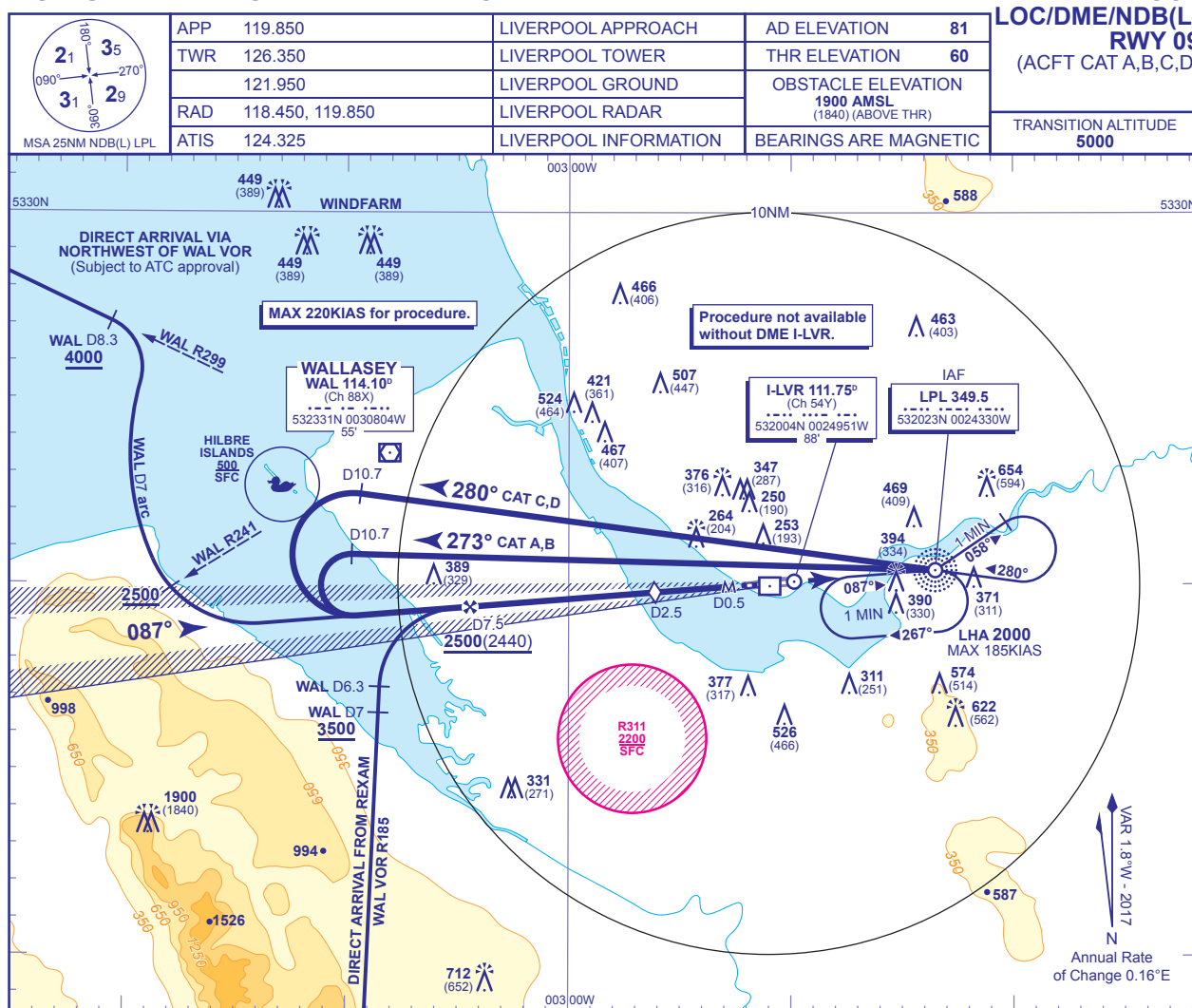


INSTRUMENT APPROACH CHART - ICAO

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

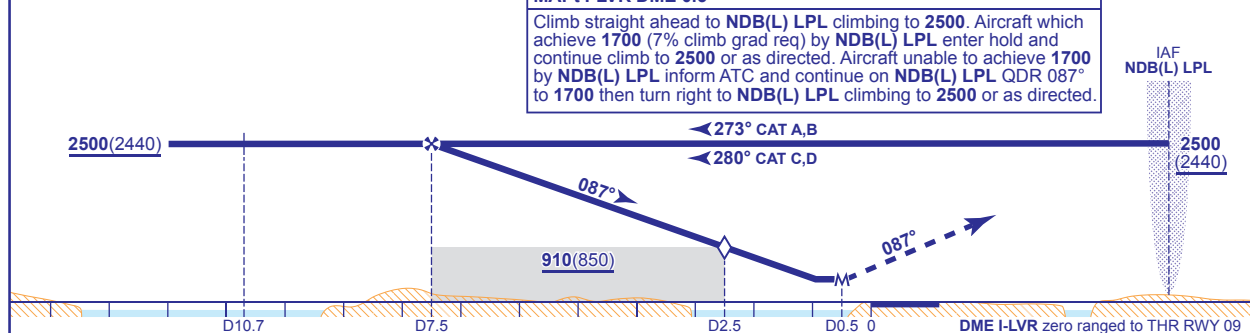


RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM							
DME I-LVR	7	6	5	4	3	2	1
ALT(HGT)	2340(2280)	2020(1960)	1700(1640)	1390(1330)	1070(1010)	750(690)	430(370)

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

MAPt I-LVR DME 0.5

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)	Procedure	420(360)	420(360)	420(360)	420(360)		FT/MIN	850	740	620	530	420
VM(C)OCA (OCH/AAL)	Total Area	550(469)	670(589)	930(849)	950(869)							

DIRECT ARRIVAL VIA REXAM

not below 3500, after crossing WAL DME 7 continue descent to **2500**. See plan for continuation.

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.