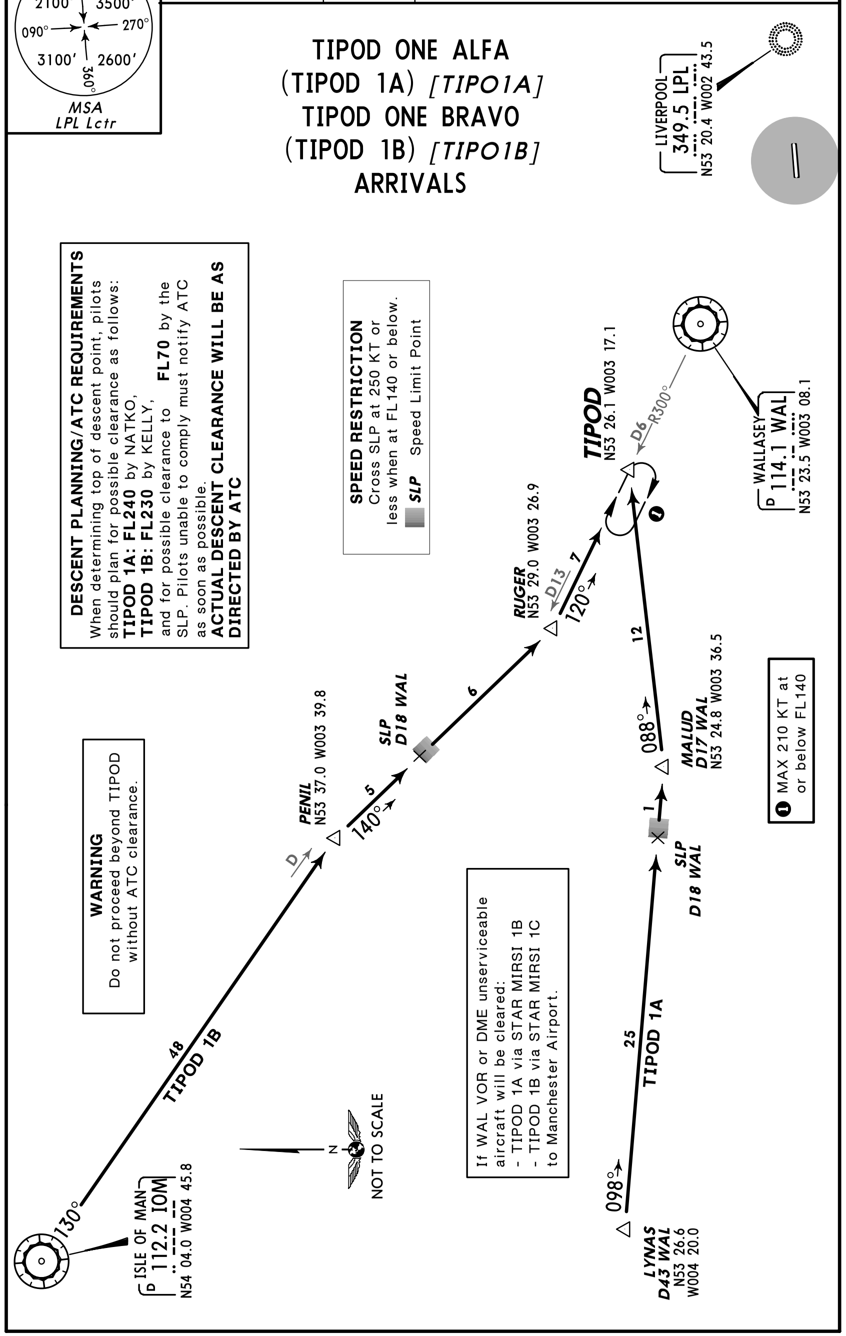
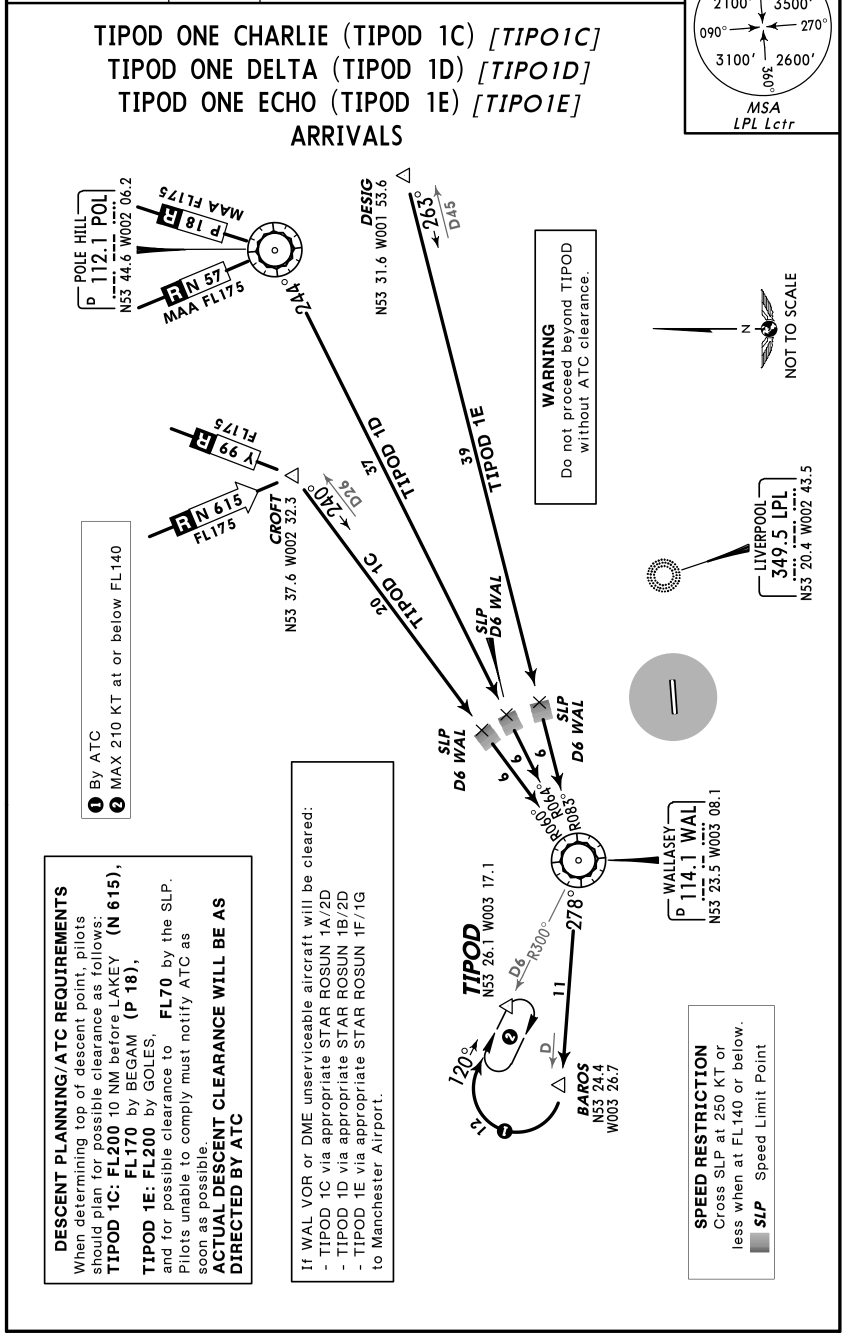
ATIS	Apt Elev	
124.32	80'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'

TIPOD ONE ALFA (TIPOD 1A) [TIPO1A] TIPOD ONE BRAVO (TIPOD 1B) [TIPO1B] ARRIVALS



ATIS	Apt Elev	
124.32	80'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'

TIPOD ONE CHARLIE (TIPOD 1C) [TIPO1C] TIPOD ONE DELTA (TIPOD 1D) [TIPO1D] TIPOD ONE ECHO (TIPOD 1E) [TIPO1E] ARRIVALS



EGGP/LPL
LIVERPOOL

JEPPESEN
29 APR 05 (10-2B) Eff 12 May

LIVERPOOL, UK
STAR

ATIS	Apt Elev	
124.32	80′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ STARs in operation between 0700-2000LT daily. At ATC discretion aircraft may be routed via KEGUN STARs. Between 2000-0700LT daily use KEGUN STARs (10-2C).

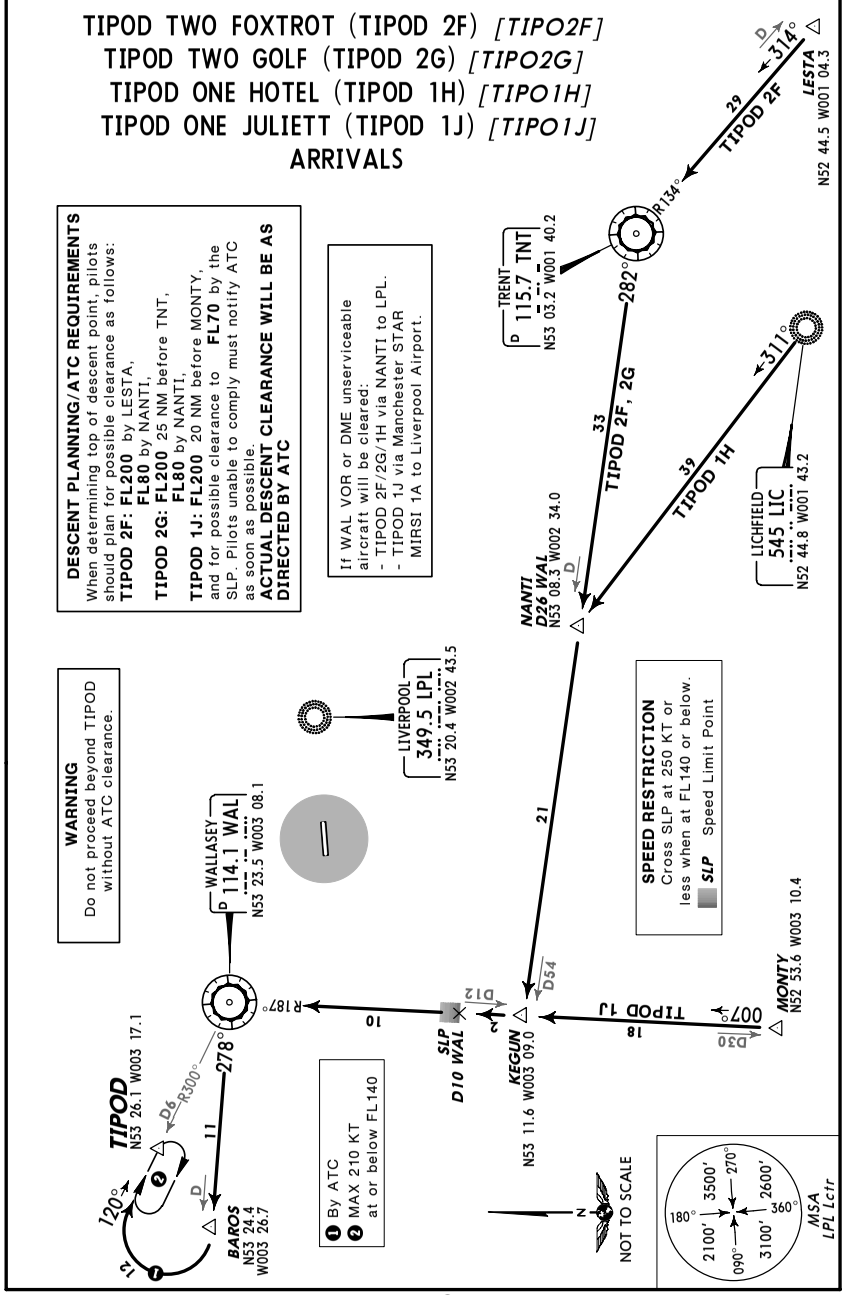
TIPOD TWO FOXTROT (TIPOD 2F) *[TIPO2F]*
TIPOD TWO GOLF (TIPOD 2G) *[TIPO2G]*
TIPOD ONE HOTEL (TIPOD 1H) *[TIPO1H]*
TIPOD ONE JULIETT (TIPOD 1J) *[TIPO1J]*
ARRIVALS

DESCENT PLANNING/ATC REQUIREMENTS
When determining top of descent point, pilots should plan for possible clearance as follows:
TIPOD 2F: FL200 by LESTA,
FL80 by NANTI,
TIPOD 2G: FL200 25 NM before TNT,
FL80 by NANTI,
TIPOD 1J: FL200 20 NM before MONTY,
TIPOD 1J: FL200 20 NM before MONTY,
and for possible clearance to **FL70** by the SLP. Pilots unable to comply must notify ATC as soon as possible.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

If WAL VOR or DME unserviceable aircraft will be cleared:
- TIPOD 2F/2G/1H via NANTI to LPL.
- TIPOD 1J via Manchester STAR MIRSI 1A to Liverpool Airport.

WARNING
Do not proceed beyond TIPOD without ATC clearance.

SPEED RESTRICTION
Cross SLP at 250 KT or less when at FL140 or below.
SLP Speed Limit Point



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EGGP/LPL
LIVERPOOL

JEPPESEN
29 APR 05 (10-2C) Eff 12 May

LIVERPOOL, UK
STAR

ATIS	Apt Elev	
124.32	80′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ STARs in operation between 2000-0700LT daily and at ATC discretion at other times.

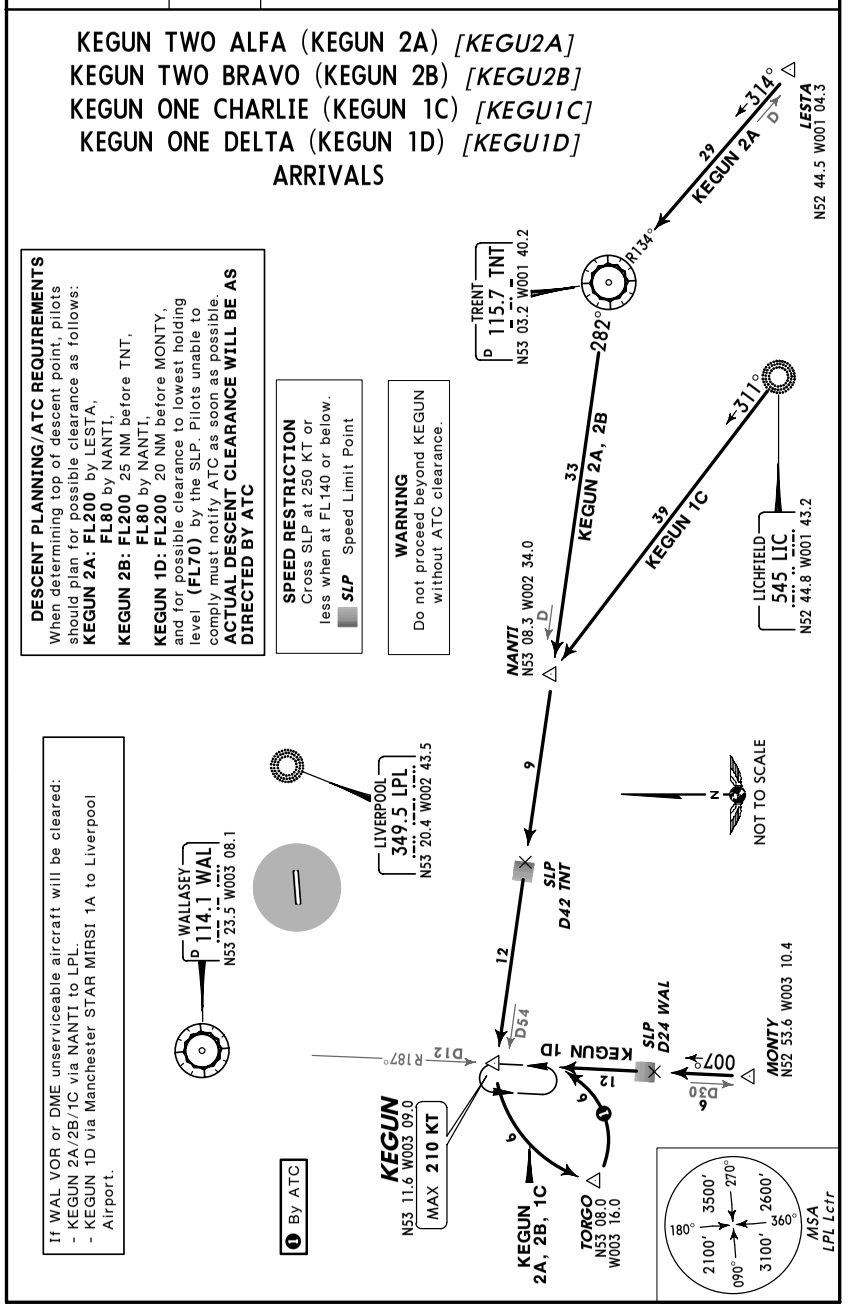
KEGUN TWO ALFA (KEGUN 2A) *[KEGU2A]*
KEGUN TWO BRAVO (KEGUN 2B) *[KEGU2B]*
KEGUN ONE CHARLIE (KEGUN 1C) *[KEGU1C]*
KEGUN ONE DELTA (KEGUN 1D) *[KEGU1D]*
ARRIVALS

DESCENT PLANNING/ATC REQUIREMENTS
When determining top of descent point, pilots should plan for possible clearance as follows:
KEGUN 2A: FL200 by LESTA,
FL80 by NANTI,
KEGUN 2B: FL200 25 NM before TNT,
FL80 by NANTI,
KEGUN 1D: FL200 20 NM before MONTY,
and for possible clearance to lowest holding level **(FL70)** by the SLP. Pilots unable to comply must notify ATC as soon as possible.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

SPEED RESTRICTION
Cross SLP at 250 KT or less when at FL140 or below.
SLP Speed Limit Point

WARNING
Do not proceed beyond KEGUN without ATC clearance.

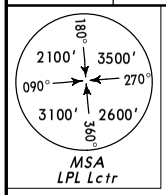
If WAL VOR or DME unserviceable aircraft will be cleared:
- KEGUN 2A/2B/1C via NANTI to LPL.
- KEGUN 1D via Manchester STAR MIRSI 1A to Liverpool Airport.



MANCHESTER Control	Apt Elev	
128.05	80′	Trans level: By ATC Trans alt: 5000′ **1.** When instructed contact MANCHESTER Control. **2.** All SIDs include noise preferential routes. **3.** Initial climb straight ahead to 580′. **4.** Cruising levels will be allocated enroute by MANCHESTER Control (at or below FL190) or LONDON Control (above FL190).

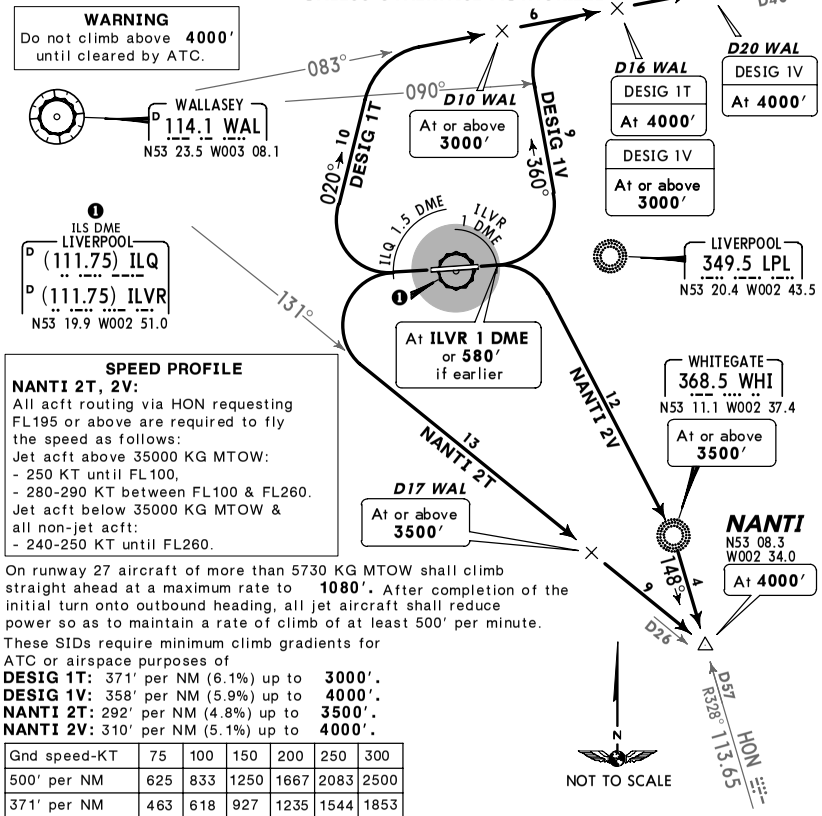
DESIG ONE TANGO (DESIG 1T) *[DESI1T]*
DESIG ONE VICTOR (DESIG 1V) *[DESI1V]*
NANTI TWO TANGO (NANTI 2T) *[NANT2T]*
NANTI TWO VICTOR (NANTI 2V) *[NANT2V]*
RWYS 27, 09 DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



MSA
LPL Lctr

WARNING
Do not climb above **4000′** until cleared by ATC.



SPEED PROFILE
NANTI 2T, 2V:
All acft routing via HON requesting FL195 or above are required to fly the speed as follows:
Jet acft above 35000 KG MTOW:
- 250 KT until FL100,
- 280-290 KT between FL100 & FL260.
Jet acft below 35000 KG MTOW & all non-jet acft:
- 240-250 KT until FL260.

On runway 27 aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to **1080′.** After completion of the initial turn onto outbound heading, all jet aircraft shall reduce power so as to maintain a rate of climb of at least 500′ per minute.

These SIDs require minimum climb gradients for ATC or airspace purposes of
DESIG 1T: 371′ per NM (6.1%) up to **3000′.**
DESIG 1V: 358′ per NM (5.9%) up to **4000′.**
NANTI 2T: 292′ per NM (4.8%) up to **3500′.**
NANTI 2V: 310′ per NM (5.1%) up to **4000′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
371′ per NM	463	618	927	1235	1544	1853
358′ per NM	448	597	896	1195	1494	1792
310′ per NM	387	516	775	1033	1291	1549
292′ per NM	365	486	729	972	1215	1458

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

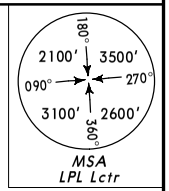
SID	RWY	ROUTING
DESIG 1T	**27**	Climb straight ahead, at ILQ 1.5 DME turn RIGHT, 020° track, intercept WAL R-083 to DESIG.
DESIG 1V	**09**	Climb straight ahead, at ILVR 1 DME or **580′** if earlier, turn LEFT, 360° track, when passing WAL R-090 turn RIGHT, intercept WAL R-083 to DESIG.
NANTI 2T	**27**	Climb straight ahead, at ILQ 1.5 DME turn LEFT, intercept WAL R-131 to NANTI.
NANTI 2V	**09**	Climb straight ahead, at ILVR 1 DME or **580′** if earlier, turn RIGHT to WHI, intercept WAL R-131 or HON R-328 inbound to NANTI.

CHANGES: NANTI SIDs speed profile.

MANCHESTER Control	Apt Elev	
128.05	80′	Trans level: By ATC Trans alt: 5000′ **1.** When instructed contact MANCHESTER Control. **2.** All SIDs include noise preferential routes. **3.** Initial climb straight ahead to 580′. **4.** Cruising levels will be allocated enroute by MANCHESTER Control (at or below FL270) or LONDON Control (at or above FL280).

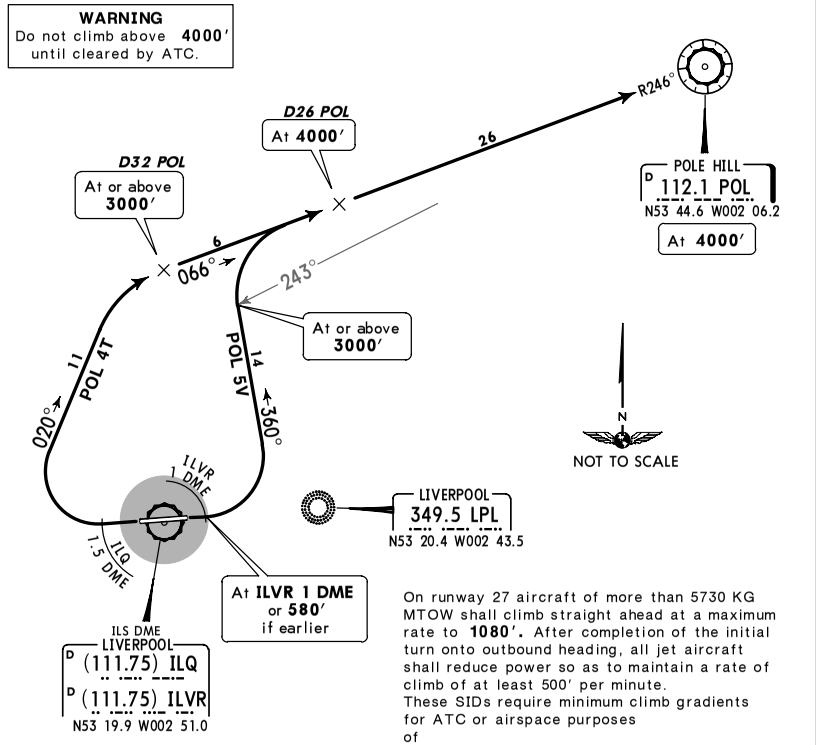
POLE HILL FOUR TANGO (POL 4T)
POLE HILL FIVE VICTOR (POL 5V)
RWYS 27, 09 DEPARTURES
FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



MSA
LPL Lctr

WARNING
Do not climb above **4000′** until cleared by ATC.



On runway 27 aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to **1080′.** After completion of the initial turn onto outbound heading, all jet aircraft shall reduce power so as to maintain a rate of climb of at least 500′ per minute.

These SIDs require minimum climb gradients for ATC or airspace purposes of
POL 4T: 322′ per NM (5.3%) up to **4000′.**
POL 5V: 371′ per NM (6.1%) up to **4000′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
371′ per NM	463	618	927	1235	1544	1853
322′ per NM	403	537	805	1073	1342	1610

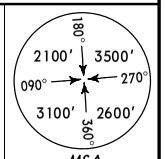
If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

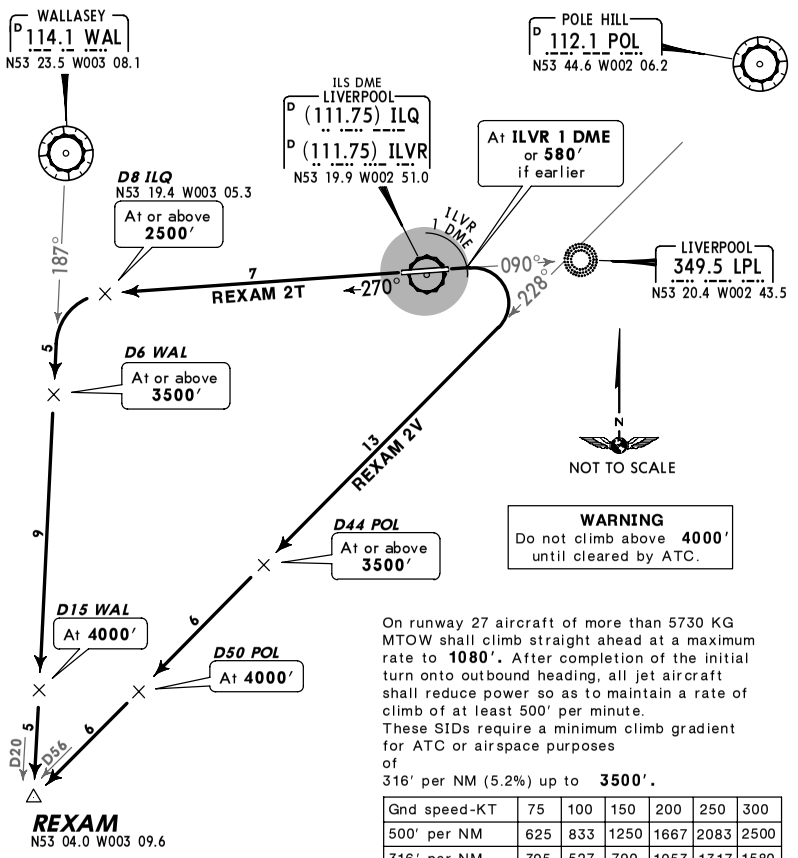
SID	RWY	ROUTING
POL 4T	**27**	Climb straight ahead, at ILQ 1.5 DME turn RIGHT, 020° track, intercept POL R-246 inbound to POL.
POL 5V	**09**	Climb straight ahead, at ILVR 1 DME or **580′** if earlier, turn LEFT, 360° track, when passing POL R-243 turn RIGHT, intercept POL R-246 inbound to POL.

CHANGES: None.

MANCHESTER Control	Apt Elev	
128.05	80′	Trans level: By ATC Trans alt: 5000′ **1.** When instructed contact MANCHESTER Control. **2.** All SIDs include noise preferential routes. **3.** Initial climb straight ahead to 580′. **4.** Cruising levels will be allocated enroute by MANCHESTER Control (at or below FL270) or LONDON Control (at or above FL280).

REXAM TWO TANGO (REXAM 2T) *[REXA2T]*
REXAM TWO VICTOR (REXAM 2V) *[REXA2V]*
RWYS 27, 09 DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED





WARNING
Do not climb above **4000′** until cleared by ATC.

On runway 27 aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to **1080′.** After completion of the initial turn onto outbound heading, all jet aircraft shall reduce power so as to maintain a rate of climb of at least 500′ per minute.
These SIDs require a minimum climb gradient for ATC or airspace purposes of 316′ per NM (5.2%) up to **3500′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
316′ per NM	395	527	790	1053	1317	1580

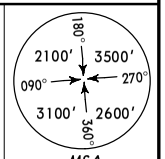
If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

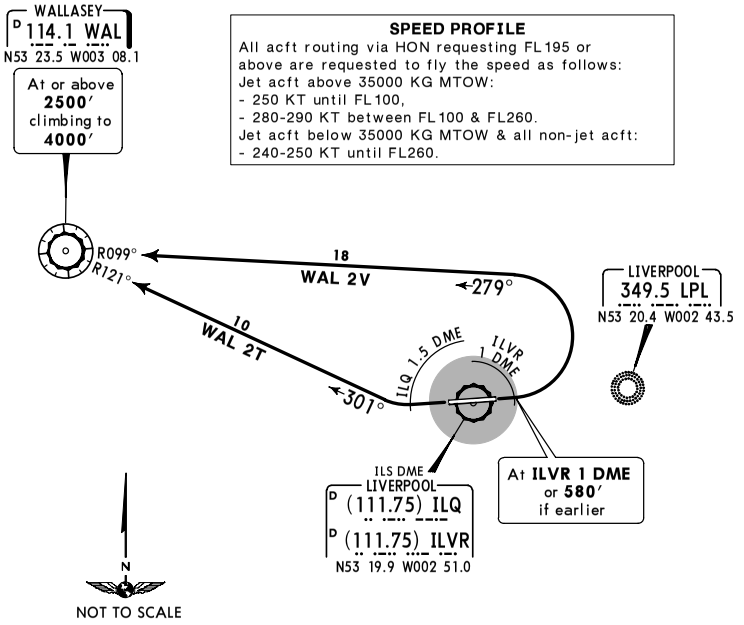
SID	RWY	ROUTING
REXAM 2T	27	Climb on 270° bearing from LPL to D8 ILQ, turn LEFT, intercept WAL R-187 to REXAM.
REXAM 2V	09	Climb straight ahead, at ILVR 1 DME or **580′** if earlier, turn RIGHT, intercept POL R-228 to REXAM.

CHANGES: None.

MANCHESTER Control	Apt Elev	
128.05	80′	Trans level: By ATC Trans alt: 5000′ **1.** When instructed contact MANCHESTER Control. **2.** All SIDs include noise preferential routes. **3.** Initial climb straight ahead to 580′. **4.** Cruising levels will be allocated enroute by MANCHESTER Control (at or below FL240) or LONDON Control (at or above FL250).

WALLASEY TWO TANGO (WAL 2T)
WALLASEY TWO VICTOR (WAL 2V)
RWYS 27, 09 DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED





WARNING
Do not climb above **4000′** until cleared by ATC.

On runway 27 aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to **1080′.** After completion of the initial turn onto outbound heading, all jet aircraft shall reduce power so as to maintain a rate of climb of at least 500′ per minute.

WAL 2T
This SID requires a minimum climb gradient for ATC or airspace purposes of 249′ per NM (4.1%) up to **2500′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
249′ per NM	311	415	623	830	1038	1246

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

SID	RWY	ROUTING
WAL 2T	27	Climb straight ahead, intercept WAL R-121 inbound to WAL.
WAL 2V	09	Climb straight ahead, at ILVR 1 DME or **580′** if earlier, turn LEFT, intercept WAL R-099 inbound to WAL.

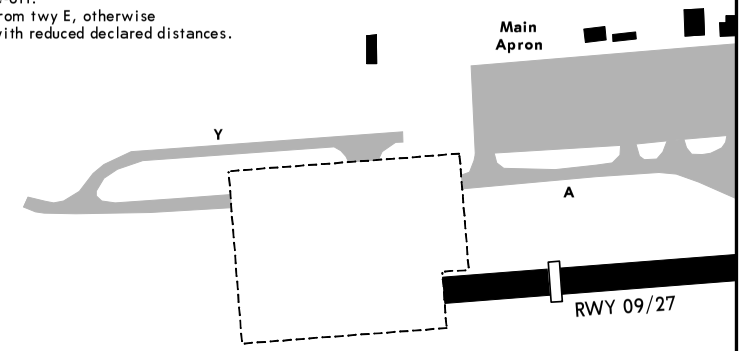
CHANGES: Speed profile established.

TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

PHASE 1

Runway will remain operational at all times.
Access/egress to rwy 09 end will be via twy E.
WIP at rwy 09 end, including widening of twy D.
All WIP carried out using a displaced threshold.
Temporary TDZ markings will be provided, aligned with a temporary PAPI.
Rwy 09 piano keys and designator markings will not be available.
Twy A west of A8, C and D will be closed.
Rwy 09 take-off:
Backtrack from twy E, otherwise
as normal with reduced declared distances.



TORA RWY 09 6240'(1902m)
LDA RWY 09 6339'(1932m)
TORA RWY 27 6240'(1902m)
LDA RWY 27 6240'(1902m)

PHASE 2

CL and TDZ will not be operational.
WIP to be carried out along the full width of the rwy and at twy G.

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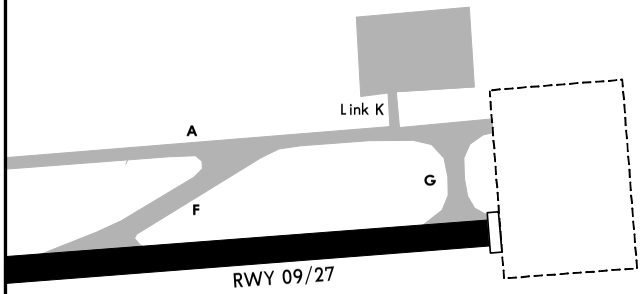
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

PHASE 3

CL and TDZ will not be operational.
WIP at rwy 27 end carried out using a displaced threshold.
Twy G will be operational.



TORA RWY 09 6946'(2117m)
LDA RWY 09 6745'(2056m)
TORA RWY 27 6946'(2117m)
LDA RWY 27 6946'(2117m)

PHASE 4

CL and TDZ will not be operational.
WIP to be carried out along the full width of the runway and at twys F, E and D.
RCLM will generally be retained throughout WIP.
It is possible that other rwy markings, particularly TDZ, may be absent for up to 48 hours.
Supplementary, non standard, TDZ aiming points will be applied to rwy shoulders or adjacent grass strips when necessary.
Rwy 09/27 piano keys and designator markings will be available.
Twys E, F and G will need to be closed for prolonged periods.

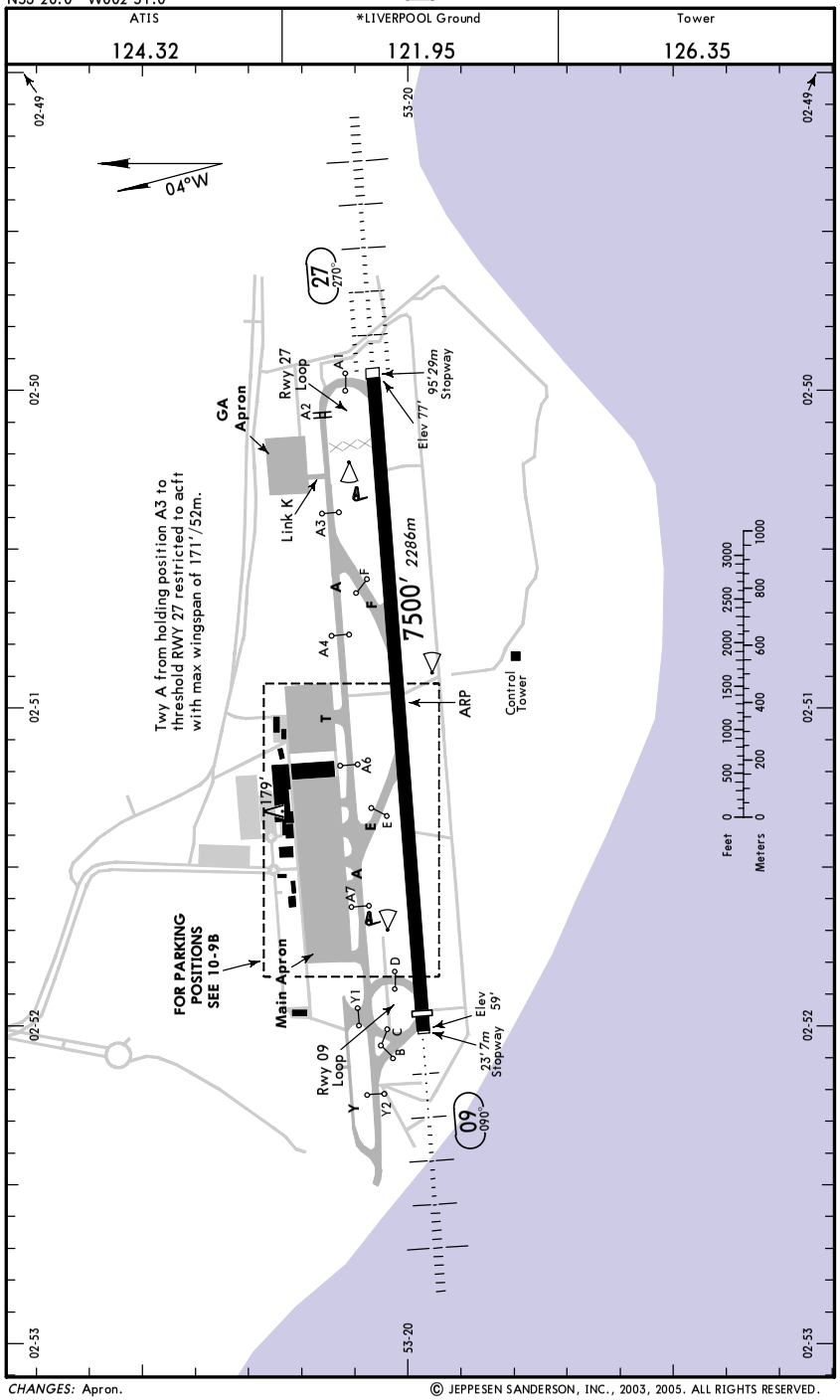
EGGP/LPL

Apt Elev **80'**
N53 20.0 W002 51.0

JEPPESEN
8 JUL 05 (10-9)

LIVERPOOL, UK
LIVERPOOL

ATIS	*LIVERPOOL Ground	Tower
124.32	121.95	126.35



CHANGES: Apron.

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EGGP/LPL

JEPPESEN
8 JUL 05 (10-9A)

LIVERPOOL, UK
LIVERPOOL

GENERAL
Rwy 27 approved for CAT II operations, special aircrew and acft certification required.
Pilots should positively identify the rwy in use before committing the aircraft to a landing.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
09	HIRL*(61m)* CL*(31m)* HIALS ❶ HST RVR	7300' *2225m*	6345' *1934m*		151' *46m*
27	HIRL*(61m)* CL*(31m)* HIALS-II TDZ ❶ HST RVR		6470' *1972m*		

❶ PAPI-L (3.0°)

CAT II OPERATIONS

During CAT II operations the following restrictions will apply:
1) Aircraft departing rwy 27 must hold at the CAT II holding point A2.
2) Arriving acft must continue to the end of rwy to clear via holding point C.
Aircraft must not call "rwy vacated" prior to entering taxiway A.

START-UP AND TAXI PROCEDURE

All aircraft must enter the apron via twy V except B767 and larger aircraft which enter via twy W under follow-me guidance. Acft on stands 1 thru 8 and 30 thru 37A will exit apron via twy U and aircraft on stands 10 thru 14A and 39 thru 41 will exit apron via twy W.
Aircraft repositioning on the apron only under marshallers guidance.
Aircraft are to report "on stand/parked".
Pilots are to report their stand number and facing direction when requesting start-up. Do not request start-up until the aircraft is fully ready to start.

WARNING: Pilots should exercise caution when leaving the main apron to ensure they do not enter the HST when taxiing to rwy 09 or rwy 27.

The GA-Apron is not part of the licensed airport, GA-Apron, Link K and holding point B are limited to aircraft of 5700 kg or less.

Twy A West of abeam holding point C and Twy Y, only available for use by code B aircraft or smaller and not available at NIGHT or in LVP.

JAR-OPS TAKE-OFF ❶

	All Rwys — LVP must be in Force: RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*150m*	*200m*	*250m*	*400m*	*500m*
B					
C					
D	*200m*	*250m*	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m.

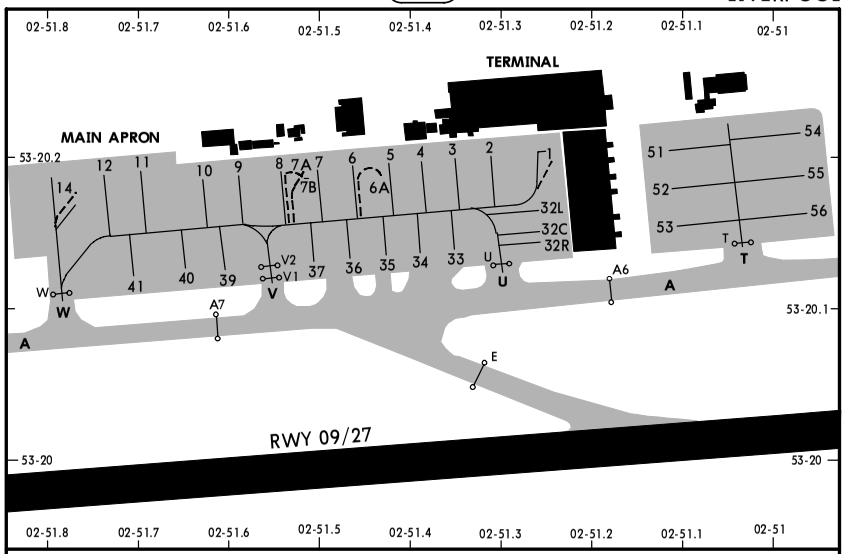
CHANGES: None.

EGGP/LPL — LIVERPOOL, UK

JEPPESEN

8 JUL 05 (10-9B)

LIVERPOOL



On all stands, except 7A, 7B and 14, push-back required.
Stands 1 and 32 are out of sight of ATC. Pilots should listen carefully to their taxi instructions.
Stand 14 available for acft up to B-747.
Individual airline operators are advised to contact Apron Control to discuss the "Exit Manoeuvring Requirements" from the stand, which involves a nose wheel turning angle of 55°.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N53 20.2 W002 51.3	33	N53 20.1 W002 51.3
3 thru 5	N53 20.2 W002 51.4	34, 35	N53 20.1 W002 51.4
6	N53 20.2 W002 51.5	36, 37	N53 20.1 W002 51.5
6A	N53 20.2 W002 51.4	39	N53 20.1 W002 51.6
7 thru 8	N53 20.2 W002 51.5	40, 41	N53 20.1 W002 51.7
9 thru 10	N53 20.2 W002 51.6	51 thru 53	N53 20.2 W002 51.1
11, 12	N53 20.2 W002 51.7	54 thru 56	N53 20.2 W002 51.0
14	N53 20.2 W002 51.8		
32L	N53 20.2 W002 51.2		
32C, 32R	N53 20.1 W002 51.2		

CHANGES: Apron. Parking stands. Holding position T.

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EGGP/LPL — LIVERPOOL, UK

JEPPESEN

LIVERPOOL

11 APR 03 (11-1) Eff 17 Apr

NDB ILS DME Rwy 09

BRIEFING STRIP

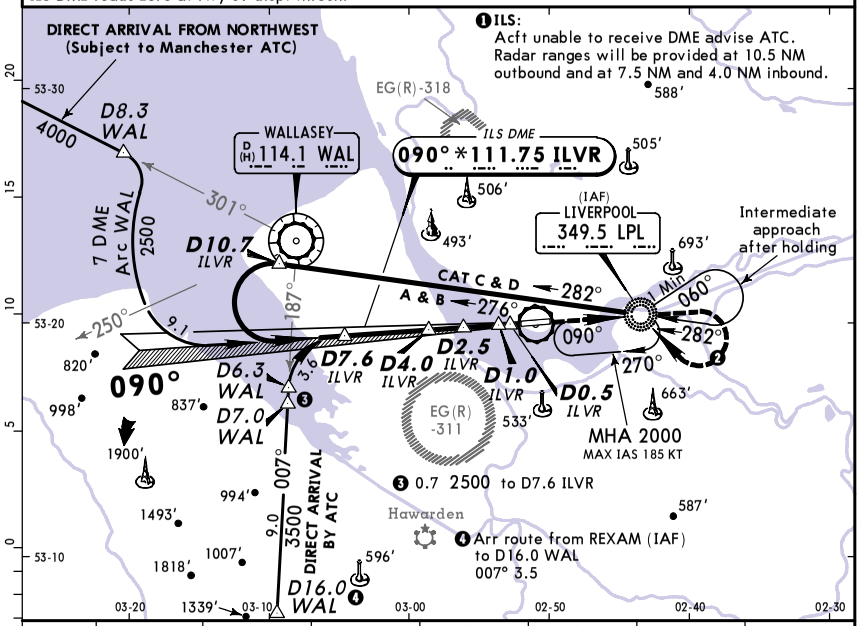
ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.32	119.85	126.35	121.95

LOC	Final	GS	ILS	
ILVR	Apch Crs	D4.0 ILVR	DA(H)	Apt Elev 80′
*111.75	090°	1380′ (1321′)	259′ (200′)	RWY 59′

MISSED APCH: Climb STRAIGHT AHEAD to Lctr climbing to 2500′.
Acft which achieve 1700′ (7% climb grad required) by Lctr enter hold and continue climb to 2500′, or as directed.
❷ Acft unable to achieve 1700′ by Lctr inform ATC and continue on 090° from Lctr to 1700′, then turn RIGHT to Lctr climbing to 2500′, or as directed.

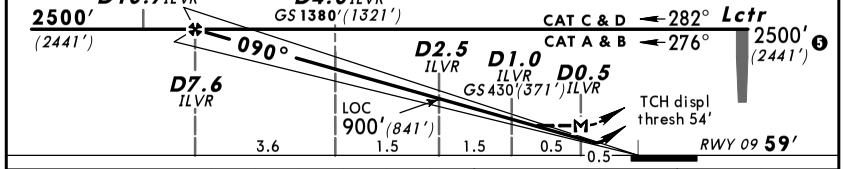
MSA
LPL Lctr
180° 2100′ 3500′ 270° 090° 3100′ 2600′ 360°

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000′ (4941′)
ILS DME reads zero at rwy 09 displ thresh.



LOC (GS out)	ILVR DME	7.0	6.0	5.0	3.0	2.0	1.0
	ALTITUDE (HAT)	2310′ (2251′)	2000′ (1941′)	1680′ (1621′)	1050′ (991′)	740′ (681′)	420′ (361′)

❺ Arrival not below MSA. Descend in holding as necessary.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at D0.5 ILVR						

HIALS PAPI LPL 349.5

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 09

	ILS DA(H) 259′ (200′) FULL	ILS DA(H) 259′ (200′) ALS out	LOC (GS out) MDA(H) 410′ (351′)	LOC (GS out) MDA(H) 410′ (351′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′ (520′)	1500m
135	700′ (620′)	1600m
180	1000′ (920′)	2400m
205	1000′ (920′)	3600m

CHANGES: MSA. Procedure. Minimums.

EGGP/LPL — LIVERPOOL, UK

LIVERPOOL

JEPPESEN

11 APR 03 (11-2) Eff 17 Apr

NDB ILS DME Rwy 27

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.32	119.85	126.35	121.95

BRIEFING STRIP

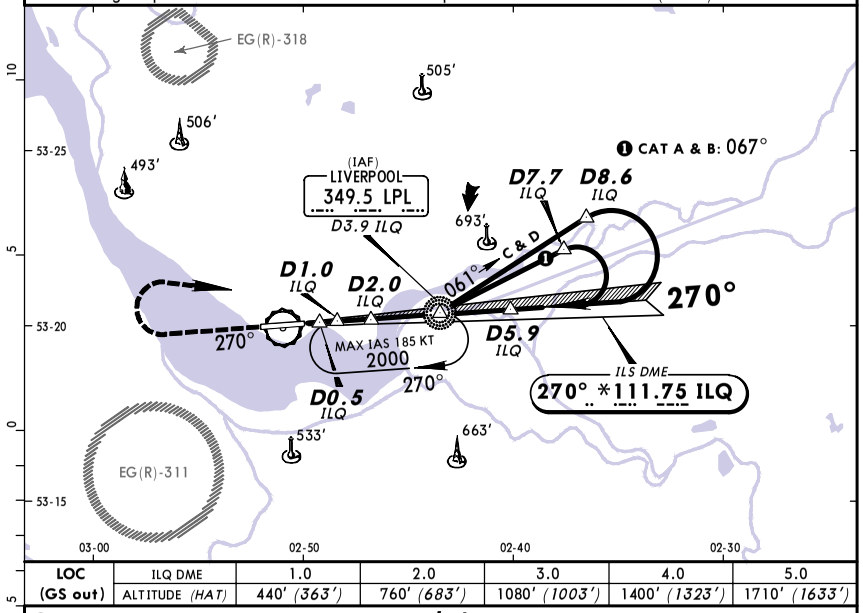
LOC ILQ	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev 80′
*111.75	270°	1370′ (1293′)	277′ (200′)	RWY 77′

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn RIGHT to Lctr climbing to 2000′, or as directed.

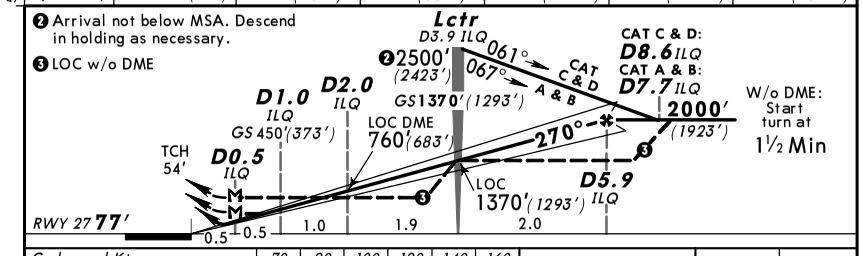
MSA LPL Lctr: 2100′ (180°–090°) 3500′ (090°–180°) 3100′ (270°–360°) 2600′ (360°–270°)

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000′ (4923′)

1. ILS DME reads zero at rwy 27 threshold. 2. Acft unable to receive DME inform ATC prior to commencing ILS procedure. 3. Lowest alt to commence procedure from hold is 2000′(1923′).



LOC (GS out)	ILQ DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE (HAT)	440′ (363′)	760′ (683′)	1080′ (1003′)	1400′ (1323′)	1710′ (1633′)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
LOC w/o DME: Lctr to MAP 3.4	2:55	2:16	2:02	1:42	1:27	1:16
LOC with DME: MAP at D0.5 ILQ						

HIALS PAPI

1500′

PANS OPS 4

JAR-OPS

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 277′ (200′) FULL	ILS DA(H) 277′ (200′) ALS out	LOC (GS out) With DME MDA(H) 420′ (343′)	LOC (GS out) With DME MDA(H) 420′ (343′) ALS out	LOC (GS out) W/o DME MDA(H) 530′ (453′)	LOC (GS out) W/o DME MDA(H) 530′ (453′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m
B			RVR 1000m		RVR 1200m	
C				RVR 1800m		RVR 2000m
D			RVR 1400m	RVR 2000m	RVR 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′ (520′)	1500m
135	700′ (620′)	1600m
180	1000′ (920′)	2400m
205	1000′ (920′)	3600m

CHANGES: MSA. Procedure. Minimums.

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EGGP/LPL — LIVERPOOL, UK

LIVERPOOL

JEPPESEN

11 APR 03 Eff 17 Apr (11-2A)

CAT II NDB ILS DME Rwy 27

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.32	119.85	126.35	121.95

BRIEFING STRIP

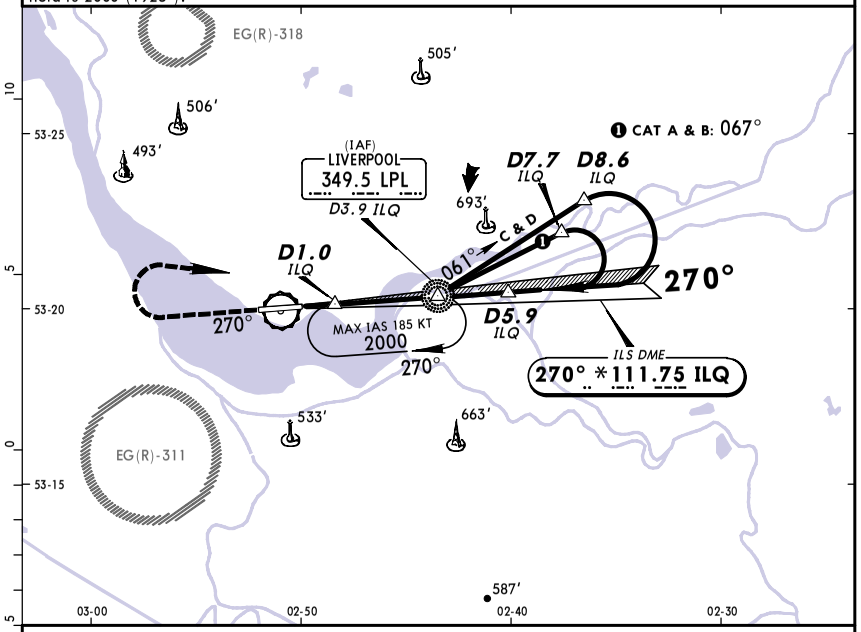
LOC ILQ	Final Apch Crs	GS Lctr	CAT II ILS RA/DA(H)	Apt Elev 80′
*111.75	270°	1370′ (1293′)	Refer to Minimums	RWY 77′

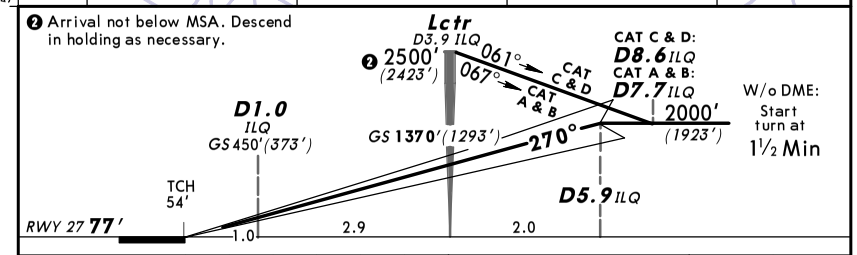
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn RIGHT to Lctr climbing to 2000′, or as directed.

MSA LPL Lctr: 2100′ (180°–090°) 3500′ (090°–180°) 3100′ (270°–360°) 2600′ (360°–270°)

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000′ (4923′)

1. Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 27 thresh. 3. Acft unable to receive DME inform ATC prior to commencing procedure. 4. Lowest alt to commence procedure from hold is 2000′(1923′).





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS PAPI

1500′

PANS OPS 4

JAR-OPS

STRAIGHT-IN LANDING RWY 27

CAT II ILS

ABC	D
RA 103′	RA 113′
DA(H) 177′ (100′)	DA(H) 186′ (109′)

RVR 300m 1

1 Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

CHANGES: MSA. Procedure. Minimums.

EGGP/LPL
LIVERPOOL

JEPPESEN
11 APR 03 (16-1) Eff 17 Apr

LIVERPOOL, UK
NDB DME Rwy 27

BRIEFING STRIP

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.32	119.85	126.35	121.95

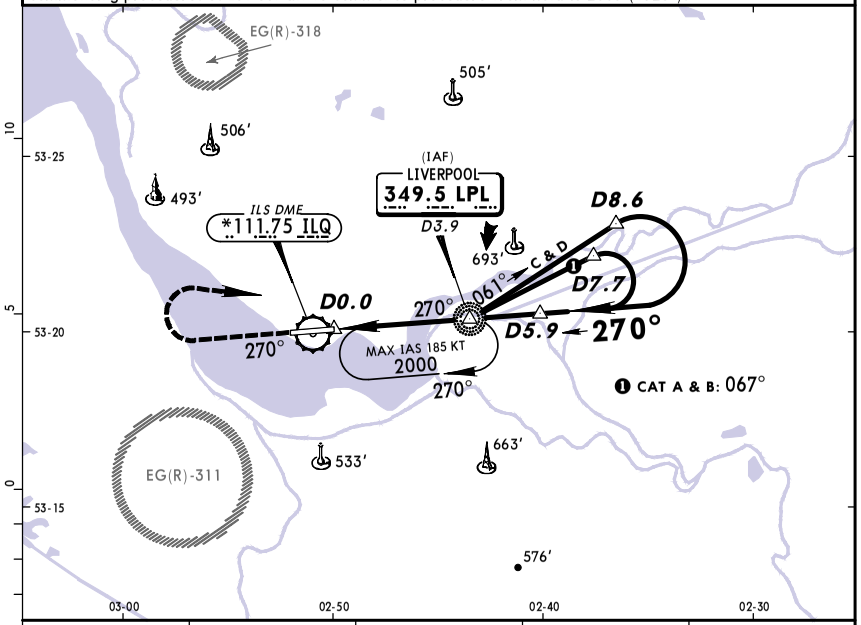
Lctr	Final Apch Crs	With DME Minimum Alt	W/o DME Minimum Alt	MDA(H)	Apt Elev 80′
LPL 349.5	270°	D5.9 2000′ (1923′)	Lctr 1370′ (1293′)	530′ (453′)	RWY 77′

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then climbing turn RIGHT to Lctr to 2000′, or as directed.

MSA LPL Lctr: 2100′ 3500′ 2600′ 3100′

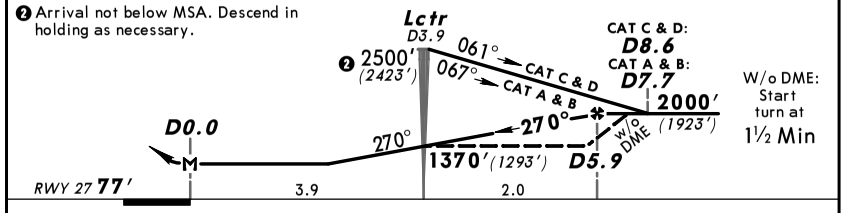
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000′ (4923′)

1. ILS DME reads zero at rwy 27 threshold. 2. Acft unable to receive DME inform ATC prior to commencing procedure. 3. Lowest alt to commence procedure from hold is 2000′(1923′).



ILQ DME	2.0	3.0	4.0	5.0
ALTITUDE (HAT)	760′ (683′)	1080′ (1003′)	1400′ (1323′)	1710′ (1633′)

❷ Arrival not below MSA. Descend in holding as necessary.



Gnd speed-Kts	70	90	100	120	140	160
With DME: Descent Gradient 5.2%	369	474	527	632	737	843
W/o DME: Lctr to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28
With DME: MAP at D0.0						

HIALS PAPI 1500′

JAR-OPS

STRAIGHT-IN LANDING RWY 27

MDA(H) 530′ (453′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′ (520′)	1500m
135	700′ (620′)	1600m
180	1000′ (920′)	2400m
205	1000′ (920′)	3600m

PANS OPS 4

CHANGES: MSA. Procedure. Minimums.

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EGGP/LPL
LIVERPOOL

JEPPESEN
11 APR 03 (18-1) Eff 17 Apr

LIVERPOOL, UK
SRA All Rwys

BRIEFING STRIP

ATIS	LIVERPOOL Approach	LIVERPOOL Radar	LIVERPOOL Tower	*Ground
124.32	119.85	119.85	126.35	121.95

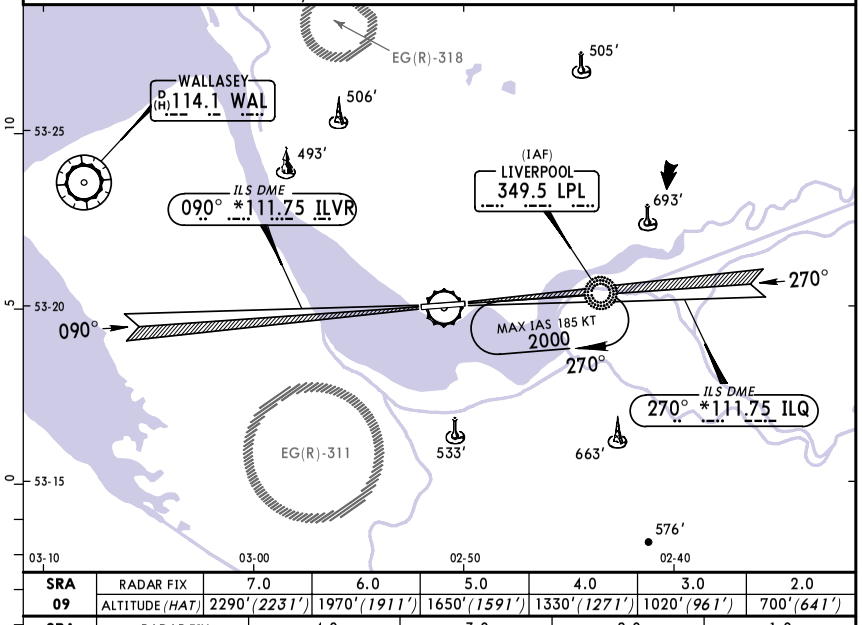
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 80′ RWY 09 59′ RWY 27 77′

Missed Approach - See below

MSA LPL Lctr: 2100′ 3500′ 2600′ 3100′

Alt Set: hPa Apt Elev: 3 hPa Trans level: By ATC Trans alt: 5000′ (4920′)

1. QFE altimeter setting normally used during final approach. 2. ILS DME reads zero at rwy 09 displaced threshold. ILS DME reads zero at rwy 27 threshold.



SRA 09	RADAR FIX	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE (HAT)	2290′ (2231′)	1970′ (1911′)	1650′ (1591′)	1330′ (1271′)	1020′ (961′)	700′ (641′)

SRA 27	RADAR FIX	4.0	3.0	2.0	1.0
	ALTITUDE (HAT)	1650′ (1573′)	1250′ (1173′)	860′ (783′)	470′ (393′)

Minimum Alt/NM	7.5 FAF	4.5 FAF	3.0	2.5
SRA 09 Tmn 2.0	2500′ (2441′)	———	1020′ (961′)	———
SRA 27 Tmn 2.0	———	1900′ (1823′)	———	1060′ (983′)

MISSED APCH:
Runway 09: Climb STRAIGHT AHEAD to Lctr climbing to 2500′.
Acft which achieve 1700′ (7% climb grad required) by Lctr enter hold and continue climb to 2500′, or as directed.
Acft unable to achieve 1700′ by Lctr inform ATC and continue on 090° from Lctr to 1700′, then turn RIGHT to Lctr climbing to 2500′, or as directed.
Runway 27: Climb STRAIGHT AHEAD to 1500′, then climbing turn RIGHT to Lctr to 2000′, or as directed.

Gnd speed-Kts	70	90	100	120	140	160
Rwy 09 Descent Gradient 5.3%	376	483	537	644	751	859
Rwy 27 Descent Gradient 6.5%	461	592	658	790	922	1053
MAP 1 NM from touchdown or TMN 2 to MAP 1.0	0:51	0:40	0:36	0:30	0:26	0:23

Lighting - Refer to Airport Chart

Refer to Missed Apch above

JAR-OPS

STRAIGHT-IN LANDING

	SRA 09 MDA(H) 520′ (461′) ALS out	SRA 27 MDA(H) 460′ (383′) ALS out
A	RVR 1000m	RVR 900m
B	RVR 1200m	RVR 1000m
C		RVR 1800m
D	RVR 1600m	RVR 1400m

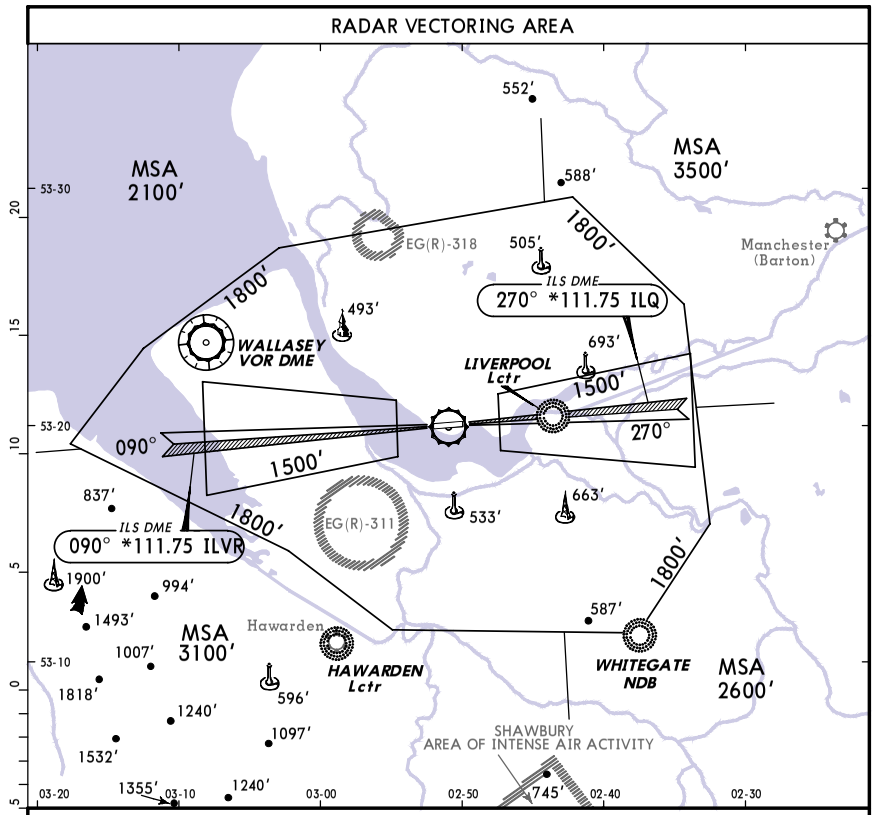
CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS	ALS out
100	600′ (520′)	1500m	RVR 1500m
135	700′ (620′)	1600m	
180	1000′ (920′)	2400m	RVR 2000m
205	1000′ (920′)	3600m	RVR 2000m

PANS OPS 4

CHANGES: MSA. Procedure. Minimums.

RADAR VECTORING AREA



Within the Radar Vectoring Area 1800′ is the minimum initial altitude to be allocated by Radar Controller.
Further descent to 1500′ may be given within the approach areas when on 40° leg or final approach.

LOSS OF COMMUNICATION PROCEDURE

PROCE-DURE	INITIAL APPROACH	INTERMEDIATE AND FINAL APPROACH
All Rwys	Continue visually or by means of an appropriate final approach aid. If not possible proceed to LIVERPOOL Lctr at 2500′ or at last assigned level if higher.	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to LIVERPOOL Lctr.

CHANGES: MSA. LOC bearings.