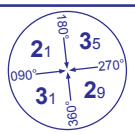
INSTRUMENT APPROACH CHART - ICAO

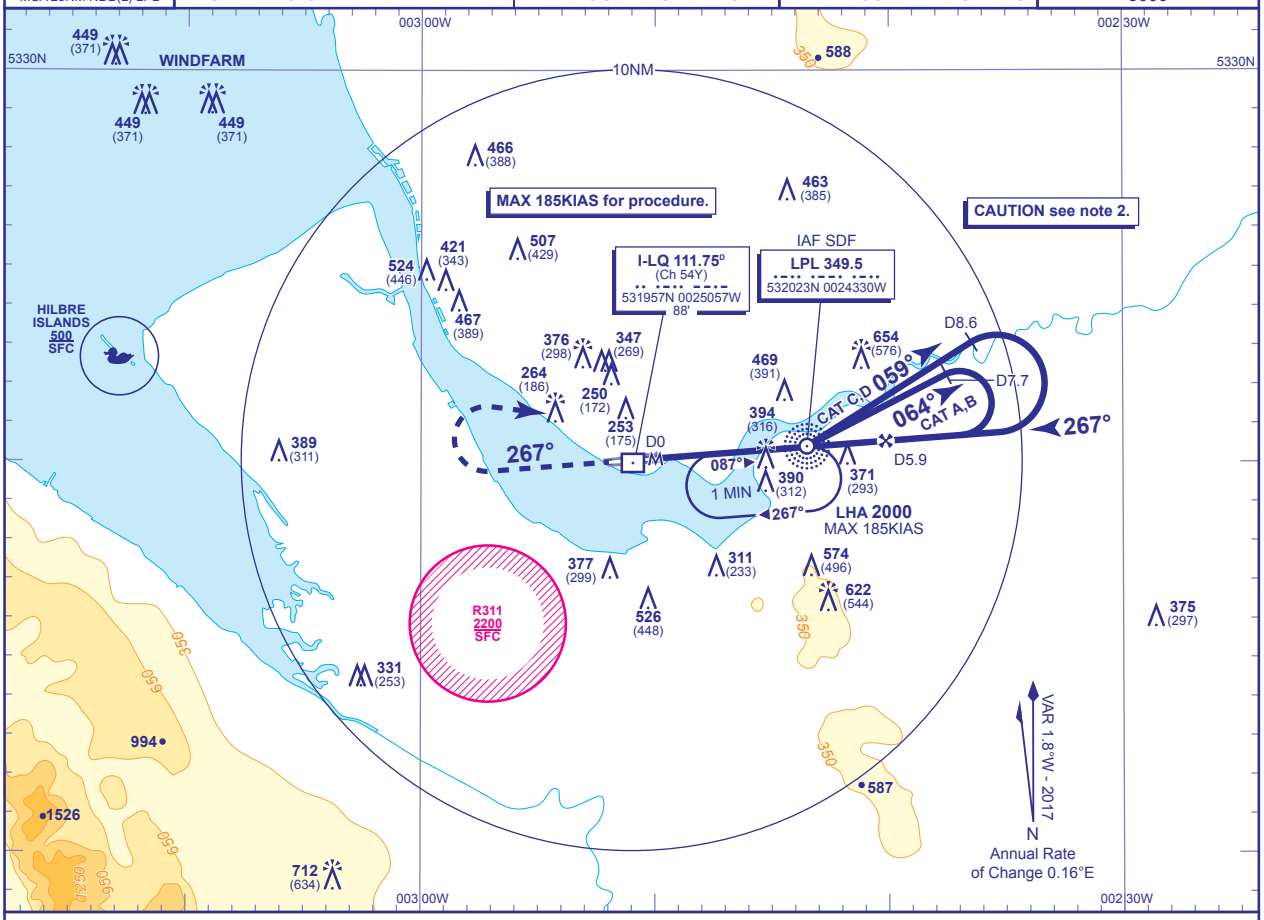
LIVERPOOL NDB(L)/DME RWY 27
(ACFT CAT A,B,C,D)



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 712 AMSL (634) (ABOVE THR)	
RAD	118.450, 119.850	LIVERPOOL RADAR		
ATIS	124.325	LIVERPOOL INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



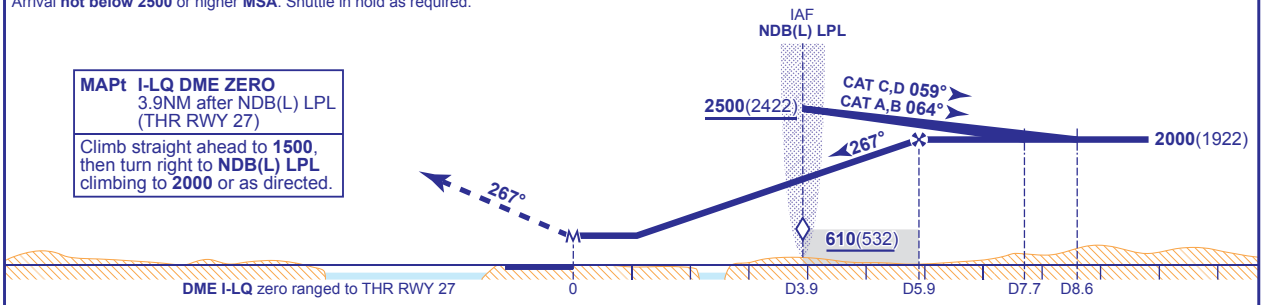
RECOMMENDED PROFILE Gradient 5.21%, 317FT/NM

DME I-LQ	5	4	3.9 **(SDF)**	3	2
ALT(HGT)	**1720**(1642)	**1400**(1322)	**1370**(1292)	**1080**(1002)	**770**(692)

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

MAPt I-LQ DME ZERO
3.9NM after NDB(L) LPL
(THR RWY 27)

Climb straight ahead to **1500**, then turn right to **NDB(L) LPL** climbing to **2000** or as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	**Procedure**	**570**(492)	**570**(492)	**570**(492)	**570**(492)		**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 (3.9NM)**	**MIN:SEC**	1:27	1:40	1:57	2:20	2:55

AIRCRAFT UNABLE TO RECEIVE DME I-LQ
Fly outbound on baseturn procedure for 1.5 MIN before turning right to establish on FAT. Then continue as for main procedure.

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