EGGP — LIVERPOOL

EGGP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGGP — LIVERPOOL

EGGP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 532001N Long: 0025059W Centre of Runway 09/27.
2	Direction and distance from city	6.5 nm SE of Liverpool.
3	Elevation / Reference temperature	81 ft / 18 C
4	Geoid undulation at AD ELEV PSN	171 FT
5	Magnetic Variation/ Annual Change	1.75°W (2017) / 0.16°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	LIVERPOOL AIRPORT LIMITED Post: Liverpool (John Lennon) Airport , Liverpool L24 1YD. Phone: 0151-907 1541 (ATC) Phone: 0151-907 1521 (ATC Administration) Phone: 0151-907 1551 (Airport Operations Centre/PPR) Fax: 0151-907 1500 (Airport Administration) Fax: 0151-907 1550 (Airport Operations Centre/PPR) Fax: 0151-907 1520 (ATC) URL: www.liverpoolairport.com SITA: LPLAPXH
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGGP AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24 (Self Briefing via AIS Internet site www.ais.org.uk).
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24 (Self Briefing via MET Office Internet site www.metoffice.gov.uk).
7	Air Traffic Service	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	

EGGP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Normal. By arrangement. Nearest railway siding: Garston 2.1 nm.
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100LL Oils by arrangement with resident operators.
3	Fuelling facilities/capacity	Approximately 500 000 lt AVTUR and AVGAS
4	De-icing facilities	H24. Centralised de-icing is available subject to prior arrangement with the Airport Authority.
5	Hangar space for visiting aircraft	Available by prior arrangement through: Airport Operations Centre; Tel: 0151-907 1551; Ravenair/Liverpool Aviation Services; Tel: 0151-486 6161, Fax: 0151-486 5151, e-mail: ops@ravenair.co.uk; Keenair Ltd; Tel: 0151-486 6181, Fax: 0151-486 6121, e-mail: engineering@keenair.freeserve.co.uk
6	Repair facilities for visiting aircraft	Major and Minor, by arrangement.
7	Remarks	Oxygen and related servicing: By arrangement with resident operators. Fuel supplied by Shell Aviation. Payment by cash, cheque, Shell carnet, 3rd party cards by prior arrangement or credit card. Shell Aviation Tel: 0151-486 1861; Fax: 0151-486 1872. Stone ballast will not be accepted. PPR and ground handling are mandatory for all visiting aircraft. PPR requests must be made via a handling agent and to aero@liverpoolairport.com. Handling agencies are: Liverpool Aviation Services Ltd: Tel: 0151-486 6161, Fax: 0151-486 5151. Website: www.liverpoolhandling.co.uk Frequency: 131.750 MHz Callsign: LAS Liverpool. Swissport: Tel: 0151-486 5421 Fax: 0151-448 1427 SITA: LPLKKXH Frequency: 130.600 MHz Callsign: Swissport Liverpool.

EGGP AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel within 50 m of Terminal and other hotels in the vicinity.
2	Restaurants	Yes.
3	Transportation	Buses, taxis and car hire. Railway stations at Liverpool South Parkway (1.7 nm), Runcorn (4.5 nm) and Liverpool Lime Street (6.5 nm).
4	Medical facilities	Full Medical Response H24 - First aid only. Defibrillators available.
5	Bank and Post Office	ATMs and Bureau de Change in terminal.
6	Tourist Office	Information desk in the terminal.
7	Remarks	

EGGP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A7
2	Rescue equipment	3 x Barracuda (36,000 lt water, 4,320 lt foam). Oshkosh Striker 6 x 6 Major Foam Tender (12,000 lt water, 1,680 lt foam). TACR 3 Rapid Response vehicle 4 x 4 (700 lt water, 45 lt foam). Command Vehicle.
3	Capability for removal of disabled aircraft	Contact: Tel: 0151-907 1551 (Airport Operations Centre).
4	Remarks	**RFF Category 8 and 9** available on request by prior notice.

EGGP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	During snowfall, the aerodrome may be declared SNOCLO for runway clearance.
3	Remarks	Latest information regarding snow state/clearance programme, Tel: 0151-907 1551 (Airport Operations Centre).

EGGP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	APRON Surface: Concrete. PCN 92/R/B/W/T
2	Taxiway width, surface and strength	Taxiway A: 23 m. Surface: Asphalt. PCN 77/F/C/W/T Taxiway C: 23 m. Surface: Asphalt. PCN 77/F/C/W/T Taxiway D: 23 m. Surface: Asphalt. PCN 77/F/C/W/T Taxiway E: 23 m. Surface: Asphalt. PCN 77/F/C/W/T Taxiway F: 23 m. Surface: Asphalt. PCN 77/F/C/W/T Taxiway G: 23 m. Surface: Asphalt. PCN 77/F/C/W/T Taxiway LINK K: 10.5 m. Surface: Asphalt. Maximum Weight 5700 kg
3	Altimeter checkpoint location and elevation	Apron 77 FT
4	VOR checkpoints	
5	INS checkpoints	See Aerodrome Parking/Docking Chart at AD 2-EGGP-2-2.
6	Remarks	

EGGP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Main Apron access is via Uniform/Victor/Whisky. Stands 1-14, 32-41 are taxi in/push-back. Stands 1-6 are fitted with AGNIS (VDGS) all other stands on the Main Apron require the aircraft to be parked under the instruction of the Marshaller. Stand 14A is a self-manoeuvring stand for aircraft up to the size of B747. Individual airline operators are advised to contact the Airport Operations Centre (Tel: 0151-907 1551) to discuss the 'exit manoeuvring requirements' from the stand, which involves a nose wheel turning angle of 55°. Eastern Apron: Access is via Taxiway Tango. Stands 51-56 are fitted with AGNIS and PAPA (VDGS). Stands 51 and 54 can accommodate aircraft up to the size of B757. Stands 52 and 55 can accommodate aircraft up to the size of B767. Stands 53 and 56 can accommodate aircraft up to the size of B737. The activation of the AGNIS is an indication to the Captain that the stand has been inspected and is clear of FOD and any obstacles. If the AGNIS is not switched on, the aircraft should hold its position on the taxilane until the AGNIS has been activated, or a marshaller is present.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Runway designation markings. Runway threshold markings and HI lighting. Runway 09 threshold permanently displaced. Runway aiming point and Touchdown zone markings. Runway 27 HI touch down zone lighting. Runway centre-line markings and HI lighting spaced for operations in RVR below 400m. Runway edge markings and HI lighting. Runway End HI lighting. Stopway HI lighting **Taxiway marking aid(s):** : All runway holding positions have runway guard lights, stopbars and illuminated hold point signs. Enhanced taxiway centre-line markings are provided at A1, C, D and G. Taxiway centre-lines have markings and HI lighting spaced for operations in RVR below 350 m. Taxiway edge markings are provided only at certain locations eg: internal radii of acute taxiway junctions. Retro reflective blue markers are installed in similar locations and on taxiways T, U, V and W.
3	Stop bars	At Holding Points A1, A2, C, D, E, F, G and W: HI uni-directional switchable Red. At Holding Points A3, A8, K, T, U and V: HI bi-directional switchable Red. Holding Points A2, A3, A8, K, T, U, V and W: illuminated only during Low Visibility Operations.
4	Remarks	2 Illuminated wind direction indicators. Intermediate apron holding positions on Taxiway Uniform (Uniform 2), Taxiway Victor (Victor 2) and Taxiway Whiskey (Whiskey 2), are provided to hold aircraft when necessary, prior to parking on stand. The taxiway strip to the east of Holding Point Kilo is limited to 42 m on the north side of the taxiway.

EGGP AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGGP2577) 09/TAKE-OFF 27/APPROACH	Tree	532003.06N 0024918.03W	125.8 ft		No	
(EGGP2364) 27/APPROACH	Tree	532012.78N 0024924.51W	125.8 ft		No	
(EGGP2555) 27/APPROACH	Bush	532009.57N 0024948.80W	104.1 ft		No	
(EGGP2439) 27/APPROACH	Fence	532008.25N 0024954.13W	82.3 ft		No	
(EGGP2108) 27/APPROACH	Road Sign	532007.66N 0024953.50W	86.8 ft		No	
(EGGP2106) 27/APPROACH	Road Sign	532007.62N 0024953.87W	86.4 ft		No	
(EGGP2575) 27/APPROACH	Tree	532004.88N 0024918.27W	127.7 ft		No	
(EGGP2518) 27/APPROACH	Bush	532002.77N 0024946.63W	89.7 ft		No	
(EGGP2560) 27/APPROACH	Trees	532001.44N 0024943.01W	97.7 ft		No	
(EGGP2461) 27/APPROACH	Tree	531959.28N 0024937.05W	108.4 ft		No	
(EGGP2502) 09/APPROACH	Tree	531954.38N 0025206.80W	68.3 ft		No	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGGP2423)	Mast	532224.07N 0025305.24W	376 ft		Yes Solid red	
(EGGP2064)	Chimney	532223.14N 0024110.76W	653.6 ft		Yes Solid red	
(EGGP2504)	Wood	532218.13N 0025207.62W	346.6 ft		No	
(EGGP2507)	Tree	532158.59N 0025152.85W	250 ft		No	
(EGGP2336)	Mast	532105.82N 0025115.21W	252.4 ft		No	
(EGGP2417)	Mast	532100.66N 0025415.65W	263.5 ft		Yes Solid red	
(EGGP2375)	Chimney	531950.09N 0024516.34W	393.4 ft		Yes Solid red	
(EGGP2374)	Chimney	531914.79N 0024516.54W	390 ft		No	
(EGGP2405)	Mast	531705.12N 0024319.39W	574 ft		No	
(EGGP2060)	Mast	531611.18N 0024236.55W	621.5 ft		Yes Solid red	

EGGP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 24 Hours
4	Trend forecast Interval of issuance	Not available.
5	Briefing/consultation provided	Self briefing / Liverpool ATIS Tel: 0871-750 5150. Met Office Weather Desk (H24) Tel: 01392-885 680. Met Office Website: www.metoffice.gov.uk
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Available on the Met Office Website, www.metoffice.gov.uk/aviation/ga-briefing-services.
8	Supplementary equipment available for providing information	Fax.
9	ATS units provided with information	LIVERPOOL.
10	Additional information (limitation of service, etc.)	

EGGP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	085.60°	2285 x 46 m	RWY surface: Asphalt. PCN 77/F/C/W/T	531958.39N 0025157.61W 171 ft	THR 60 ft
27	265.63°	2285 x 46 m	RWY surface: Asphalt. PCN 77/F/C/W/T	532003.90N 0024957.75W 171 ft	THR 78 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
RWY 09 0.78% Up RWY 27 0.78% Up		202 x 150 m	See Remarks		RWY 09 Landing threshold displaced by 61 m. **Strip Dimensions:** 2282 x 300 m
RWY 09 0.78% Up RWY 27 0.78% Up	7 x 46 m	1143 x 150 m	See Remarks		RWY 27 **Strip Dimensions:** 2412 x 300 m

EGGP AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	2162 m	2364 m	2162 m	2101 m	
27	2285 m	3428 m	2292 m	2285 m	
09	1987 m	2189 m	1987 m		Take-off from Intersection with Hold Delta
27	2064 m	3096 m	2071 m		Take-off from Intersection with Hold Golf.

EGGP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	914 m Light intensity high.	HI Green with Green wingbars	PAPI Left/3° 60 ft		Bi-directional colour coded 15 m spacing HI	Bi-directional 60 m spacing White HI with LI omni-directional component			**Approach Lighting:** Coded centre-line with five crossbars Two consecutive centre-line lights missing from Runway 09 approach lights, between second and third crossbars, 360 m from threshold. **PAPI dist from THR:** 340 m
27	914 m Light intensity high.	HI Green with Green wingbars	PAPI Left/3° 59 ft	915 m HI	Bi-directional colour coded 15 m spacing HI	Bi-directional 60 m spacing White HI with LI omni-directional component			**Approach Lighting:** Coded centre-line with five crossbars Supplementary lighting inner 300 m **PAPI dist from THR:** 364 m

EGGP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 531958.93N 0025016.90W
3	TWY edge and centre line lighting	Taxiway: . Centre line. HI Green bi-directional centre-line on Taxiway Alpha and Taxiways C, D, E, F, G, K, T, U, V, W. Taxiway: . Edge. HI omni-directional blue edge lights, lead from Holding point Kilo to Taxiway Alpha.
4	Secondary power supply/switch-over time	For CAT II operations changeover from Standby power to mains takes place in less than 1 second. During visual or non-precision operations changeover from mains to Standby diesel takes maximum 15 seconds in event of full mains failure.
5	Remarks	Obstacle lighting. Apron floodlights. Illuminated wind direction indicators

EGGP AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	
2	TLOF and/ or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking	FATO :
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	Available for use by Liverpool John Lennon Airport based helicopters only. Parts of the manoeuvring area can be used for take-offs and landings as instructed by ATC. Thresholds of the operational runways are designated as aiming points.

EGGP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
LIVERPOOL ATZ A circle, 2.5 nm radius centred at 532001N 0025059W on longest notified runway (09/27)	Upper limit: 2000 ft Lower limit: SFC	D	LIVERPOOL APPROACH	5000 ft	
LIVERPOOL CTR 533011N 0024123W - 532708N 0023744W - 531130N 0023744W - 531427N 0030140W - 531924N 0030735W - 532331N 0030804W - 532817N 0025719W - 533011N 0024123W	Upper limit: 2500 ft ALT Lower limit: SFC	D	LIVERPOOL APPROACH	5000 ft	
LIVERPOOL CTA 1 532817N 0025719W - 532331N 0030804W - 531924N 0030735W - 532309N 0031205W - 532734N 0030310W - 532817N 0025719W	Upper limit: 3500 ft ALT Lower limit: 1500 ft ALT	D	LIVERPOOL APPROACH	5000 ft	
LIVERPOOL CTA 2 532734N 0030310W - 532336N 0031110W - 532345N 0031625W - 531855N 0031647W - 531909N 0032201W - 532621N 0032107W - 533213N 0031406W - 532734N 0030310W	Upper limit: 3500 ft ALT Lower limit: 2000 ft ALT	D	LIVERPOOL APPROACH	5000 ft	
LIVERPOOL CTA 3 532902N 0025059W - 531309N 0025059W - 531427N 0030140W - 531924N 0030735W - 532331N 0030804W - 532817N 0025719W - 532902N 0025059W	Upper limit: 3500 ft ALT Lower limit: 2500 ft ALT	D	LIVERPOOL APPROACH	5000 ft	
LIVERPOOL CTA 4 532336N 0031110W - 532309N 0031205W - 531427N 0030140W - 531855N 0031647W - 532345N 0031625W - 532336N 0031110W	Upper limit: 3000 ft ALT Lower limit: 2000 ft ALT	D	LIVERPOOL APPROACH	5000 ft	

EGGP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	LIVERPOOL AP-PROACH	119.850 MHz DOC 40 nm/10,000 ft.	H24	ATZ hours coincident with Ap-proach hours.
TWR	LIVERPOOL TOWER	126.350 MHz DOC 25 nm/40,000 ft.	H24	
	LIVERPOOL GROUND	121.950 MHz Initial call for start or taxi clearance should be made to Liverpool Tower on 126.350 MHz unless notified by ATIS broadcast that Liverpool Ground is in operation. Use on the ground within the aerodrome boundary.	As directed by ATC.	
RAD	LIVERPOOL RADAR	119.850 MHz DOC 40 nm/10,000 ft.	H24	10 cm Approach Radar.
	LIVERPOOL RADAR	118.450 MHz DOC 25 nm/10,000 ft.	As directed by ATC.	
ATIS	LIVERPOOL INFOR-MATION	124.325 MHz DOC 60 nm/20,000 ft.	H24	Also available by telephone on 0871-750 5150.

EGGP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES (continued)

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
Other	LIVERPOOL FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	
Other		121.500 MHz Emergency Frequency	O/R	

EGGP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS I 1.75°W (2017)	ILVR	111.750 MHz	HO	532004.19N 0024951.44W		(RWY 09)
ILS/GP	ILVR	333.350 MHz	HO	531955.23N 0025141.53W		3° ILS Ref Datum Hgt 54 ft.
ILS II 1.75°W (2017)	ILQ	111.750 MHz	HO	531957.65N 0025213.62W		(RWY 27)
ILS/GP	ILQ	333.350 MHz	HO	531959.06N 0025014.21W		3° ILS Ref Datum Hgt 54 ft.
DME	ILVR	54Y 111.750 MHz	HO	531956.86N 0025057.16W	88 ft	I LVR (RWY 09) On AD. DME freq paired with ILS I LQ. Zero range is indicated at THR of Runway 09 and 27.
DME	ILQ	54Y 111.750 MHz	HO	531956.86N 0025057.16W	88 ft	DME I LQ (RWY 27) I LVR (RWY 09) I LQ (RWY 27) On AD. DME freq paired with ILS I LVR. Zero range is indicated at THR of Runway 09 and 27.
NDB (L)	LPL	349.500 kHz	H24	532022.55N 0024330.47W		Range 25 nm. NDB needle swings exceeding +/-5 degrees noted during the approach procedure to Runway 27 between 6 nm DME and 8 nm DME.

EGGP AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Pilots are to 'book out' by telephoning details to ATC. ‘Booking out’ by radio is not accepted.

(b) The wearing of high visibility clothing is mandatory for all personnel employed on each of the apron areas including flight crews, except when direct bussing to/from the aircraft steps and terminal.

(c) The aerodrome is PPR for aircraft which are not based at Liverpool Airport. Mandatory handling is required for all visiting or non-based aircraft. Prior permission should be requested through a handling agent, AOC and aero@liverpoolairport.com; (see AD 2.4). No permission will be granted by ATC. Aircraft without prior permission could be refused landing clearance except in an emergency. Filing a flight plan does not constitute a PPR request.

(d) Prior permission for departures and arrivals is required from ATC for aircraft unable to communicate with ATC by radio.

(e) Aircraft Captains, through their staff and/or Handling agents, are responsible for the safety of persons and/or vehicles on the apron during engine start.

(f) All flights, except General Aviation and Military flights, are subject to the prior approval of the Airport Operations Director, Liverpool Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org ; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to Airfield Operations +44 (0)151-907 1551. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com

2 Ground Movement

(a) Aircraft entering the Main Apron will be as directed by ATC, however, aircraft with a wingspan of 36 m or more will enter through Taxiway Whiskey (W) under follow-me guidance.

(b) Aircraft re-positioning on the aprons must obtain ATC permission and then follow the marshaller’s guidance.

(c) Taxiway Alpha from Holding Point Alpha 3 to Runway 27 threshold is restricted to aircraft with less than 52 m wingspan (code E). Aircraft with a wing span of 52 m or more shall be escorted by a follow-me vehicle ensuring nose wheel is maintained on the taxiway centre-line. A wing person shall be provided on the single story building 41.5 m north of the taxiway centre-line between Alpha 3 and the 27 threshold which infringes the code E taxiway strip.

(d) Owing to the position of the hangars, Stands 1 and 32 are out of sight of ATC. Pilots should listen carefully to their taxi instructions.

(e) Pilots are to report their stand number when requesting start-up. Start-up must not be requested until the aircraft is fully ready to start.

(f) Take-off, landing and taxiing on grass areas is not permitted. Helicopters may be permitted to alight on the grass area adjacent to the General Aviation parking area.

(g) The General Aviation parking area is limited to aircraft of 5700 kg or less.

(h) Visiting aircraft entering the GA apron at Kilo are to call Ravenair on 131.750 MHz for parking instructions.

(i) All runway holding position stop bars are constantly illuminated except when de-selected by ATC to permit aircraft and vehicles to enter runway.

(j) A vehicle crossing point at Z15 also has a red stop bar which is controlled by ATC and is for use by vehicles only.

3 CAT II/III Operations

(a) During CAT ll operations, special ATC procedures (LVP’s) will be applied. Pilots will be informed by ATC when these procedures are in operation. Pilots are advised that implementation of these procedures can cause delays for inbound and outbound traffic.

(b) Aircraft departing Runway 27 must hold at the Alpha 2 holding point.

(c) Arriving aircraft must continue to the end of the runway to vacate via CHARLIE. Aircraft must report runway vacated and report reaching Alpha 8.

(d) For CAT ll Operations, changeover standby power to mains takes place in 1 second.

(e) Aircraft parking on the main apron will normally enter at Whiskey and exit at Uniform, except when directed by ATC.

(f) Illuminated stop bars will be in operation at Holding Points A2, A3, A8, K, T, U, V and W during Low Visibility Operations.

(g) All aircraft must have a follow me whilst taxiing on the main apron.

EGGP AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

4 Warnings

(a) Pilots should positively identify the runway in use before committing the aircraft to a landing.

(b) Pilots are reminded of the proximity of Restricted Area EG R311, 5 nm southwest of the aerodrome.

(c) Aircraft completing visual approaches to Liverpool airport from the south and southeast are requested to avoid overflying the industrial chemical works situated on the south bank of the River Mersey, 1 nm south of the NDB LPL.

(d) Pilots should exercise caution when leaving the main apron via Taxiway Victor to ensure they do not enter the rapid exit turn-off at ECHO when taxiing to Runway 09 or Runway 27.

(e) Pilots are reminded that throughout the year, bird concentrations may be present on all areas under agricultural use on the approaches to Runway 09/27. Deterrent/dispersal within the aerodrome boundary is conducted by the Airfield Operations Unit and pilots may be requested by ATC to delay a departure or arrival if dispersal proves difficult.

(f) Radio controlled models up to 20 kg operate at maximum altitude 400 ft agl during daylight hours only, between 1000-2100 (local), within the confines of :

(i) Frodsham Marshes (132° - 4.4 nm)

(ii) Halton Moss (085° - 7.6 nm)

(iii) Arrowe Park (290° - 11 nm)

(g) Runway 27 undershoot RESA is only 37 m long due to a public highway. The under shoot RESA contains the following obstacles:

(i) ILS Localiser 117 m from 27 threshold;

(ii) Wooden fence and light hedge.

(h) Maintenance equipment on airport hotel roof. When in use equipment penetrates through the Obstacle Limitation Surface by maximum of 2.0 m. Obstacle approximately 625 m on a bearing of 329° from ARP. Equipped with obstacle warning light that automatically illuminates when the equipment is in use. When not in use and in parked position it is no longer an obstacle.

(i) Over recent years, three specific Laser Hotspot areas have been identified in the vicinity of Liverpool Airport from which aircraft are more susceptible to laser attack from the ground. These areas are Liverpool city centre (7 nm northwest), Warrington town centre (10 nm northeast) and Runcorn town centre (4.5 nm east). Pilots are encouraged to report all laser attacks immediately to ATC including details of the colour of the laser and, where possible, the precise location of the laser. This information is then passed to the local police for an immediate response.

5 Helicopter Operations

(a) Parts of the manoeuvring area can be used for take-offs and landings as instructed by ATC. Thresholds of the operational runways are designated as aiming points.

(b) Arrivals: ATC will either select the appropriate threshold or instruct the helicopter to make an approach to the runway. If instructed to approach the runway, the helicopter is to turn on to a final approach and arrange the descent to flare to ground or hover taxiing speed in the fixed wing runway touchdown zone.

(c) Taxiway Alpha Arrivals/Departures: Approach/Departures to the Alpha taxiway are only permitted when:

(i) the runway is closed; and

(ii) the helicopter is operating on a VFR clearance; and

(iii) there are no aircraft, vehicles or personnel on the taxiway.

(d) Departures: These will be made from the runway, Aiming Points or parallel taxiway as selected by ATC.

(e) Taxiing - Hover (or ground taxiing if applicable) is required to/from the parking area via designated taxiways.

(f) A training area for helicopter hovering has been designated to the west of Taxiway Charlie on a disused taxiway and grassed area. Manoeuvring helicopters shall be exempt from the 500 ft rule if it is conducting manoeuvres, in accordance with normal aviation practice, within boundaries of a licensed or Government aerodrome or, with the written permission of the CAA at other sites. When flying in accordance with the above exemption the helicopter must not be operated closer than 60 m to any persons, vessels, vehicles or structures located outside the aerodrome or site.

(g) A FATO has been created south of the main runway that is available for use by Liverpool John Lennon Airport based helicopters only. The midpoint of the FATO is 531956.30N 0025107.80W with dimensions of 30 m x 30 m.

6 Use of Runways

(a) Variable circuit directions at the discretion of ATC.

(b) Overhead join of the circuit is not available. Pilots should join the circuit as instructed by ATC.

EGGP AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

7 Training

(a) Training flights by turbo-jet powered aircraft shall be subject to the prior approval of ATC. They will not normally be permitted on Sundays before 1000 or after 2000. On other days they will not be permitted between 2300-0700 (Winter) 2200-0600 (Summer). They will be subject to the following conditions:

(i) All crew training circuits shall be carried out at least 1500 ft aal;

(ii) In other respects, training aircraft shall comply with the noise abatement procedures detailed below.

(b) All types of IFR/VFR training are only available by prior arrangement with ATC and are subject to availability of training slots. Pilots are strongly advised to book their training slots with ATC well in advance. Failure to make a booking may result in the aircraft being refused use of the facilities.

(c) Pilots unable to make the booked time must inform ATC as soon as possible so that a new booking may be made. Pilots should inform ATC as soon as possible of booking cancellations. Any flight delayed by 30 minutes or more will be deemed to have been cancelled.

(d) When Runway 09 is the declared runway in use, instrument training to Runway 27 will not be permitted. Only radar vectored ILS/DME approaches will be available for instrument training to Runway 09.

(e) The filing of a flight plan does not constitute a booking to carry out training from the airport.

EGGP AD 2.21 NOISE ABATEMENT PROCEDURES

1 General

Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in LPL Controlled Airspace.

2 Reverse Thrust

To minimise disturbance in areas adjacent to the aerodrome, Flights Crew shall avoid the use of reverse thrust after landing, unless necessary for the safe operation of the aircraft, especially between 23:00 and 06:00 (local time).

3 Aircraft Noise Quota System

Liverpool John Lennon Airport operates and manages a Night Noise Quota System, which is based on the CAA Supplement to the UK AIP, pertaining to the Airport Noise Restrictions Notice for London Heathrow, London Gatwick and London Stansted. The quota count value for the take-off and landing by individual aircraft types is shown in the Annexe to the above mentioned Supplement.

(a) The night quota period is between 23:00 and 07:00 (local time), with the quota count period being between 23:30 and 06:00.

(b) Operators must supply information appertaining to the noise characteristics (aircraft type, engine type, operating weight and maximum certificated landing or take-off weight as appropriate) and quota count for all non-exempt aircraft using Liverpool John Lennon Airport, between 2300–0700. This information must be provided as part of the PPR request process and copied to the Environment Team. E-mail: environment@liverpoolairport.com.

(c) Quota Count Operational Restrictions†

(i) 2300-2330 – Aircraft with quota count of QC/8 and QC/16 must not be scheduled to take-off or land;

(ii) 2330-0600 – Aircraft with quota count of QC/8 and QC/16 must not take-off or be scheduled to land;

(iii) 0600-0700 – Aircraft with quota count of QC/16 must not take-off or be scheduled to land.

Note: Certain exemptions (including emergencies) apply contact the Environmental Manager for a full list of exemptions.

4 Arrivals

Inbound aircraft, other than light aircraft flying under VFR or Special VFR, shall maintain a height of at least 2000 ft above aerodrome level until cleared to descend for landing. Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by aircraft using the ILS glidepath, and it is recommended that aircraft join final approach at not less than 3 nm.

EGGP AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

5 Departures

(a) Runway 27

(i) After take-off all aircraft of more than 5700 kgs (12,500 lbs) MTWA shall climb straight ahead at maximum rate to 1000 ft aal before turning.

(b) Runway 09

(i) Between 2300 and 0700 (winter) 2200 and 0600 (summer), Runway 09 will only be available for take-off when over-riding operational considerations necessitate its use, eg performance requirements.

(ii) After take-off the initial turn onto outbound heading shall be commenced as soon as practicable, but not below 500 ft aal and not before passing the end of the runway.

(c) After completion of the initial turn onto outbound heading, all turbo-jet powered aircraft shall reduce power for noise abatement purposes so as to maintain a rate of climb of at least 500 ft per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path.

6 Engine Testing

Aircraft engine testing is subject to the approval of the Airport Authority and shall only be permitted between the hours of 0700 and 2300 (local). Outside these hours engine testing will not be permitted other than in exceptional operational circumstances.

7 Requirements

These requirements may be departed from the extent necessary for avoiding immediate danger or risk to life or property.

8 Continuous Descent Approaches to Runway 09

(a) Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.

(b) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.

(c) To facilitate these techniques aircraft should be flown no faster than 250 kt from the Speed Limiting Points and below FL 100 and 250-210 kt during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for seperation purposes.

(d) ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as possible.

Note: *Continuous descent approaches are only available on Runway 09. Runway 27 operations may require prolonged flight at lower altitude for airspace integration. See EGGP AD 2.22 2 (e) (iii).*

EGGP AD 2.22 FLIGHT PROCEDURES

1 Radio Communications failure Procedures

(a) In the event of complete communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1.3, with the following exceptions.

(i) When complete communication failure occurs in an aircraft before ETA or before EAT, when this has been received and acknowledged, the aircraft will:

(1) Fly to the LPL NDB holding point;

(2) hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given; or, if radio failure occurs after an aircraft has reported over the holding point, hold at the last assigned level until ATA plus 10 minutes, or 10 minutes after the last acknowledged communications with ATC whichever is the later.

(3) then commence descent for landing in accordance with the procedures detailed at ENR 1.1.3 and effect a landing within 30 minutes (or later if able to approach and land visually).

(ii) Aircraft which are instructed by ATC to hold at TIPOD or KEGUN, before proceeding to the LPL NDB, will in the event of complete communication failure:

(1) When an Onward Clearance Time has been received and acknowledged, leave TIPOD or KEGUN at that time at the last assigned level and proceed to the LPL NDB, then carry out the procedure as shown at ENR 1.1.3; or

(2) when 'Delay Not Determined' has been transmitted by ATC, leave TIPOD or KEGUN on the route and at the level shown in paragraph iii to leave Controlled Airspace.

(iii) The routes and altitudes to be used when leaving the TMA and CTR in accordance with the procedures given at ENR 1.1.3 are shown in the table below; the route to be followed is dependent on the position of the aircraft

Position at time of decision	Route
TIPOD	Track 360°T at last holding level minus 500 ft.
KEGUN	Track 270°T at last holding level minus 500 ft.
NDB LPL	Track 330°T at last holding level minus 500 ft ALT.
VOR WAL	Track 340°T at last holding level minus 500 ft ALT.

2 Procedure for Inbound Aircraft

(a) Clearance to enter the CTR.

Aircraft flying the Airways System will be cleared into the CTR without having to request a specific entry clearance.

(b) Aircraft wishing to enter the CTR or TMA under IFR direct fr om the London FIR must observe the normal procedure for joining Airways at one of the following Reporting Points: Pole Hill VOR, Wallasey VOR and Whitegate NDB.

(c) Aircraft unable to comply with these procedures because they are not equipped for flight on Airways may, traffic and weather conditions permitting, be cleared to proceed to Liverpool, in accordance with the procedures described at paragraphs 4 to 7.

(d) **Standard Terminal Arrival Routes (STARs)**

The standard routes for inbound aircraft to Liverpool are shown at AD 2-EGGP-7-1/3.

(e) **Approach Procedures under Radar Control**

(i) When inbound traffic is being sequenced by Radar, the approach procedure will be flown under directions from the Radar Controller. Aircraft will be given a track to take up according to the runway-in-use and will be allocated a level. Changes of heading or level will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit. When cleared to descend, aircraft should descend at a rate of at least 500 ft per minute.

(ii) In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control put into effect. If radio communication fails at the Radar Unit, pilots on approach will revert to Approach Control for new instructions.

(iii) Due to the close proximity of Manchester Airport 20 miles to the east of Liverpool Airport, various restrictions exist regarding descent profiles for aircraft inbound to Liverpool when landing Runway 27. These restrictions are dependent upon the runway in use at Manchester and are detailed below:

(1) Manchester Runway 05L or 05R

Left Hand Circuit to Runway 27 is NOT available unless an emergency situation exists. All aircraft shall be positioned for a Right Hand Circuit to Runway 27. Aircraft shall be required to pass north abeam Liverpool Airport, WAL 10d, at or below 3000 ft descending to be 2500 ft or below by WAL 18d. In addition, KEGUN arrivals from the south will initially be positioned to the west of Liverpool Airport and will not be able to track within 5 miles of Liverpool Airport until the aircraft is at or below 3000 ft.

(2) Manchester Runway 23L or 23R

EGGP AD 2.22 FLIGHT PROCEDURES (continued)

Left Hand Circuit to Runway 27 is available. Aircraft shall be required to pass south abeam Liverpool Airport at or below 3000 ft descending to be 2000 ft or below north abeam WHI NDB. For a Right Hand Circuit to Runway 27, aircraft shall be required to pass north abeam Liverpool Airport, WAL 10d, at or below 4000 ft descending to be 2500 ft or below by WAL 18d.

More restrictive descent profile requirements do exist. These are implemented on an infrequent basis and when they become effective aircraft will be advised of the requirements on an individual basis.

(f) **Approach Procedures Without Radar Control**

(i) When Liverpool inbound traffic is not being sequenced by Approach Radar, aircraft will be cleared direct from the holding facility to carry out an Approach Procedure. When cleared, descend in the NDB(L) LPL holding pattern to 2500 ft ALT, then carry out the required procedure in accordance with the Instrument Approach charts.

3 Procedures for Outbound Aircraft

(a) Speed Limit

(i) A speed limit of 250 kt applies to all departures whilst flying below FL 100 unless previously removed by ATC. ATC will endeavour to remove the speed limitation as soon as possible and will use the phrase 'No ATC Speed Restriction'. The phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any noise abatement procedures which may include a speed/power limitation .

(ii) In certain weather conditions and perhaps for other reasons of safety, pilots may not be able to comply with the speed limit. When such circumstances are anticipated, the pilot should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this event, pilots will be informed before take-off of any higher speed limitation. Similarly, should such circumstances arise during flight, the pilot should immediately advise ATC, stating the minimum speed acceptable.

(iii) Should weather conditions or other factors necessitate any modification of this procedure, the relevant information will be broadcast by ATC.

(b) Allocation of Cruising Levels

(i) When a re-clearance of Altitude/Flight Level is issued after take-off by ATC, it is the responsibility of the pilot to comply with at least the minimum altitudes shown in the SID procedure during the climb to the new assigned Altitude/ Flight Level.

(ii) Exceptionally, when ATC issue a re-clearance below the final SID altitude pilots must not climb above this revised altitude until further clearance is received.

(c) Radio Communication Failure Procedures

(i) In the event of complete radio communication failure in an outbound aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3

(ii) For the purpose of radio failure, climb to flight-planned leve l should be commenced after the last position shown in column 4 of the SIDs where an altitude is specified.

4 Procedures for flights between Manchester and Liverpool

(a) IFR flights between Manchester and Liverpool Airports will normally be cleared via Wallasey to TIPOD. IFR flights between Liverpool and Manchester Airports will normally be cleared to MIRSI or via the WHI NDB thence as directed by ATC.

5 Special Aerodrome Procedures

Flights within the local circuit area of aerodromes within the Zone or within access lanes of sectors serving these aerodromes may be made subject to the conditions listed below.

(a) Air Traffic Rules for Liverpool CTR

(i) During the notified hours of watch of Liverpool Air Traffic Control, the rules require that a pilot wishing to fly within the Control Zone must, unless otherwise authorized, comply with the following procedures:

(1) **CALL** the appropriate Unit on the frequency giving details of the aircrafts position, level and proposed track;

(2) **OBTAIN CLEARANCE** from Liverpool ATC for the flight;

(3) **LISTEN OUT** on the appropriate frequency;

(4) **OBEY** all instructions from Liverpool ATC.

(b) Local Flying Area and Neston Lane

(i) Within a local flying area of 1.5 nm radius centred on the aerodrome (position 532001N 0025100W), and within an entry/exit lane, width 1 nm, centre-line Liverpool Airport-Neston (532001N 0025100W - 531730N 0030336W) from the boundary of the local flying area to the west boundary of the Control Zone, flights without compliance with IFR requirements may take place subject to the following conditions:

EGGP AD 2.22 FLIGHT PROCEDURES (continued)

(1) Aircraft to remain below cloud and in sight of the ground or water;

(2) maximum altitude: 1500 ft, Liverpool QNH;

(3) minimum flight visibility: 3 km;

(4) prior clearance to be obtained from Liverpool ATC.

(c) Mersey Entry/Exit Lane

(i) The local flying area is linked via the River Mersey to Seaforth Docks by means of an entry/exit lane, 1 nm in width, aligned on a centre-line joining positions 531927N 0025345W - 532300N 0025940W - 532741N 0030205W ('SEAFORTH'). Flights may take place without compliance with IFR requirements subject to the following conditions

(1) Aircraft to remain below cloud and in sight of the ground or water;

(2) maximum altitude: 1500 ft, Liverpool QNH;

(3) minimum flight visibility: 3 km;

(4) prior clearance to be obtained from Liverpool ATC.

6 VFR and Special VFR Flights

(a) Clearance may be requested for Special VFR flight within the Liverpool CTR and will be given whenever the traffic situation permits. Special VFR flights are subject to the general conditions laid down in ENR 1.2.

Note: *Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 8 part B of the Air Navigation Order 2005*

(b) Aircraft may be given radar vectoring whilst within the CTR if, due to the traffic situation, ATC considers it necessary. Pilots are reminded that it is their responsibility when operating on a Special VFR Clearance to remain at all times clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and ensure that they comply with SERA.3105 Minimum Heights, SERA.5010 Special VFR in control zones and ENR 1.2 paragraph 1.3(l). Pilots must inform the radar controller if compliance with these requirements entails a change of heading or level.

(c) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding airspace.

(d) Special VFR flight may be subject to delay when they cannot be fitted readily into the traffic flow.

(e) In order to reduce conflict with IFR flights, Special VFR arriving/departing flights will normally be cleared not above a specified altitude and to route via a published Visual Reference Point.

(f) Special VFR clearances will not be issued to fixed wing aircraft departing from Liverpool it the reported weather conditions are: visibility 1800 m or less, or the cloud ceiling is less than 600 ft.

(g) In order to integrate VFR flights to/from Liverpool Airport with the IFR traffic flow, standard routes are established along which VFR clearance will be issued subject to the conditions specified above. The routes provide a uni-directional traffic flow, dependent upon the runway in use at Liverpool Airport. The routes are detailed in paragraph 7 below and shown on the chart at AD-2-EGGP-4-1. Non-standard routes may be requested but ATC approval will only be granted if the traffic situation allows. Pilots are reminded of the requirements to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with instructions. →

(h) Aircraft requiring to hold south of Liverpool Airport should minimise flight over Stanlow oil refinery (4 nm south of the airport).

(i) Aircraft approaching Liverpool Airport from the south and south east are requested to aviod, overflying the industrial chemical works on the south bank of the River Mersey, 1 nm south of the Runcorn Bridge.

EGGP AD 2.22 FLIGHT PROCEDURES (continued)

7 Standard VFR Entry/Exit Routes in the Liverpool Control Zone

(a) Runway 27

		Route	Max Altitude	Remarks
Outbound to	North	Route via the River Mersey, to leave CTR via VRP Seaforth	1500 ft	
	South	Cross River Mersey and follow M53 Motorway, to leave CTR via VRP Chester		Remain east of EG R311 (Capenhurst)
Inbound from	North	Enter CTR via VRP Kirkby, route east of M57 Motorway, then as directed by ATC	1500 ft	
	South	Enter CTR via VRP Oulton Park, route to the western edge of Helsby, then as directed by ATC.		

(b) Runway 09

		Route	Max Altitude	Remarks
Outbound to	North	East of M57 Motorway, leave CTR via VRP Kirkby to	1500 ft	
	South	Cross River Mersey and leave CTR via VRP Oulton Park		
Inbound from	North	Enter the CTR via VRP Seaforth, route via the River Mersey, then as directed by ATC	1500 ft	
	South	Enter CTR via VRP Chester, follow M53 Motorway to the Outlet Village at Junction 10, then as directed by ATC.		Remain east of EG R311 (Capenhurst)

8 Manchester Special Low Level Route

(a) The Manchester Special Low Level Route lies immediately to east of the Liverpool CTR. Low Level Route procedures are described at EGCC AD 2.22 paragraph 7 and the route illustrated at Manchester EGCC AD 2 Control Zone and Control Area Chart - Entry/Exit Lanes and VRPs (page AD 2-EGCC-4-1).

9 Visual Reference Points (VRP)

(a) For the benefit of pilots on VFR flights who prefer to determine their position by radio navigation aids, rather than by visual pin-points, suitably defined VRPs for Liverpool are given below:

Liverpool CTR/CTA/Manchester CTA

VRP	VOR/DME FIX
Aintree Racecourse 532836N 0025635W	WAL 056°/8.6 nm MCT 289°/25.5 nm
Burtonwood 532500N 0023817W	WAL 087°/17.9 nm MCT 287°/14 nm
Chester (A55(T)/A51(T)) 531142N 0025038W	WAL 141°/15.8 nm MCT 247°/23.1 nm
Fiddlers Ferry Power Station 532218.39N 0024116.03W	WAL 097°/16.1 nm
Frodsham Hill 531713.75N 0024329.27W	WAL 115°/16 nm
Garston Docks 532109.96N 0025424.36W	WAL 108°/8.5 nm
Haydock Park Racecourse 532842N 0023720W	WAL 076°/19.1 nm MCT 302°/14.8 nm
Helsby Hill 531624.31N 0024547.64W	WAL 120°/15.1 nm
Jaguar Car Factory 532112.66N 0025008.80W	WAL 104°/11 nm
Kirkby 532848N 0025254W	WAL 062°/10.5 nm MCT 291°/23.4 nm
M53N/J10 (Cheshire Oaks) 531545.39N 0025234.37W	WAL 132°/12.1 nm
M56 Junction 11 531938N 0023837W	WAL 105°/18.1 nm MCT 265°/13.8 nm

EGGP AD 2.22 FLIGHT PROCEDURES (continued)

VRP	VOR/DME FIX
Neston 531730N 0030336W	WAL 158°/6.6 nm MCT 265°/29 nm
Oulton Park 531034N 0023648W	WAL 127°/22.8 nm MCT 232°/16.7 nm
Runcorn Bridge 532046.82N 0024416.41W	WAL 103°/14.5 nm
Seaforth 532741N 0030205W	WAL 043°/5.5 nm MCT 285°/28.4 nm
Stretton Aerodrome 532046N 0023135W	WAL 099°/22 nm MCT 268°/9.5 nm
The Liver Building (Pier Head) 532420.73N 0025945.19W	WAL 083°/5 nm
Tarvin Roundabout 531141.96N 0024637.80W	WAL 135°/17.5 nm
Tarbock Island 532353.86N 0024830.41W	WAL 090°/11.7 nm

Note 1: *Burtonwood/M56 Junction 11. Remain to the east of these VRPs to remain clear of Liverpool CTR.*

Note 2: *Stretton AD. Remain to the west of these VRPs to remain clear of Manchester CTR.*

EGGP AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGGP AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGGP-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGGP-2-2

Figure: CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs

AD 2-EGGP-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGGP-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) POLE HILL - ICAO

AD 2-EGGP-6-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) REXAM - ICAO

AD 2-EGGP-6-2

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) BARTN 1T 1V - ICAO

AD 2-EGGP-6-3

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) WALLASEY/NANTI - ICAO

AD 2-EGGP-6-4

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via TIPOD (northeast & west) - ICAO →

AD 2-EGGP-7-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via TIPOD (south & southeast) - ICAO →

AD 2-EGGP-7-2

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via KEGUN (south & southeast) - ICAO →

AD 2-EGGP-7-3

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 09 - ICAO

AD 2-EGGP-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 09 - ICAO

EGGP AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

AD 2-EGGP-8-2

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 09 - ICAO

AD 2-EGGP-8-3

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 09 - ICAO

AD 2-EGGP-8-4

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 - ICAO

AD 2-EGGP-8-5

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 - ICAO

AD 2-EGGP-8-6

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 27 - ICAO

AD 2-EGGP-8-7

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 27 - ICAO

AD 2-EGGP-8-8

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 - ICAO

AD 2-EGGP-8-9

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RWY 09 - ICAO

AD 2-EGGP-8-10

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RWY 27- ICAO

AD 2-EGGP-8-11