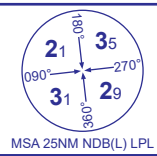


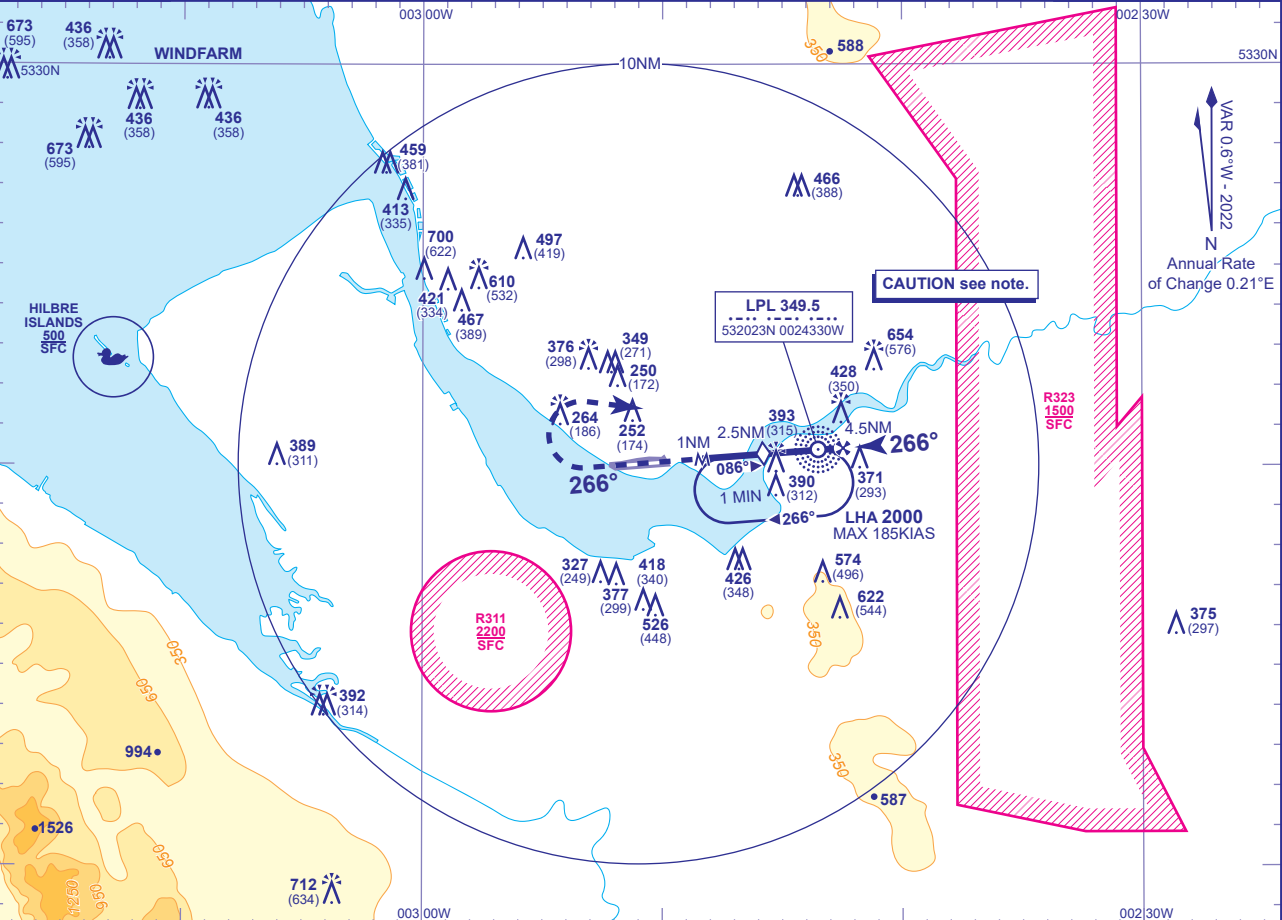
INSTRUMENT APPROACH CHART - ICAO

LIVERPOOL
SRA RTR 2NM
RWY 27
(ACFT CAT A,B,C,D)



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	

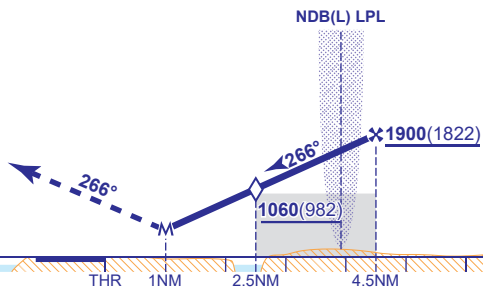
TRANSITION ALTITUDE	5000
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RADAR ADVISORY HEIGHTS Gradient 6.47%, 393FT/NM					
NM	4.0	3.0	2.5 (SDF)	2.0	1.0
ALT(HGT)	1700(1622)	1310(1232)	1110(1032)	920(842)	470(392)

Initial and intermediate approach as directed by radar.

MAPt 1NM after RTR
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)	Procedure	500(422)	500(422)	500(422)	500(422)		FT/MIN	1050	920	790	660	520
VM(C)OCA (OCH AAL)	Total Area	550(469)	670(589)	930(849)	970(889)	RTR to MAPt	MIN:SEC	0:22	0:25	0:30	0:36	0:45

NOTE 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.