

# EGGP (LPL)

## LIVERPOOL

81ft AMSL

6.5 nm SE of Liverpool.

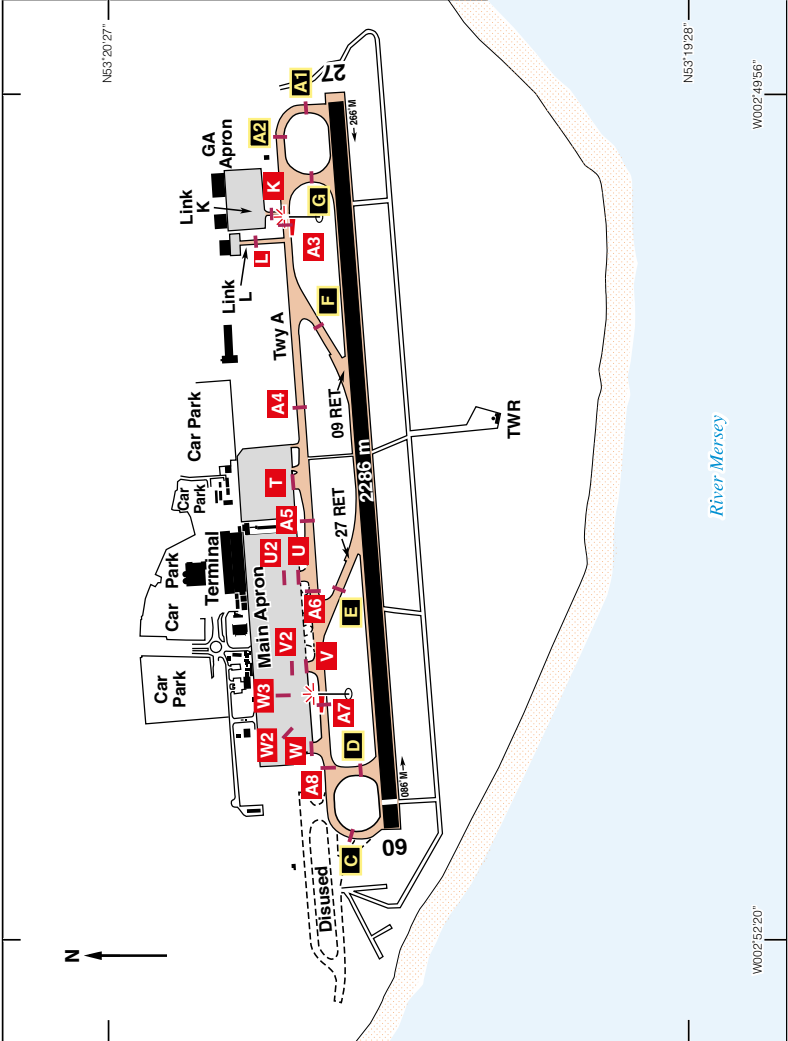
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c/s Liverpool APP/RAD 119-855 TWR 126-355 RAD 118-455\* ATIS 124-330

GND 121-955\* NDB 'LPL' 349.5 (266°M/3.9 nm to Thr 27) \*As directed by ATC

ILS/DME Rwy 09 (086°M) 'I-LVR' 111-75 ILS/DME Rwy 27 (266°M) 'I-LQ' 111-75



**EGGP (LPL)**N53 20.02 W002 50.98 **LIVERPOOL** 81ft AMSL

Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
09/27	2286x46	Asphalt	09-2163 † 27-2286 †	09-2102 27-2286	Ap Thr Rwy RCL PAPI 3° Ap Thr Rwy RCL PAPI 3°

† Take-off: Rwy 09 from intersection with Hold D - TORA 1990m.

Rwy 27 from intersection with Hold G - TORA 2066m.

**Op hrs:** H24.**Customs:** Available.**Landing Fee:** Up to 3 tonnes £11.15 per 0.5 tonne or part thereof + VAT.**Hangarage and Maintenance:** Via Admin Tel 0151 9071551 or

Ravenair/Liverpool Aviation Services, Tel: 0151 486 6161.

Email: ops@ravenair.co.uk

**Remarks:** Operated by Liverpool Airport PLC, Liverpool L24 1YD.

Flights within Manchester CTR/CTA and Liverpool CTR are governed by the regulations applicable to Class 'D' Controlled Airspace.

**Note:** Manchester TMA (base 3500ft ALT) is Class 'A' Controlled Airspace.

Noise Abatement Procedures and Helicopter Operations – see page 429.

Special VFR/VFR Flights, Local Flying Area and Entry/Exit Lanes – see page 430.

Standard VFR Entry/Exit Routes – see page 431.

VRPs are listed at page 432.

See CTR/CTA Chart at page 433 for the Standard VFR Entry/Exit routes, Lanes and VRPs.

Aerodrome is PPR for non-radio aircraft and for aircraft not based at Liverpool.

PPR through a Handling Agent and to airportcontrol@liverpoolairport.com.

ATC will not grant permission.

Mandatory handling for all visiting or non-based aircraft.

**Handling Agents:**Ravenair/Liverpool Aviation Services Ltd, Tel: 0151 486 6161, Fax: 0151 486 5151,  
Radio: c/s LAS Liverpool 131•755. www.liverpoolhandling.co.uk

Swissport, Tel: 0151 486 5421, Fax: 0151 448 1427,

Radio: c/s Swissport Liverpool 130•600.

Wynne Aviation Services Ltd. Tel: 0151 486 1919, Mob: 07964 921223.

Email: info@wynneaviation.co.uk. Website: www.wynneaviation.co.uk

XLR Executive Jet Centres: Tel: 0151 3179325, Mob: 07973 837355.

Email: jetcentre@xlrliverpool.com

Pilots are to 'book out' by telephoning details to ATC. 'Booking out' by radio will not be accepted.

All training flights PPR from ATC and are subject to availability of training slots.

Variable circuits. Overhead joins not available. Join circuit as instructed by ATC.

Aircraft on visual approaches from S and SE are requested to avoid overflying the industrial chemical works on the south bank of River Mersey, 1nm S of the NDB LPL.

High visibility clothing mandatory on the apron areas, including flight crew.

*continued*

**Remarks (continued):**

Aircraft repositioning on the apron must do so under Marshall's guidance. GA Apron is not part of the licensed aerodrome, limited to aircraft of 5700kg or less. Visiting aircraft entering GA Apron at Kilo are to call Ravenair on 131•750 for parking instructions.

All aircraft of less than 5700kg not requiring Customs and/or Immigration can expect parking on the GA apron.

Twy A from Hold A3 to Rwy 27 threshold restricted to aircraft with less than 52m wingspan.

Helicopter hovering area to the west of Twy C on disused taxiway.

FATO 30m x 30m South of runway for use by airport based helicopters only.

**Flying Within 5 NM of the Liverpool CTR/CTAs**

- (i) Pilots operating outside the Liverpool CTR/CTA and maintaining a listening watch only on the Liverpool Radar frequency 119•855 may select code 5060 with mode Charlie. Solo student pilots fulfilling the above criteria may select code 5067 with mode Charlie.
- (ii) Selection of 5060/5067 does not imply the receipt of an ATC service. Aircraft displaying these codes are not expected to contact ATC under normal circumstances, but remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Liverpool CTR/CTAs at all times. Pilots are reminded that the Manchester CTR/CTAs and the Hawarden RMZ are in close proximity to the Liverpool CTR/CTAs and the display of 5060/5067 does not constitute authority to transit these areas without permission.
- (iii) Whilst squawking 5060/5067, pilots should be aware that Liverpool Approach may make blind calls in order to ascertain a pilot's intentions/routing.
- (iv) When an acft ceases to maintain a listening watch or is no longer flying within the area, codes 5060/5067 shall be deselected.

**Warnings:** Positively identify runway in use before committing to landing.

Beware of the Restricted Area R311, 5 nm SW of aerodrome.

Exercise caution when leaving the main apron not to enter the rapid exit turn-off when taxiing to Rwy 09 or 27.

Radio controlled model acft up to 20kg operate at a maximum alt of 400ft agl, Frodsham Marshes 132°/4.4nm; Halton Moss 085°/7.6nm & Arrowe Park 290°/11nm.

**Restaurant:** Airport Restaurant and refreshments available.

**Car Hire:** Hertz. Tel: 0151 486 1999. Europcar. Tel: 0151 486 7111.

**Fuel:** 100LL, Jet A1.  
Ravenair/LAS Tel 0151 486 6161.  
Shell Aviation Tel 0151 486 1861.  
World Fuel Services  
Tel: 0151 486 7084.  
GA fuels, 100LL only.

**Tel:** 0151 907 1551 Airport Ops Centre  
**Tel:** 0151 907 1521 Admin  
**Tel:** 0151 907 1542 ATC  
**Fax:** 0151 907 1536 ATC  
**Email:** [airportcontrol@liverpoolairport.com](mailto:airportcontrol@liverpoolairport.com) (PPR)  
**Website:** [www.liverpoolairport.com](http://www.liverpoolairport.com)

# LIVERPOOL

## Noise Abatement Procedures and Helicopter Operations

### Noise Abatement Procedures

**Arrivals:** Inbound aircraft, other than light aircraft flying under VFR or SVFR shall maintain at least 2000ft aal until cleared to descend for landing. Aircraft approaching without assistance from ILS or radar must not fly lower than the ILS glidepath and is recommended aircraft join final approach at not less than 3 nm.

**Departures:** Rwy 27 - All aircraft of more than 5730 kg MTWA shall climb straight ahead to 1000ft aal before turning.

Rwy 09 - Initial turn onto outbound heading shall be commenced as soon as practicable, but not below 500ft aal and not before passing the end of the runway.

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### Helicopter Operations

**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.

**Taxiway Alpha Arrivals/Departures:** Approach/Departures to the Alpha taxiway are only permitted when:

- a. The runway is closed, and;
- b. The helicopter is operating on a VFR clearance and;
- c. There are no aircraft, vehicles or personnel on the taxiway.

**Departures:** These will be made from the runway, Aiming Points or Alpha taxiway as selected by ATC.

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

**Training:** Helicopter training is only permitted to/from the runway. Helicopters flying circuits to the runway must, as far as possible, arrange their circuits to reflect these being flown by fixed wing aircraft. Pilots must inform ATC if periods in excess of 30 seconds are required on the runway between touchdown and departures.

A training area for helicopter hovering has been designated to the west of Twy C on the disused taxiway and grassed area.

**LIVERPOOL**  
**VFR/SVFR Flights, Local Flying Area**  
**and Entry/Exit Lanes**

**VFR and Special VFR Flights**

**(a)** SVFR clearance for flights within the CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions for SVFR flight.

Note: PPL (Aeroplanes) holders are reminded of the flight visibility requirements for Special VFR Flight. All VFR & SVFR flights operated in accordance with SERA.

**(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 SFVR clearance applies only to flight within the CTR and does not extend to flights within the surrounding airspace.

**(d)** To reduce conflicts with IFR flights, SFVR arriving/departing flights will normally be cleared not above a specified altitude and to route via a published VRP.

**(e)** SFVR clearances will not be issued to fixed wing aircraft departing from Liverpool if the reported weather conditions are: visibility 1500m or less, or the cloud ceiling is less than 600 ft.

**(f)** 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.

**(g)** Aircraft approaching from the S & SE are to avoid, as far as practicable overflying the industrial chemical works on the south bank of River Mersey, 1 nm S of Runcorn Bridge.

**Local Flying Area and Entry/Exit Lanes**

Flights without compliance with IFR requirements may take place within the Liverpool Local Flying Area and the Neston and Mersey Entry/Exit Lanes, subject to the following conditions:

- Prior clearance must be obtained from Liverpool ATC;
- Aircraft to remain below cloud and in sight of surface;
- Maximum altitude 1500ft, Liverpool QNH;
- Minimum flight visibility of not less than 3km.

**Standard VFR Entry/Exit Routes - see overleaf and chart at page 433.**  
**CTR/CTA and Entry/Exit Lanes Chart - see chart at page 433.**

**LIVERPOOL STANDARD VFR ENTRY/EXIT ROUTES**

The routes below are depicted on the Manchester CTR Chart at page 433. Visual Reference Points (VRPs) are overleaf.

**OUTBOUND**

<b>Rwy</b>	<b>To</b>	<b>Route</b>	<b>Max Alt (QNH)</b>	<b>Remarks</b>
09	North	East of M57 Motorway, to leave CTR via VRP Kirkby.	2000ft	
	South	Cross River Mersey and leave CTR via VRP Tarporley Roundabout.	1500ft	
27	North	Route via River Mersey and leave CTR via VRP Seaforth Dock.	2000ft	
	South	Cross River Mersey and follow M53 Motorway, to leave CTR via VRP Vicars Cross Roundabout.	1500ft	Remain East of R311 (Capenhurst)

**INBOUND**

<b>Rwy</b>	<b>To</b>	<b>Route</b>	<b>Max Alt (QNH)</b>	<b>Remarks</b>
09	North	Enter CTR via VRP Seaforth Dock, route via River Mersey, then as directed by ATC.	2000ft	
	South	Enter CTR via VRP Vicars Cross Roundabout, follow M53 Motorway to VRP M53 J11 (Stoak Interchange), then as directed by ATC.	1500ft	Remain East of R311 (Capenhurst)
27	North	Enter CTR via VRP Kirkby, route East of M57 Motorway, then as directed by ATC.	2000ft	
	South	Enter CTR via VRP Tarporley Roundabout, route to the Western edge of Helsby, then as directed by ATC.	1500ft	

## LIVERPOOL VISUAL REFERENCE POINTS (VRPs)

VRP	Co-ordinates
<b>Aintree Racecourse</b> .....	N53 09.90 W002 56.58
<b>A494/A541 Mold Town Roundabout</b> ....	N53 28.60 W003 07.52
<b>Burtonwood</b> .....	N53 25.00 W002 38.28
<b>Fiddlers Ferry Power Station</b> .....	N53 22.31 W002 41.27
<b>Frodsham Hill</b> .....	N53 17.23 W002 43.49
<b>Garston Docks</b> .....	N53 21.17 W002 54.41
<b>Hale Head Lighthouse</b> .....	N53 19.35 W002 47.66
<b>Helsby Hill</b> .....	N53 16.41 W002 45.79
<b>Jaguar Car Factory</b> .....	N53 21.21 W002 50.15
<b>Kirkby</b> .....	N53 28.80 W002 52.90
<b>M53 Junction 11 Stoak Interchange</b> ....	N53 15.05 W002 52.37
<b>M56 Junction 11</b> .....	N53 19.63 W002 38.62
<b>Neston</b> .....	N53 17.50 W003 03.60
<b>Runcorn Bridge</b> .....	N53 20.78 W002 44.27
<b>Seaforth Docks</b> .....	N53 27.68 W003 02.08
<b>Stretton Disused A/D</b> .....	N53 20.77 W002 31.58
<b>The Liver Building (Pier Head)</b> .....	N53 24.35 W002 59.75
<b>Tarvin Roundabout</b> .....	N53 11.70 W002 46.63
<b>Tarbock Island</b> .....	N53 23.90 W002 48.51
<b>Tarporley Roundabout</b> .....	N53 09.85 W002 40.57
<b>Vicars Cross Roundabout</b> .....	N53 11.70 W002 50.63
<b>Wigan Lakes</b> .....	N53 31.28 W002 37.67
<b>Winter Hill Mast</b> .....	N53 37.53 W002 30.90

**Notes:**

Remain to the east of the Burtonwood Services/M56 Junction 11 VRPs to remain clear of Liverpool CTR.

Remain to the west of the Stretton (Disused AD) VRP to remain clear of Manchester CTR.

**See also VAD/VRP Chart for Liverpool/Manchester CTR next page.**

**EGR323 North West Transit Corridor**

The EGR323 North West Transit Corridor lies immediately to east of the Liverpool CTR.

# LIVERPOOL/MANCHESTER CTR/CTA ENTRY/EXIT LANES and VRPS

