard

	STRAIGHT-IN LANDING SRA 09 MDA(H) 520′ (460′)		SRA 27 MDA(H) 460′ (382′)	
		ALS out		ALS out
A	RVR 1600m	CMV 2300m	RVR 1300m	RVR 2000m
B				
C	RVR 1800m	CMV 2500m	RVR 1500m	CMV 2200m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS	
100	550′ (469′)	2000m	1
135	670′ (589′)	2000m	1
180	930′ (849′)	2400m	1
205	950′ (869′)	3600m	

1 After SRA 09: visibility CAT A & B: 2300m, CAT C: 2500m.

CHANGES: Bearings. Rwy 09 elev. Minimums.

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Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LIVERPOOL, (LIVERPOOL - EGGP)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGGP