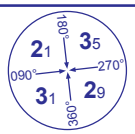
INSTRUMENT APPROACH CHART - ICAO

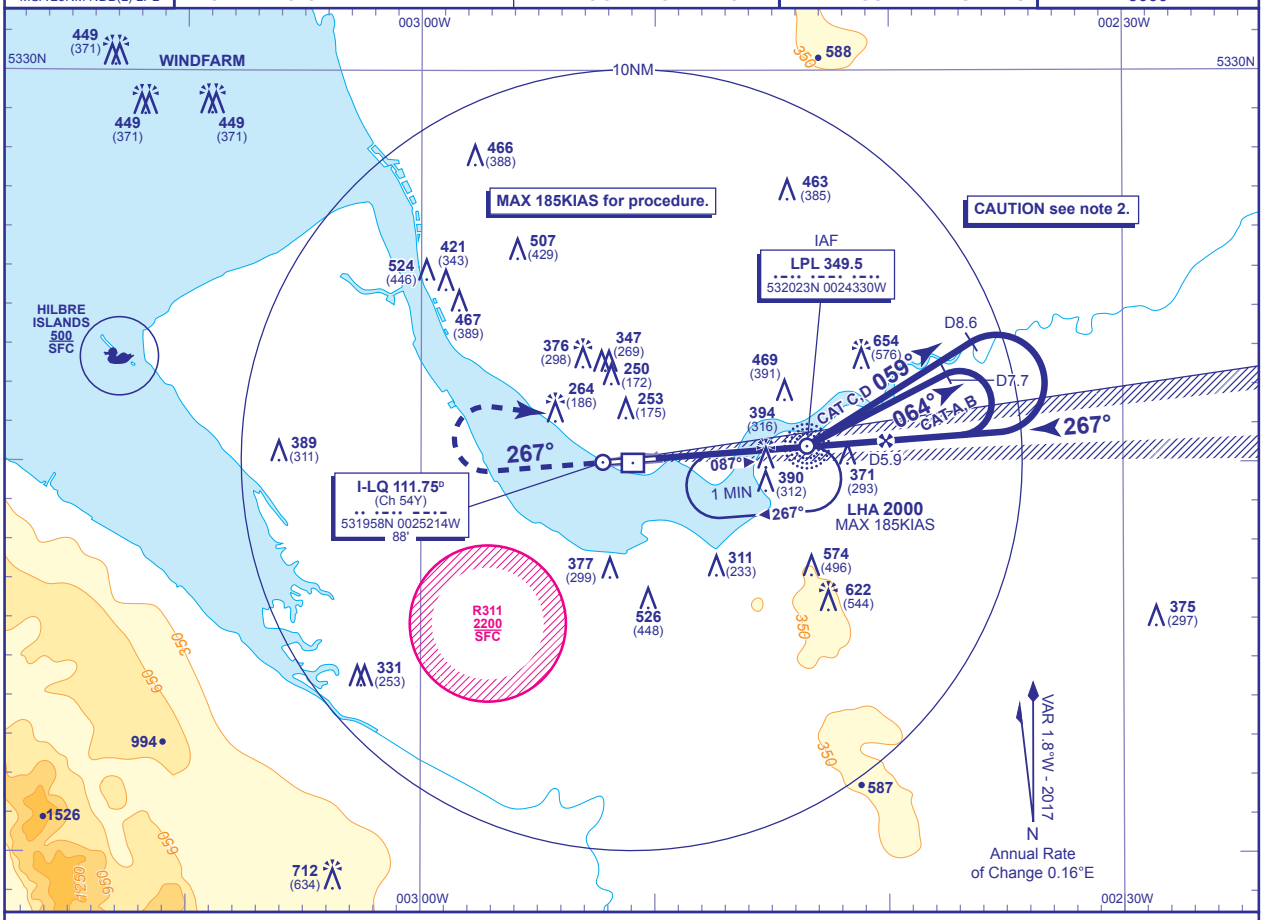
LIVERPOOL ILS/DME/NDB(L) RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) LPL

APP	119.850	LIVERPOOL APPROACH	AD ELEVATION	81
TWR	126.350	LIVERPOOL TOWER	THR ELEVATION	78
	121.950	LIVERPOOL GROUND	OBSTACLE ELEVATION	
RAD	118.450, 119.850	LIVERPOOL RADAR	712 AMSL (634) (ABOVE THR)	
ATIS	124.325	LIVERPOOL INFORMATION	BEARINGS ARE MAGNETIC	

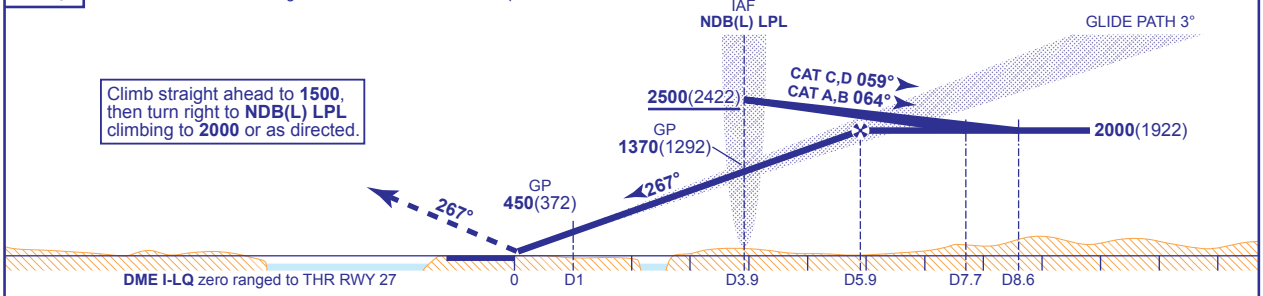
TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

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

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



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**229**(151)	**238**(160)	**250**(172)	**263**(185)
	CAT II	**134**(56)	**145**(67)	**159**(81)	**178**(100)
VM(C)OCA (OCH AAL)	Total Area	**550**(469)	**670**(589)	**930**(849)	**950**(869)

Rate of descent					
G/S KT	160	140	120	100	80
FT/MIN	850	740	640	530	420

AIRCRAFT UNABLE TO RECEIVE DME I-LQ (Inform ATC prior to commencement)
As for main procedure except fly outbound from NDB(L) LPL for 1.5 MIN prior to base turn. When established on LOC, descend on glide path to DH.

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 (10/16): NW MSA HEIGHT AMENDED.

AERO INFO DATE 28 JUN 16