GENERAL

Operational Hours

ATS Hours / AD Operator Hours: H24

Airport Information

RFF: CAT 7, CAT 8/9 O/R PN.
PCN: RWY 09/27: 77/F/C/W/T

Operation

Night Restriction: Between 2300-0700‡ TKOF RWY 09 only possible when performance requirements preclude use of RWY 27.

Traffic Notes: PPR and ground handling mandatory for all ACFT which are not based in Liverpool.

Low Visibility Procedure
DEP RWY 27: ACFT must stop at A2 HLDG point.

ARR: CONT to RWY-end to clear via TWY C. ACFT must report RWY vacated and report reaching HLDG point A8.

Enter Main APN via TWY W and exit via TWY U.

HLDG points A2, A3, A8, K, T, U, V, W illuminated only during LVP.

TWY Restrictions
TWY link K width 10.5m / 34ft, MAX weight 5.7t / 12566lbs.

TWY K MAX wingspan 42m / 138ft on the north side of the TWY.

ACFT with wingspan 36m / 118ft or above must enter Main APN via TWY W.

TWY A from HLDG point A3 to RWY 27 restricted to ACFT with wingspan below 52m / 171ft. Follow-me mandatory for ACFT with wingspan 52m / 171ft or above.

Enter West APN via TWY U, V, W.

Taxi/Parking
Taxiing is controlled by stoplights and stop bars. Do not proceed beyond these when red.

ACFT repositioning on APN under marshaller guidance only.

All ACFT are to enter Main APN via TWY V EXC B767 and above which will enter through TWY W under follow-me guidance.

Stand 14A is self manoeuvring for ACFT up to B747.

Contact ground crew to coordinate exit manoeuvring requirements from stands, which involves a nose wheel turning angle of 55°.

ACFT on stands 1-8 and 32-37 exit APN via TWY U.

ACFT on stands 10-14A and 39-41 exit APN via TWY W.

Caution when leaving main APN. Do not enter rapid exit turn off when taxiing to RWY 09/27.

Enter Eastern APN via TWY T.

Stands 51-56 are fitted with AGNIS and PAPA (VGDS).

ARRIVAL

Warnings

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR United Kingdom.
Restricted area EG R311, 5NM SW of AD.

Laser Hotspots have been identified in vicinity of AD. These areas are Liverpool centre (7NM northwest), Warrington centre (10NM northeast) and Runcorn centre (4.5NM east). Report all laser attacks to ATC including details of the color of the laser and, where possible, the precise location of the laser.

ACFT completing VIS APCH to EGGP from the south and southeast avoid overflying the industrial chemical works situated on the south bank of the River Mersey, 1NM south of LPL NDB.

Birds in vicinity of AD.

Communication

COM Failure: See CRAR United Kingdom and in addition;
Before ETA or EAT: Fly to **LPL NDB** HLDG; hold last assigned LVL until last acknowledged ETA plus 10min or EAT if this has been given.

Over HLDG point: Hold last assigned LVL until ATA plus 10min; or 10min after last acknowledged COM with ATC whichever is later. Commence descent and effect LDG within 30min or later if able to APCH and land visually.

ACFT which are instructed to hold at **TIPOD** or **KEGUN** before proceeding to **LPL NDB**; leave TIPOD or KEGUN at that time at last assigned LVL and proceed to **LPL NDB**.

Initial APCH: CONT visually or by means of appropriate final APCH aid. If not possible, proceed at 2500ft or last assigned LVL if higher to **LPL NDB**.

Intermediate and final APCH: CONT visually or by means of appropriate final APCH aid. If not possible follow MISAP to **LPL NDB**.

Arrival Procedure

Noise Abatement Procedure: Join final APCH not before reached a DIST of 3NM to AD.

Reverse: To minimise disturbance in areas adjacent to the AD, FLT crews are requested to avoid the use of reverse thrust after LDG, consistent with safe OPS of the ACFT, especially between 2300-0600‡.

Continuous Descent Approaches to RWY 09
Jet and turbo-prop ACFT are expected to apply continuous descent, low power, low drag APCH techniques at all times.

Subject to ATC instructions, inbound ACFT are to maintain as high an ALT as practical and adopt a low PWR, low drag, continuous descent APCH 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 PWR or drag than necessary. The object will be to join the glide path at the appropriate height for the distance without level flight.

To facilitate these techniques ACFT should be flown no faster than 250KT from the speed limiting points and below FL100 and 250-210KT during the intermediate APCH phase. Thereafter speed should managed so as to achieve a continuous descent using as little PWR or drag as possible. ATC may impose speed control if required for separation purposes.

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

ARRIVAL

Approach Procedure under Radar Control: See last page.

Non-standard GP intercept position on
RWY 09
GP intercepts RWY 09 at *314m / 1030ft* after landing threshold.
Remaining LDG DIST beyond GP is *1787m /5863ft.*
RWY 27
GP intercepts RWY 27 at *314m / 1030ft* after landing threshold.
Remaining LDG DIST beyond GP is *1971m / 6467ft.*

DEPARTURE

Take-off Minima

RWY		27	
All ACFT	ft - m/km	0 - 75R	-

RWY		09	
All ACFT	ft - m/km	0 - 125R	-

Communication

COM Failure: See CRAR United Kingdom and in addition;
The routes and ALT to be used when leaving the TMA and CTR are shown in the table below:

PSN at time of decision	Route
TIPOD	Track 360° T at last HLDG LVL minus 500ft.
KEGUN	Track 270° T at last HLDG LVL minus 500ft.
NDB LPL	Track 330° T at last HLDG LVL minus 500ft.
VOR WAL	Track 340° T at last HLDG LVL minus 500ft.

Departure Procedure

Start-up
Report stand number when requesting start-up. REQ start-up only when ACFT is fully ready.

Noise Abatement Procedure
RWY 27: After TKOF climb straight ahead at MAX rate to 1000ft AAL before turning.
RWY 09: After TKOF ASAP initial turn onto outbound HDG, but not below 500ft AAL and not before passing the end of RWY.

After completion of the initial turn onto outbound HDG, reduce PWR and climb 500ft per minute.

De-Icing

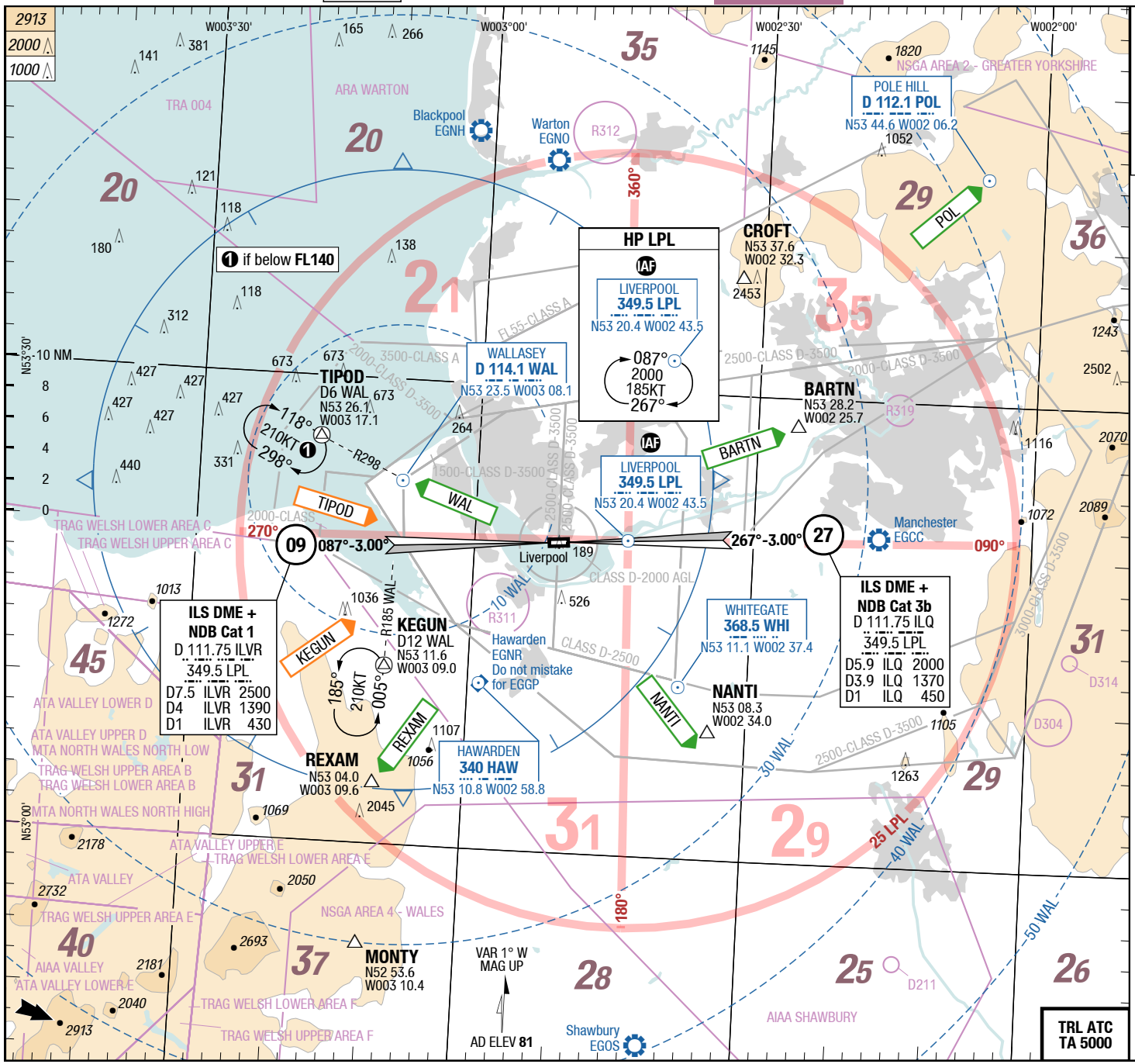
Centralised de-icing AVBL, subject to prior arrangement.

Approach Procedure under Radar Control

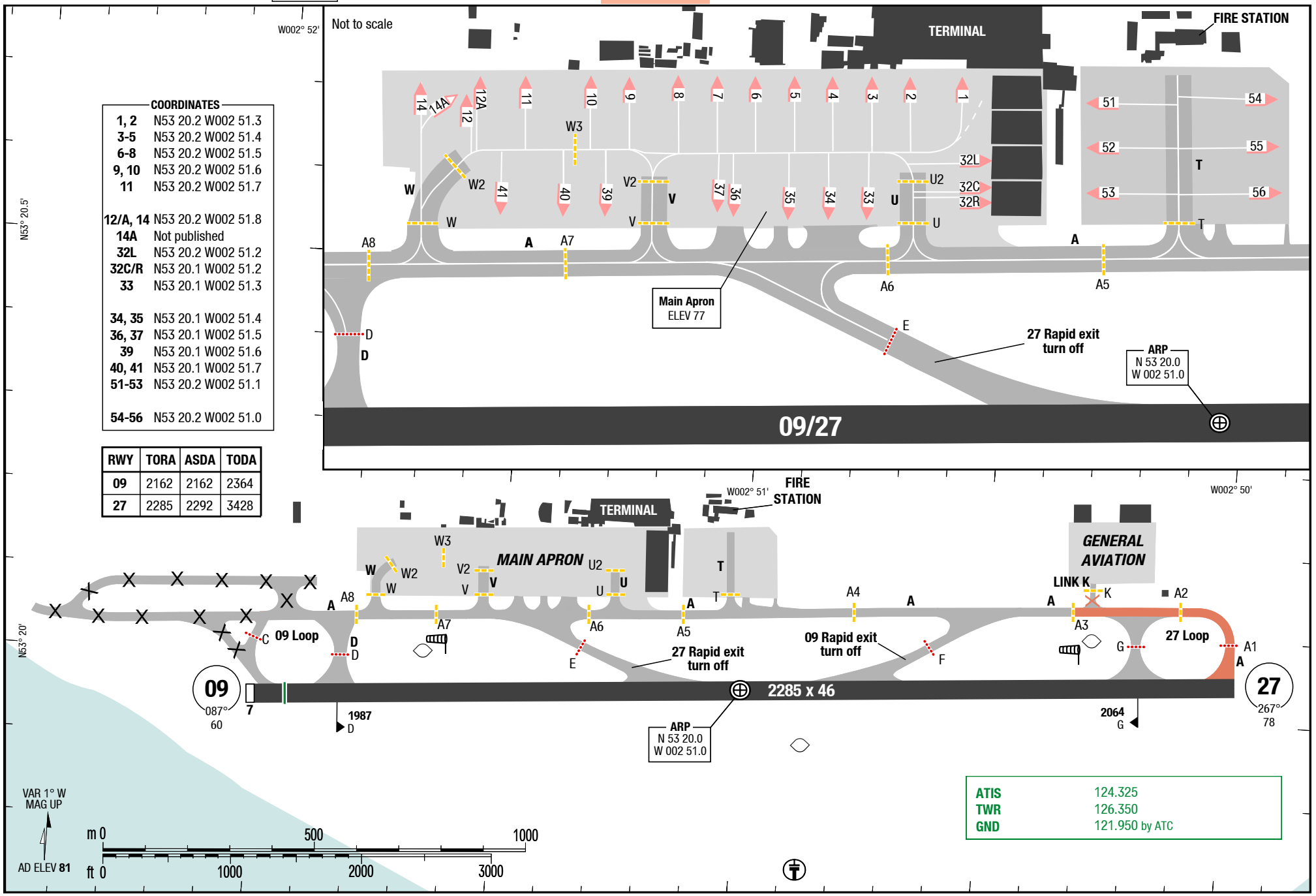
Due to close proximity of Manchester AD 20NM to the east of Liverpool AD, various restrictions exist regarding descent profiles for ACFT inbound to Liverpool when landing RWY 27. These restrictions are dependent upon the RWY in use at Manchester and are detailed below:

Manchester RWY 05L or 05R
Left-hand circuit to RWY 27 is NOT AVBL unless an EMERG situation exists. All ACFT shall be positioned for a right-hand ciruit to RWY 27. ACFT shall be required to pass north abeam Liverpool AD, D10 WAL, at or below 3000ft descending to be 2500ft or below by D18 WAL. In addition, KEGUN arrivals from the south will initialy be positioned to the west of Liverpool and will not be able to track within 5NM of Liverpool AD until the ACFT is at or below 3000ft.

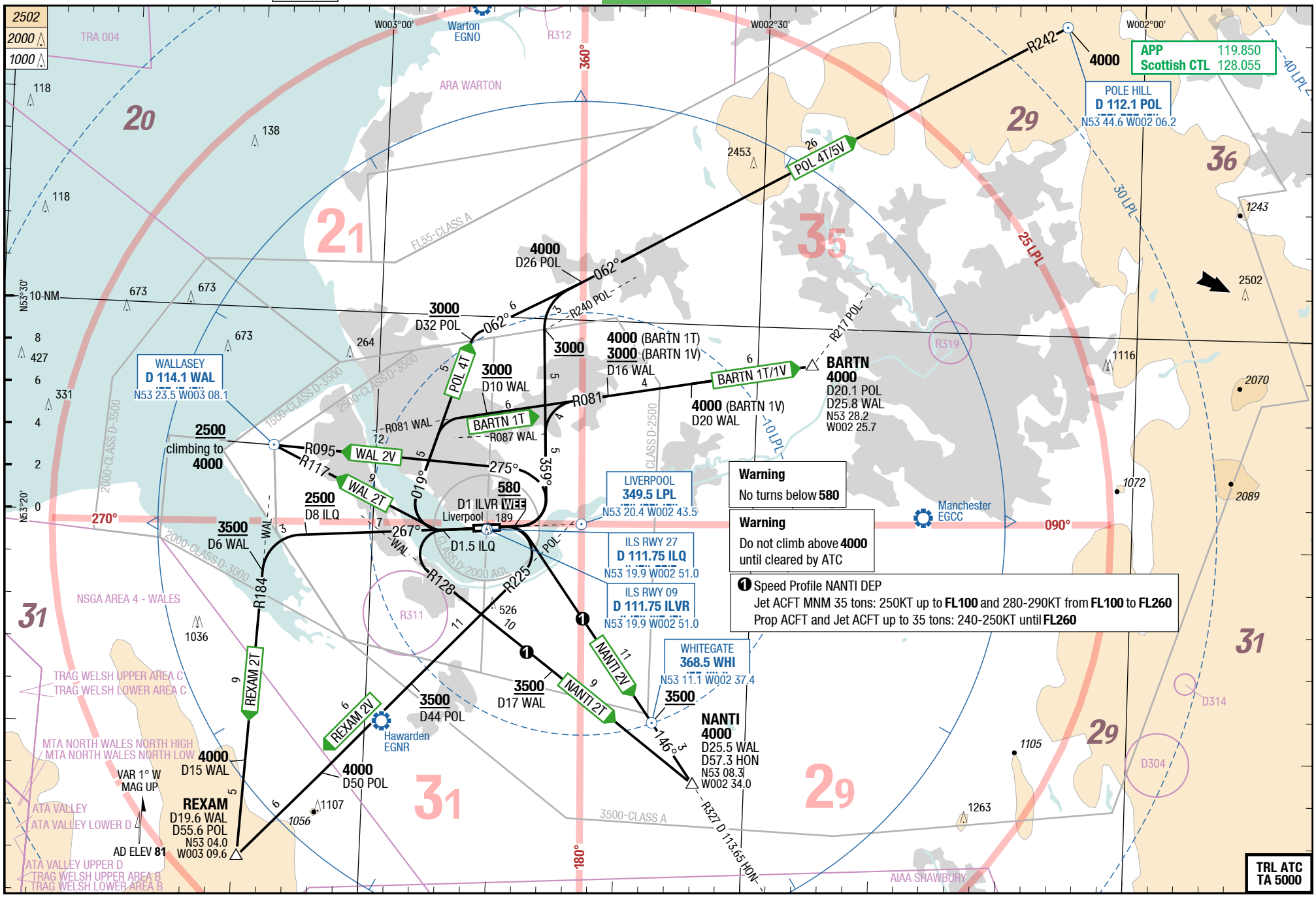
Manchester RWY 23L or 23R
Left-hand circuit to RWY 27 is AVBL. ACFT shall be required to pass south abeam Liverpool AD at or below 3000ft descending to be 2000ft or below north abeam WHI NDB. For a right-hand circuit to RWY 27, ACFT shall be required to pass north abeam Liverpool AD, D10 WAL, at or below 4000ft descending to be 2500ft or below by D18 WAL.



Changes: VAR, SUAs, OBST


Not to scale
W002° 52'
N53° 20.5'
TERMINAL
FIRE STATION
COORDINATES
1, 2 N53 20.2 W002 51.3
3-5 N53 20.2 W002 51.4
6-8 N53 20.2 W002 51.5
9, 10 N53 20.2 W002 51.6
11 N53 20.2 W002 51.7
12/A, 14 N53 20.2 W002 51.8
14A Not published
32L N53 20.2 W002 51.2
32C/R N53 20.1 W002 51.2
33 N53 20.1 W002 51.3
34, 35 N53 20.1 W002 51.4
36, 37 N53 20.1 W002 51.5
39 N53 20.1 W002 51.6
40, 41 N53 20.1 W002 51.7
51-53 N53 20.2 W002 51.1
54-56 N53 20.2 W002 51.0
RWY TORA ASDA TODA
09 2162 2162 2364
27 2285 2292 3428
Main Apron
ELEV 77
27 Rapid exit
turn off
ARP
N 53 20.0
W 002 51.0
09/27
W002° 51'
W002° 50'
N53° 20'
MAIN APRON
GENERAL
AVIATION
LINK K
09 Loop
27 Loop
09 Rapid exit
turn off
27 Rapid exit
turn off
2285 x 46
1987
D
2064
G
09
087°
60
27
267°
78
ATIS 124.325
TWR 126.350
GND 121.950 by ATC
VAR 1° W
MAG UP
AD ELEV 81
m 0 500 1000
ft 0 1000 2000 3000
© Lido 2017

Changes: VAR



Changes: OBST, VAR

BARTN 1V / NANTI 2V / POLE HILL 5V / REXAM 2V / WALLASEY 2V

RWY 09 (087°)

When instructed, contact Scottish CTL.

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.9%	ft/MIN	800	900	1100	1300	1500	1700
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
BARTN 1V 5.9% to 4000 **128.055** ③⑤	at D1 **ILVR** or MNM **580**, whichever is earlier, **LT** 359° - crossing R087 **WAL RT** intercept R081 **WAL** to BARTN	R081/D16 **WAL** MNM **3000** R081/D20 **WAL** at **4000** BARTN at **4000**
NANTI 2V 5.1% to 4000 **128.055** ①④⑤	at D1 **ILVR** or MNM **580**, whichever is earlier, **RT** direct **WHI** - intercept R128 **WAL** or R327 **HON,** as appropriate, to NANTI	**WHI** MNM **3500** NANTI at **4000**
POLE HILL 5V **POL 5V** 6.1% to 4000 **128.055** ②⑤	at D1 **ILVR** or MNM **580**, whichever is earlier, **LT** 359° - crossing R240 **POL RT** intercept R242 **POL** to **POL**	crossing R240 **POL** MNM **3000** R242/D26 **POL** at **4000** **POL** at **4000**
REXAM 2V 5.2% to 3500 **128.055** ③⑤	at D1 **ILVR** or MNM **580**, whichever is earlier, **RT** intercept R225 **POL** to REXAM	R225/D44 **POL** MNM **3500** R225/D50 **POL** at **4000**
WALLASEY 2V **WAL 2V** **128.055** ④⑤	at D1 **ILVR** or MNM **580**, whichever is earlier, **LT** intercept R095 **WAL** to **WAL**	**WAL** MNM **2500** Initial climb **4000**

① Jet ACFT MNM 35 tons : 250KT up to FL100 and 280-290KT from FL100 to FL260. Prop ACFT and Jet ACFT up to 35 tons: 240-250KT until FL260

② Expect first CPDLC logon code EGPX.

③ Expect first CPDLC logon code EGTT.

④ Expect first CPDLC logon code NANTI EGTT / WAL AWY L10 EGPX / WAL AWY L70 EISN.

⑤ No turns below 580ft

BARTN 1T / NANTI 2T / POLE HILL 4T / REXAM 2T / WALLALSEY 2T

RWY 27 (267°)

When instructed, contact Scottish CTL.

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
BARTN 1T 6.1% to 3000 **128.055** ③⑤	at D1.5 **ILQ RT** 019°- intercept R081 **WAL** to BARTN	R081/D10 **WAL** MNM **3000** R081/D16 **WAL** at **4000** BARTN at **4000**
NANTI 2T 4.8% to 3500 **128.055** ①④⑤	at D1.5 **ILQ LT** intercept R128 **WAL** to NANTI	R128/D17 **WAL** MNM **3500** NANTI at **4000**
POLE HILL 4T **POL 4T** 5.3% to 4000 **128.055** ②⑤	at D1.5 **ILQ RT** 019° - intercept R242 **POL** to **POL**	R242/D32 **POL** MNM **3000** R242/D26 **POL** at **4000** **POL** at **4000**
REXAM 2T 5.2% to 3500 **128.055** ③⑤	QDR 267 **LPL** - at D8 **ILQ LT** intercept R184 **WAL** to REXAM	QDR 267/D8 **ILQ** MNM **2500** R184/D6 **WAL** MNM **3500** R184/D15 **WAL** at **4000**
WALLALSEY 2T **WAL 2T** 4.1% to 4000 **128.055** ④⑤	intercept R117 **WAL** to **WAL**	**WAL** MNM **2500** Initial climb **4000**

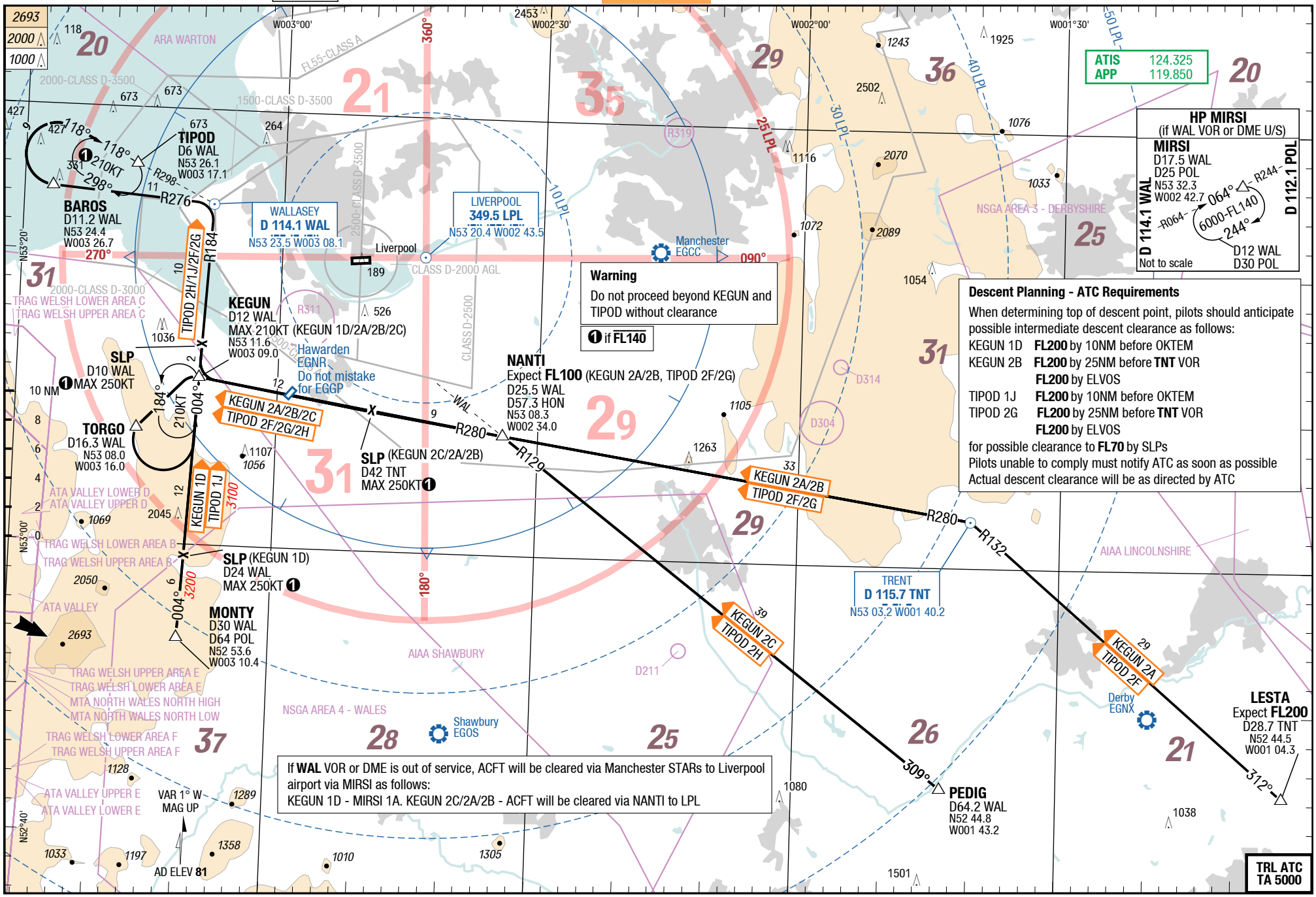
① Jet ACFT MNM 35 tons : 250KT up to FL100 and 280-290KT from FL100 to FL260. Prop ACFT and Jet ACFT up to 35 tons: 240-250KT until FL260

② Expect first CPDLC logon code EGPX.

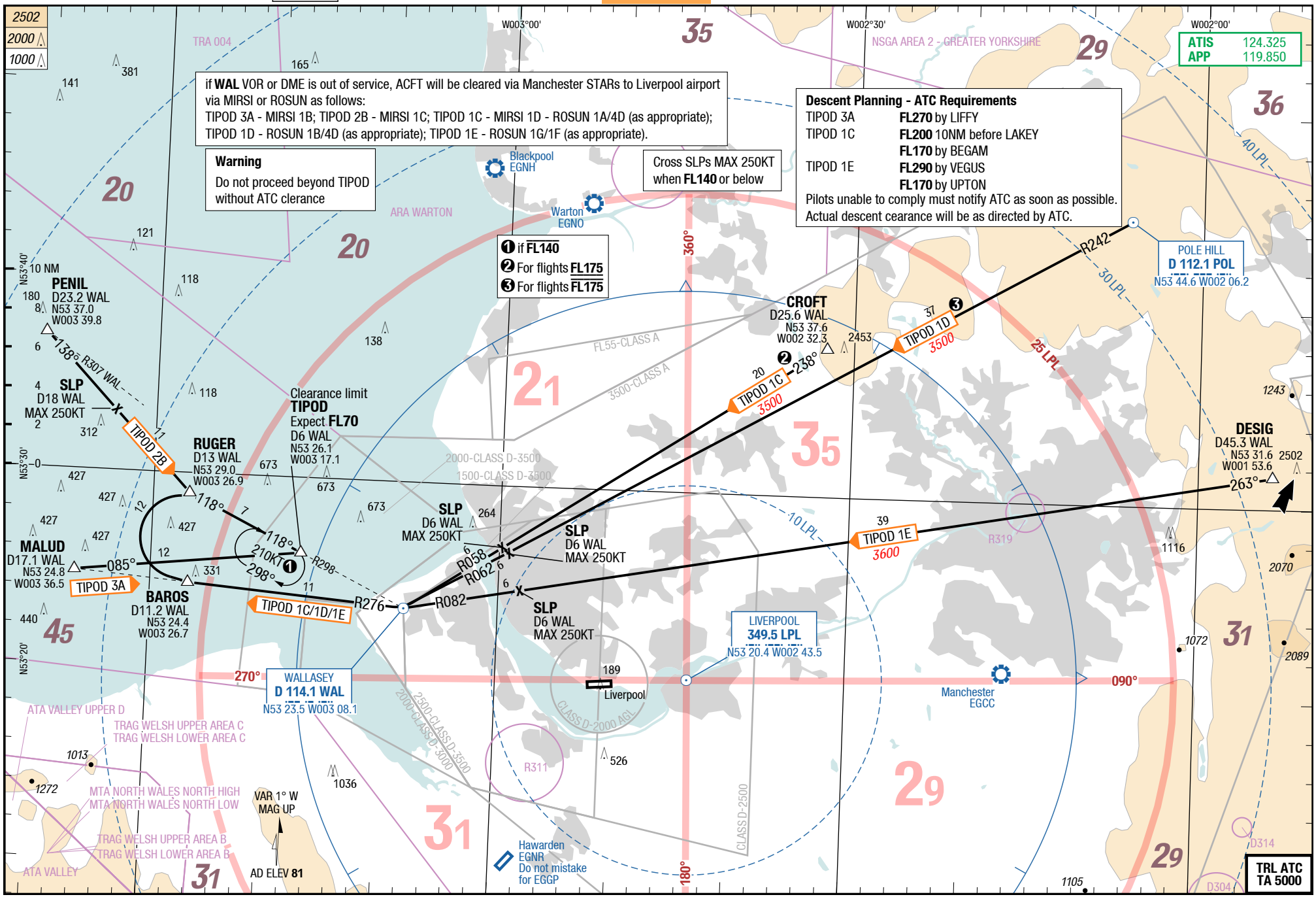
③ Expect first CPDLC logon code EGTT.

④ Expect first CPDLC logon code NANTI EGTT / WAL AWY L10 EGPX / WAL AWY L70 EISN.

⑤ No turns below 580ft



Changes: SUAs, VAR, OBST



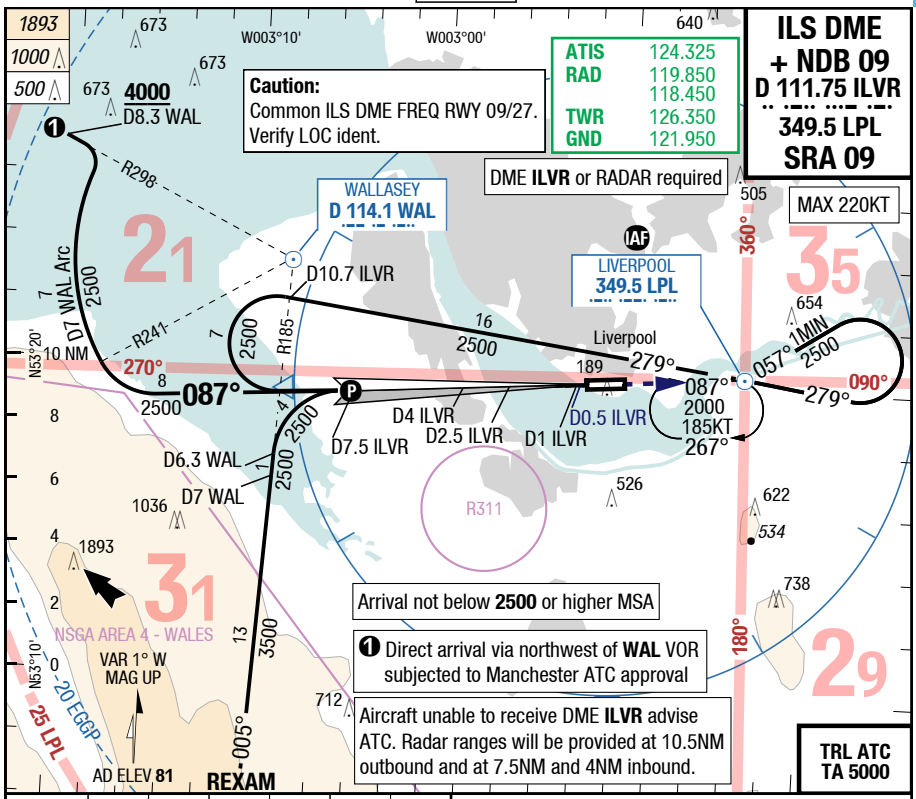
Changes: OBST, VAR

28-DEC-2017

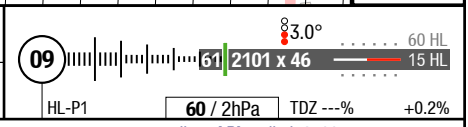
LPL-EGGP

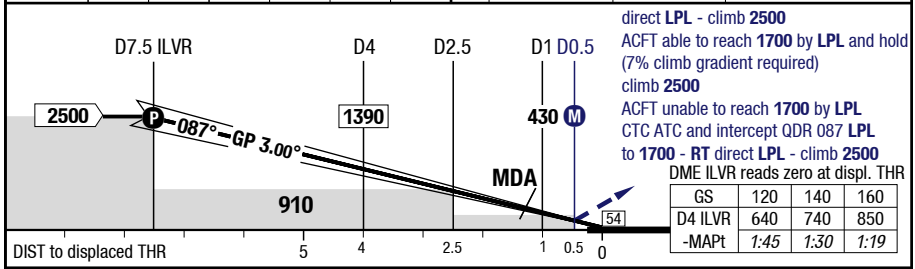
7-10

ILS DME + NDB 09 / SRA 09



LOC 3.00° D ILVR	7.5	7	6	5	3	2
	2500	2350	2030	1710	1070	750





direct **LPL** - climb **2500**
ACFT able to reach **1700** by **LPL** and hold (7% climb gradient required)
climb **2500**
ACFT unable to reach **1700** by **LPL**
CTC ATC and intercept QDR 087 **LPL**
to **1700** - **RT** direct **LPL** - climb **2500**

DME ILVR reads zero at displ. THR

GS	120	140	160
D4 ILVR	640	740	850
-MAPt	*1:45*	*1:30*	*1:19*

09		Cat 1	LOC DME	SRA RTR2			Circling
C	ft - m/km ft	200 - 550 **280**	350 - 900 **420**	450 - 1.4 **520**			850 - 2.4V **930**
D	ft - m/km ft	200 - 550 **280**	350 - 900 **420**	450 - 1.4 **520**			870 - 3.6V **950**

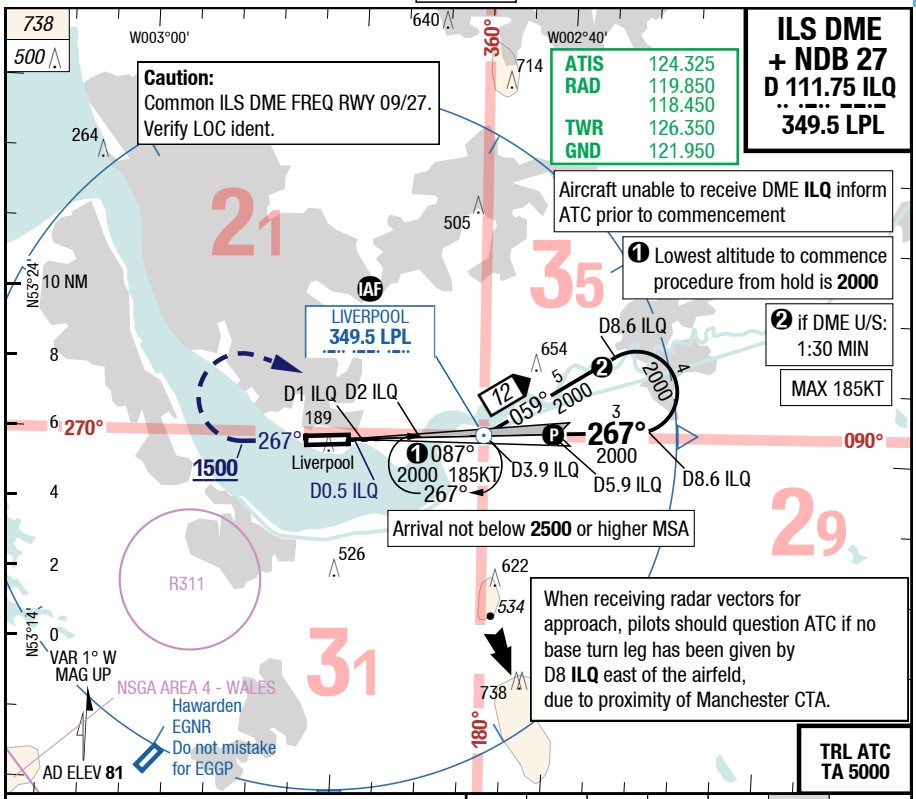
Changes: MIN, Track, VAR, OBST

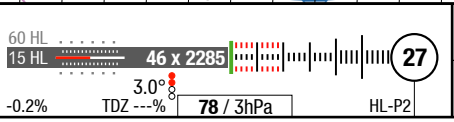
28-DEC-2017

LPL-EGGP

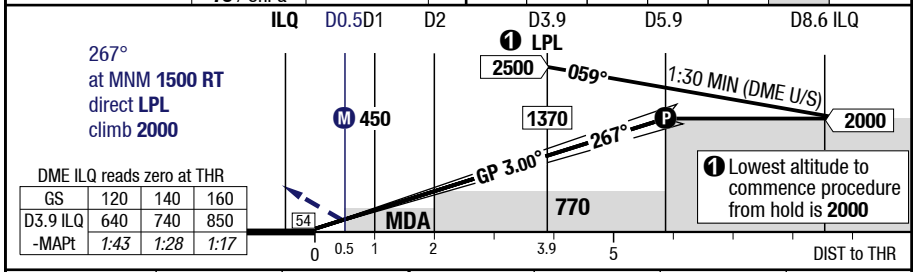
7-20

ILS DME + NDB 27





2	3	4	5	5.9		LOC 3.00° D ILQ
770	1090	1410	1740	2000		



27		Cat 3b	Cat 2	Cat 1 LTS 1)	Cat 1 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **105** RA	200 - 400 **280**	200 - 550 **280**	340 - 800 **420**	850 - 2.4V **930**
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **105** RA 2)	200 - 400 **280**	200 - 550 **280**	340 - 800 **420**	870 - 3.6V **950**

1) With EVS 350m
2) If not conducting autoland RVR 350m required

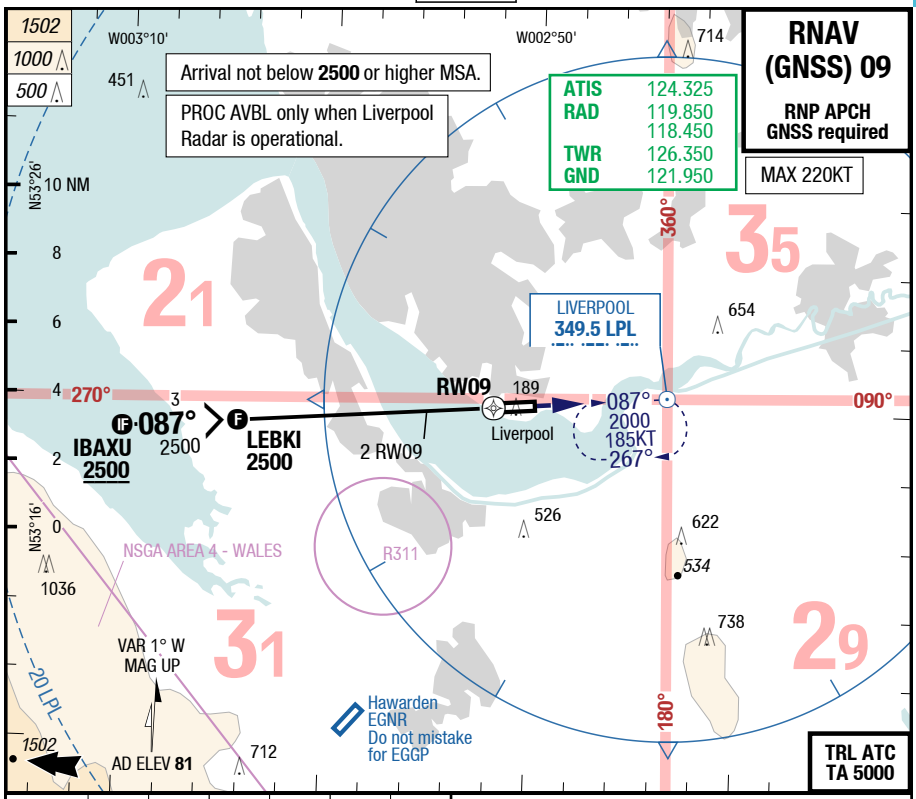
Changes: MIN, VAR, OBST

28-DEC-2017

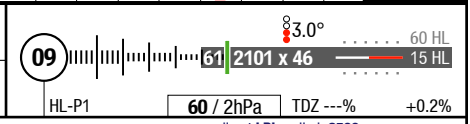
LPL-EGGP

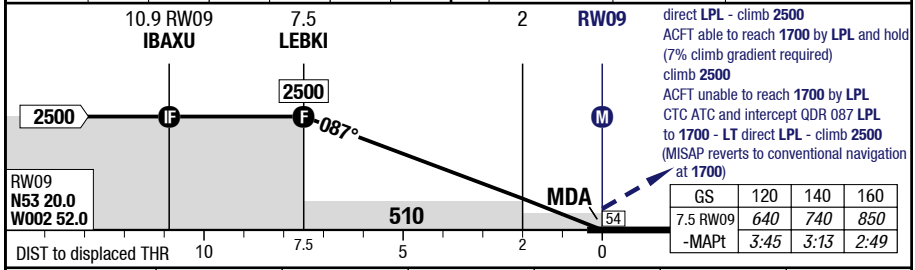
7-30

RNAV (GNSS) 09



3.00° RW09	7.5	6	5	4	3	1
	2500	2030	1710	1390	1070	440





direct **LPL** - climb **2500**
ACFT able to reach **1700** by **LPL** and hold (7% climb gradient required)
climb **2500**
ACFT unable to reach **1700** by **LPL**
CTC ATC and intercept QDR 087 **LPL**
to **1700** - **LT** direct **LPL** - climb **2500**
(MISAP reverts to conventional navigation at **1700**)

GS	120	140	160
7.5 RW09 -MAPt	*640* *3:45*	*740* *3:13*	*850* *2:49*

09		RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV 2)				Circling
C	ft - m/km ft	320 - 750 **390**	360 - 900 **430**				850 - 2.4V **930**
D	ft - m/km ft	320 - 750 **390**	360 - 900 **430**				870 - 3.6V **950**

1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) PROC NA when Liverpool RADAR INOP
3) With EVS 550m

Changes: MIN, OBST, VAR

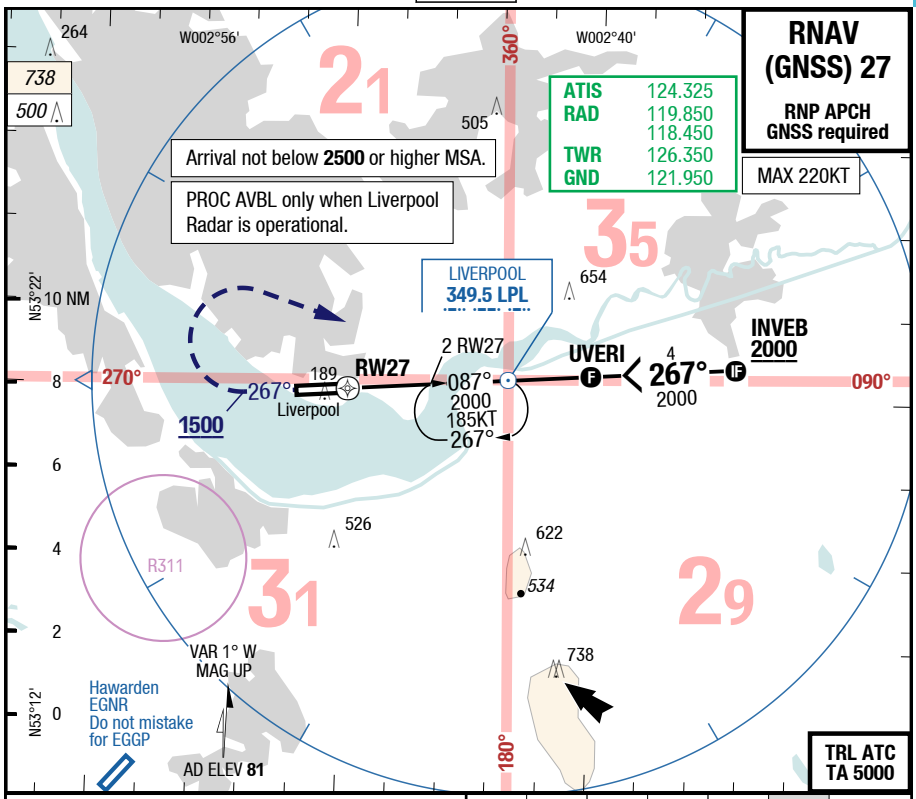
United Kingdom **Liverpool**

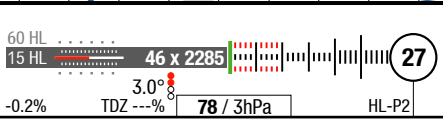
28-DEC-2017

LPL-EGGP

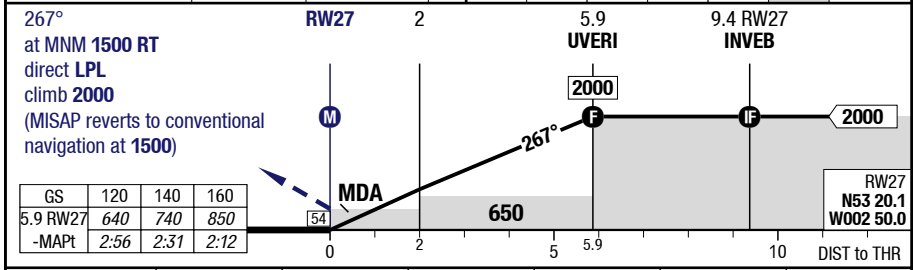
7-40

RNAV (GNSS) 27





1	3	4	5	5.9		3.00° RW27
450	1090	1410	1730	2000		



GS	120	140	160
5.9 RW27	640	740	850
-MAPt	2:56	2:31	2:12

27		RNAV GNSS VNAV 1) 2) 3) 4)	RNAV GNSS LNAV 2)				Circling
C	ft - m/km ft	310 - 700 **390**	350 - 900 **430**				850 - 2.4V **930**
D	ft - m/km ft	310 - 700 **390**	350 - 900 **430**				870 - 3.6V **950**

1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) PROC NA when Liverpool RADAR INOP
3) wo HGS RVR 750m required
4) With EVS 450m

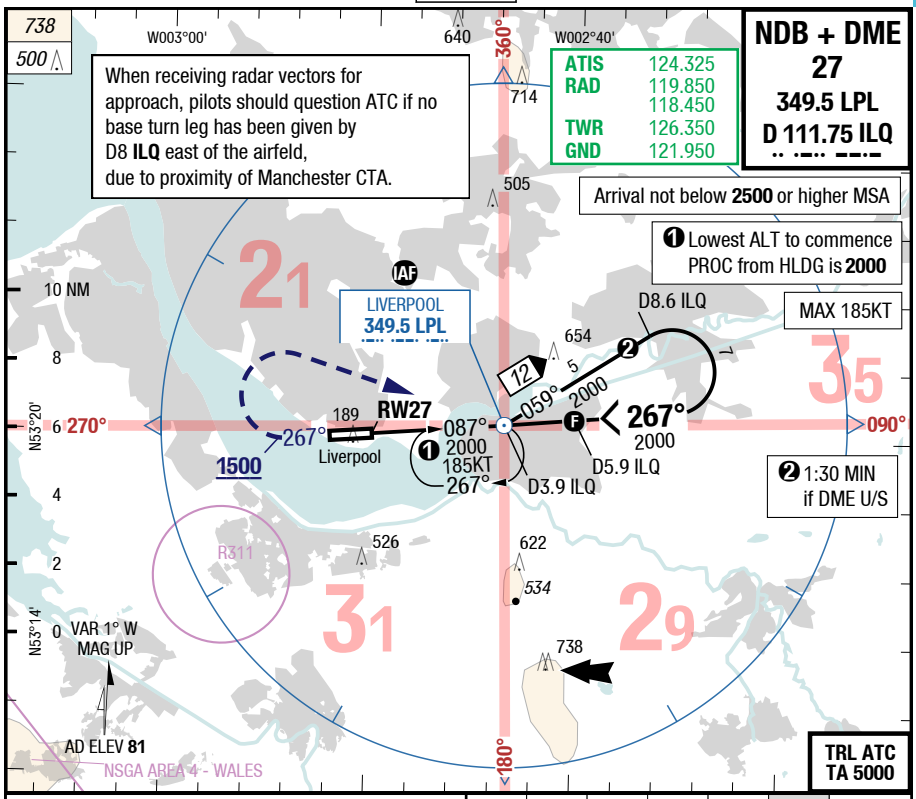
Changes: OBST, VAR

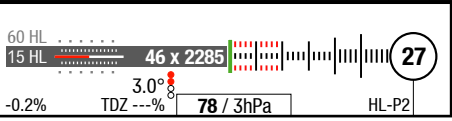
28-DEC-2017

LPL-EGGP

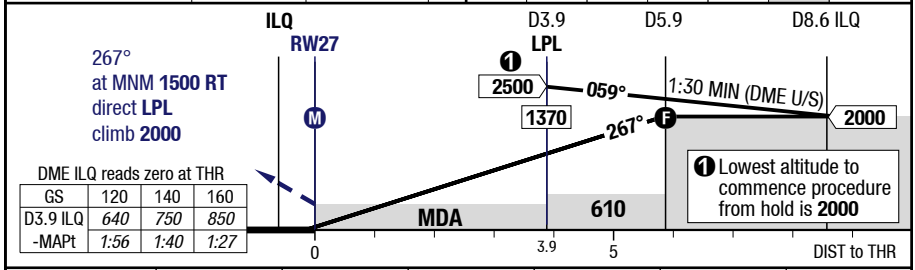
7-50

NDB + DME 27



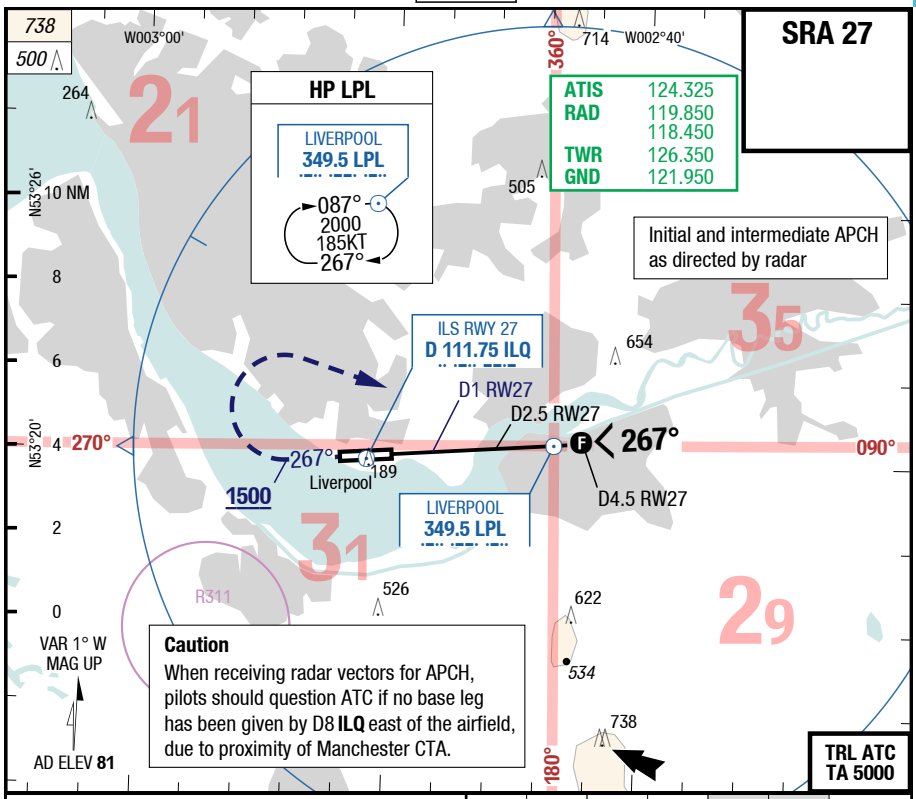


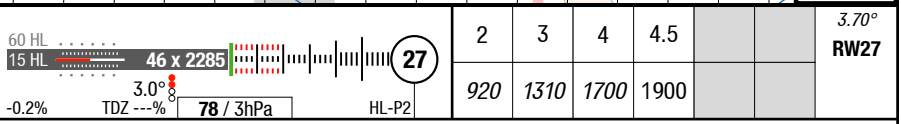
2	3	4	5	5.9		3.00° D ILQ
770	*1090*	*1410*	*1730*	2000		

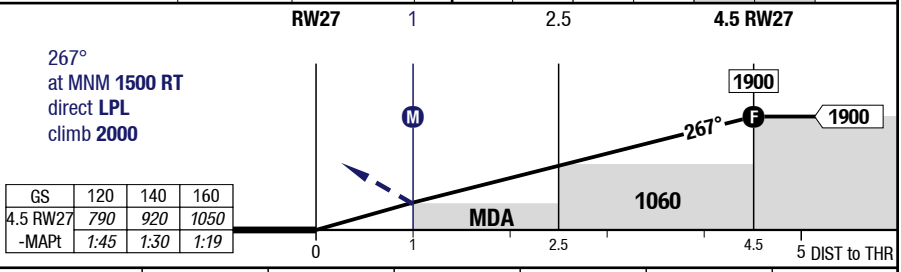


27		NDB					Circling
C	ft - m/km ft	490 - 1.5 **570**					850 - 2.4V **930**
D	ft - m/km ft	490 - 1.5 **570**					870 - 3.6V **950**

Changes: VAR, OBST







27		SRA RTR2					Circling
C	ft - m/km ft	380 - 1.0 **460**					850 - 2.4V **930**
D	ft - m/km ft	380 - 1.0 **460**					870 - 3.6V **950**

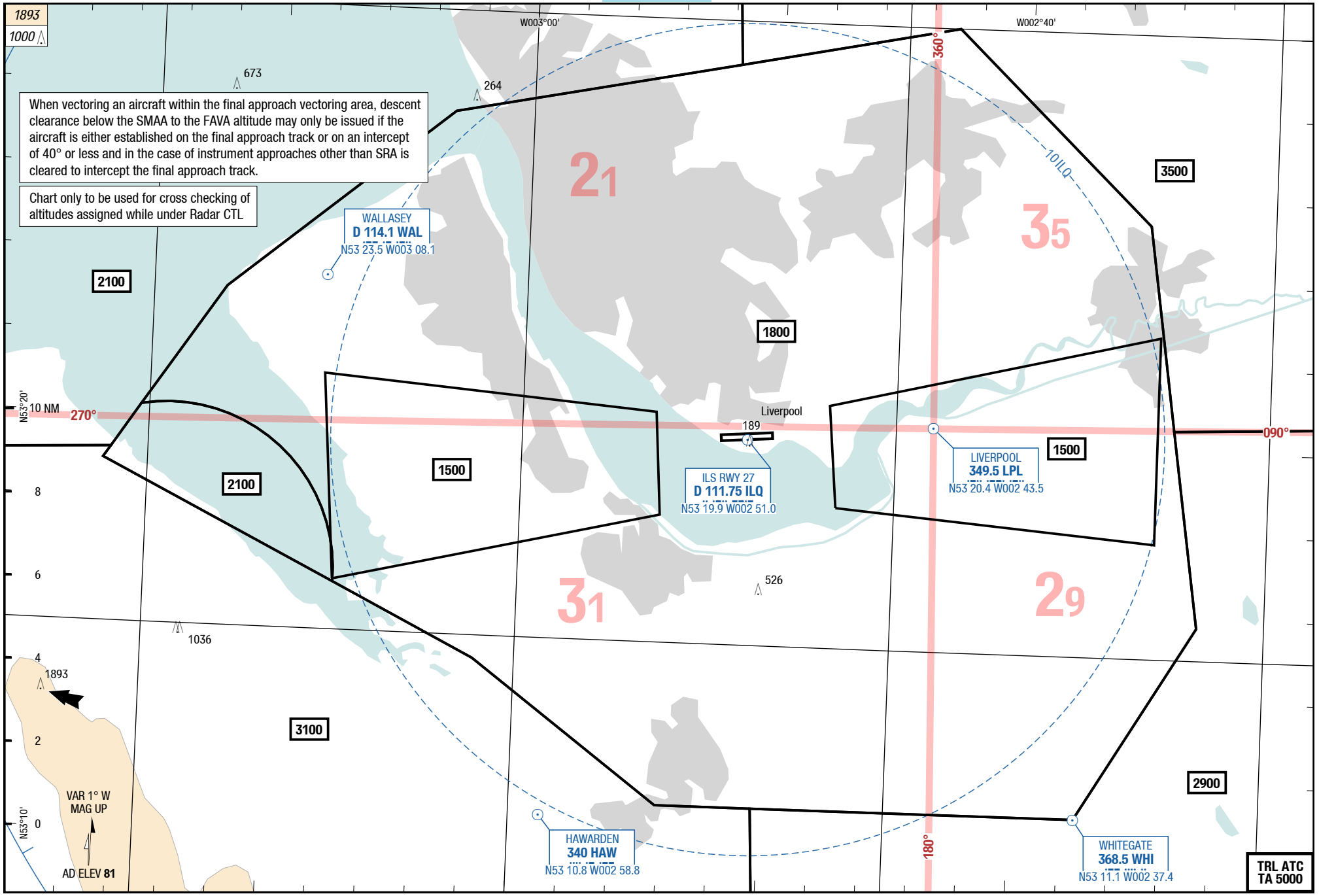
Changes: VAR, OBST

27		**LOC**					
C	ft - m/km ft	450 - 1.4 **530**					
D	ft - m/km ft	450 - 1.4 **530**					

United Kingdom **Liverpool**
NIL
MRC

MRC MRC

Liverpool United Kingdom
NIL
MRC



Changes: OBST, VAR