

List of pages in this Trip Kit

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Airport Information For EGGP

Terminal Charts For EGGP

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: LIVERPOOL GBR
ICAO/IATA: EGGP / LPL
Lat/Long: N53° 20.02', W002° 50.98'
Elevation: 81 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 2.0° 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: 0823 Z
Sunset: 1614 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

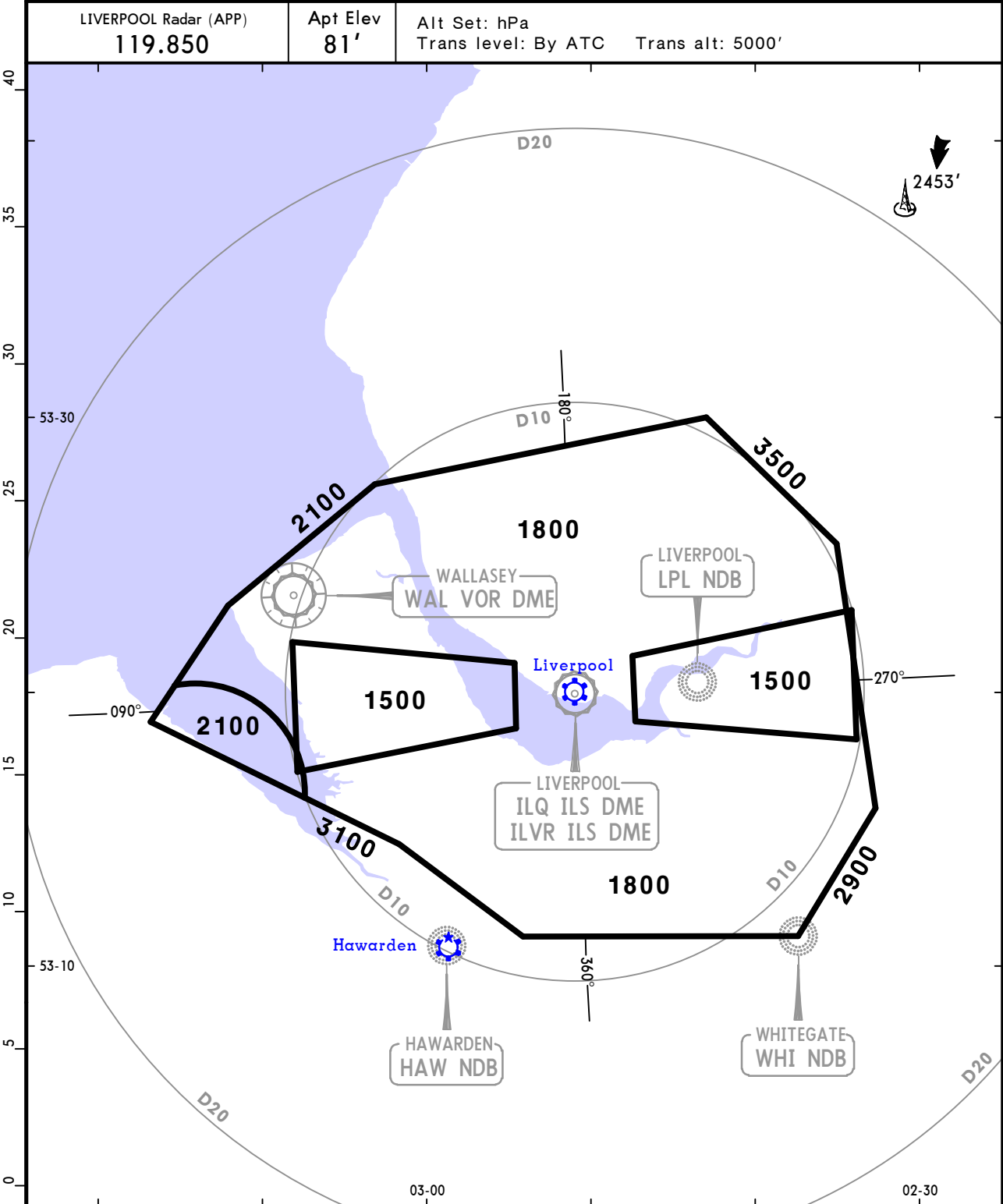
Communication Information

ATIS: 124.325
Liverpool Tower: 126.350
Liverpool Ground Tower: 121.950
Liverpool Approach: 119.850
Liverpool Radar: 118.450
Liverpool Radar: 119.850

EGGP/LPL
LIVERPOOL

JEPPESSEN
14 AUG 15 10-1R

LIVERPOOL, UK
RADAR MINIMUM ALTITUDES



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 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 approach track.	

EGGP/LPL
LIVERPOOL
JEPPESSEN

7 DEC 12

10-2

Eff 13 Dec

LIVERPOOL, UK
STAR
ATIS
124.32
Apt 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
LIVERPOOL
349.5 LPL
N53 20.4 W002 43.5

KEGUN
2A, 2B, 2C, 1D
TORGO
N53 08.0
W003 16.0
(WAL R-200/
D16.3)

KEGUN 1D
SLP
D24 WAL
SLP
D42 TNT
SLP
D25.5
NANTI
N53 08.3 W002 34.0

TRENT
D 115.7 TNT
N53 03.2 W001 40.2

KEGUN 2A, 2B
KEGUN 2C
PEDIG
N52 44.8 W001 43.2

LESTA
N52 44.5 W001 04.3

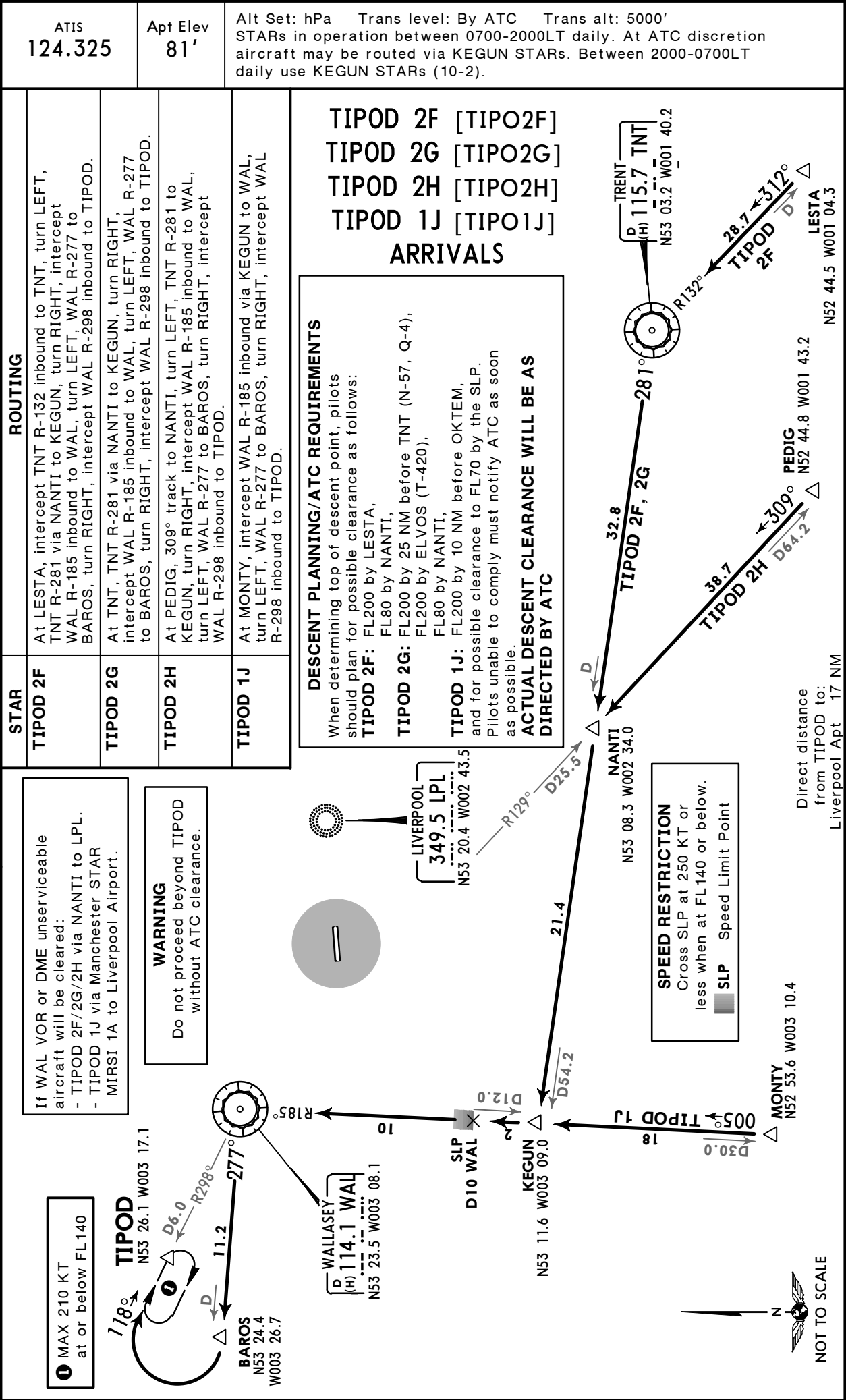
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EGGP/LPL
LIVERPOOL

JEPPESSEN
20 MAR 15 10-2C Eff 2 Apr

LIVERPOOL, UK
STAR



EGGP/LPL
LIVERPOOL

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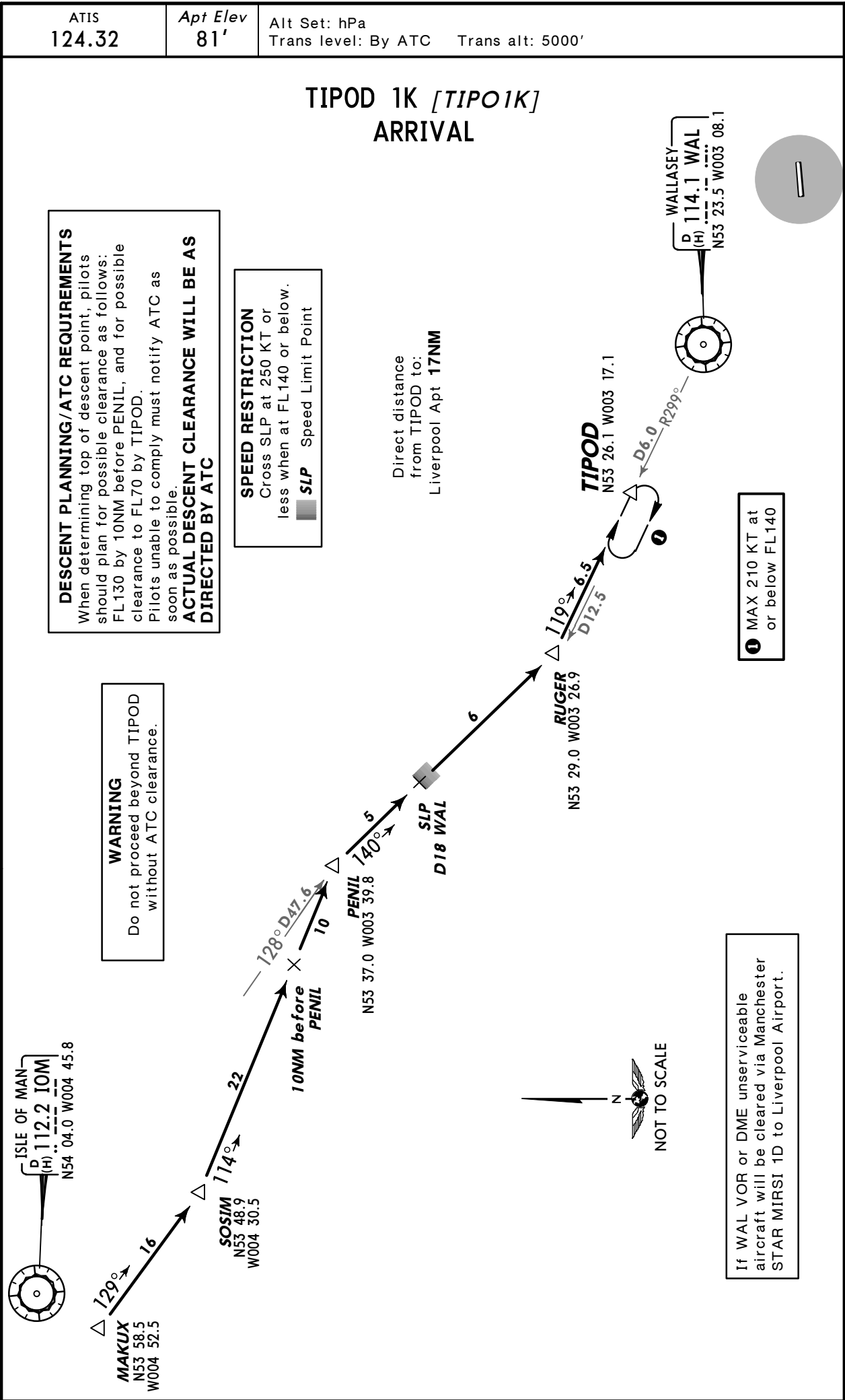
7 DEC 12

10-2D

Eff 13 Dec

LIVERPOOL, UK

STAR



EGGP/LPL
LIVERPOOL

JEPPESEN
12 SEP 14 10-3 Eff 18 Sep

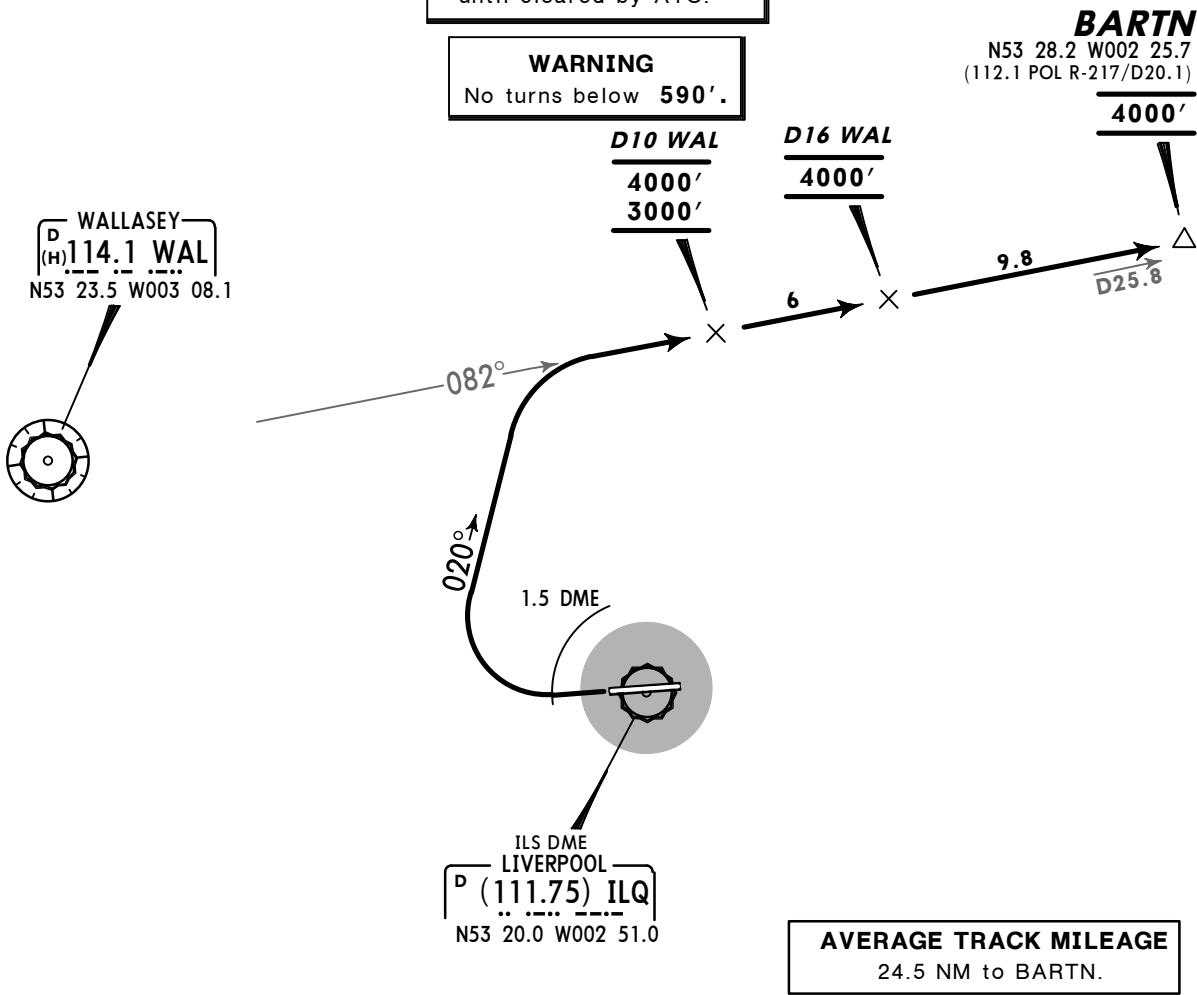
LIVERPOOL, UK
SID

SCOTTISH Control 128.05	Apt Elev 81'	Trans level: By ATC Trans alt: 5000' 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 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.
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BARTN 1T [BART1T]
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'.



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.



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', to BARTN at 4000'.

EGGP/LPL
LIVERPOOL

JEPPesen
12 SEP 14 10-3A Eff 18 Sep

LIVERPOOL, UK
SID

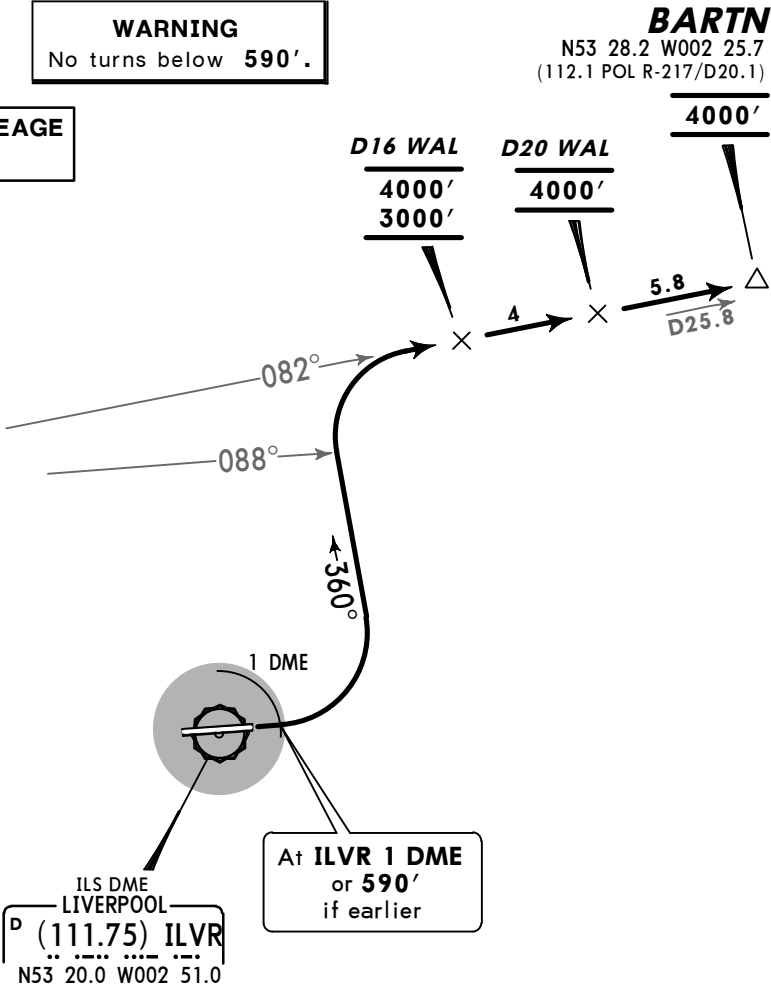
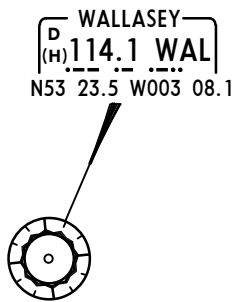
SCOTTISH Control 128.05	Apt Elev 81'	Trans level: By ATC Trans alt: 5000' 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Enroute cruising levels will be allocated after departure by SCOTTISH Control. Do not climb above SID level until cleared by ATC. 4. EXPECT first CPDLC data link authority to be EGTT.
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BARTN 1V [BART1V]
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
18.5 NM to BARTN.



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 5.9% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500
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.



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', to BARTN at 4000'.

EGGP/LPL
LIVERPOOL

JEPPesen
27 SEP 13 10-3B

LIVERPOOL, UK
SID

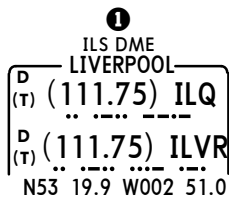
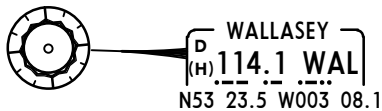
SCOTTISH Control 128.05	Apt Elev 81'	Trans level: By ATC Trans alt: 5000' 1. When instructed contact SCOTTISH Control. 2. SIDs include noise preferential routes. 3. Enroute cruising levels will be allocated by SCOTTISH (at or below FL190) or LONDON Control (above FL190). Do not climb above SID level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



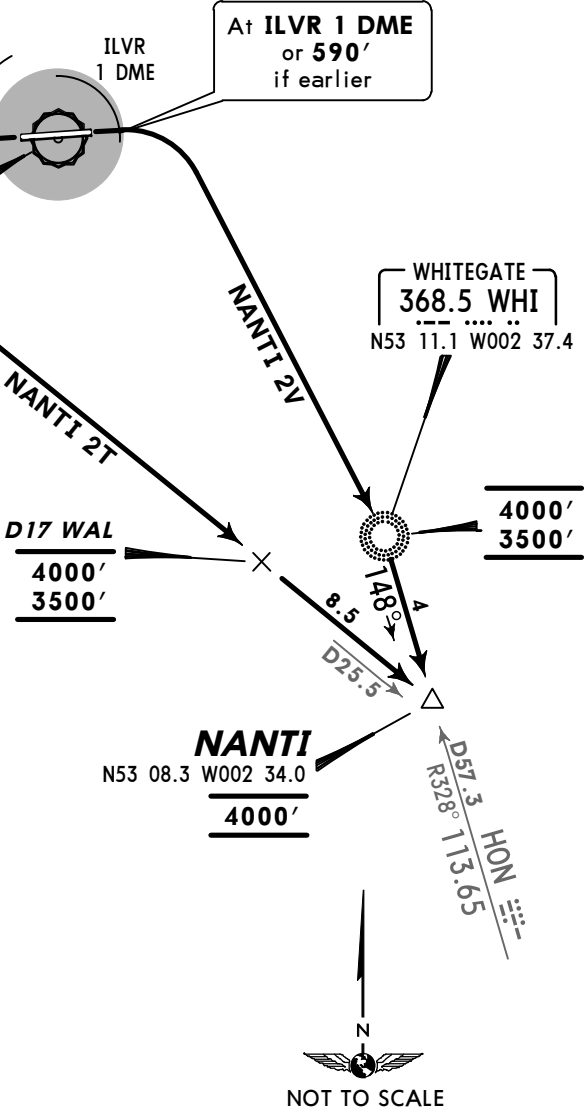
SPEED PROFILE
Unless cancelled by ATC acft are required to fly the speed as follows:
Jet acft above 35000 KG MTOW:
- 250 KT until FL100,
- 280-290 KT between FL100 & FL260.
Jet acft below 35000 KG MTOW & all non-jet acft:
- 240-250 KT until FL260.

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.

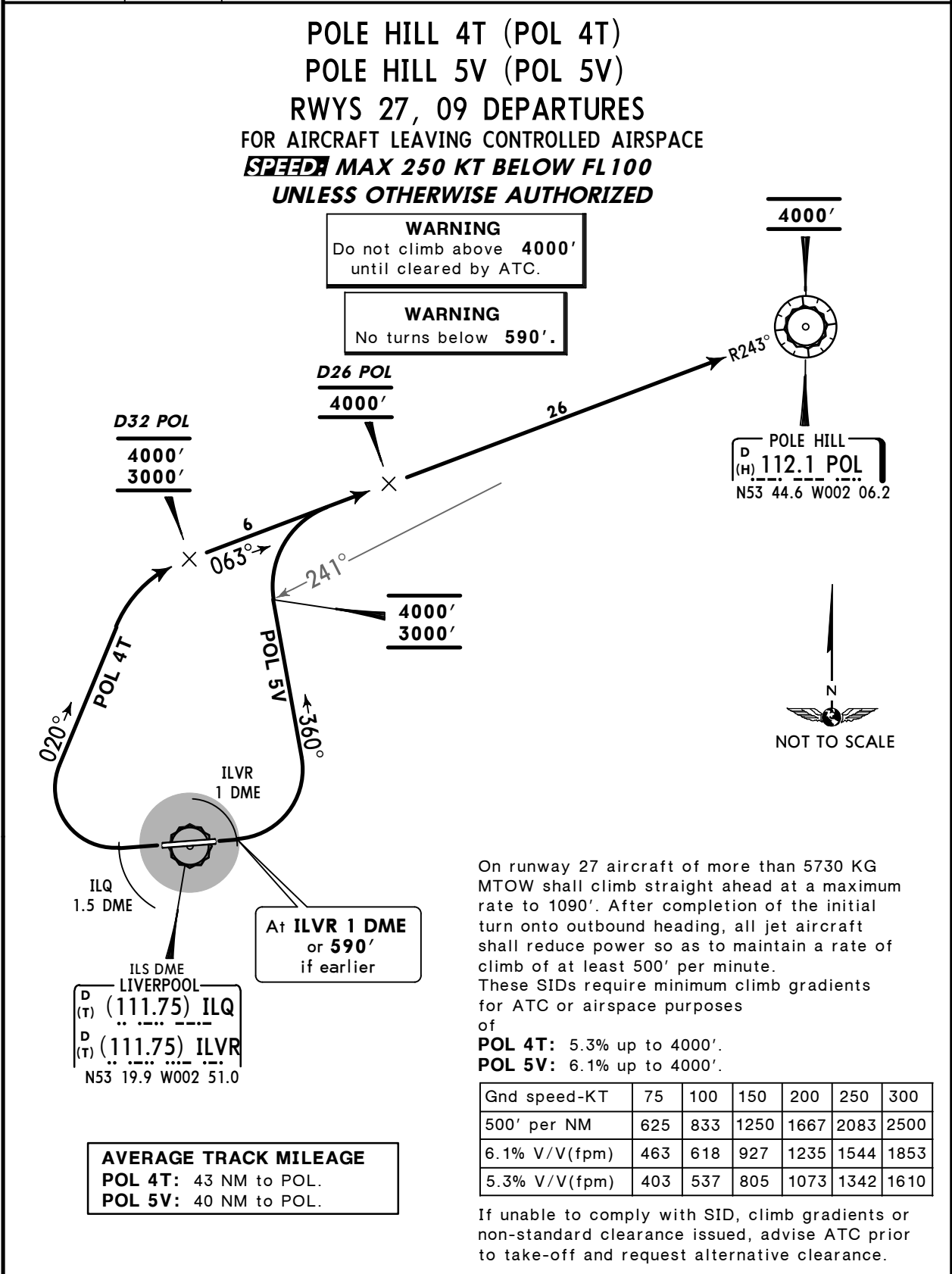
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LIVERPOOL

JEPPESSEN
27 SEP 13 10-3C

LIVERPOOL, UK
SID

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.
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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'.

EGGP/LPL
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JEPPESEN
27 SEP 13 10-3D

LIVERPOOL, UK
SID

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.

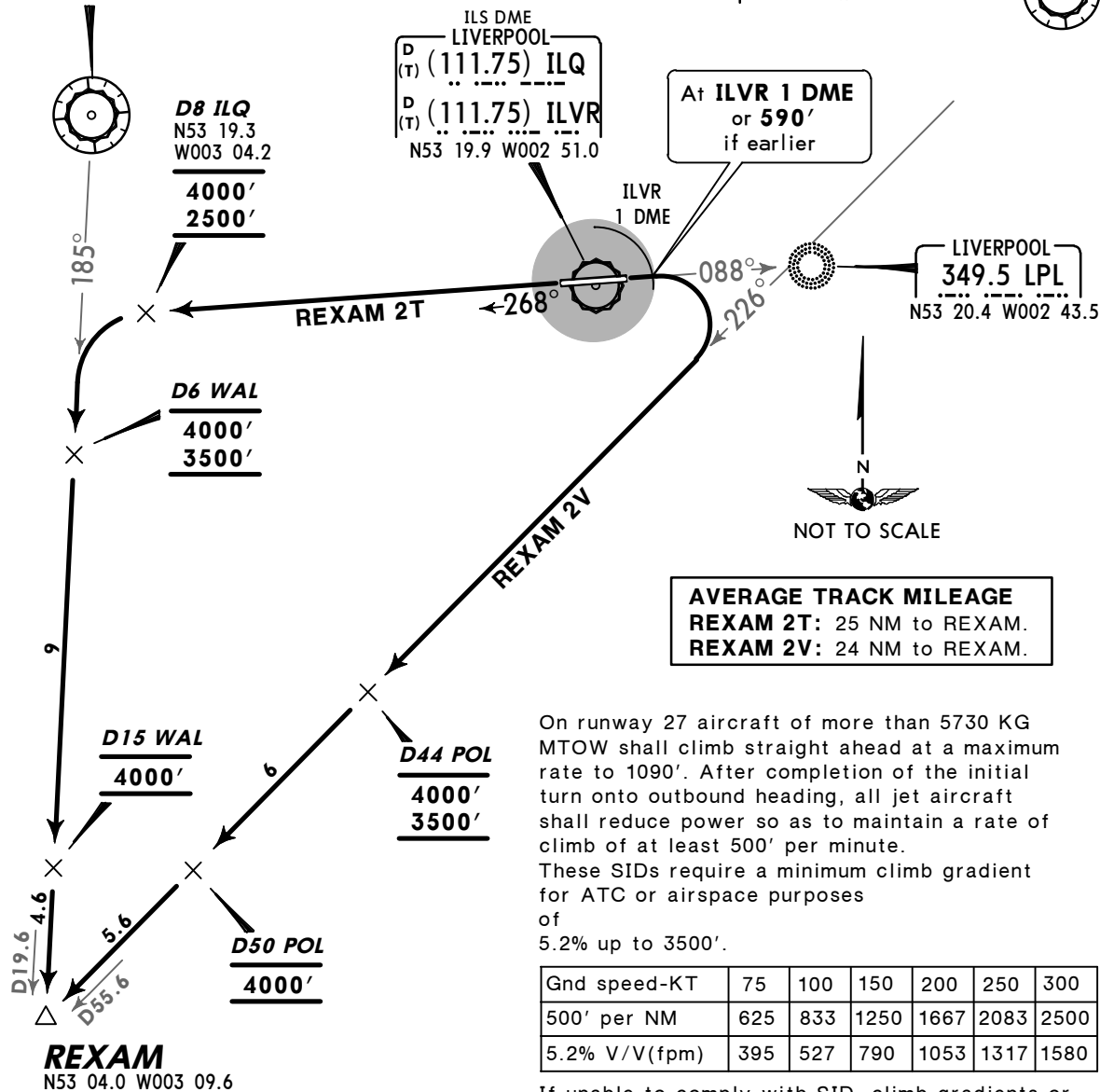
REXAM 2T [REXA2T]
REXAM 2V [REXA2V]
RWYS 27, 09 DEPARTURES
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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

WARNING
No turns below 590'.

POLE HILL
D (H) 112.1 POL
N53 44.6 W002 06.2

WALLASEY
D (H) 114.1 WAL
N53 23.5 W003 08.1



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.

EGGP/LPL
LIVERPOOL

JEPPesen
27 SEP 13 10-3E

LIVERPOOL, UK
SID

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).

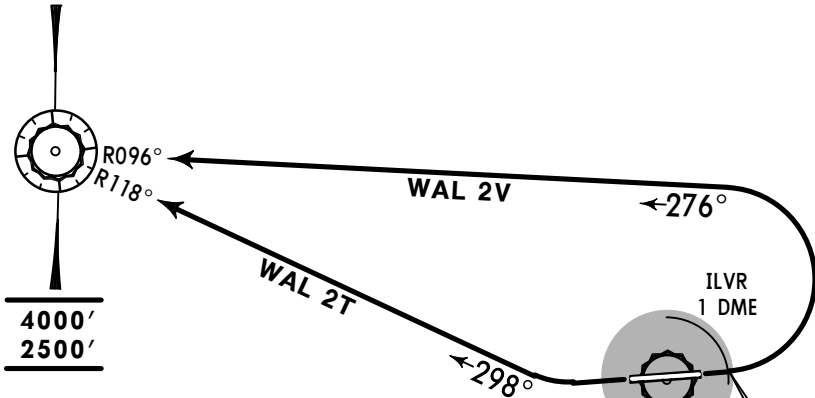
WALLASEY 2T (WAL 2T)
WALLASEY 2V (WAL 2V)
RWYS 27, 09 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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.

WALLASEY
D (H) 114.1 WAL
N53 23.5 W003 08.1



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

At ILVR 1 DME
or 590'
if earlier



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.

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.

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').

EGGP/LPL
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JEPPESEN
16 JAN 15 10-4

LIVERPOOL, UK
NOISE

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 ACFT using the APT shall ensure at all times that the ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

ARRIVALS

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

Continuous Descent Approach (CDA) to RWY 09

- a) Turbo-jet and turbo prop ACFT are expected to apply continuous descent, low power, low drag approach techniques at all times.
- b) Subject to ATC instructions, inbound ACFT 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 GS at the appropriate height for the distance without level flight.
- c) To facilitate these techniques ACFT 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

- RWY 27: ACFT of more than 5700kg MTWA shall climb straight ahead at maximum rate to 1080' before turning.
- RWY 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 RWY. After completion of the initial turn onto outbound heading, all turbo-jet ACFT 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.

NOISE QUOTA SYSTEM DURING NIGHT (2300-0700LT)

Main restrictions are as follows:

- Night Period (2300-0700LT)
- Night Quota Period (2330-0600LT)

Operators must supply information appertaining to the noise characteristics (aircraft type, engine type, operating weight and maximum certificated landing or take-off weight as appropriate) and quota count for all non-exempt aircraft using airport between 2300-0700. This information must be provided as part of the PPR request process and copied to the Environment Team. E-mail: environment@liverpoolairport.com.

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16 JAN 15 10-4A

LIVERPOOL, UK
NOISE

NOISE ABATEMENT

Quota Count Operational Restrictions:

- Between 2300-2330LT - Aircraft with quota count of QC/8 and QC/16 must not be scheduled to take off or land;
- Between 2330-0600LT - Aircraft with quota count of QC/8 and QC/16 must not take off or be scheduled to land;
- Between 0600-0700LT - Aircraft with quota count of QC/16 must not take off or be scheduled to land.

Certain exemptions (including emergencies) apply, contact the Environmental Manager for a full list of exemptions.

NIGHTTIME RESTRICTIONS

Between 2300-0700LT RWY 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, Flight Crews are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the ACFT, especially between 2300-0600LT.

RUN-UP TESTS

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

EGGP/LPL

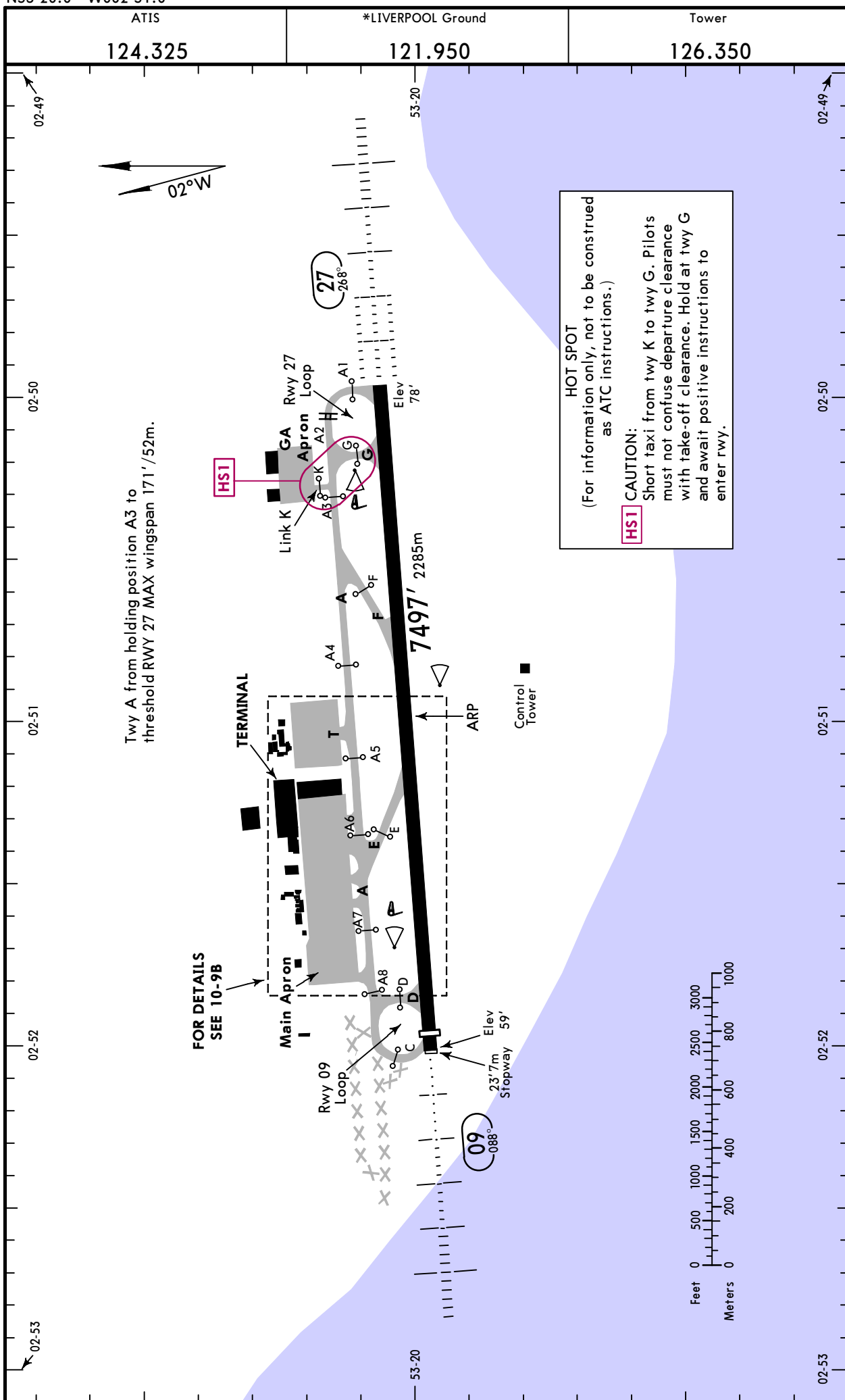
Apt Elev 81'
N53 20.0 W002 51.0

JEPPesen

19 JUN 15 (10-9)

LIVERPOOL, UK

LIVERPOOL



EGGP/LPL



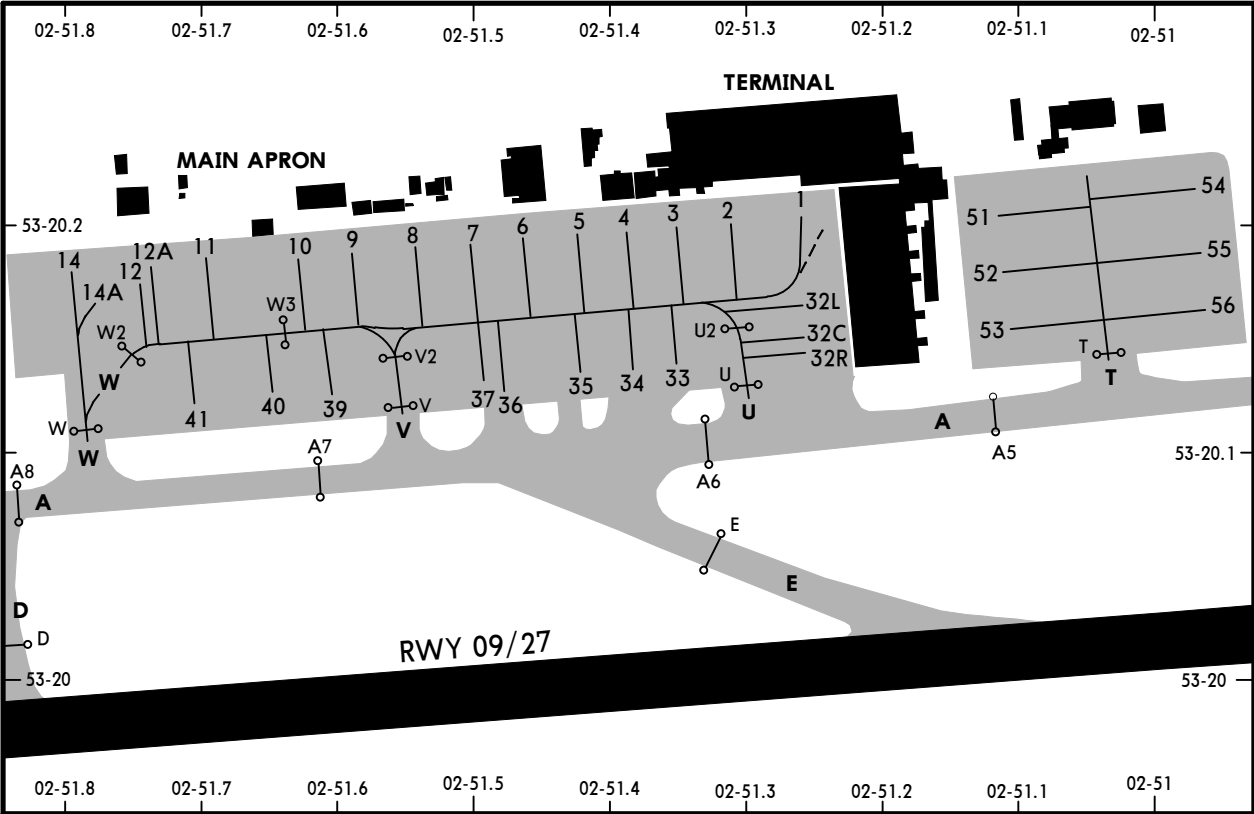
LIVERPOOL, UK
LIVERPOOL

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 <table><tr><th rowspan="2">RWY</th><th colspan="5" rowspan="2"></th><th colspan="2">USABLE LENGTHS</th><th rowspan="2">TAKE-OFF</th><th rowspan="2">WIDTH</th></tr><tr><th>LANDING</th><th>BEYOND</th></tr><tr><th></th><th></th><th></th><th></th><th></th><th></th><th>Threshold</th><th>Glide Slope</th><th></th><th></th></tr><tr><td>09</td><td>HIRL (60m)</td><td>CL (15m)</td><td>HIALS ❶</td><td>HST-F</td><td>RVR</td><td>6893' 2101m</td><td>5921' 1805m</td><td rowspan="2">❷</td><td rowspan="2">151' 46m</td></tr><tr><td>27</td><td>HIRL (60m)</td><td>CL (15m)</td><td>HIALS-II</td><td>TDZ ❶</td><td>HST-E</td><td>RVR</td><td>6464' 1970m</td></tr></table>										RWY						USABLE LENGTHS		TAKE-OFF	WIDTH	LANDING	BEYOND							Threshold	Glide Slope			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
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH																																								
						LANDING	BEYOND																																										
						Threshold	Glide Slope																																										
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 Aircraft with wingspan of 118'/36m or more will enter the main apron via Twy W under follow-me guidance. Aircraft repositioning on the apron with ATC permission and under marshallers guidance only. Pilots are to report their stand number 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 <table><tr><th rowspan="2"></th><th colspan="4">LVP must be in force</th><th rowspan="2">RCLM (DAY only) or RL</th><th rowspan="2">NIL (DAY only)</th></tr><tr><th>Approved Operators HIRL, CL & mult. RVR req</th><th>RL, CL & mult. RVR req</th><th>RL & CL</th><th>RCLM (DAY only) or RL</th></tr><tr><td>A</td><td></td><td></td><td></td><td></td><td rowspan="3">400m</td><td rowspan="3">500m</td></tr><tr><td>B</td><td>125m</td><td>150m</td><td>200m</td><td>250m</td></tr><tr><td>C</td><td></td><td></td><td></td><td></td></tr><tr><td>D</td><td>150m</td><td>200m</td><td>250m</td><td>300m</td><td></td><td></td></tr></table>											LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	A					400m	500m	B	125m	150m	200m	250m	C					D	150m	200m	250m	300m							
	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)																																											
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL																																													
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B	125m	150m	200m	250m																																													
C																																																	
D	150m	200m	250m	300m																																													
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.																																																	

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6 MAY 11 10-9B

LIVERPOOL, UK
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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		

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JAA COPTER MINIMUMS
LIVERPOOL, UK
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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

- ❶ With DME.
❷ W/o DME.

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

- ❸ After NDB DME 27: 570' (489').

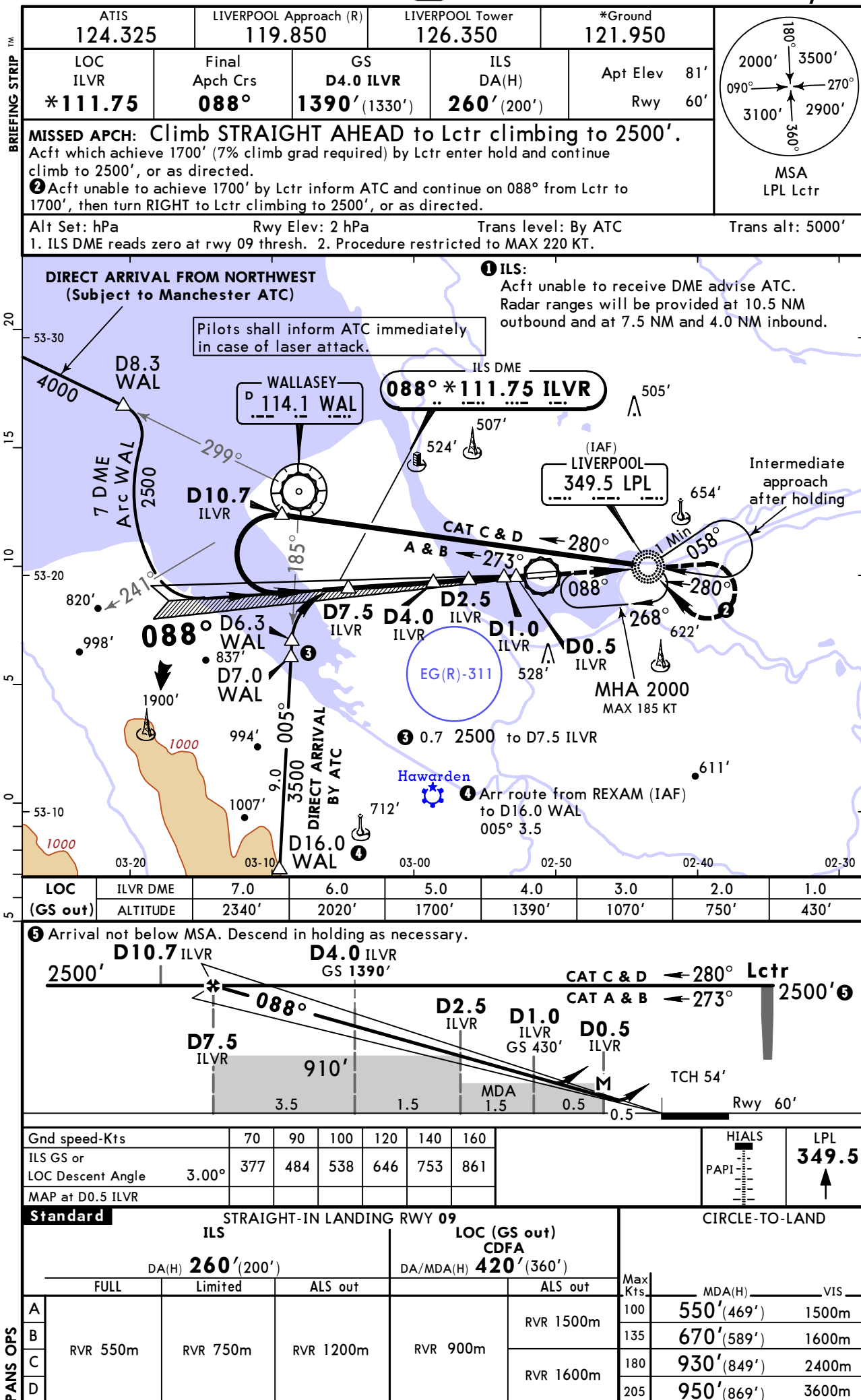
TAKE-OFF RWY 09, 27				
LVP must be in Force ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❺	800m

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

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19 JUN 15 **(11-1)**

LIVERPOOL, UK
●NDB ILS DME Rwy 09



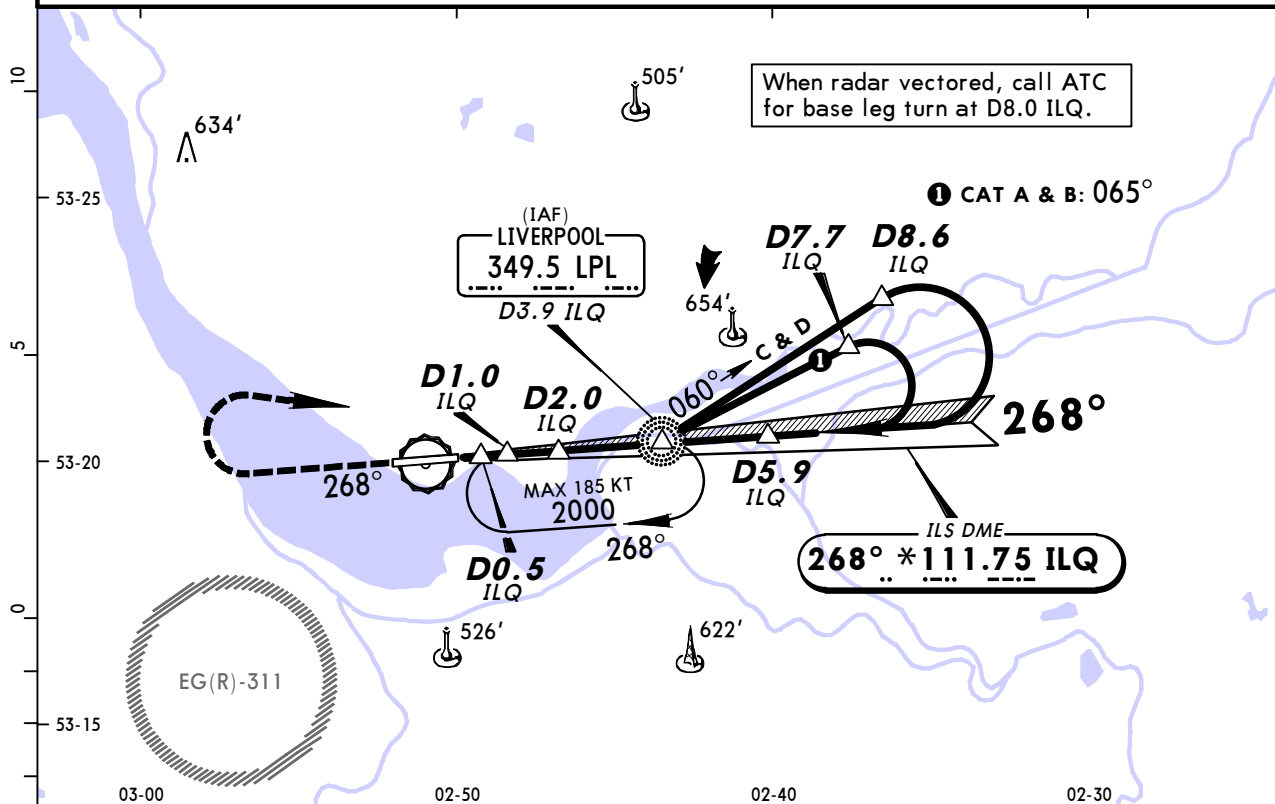
EGGP/LPL
LIVERPOOL

JEPPesen
26 JUL 13 **(11-2)**

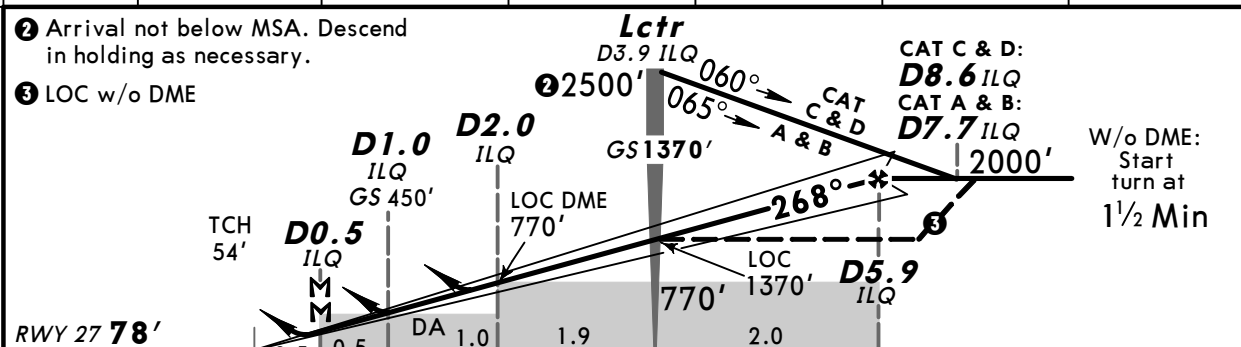
LIVERPOOL, UK
NDB ILS DME Rwy 27

BRIEFING STRIP™	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 268°		GS Lctr 1370' (1292')		ILS DA(H) 278' (200')			Apt Elev 81' RWY 78'	
	MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to Lctr climbing to 2000', or as directed.										

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'



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						

Standard				STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
ILS				LOC (GS out)							
DA(H) 278' (200')				With DME DA(H) 420' (342')				W/o DME DA(H) 530' (452')			
FULL	Limited	ALS out		ALS out				ALS out			
A										Max Kts	MDA(H) VIS
B	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m			RVR 1500m		100	550' (469') 1500m
C										135	670' (589') 1600m
D					RVR 1600m			CMV 2100m		180	930' (849') 2400m
										205	950' (869') 3600m

CHANGES: Bearings.

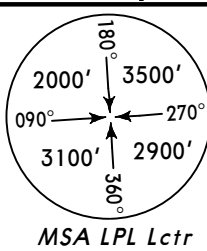
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LIVERPOOL

26 JUL 13 **11-2A**

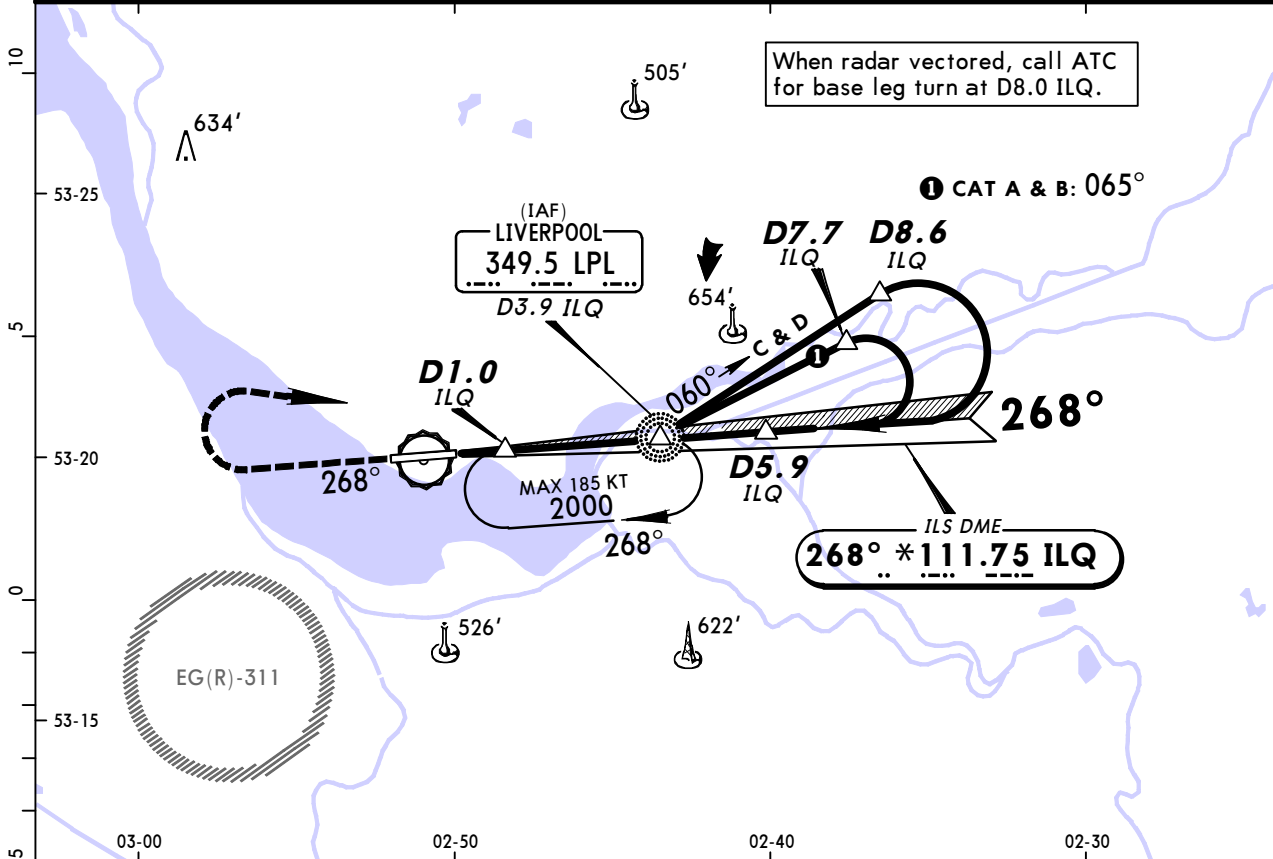
LIVERPOOL, UK
CAT II NDB ILS DME Rwy 27

ATIS 124.32	LIVERPOOL Approach (R) 119.85	LIVERPOOL Tower 126.35	*Ground 121.95
LOC ILQ *111.75	Final Apch Crs 268°	GS Lctr 1370' (1292')	CAT II ILS RA 103' DA(H) 178' (100')
			Apt Elev 81' RWY 78'

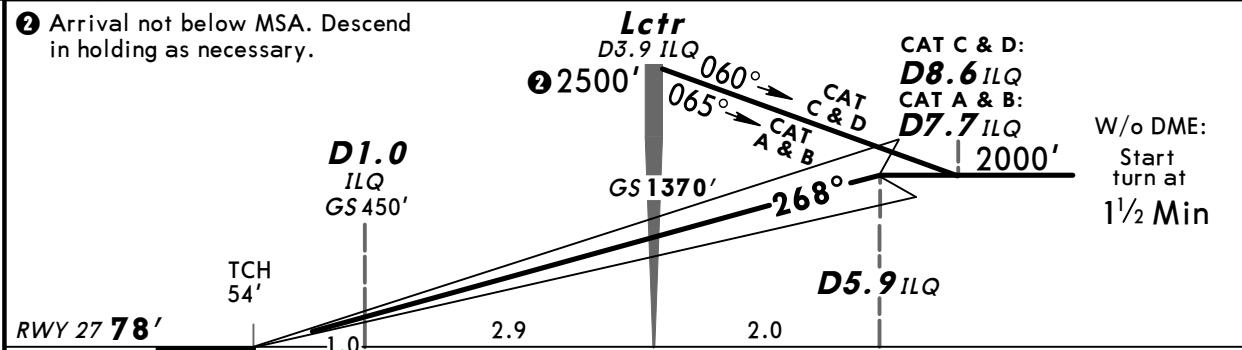


MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to Lctr climbing to 2000', or as directed.

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'.



② 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

↑

Standard STRAIGHT-IN LANDING RWY 27
CAT II ILS
RA 103'
DA(H) **178'** (100')

PANS OPS
RVR **300m** 1

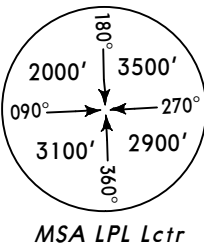
1 Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

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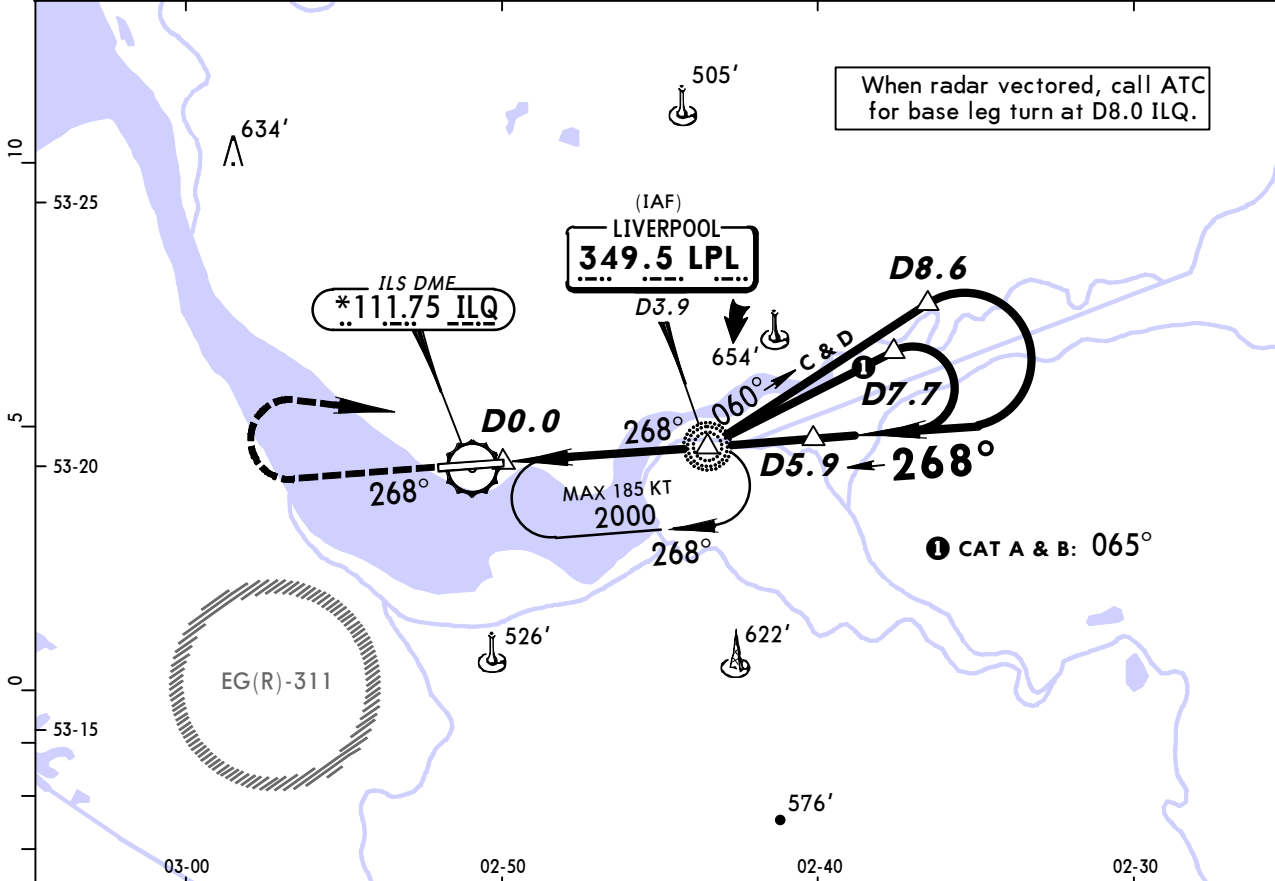
LIVERPOOL, UK
NDB DME Rwy 27

ATIS 124.32	LIVERPOOL Approach (R) 119.85	LIVERPOOL Tower 126.35	*Ground 121.95
Lctr LPL 349.5	Final Apch Crs 268°	Procedure Alt D5.9 2000' (1922')	DA(H) 570' (492')
Apt Elev 81' RWY 78'			



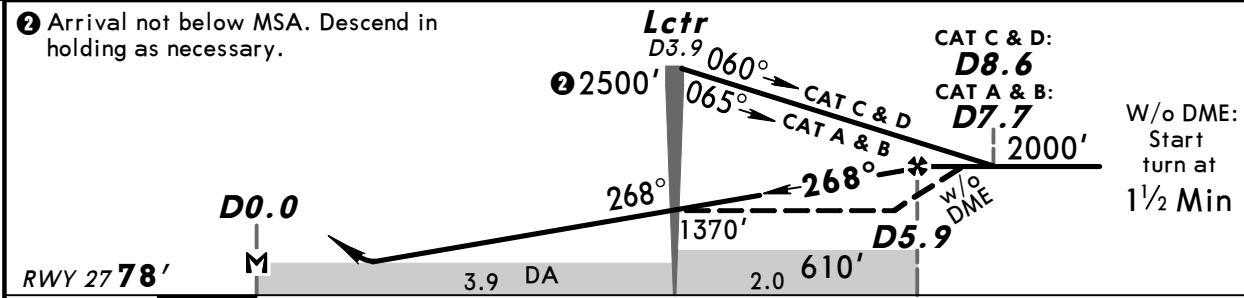
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then climbing turn RIGHT to Lctr to 2000', or as directed.

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'.

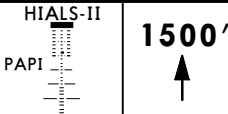


ILQ DME	2.0	3.0	3.9	4.0	5.0
ALTITUDE	770'	1080'	1370'	1400'	1720'

② 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							



Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 27			CIRCLE-TO-LAND		
DA(H) 570' (492')			MDA(H) 570' (489')		
ALS out			VIS 1500m		
RVR 1500m			135 670' (589')		
CMV 2300m			180 930' (849')		
			205 950' (869')		

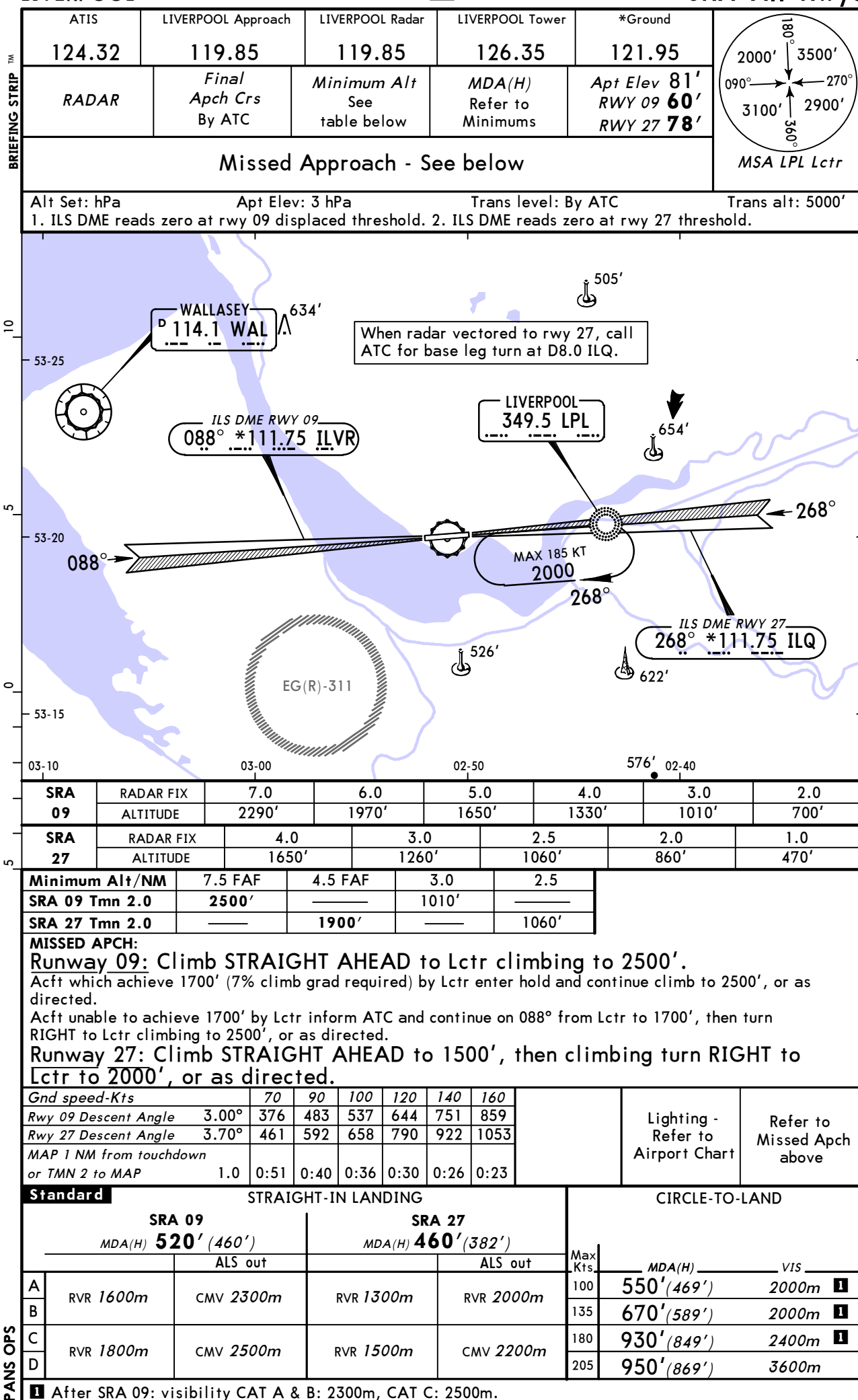
CHANGES: Bearings.

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LIVERPOOL

26 JUL 13

(18-1)

JEPPesen
LIVERPOOL, UK
SRA All Rws


PANS OPS

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

CHANGES: Bearings. Rwy 09 elev. Minimums.

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LIVERPOOL, (LIVERPOOL - EGGP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGGP

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m