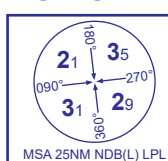


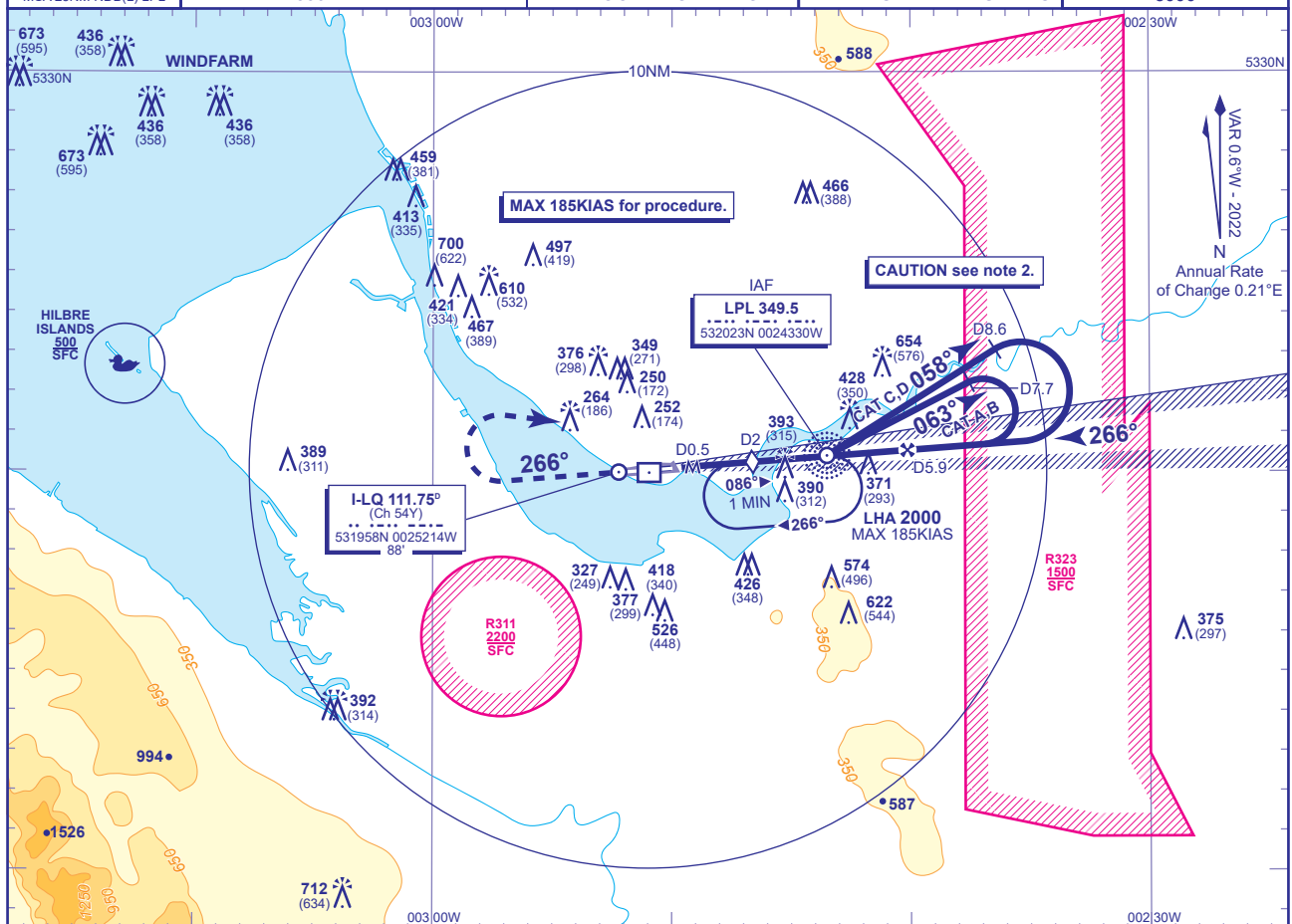
INSTRUMENT APPROACH CHART - ICAO



APP	119.855	LIVERPOOL APPROACH	AD ELEVATION 81
TWR	126.355	LIVERPOOL TOWER	THR ELEVATION 78
	121.955	LIVERPOOL GROUND	OBSTACLE ELEVATION 712 AMSL (634) (ABOVE THR)
RAD	118.455, 119.855	LIVERPOOL RADAR	
ATIS	124.330	LIVERPOOL INFORMATION	BEARINGS ARE MAGNETIC

LIVERPOOL
LOC/DME/NDB(L)
RWY 27
(ACFT CAT A,B,C,D)

TRANSITION ALTITUDE
5000



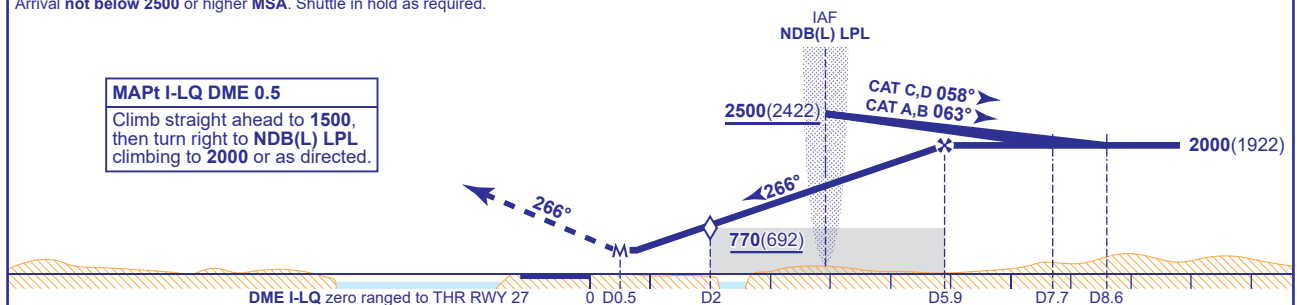
RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-LQ	5	4	3	2 (SDF)	1
ALT(HGT)	1720(1642)	1400(1322)	1090(1012)	770(692)	450(372)

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

MAPt I-LQ DME 0.5

Climb straight ahead to **1500**, then turn right to **NDB(L) LPL** climbing to **2000** or as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	420(342)	420(342)	420(342)	420(342)		FT/MIN	850	740	630	530	420
	NO DME	770(692)	770(692)	770(692)	770(692)	NDB(L) LPL to MAPt	MIN:SEC	1:16	1:27	1:42	2:02	2:33
VM(C)OCA (OCH AAL)	Total Area	550(469)	670(589)	930(849)	970(889)							

AIRCRAFT UNABLE TO RECEIVE DME I-LQ

Fly outbound on baseleg procedure for 1.5 MIN before turning right to establish on LOC. Once established, descend to cross SDF overhead NDB(L) LPL **not below 1370** (1292) and thence to OCA(H).

NOTE 1 Lowest altitude to commence procedure from hold is **2000**.

2 When receiving radar vectors for RWY 27 approaches, pilots should question ATC if no base leg turn has been passed by the time the aircraft reaches I-LQ D8 east of the airfield, due to proximity of the Manchester CTA.

CHANGE (2/25): RESTRICTED AREA R323 ADDED.