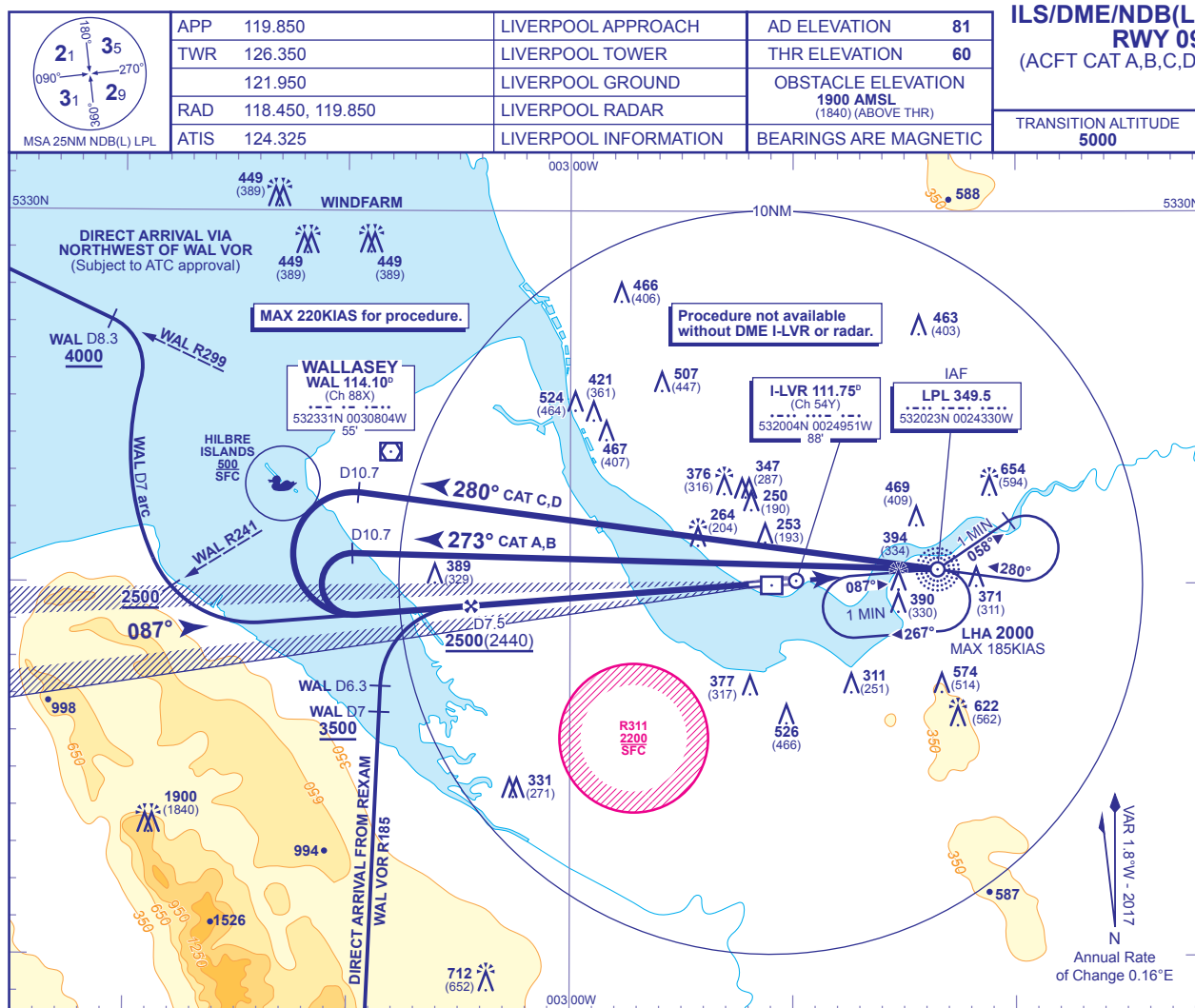


INSTRUMENT APPROACH CHART - ICAO

LIVERPOOL
ILS/DME/NDB(L)
RWY 09
(ACFT CAT A,B,C,D)

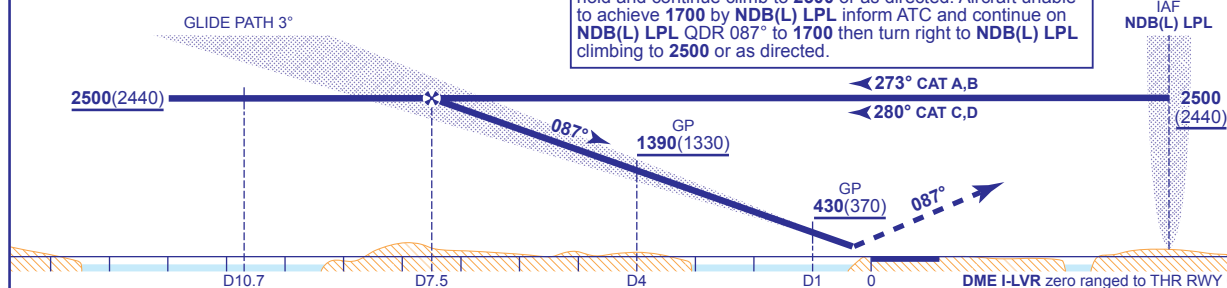


RECOMMENDED PROFILE GLIDE PATH 3°. 318FT/NM

DME I-LVR	7	6	5	4	3	2	1
ALT(HGT)	2340(2280)	2020(1960)	1700(1640)	1390(1330)	1070(1010)	750(690)	430(370)

RDH 54 Arrival not below 2500 or higher MSA. Shuttle in hold as required.

Climb straight ahead to **NDB(L) LPL** climbing to **2500**. Aircraft which achieve **1700** (7% climb grad req) by **NDB(L) LPL** enter hold and continue climb to **2500** or as directed. Aircraft unable to achieve **1700** by **NDB(L) LPL** inform ATC and continue on **NDB(L) LPL** QDR 087° to **1700** then turn right to **NDB(L) LPL** climbing to **2500** or as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	205(145)	216(156)	228(168)	241(181)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	550(469)	670(589)	930(849)	950(869)							

DIRECT ARRIVAL VIA REXAM

When cleared by ATC, from REXAM (IAF) (WAL VOR R185 WAL DME 19.5) continue inbound on WAL VOR R185. From WAL DME 16 descend **not below 3500, after crossing WAL DME 7 continue descent to **2500**. See plan for continuation.**

AIRCRAFT UNABLE TO RECEIVE DME I-LVR

Advise ATC. Radar ranges will be provided at 10.5NM outbound and at 7.5NM and 4NM inbound.

NOTE 1 Aircraft commencing the procedure from the NDB(L) LPL hold fly outbound on NDB(L) LPL QDR 058° for 1 MIN then base turn right to establish on QDM 100° inbound to NDB(L) LPL. From overhead NDB(L) LPL establish outbound on QDR appropriate to aircraft category.

2 Distance from NDB(L) LPL overhead to base turn left at I-LVR DME D10.7 is 15.7NM.

CHANGE (10/16): NW MSA HEIGHT AMENDED.

AERO INFO DATE 28 JUN 16