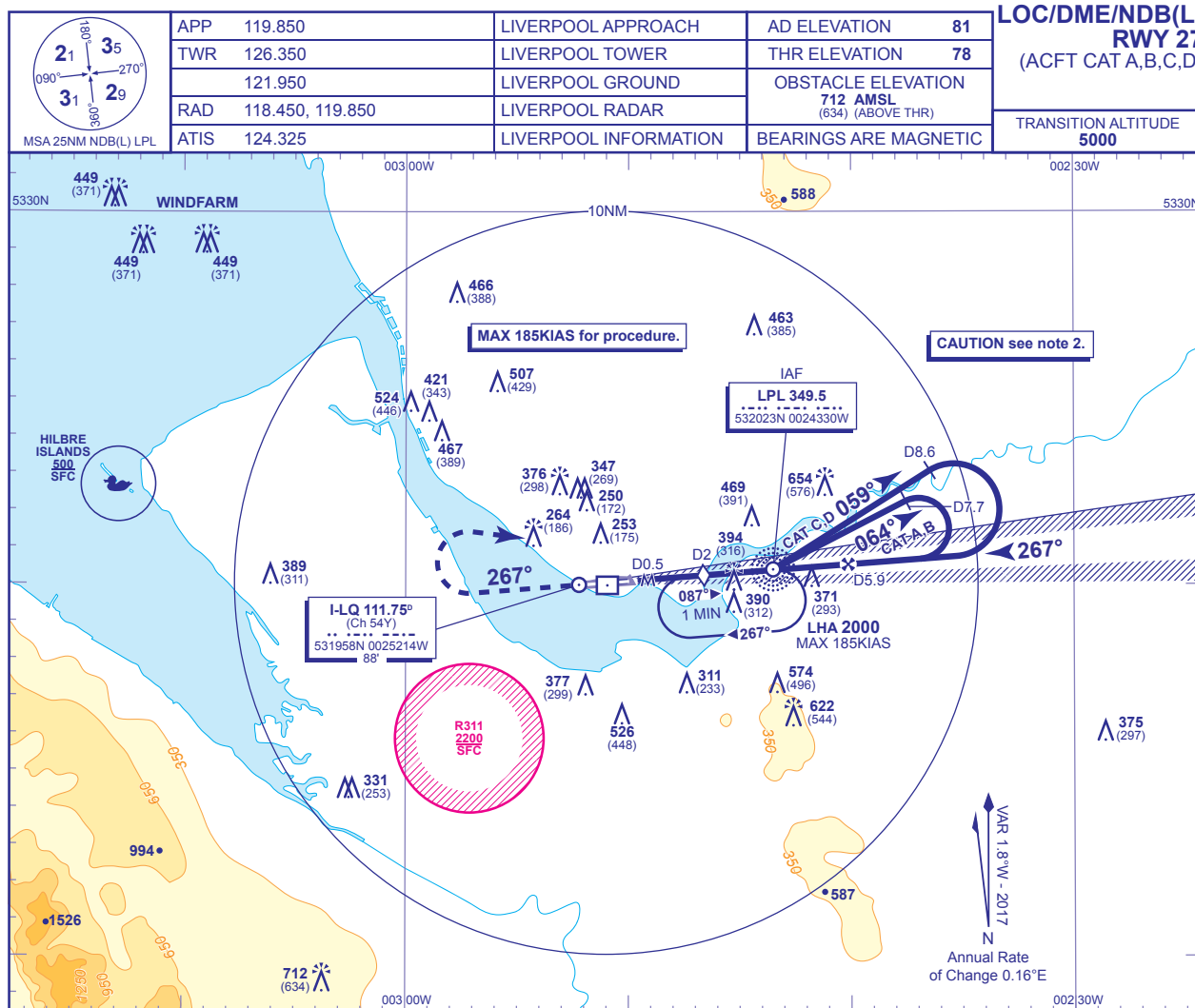


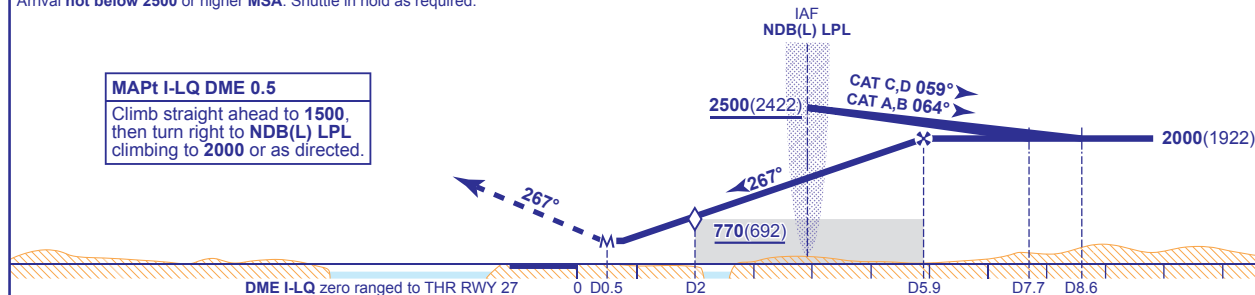
INSTRUMENT APPROACH CHART - ICAO

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



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM					
DME I-LQ	5	4	3	2 (SDF)	1
ALT(HGT)	1720(1642)	1400(1322)	1090(1012)	770(692)	450(372)

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



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME NO DME	420(342) 530(452)	420(342) 530(452)	420(342) 530(452)	420(342) 530(452)		FT/MIN	850	740	630	530	420
VM(C)OCA (OCH AAL)	Total Area	550(469)	670(589)	930(849)	950(869)	NDB(L) LPL to MAPt	MIN:SEC	1:16	1:27	1:42	2:02	2:33

AIRCRAFT UNABLE TO RECEIVE DME I-LO

Fly outbound on baseturn procedure for 1.5 MIN before turning right to establish on LOC. Once established, descend to cross SDF overhead NDB(L) LPL **not below 1370(1292)** and thence to OCA(H).

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