CHANGE (9/25): BOFUM LEVEL CONSTRAINT REVISED. BOFUM 1L REDESIGNATED BOFUM 2L.
AERO INFO DATE 16 JUN 25

TRANSITION ALTITUDE	**5000**
TRANSITION LEVEL	**ATC**
AREA MNM ALT (x100)	**49**

APP	119.855, 121.500*	LIVERPOOL APPROACH
TWR	126.355, 121.500*	LIVERPOOL TOWER
RAD	119.855, 118.455*	LIVERPOOL RADAR
ATIS	124.330	LIVERPOOL INFORMATION

* See EGGP AD 2.18 for details.

WAYPOINTS

BOFUM	: 533213.98N 0053000.00W
BAKOX	: 533143.40N 0050933.03W
BAVUD	: 533108.30N 0045109.14W
DONAX	: 532911.34N 0035740.24W
MALUD	: 532448.17N 0033630.30W
PENIL	: 533657.47N 0033948.72W
RUGER	: 532857.75N 0032652.40W
TIPOD	: 532608.20N 0031705.06W

VAR 0.6°W - 2022
N
Annual Rate of Change 0.21°E

5 0 5 10NM
Scale 1:800 000

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

WARNING
Do not proceed beyond **TIPOD** without ATC clearance.

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

005 30W 005 00W 004 30W 004 00W 003 30W 003 00W
5400N 5330N 5300N

BOFUM FL270 — BOFUM 2L — 093° 12.2 — BAKOX — 094° 11.0 — BAVUD — 094° 32.0 — DONAX — 110° 13.4 — MALUD — 084° 11.7 — TIPOD MAX 210KIAS FL070

PENIL — PENIL 1L — 137° 11.1 — RUGER — 116° 6.5 — TIPOD

RUGER — 117° — 297° — 1 MIN HOLDING MAX 210KIAS FL100 FL070

R444 2000 SFC
R312 2100 SFC
R322 2100 SFC
R311 2200 SFC
D201B UNL SFC
D201D UNL FL55
D201B UNL SFC
D217B 2000 SFC
D217H 6000 2000
D217F 2000 SFC
D217K 6000 2000
D217E 2000 SFC
D217J 6000 2000

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
BOFUM 2L	Q37	**BOFUM - BAKOX - BAVUD - DONAX - MALUD - TIPOD**	**BOFUM** **TIPOD**	-FL270 FL070
PENIL 1L	L10, L28, Q38	**PENIL - RUGER - TIPOD**	**TIPOD**	FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.

ADDITIONAL RNAV DATA
1 BOFUM 2L DME/DME only procedure: Critical navaid is **IOM DME**.