JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: LIVERPOOL GBR
ICAO/IATA: EGGP / LPL
Lat/Long: N53° 20.0', W002° 51.0'
Elevation: 81 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0711 Z
Sunset: 1639 Z

Runway Information

Runway: 27
Length x Width: 7497 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 80 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 23 ft

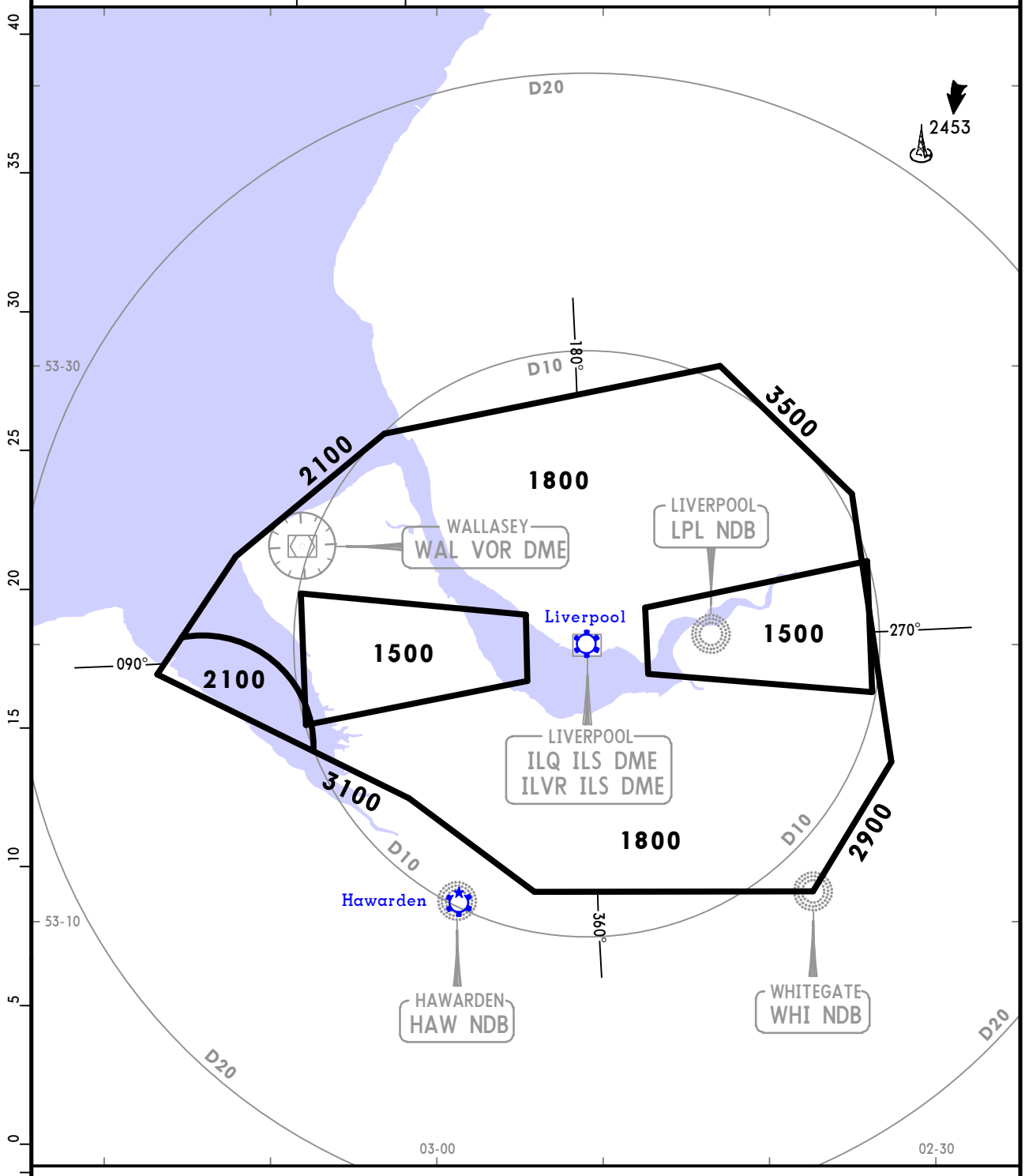
Runway: 09
Length x Width: 7497 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 72 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 200 ft

Communication Information

ATIS: 124.330
Liverpool Tower: 126.355
Liverpool Ground: 121.955
Liverpool Approach: 119.855
Liverpool Fire Emergency: 121.600
Liverpool Radar: 119.855

Liverpool Radar: 118.455

LIVERPOOL Radar (APP) 119.855	Apt Elev 81	Alt Set: hPa Trans level: By ATC Trans alt: 5000



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or 1000 above any fixed obstacles:
- within 5 NM ❶ of the aircraft and
- within the sector 15 NM ❷ ahead of and within 20° either side of the aircraft's track.

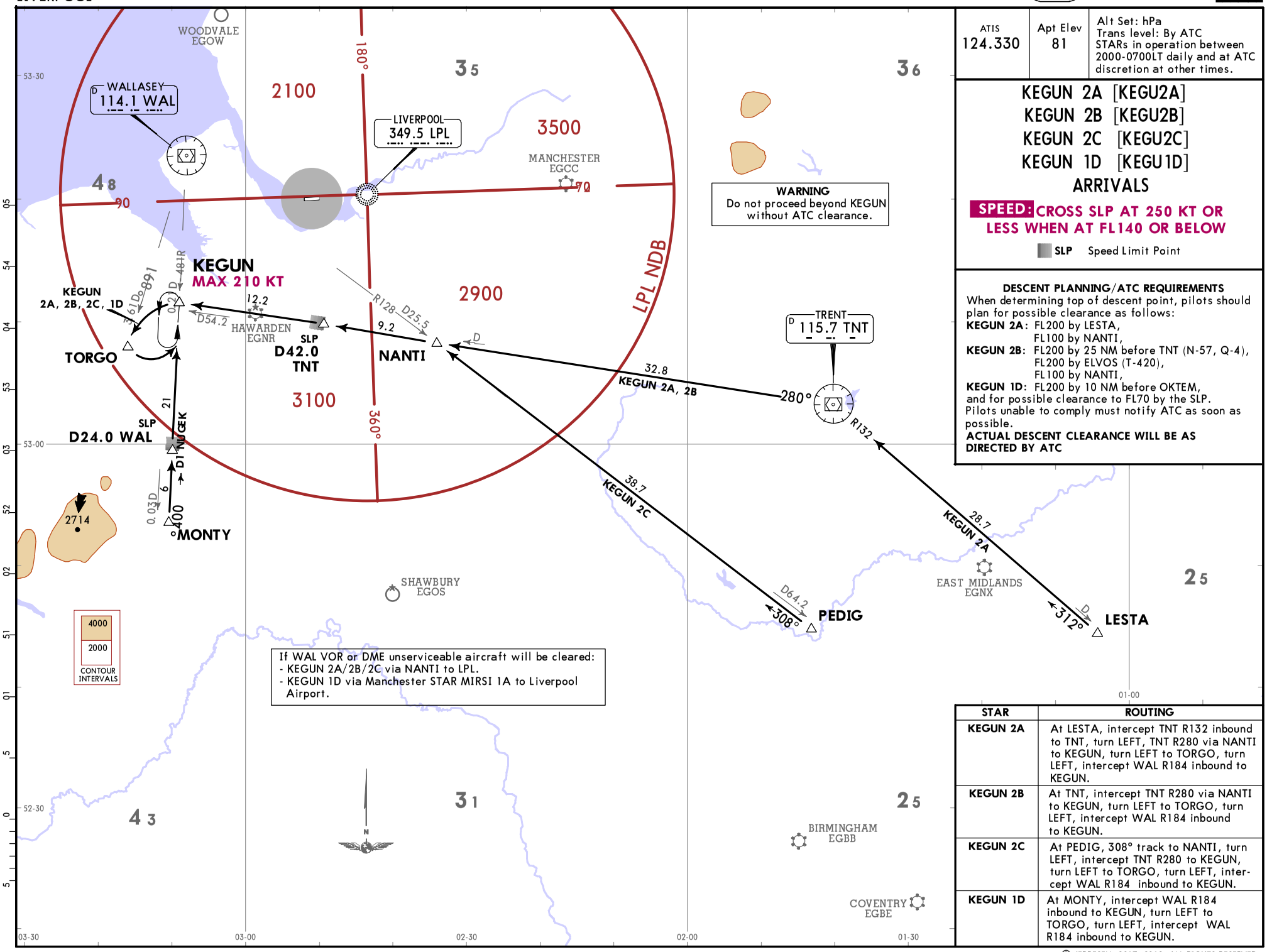
3 NM ❶ or 10 NM ❷ when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to LPL at 2500 or last assigned level if higher.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to LPL.

When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the Surveillance Minimum Altitude Area to the Final Approach Vectoring Area may only be issued if the aircraft is either established on the final track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.

CHANGES: Communication.

JEPPESEN LIVERPOOL, UK STAR
22 FEB 19 10-2 Eff 28 Feb



ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC STARs in operation between 2000-0700LT daily and at ATC discretion at other times.
124.330	81	

KEGUN 2A [KEGU2A]
KEGUN 2B [KEGU2B]
KEGUN 2C [KEGU2C]
KEGUN 1D [KEGU1D]
ARRIVALS

SPEED: CROSS SLP AT 250 KT OR LESS WHEN AT FL140 OR BELOW

SLP Speed Limit Point

DESCENT PLANNING/ATC REQUIREMENTS

When determining top of descent point, pilots should plan for possible clearance as follows:

KEGUN 2A: FL200 by LESTA,
FL100 by NANTI,

KEGUN 2B: FL200 by 25 NM before TNT (N-57, Q-4),
FL200 by ELVOS (T-420),
FL100 by NANTI,

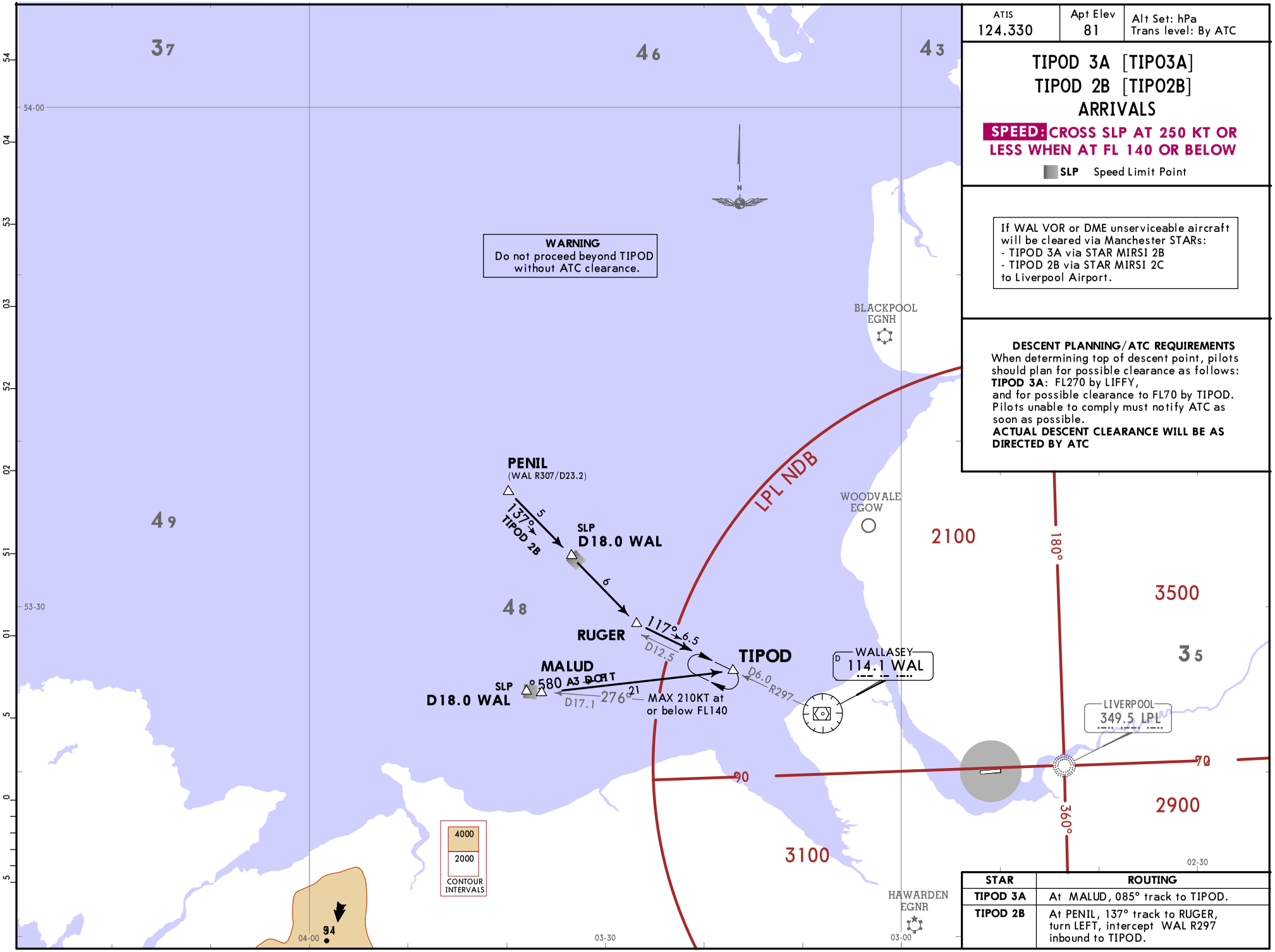
KEGUN 1D: FL200 by 10 NM before OKTEM,
and for possible clearance to FL70 by the SLP.

Pilots unable to comply must notify ATC as soon as possible.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

STAR	ROUTING
KEGUN 2A	At LESTA, intercept TNT R132 inbound to TNT, turn LEFT, TNT R280 via NANTI to KEGUN, turn LEFT to TORGO, turn LEFT, intercept WAL R184 inbound to KEGUN.
KEGUN 2B	At TNT, intercept TNT R280 via NANTI to KEGUN, turn LEFT to TORGO, turn LEFT, intercept WAL R184 inbound to KEGUN.
KEGUN 2C	At PEDIG, 308° track to NANTI, turn LEFT, intercept TNT R280 to KEGUN, turn LEFT to TORGO, turn LEFT, intercept WAL R184 inbound to KEGUN.
KEGUN 1D	At MONTY, intercept WAL R184 inbound to KEGUN, turn LEFT to TORGO, turn LEFT, intercept WAL R184 inbound to KEGUN.

CHANGES: ATIS; radial update.



ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
124.330	81	

TIPOD 3A [TIPO3A]
TIPOD 2B [TIPO2B]
ARRIVALS

SPEED: CROSS SLP AT 250 KT OR LESS WHEN AT FL 140 OR BELOW

SLP Speed Limit Point

If WAL VOR or DME unserviceable aircraft will be cleared via Manchester STARs:
- TIPOD 3A via STAR MIRSI 2B
- TIPOD 2B via STAR MIRSI 2C

to Liverpool Airport.

DESCENT PLANNING/ATC REQUIREMENTS

When determining top of descent point, pilots should plan for possible clearance as follows:
TIPOD 3A: FL270 by LIFFY,
and for possible clearance to FL70 by TIPOD.
Pilots unable to comply must notify ATC as soon as possible.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

STAR	ROUTING
TIPOD 3A	At MALUD, 085° track to TIPOD.
TIPOD 2B	At PENIL, 137° track to RUGER, turn LEFT, intercept WAL R297 inbound to TIPOD.

CHANGES: ATIS; radial update.

JEPPESEN LIVERPOOL, UK
22 FEB 19 10-2B Eff 28 Feb STAR

ATIS	Apt Elev	Alt Set: hPa
124.330	81	Trans level: By ATC

TIPOD 1C [TIPO1C]
TIPOD 1D [TIPO1D]
TIPOD 1E [TIPO1E]
ARRIVALS

SPEED: CROSS SLP AT 250 KT OR LESS WHEN AT FL140 OR BELOW

SLP Speed Limit Point

If WAL VOR or DME unserviceable aircraft will be cleared via Manchester STARs:
- TIPOD 1C via appropriate STAR ROSUN 2A/4D
- TIPOD 1D via appropriate STAR ROSUN 2B/4D
- TIPOD 1E via appropriate STAR ROSUN 1F/1G

to Liverpool Airport.

DESCENT PLANNING/ATC REQUIREMENTS

When determining top of descent point, pilots should plan for possible clearance as follows:

TIPOD 1C: FL200 by LAKEY (L-612)
FL170 by BEGAM (P-18),

TIPOD 1E: FL290 by VEGUS,
FL170 by UPTON,

and for possible clearance to FL70 by TIPOD.
Pilots unable to comply must notify ATC as soon as possible.

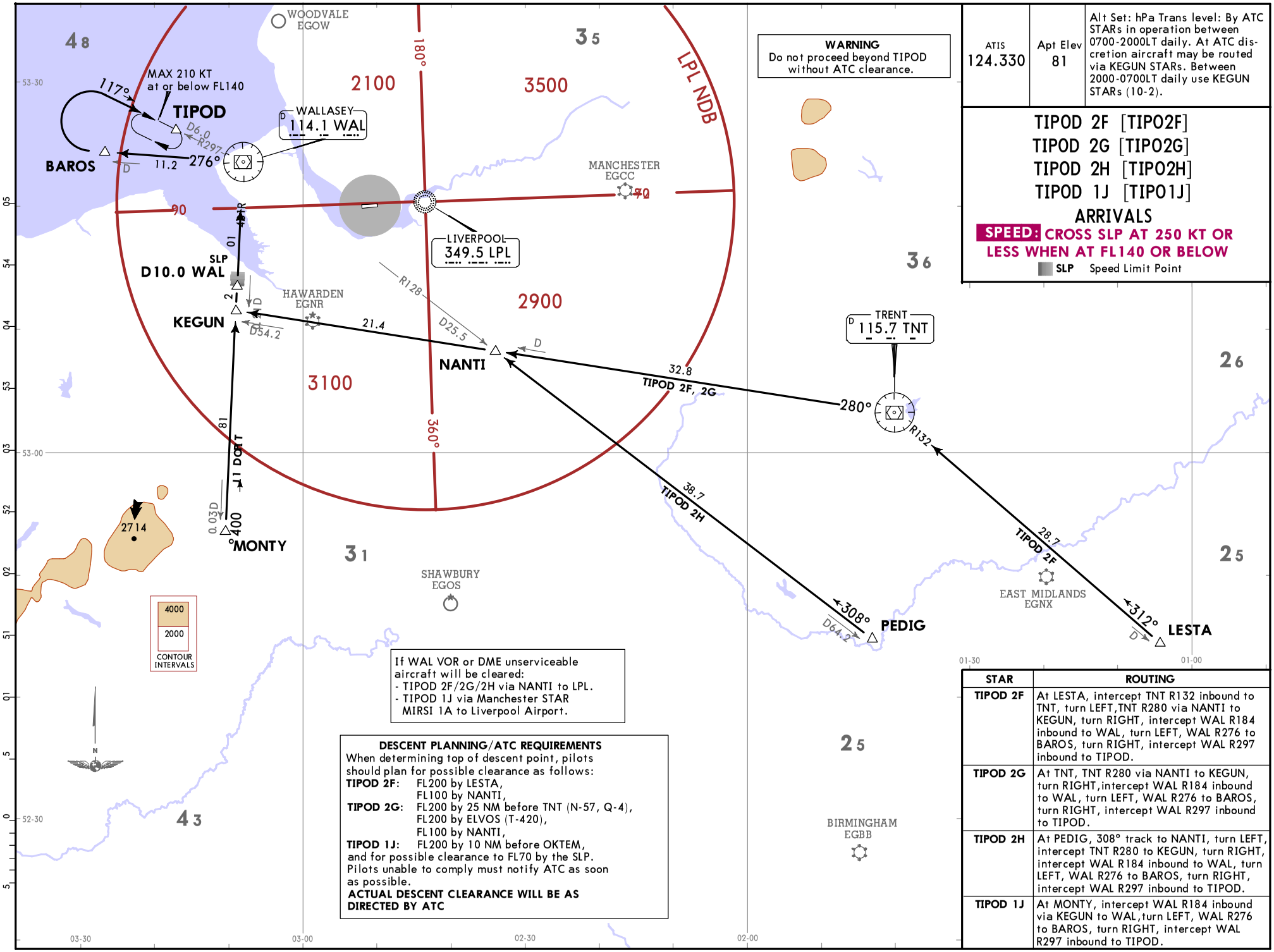
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

WARNING
Do not proceed beyond TIPOD without ATC clearance.

LPL NDB
BLACKPOOL EGNH
WARTON EGNO
WOODVALE EGOW
HAWARDEN EGNR
MANCHESTER EGCC
CROFT
POLE HILL 112.1 POL
WALLASEY 114.1 WAL
LIVERPOOL 349.5 LPL
BAROS
TIPOD
DESIG
N57 MAA FL175
IP 57 ILF AAM
L612 FL175
SIP 57 ILF
MAX 210 KT at or below FL140
117°
276°
11.2
D6.0 R297
SLP D6.0 WAL
SLP D6.0 WAL
SLP D6.0 WAL
6.52D
6.91
C1 DORT
D1 DORT
3.93
E1 DORT
3.54D
2502
4000
2000
CONTOUR INTERVALS
2100
3500
2900
3100
3 5
3 6
4 6
4 3
3 7
4 8
4 8
180°
360°
90
70
54-00
53-30
03-30
03-00
02-30
02-00
01-30

STAR	ROUTING
TIPOD 1C	At CROFT, intercept WAL R058 inbound to WAL, turn RIGHT, WAL R276 to BAROS, turn RIGHT, intercept WAL R297 inbound to TIPOD.
TIPOD 1D	At POL, intercept WAL R061 inbound to WAL, turn RIGHT, WAL R276 to BAROS, turn RIGHT, intercept WAL R297 inbound to TIPOD.
TIPOD 1E	At DESIG, intercept WAL R081 inbound to WAL, turn RIGHT, WAL R276 to BAROS, turn RIGHT, intercept WAL R297 inbound to TIPOD.

CHANGES: ATIS.



ATIS	Apt Elev	
124.330	81	Alt Set: hPa Trans level: By ATC STARs in operation between 0700-2000LT daily. At ATC discretion aircraft may be routed via KEGUN STARs. Between 2000-0700LT daily use KEGUN STARs (10-2).

TIPOD 2F [TIPO2F]
TIPOD 2G [TIPO2G]
TIPOD 2H [TIPO2H]
TIPOD 1J [TIPO1J]
ARRIVALS

SPEED: CROSS SLP AT 250 KT OR LESS WHEN AT FL140 OR BELOW

SLP Speed Limit Point

STAR	ROUTING
TIPOD 2F	At LESTA, intercept TNT R132 inbound to TNT, turn LEFT,TNT R280 via NANTI to KEGUN, turn RIGHT, intercept WAL R184 inbound to WAL, turn LEFT, WAL R276 to BAROS, turn RIGHT, intercept WAL R297 inbound to TIPOD.
TIPOD 2G	At TNT, TNT R280 via NANTI to KEGUN, turn RIGHT,intercept WAL R184 inbound to WAL, turn LEFT, WAL R276 to BAROS, turn RIGHT, intercept WAL R297 inbound to TIPOD.
TIPOD 2H	At PEDIG, 308° track to NANTI, turn LEFT, intercept TNT R280 to KEGUN, turn RIGHT, intercept WAL R184 inbound to WAL, turn LEFT, WAL R276 to BAROS, turn RIGHT, intercept WAL R297 inbound to TIPOD.
TIPOD 1J	At MONTY, intercept WAL R184 inbound via KEGUN to WAL,turn LEFT, WAL R276 to BAROS, turn RIGHT, intercept WAL R297 inbound to TIPOD.

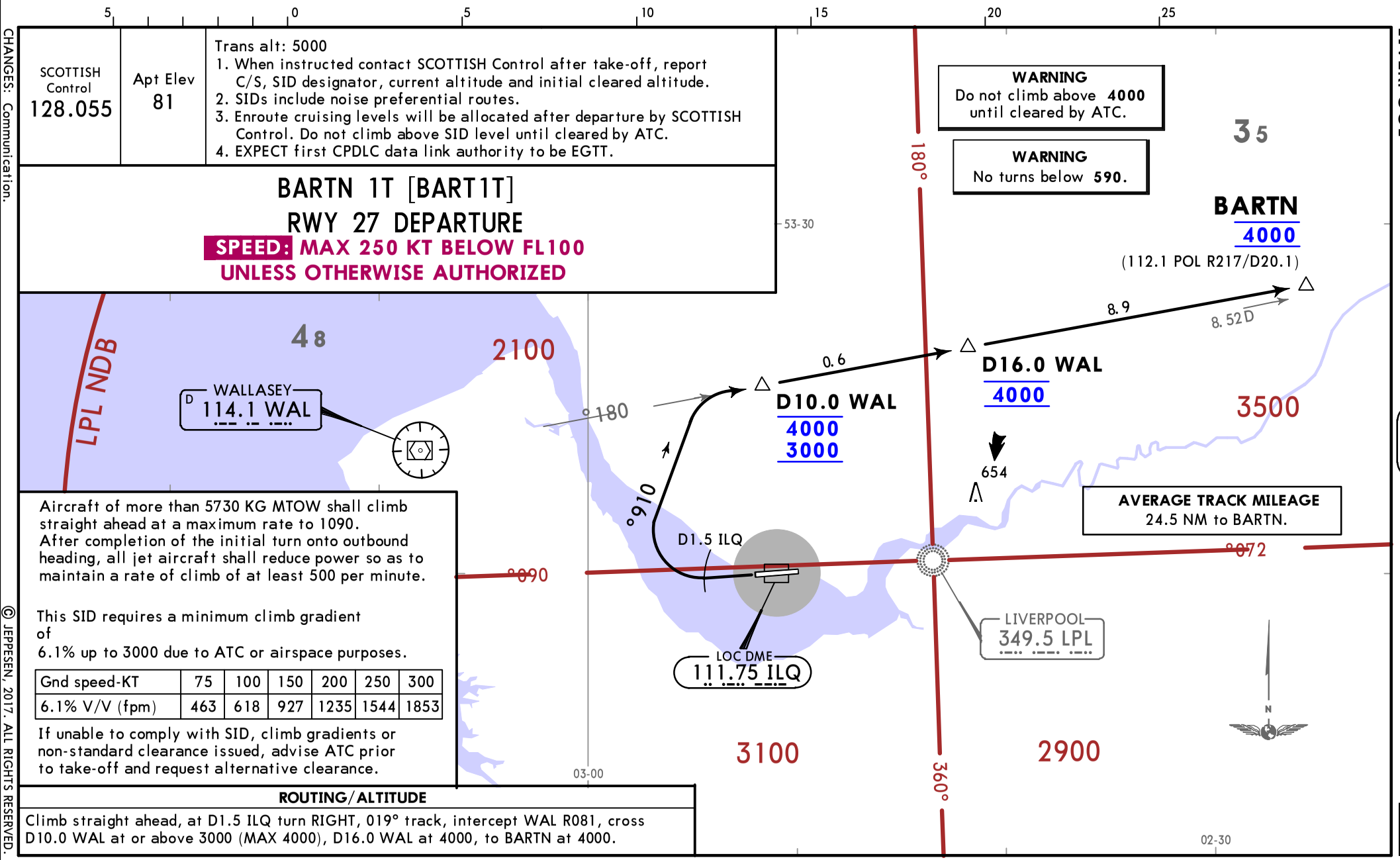
CHANGES: ATIS.

SCOTTISH Control	Apt Elev
128.055	81

Trans alt: 5000
1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes.
3. Enroute cruising levels will be allocated after departure by SCOTTISH Control. Do not climb above SID level until cleared by ATC.
4. EXPECT first CPDLC data link authority to be EGTT.

BARTN 1T [BART1T]
RWY 27 DEPARTURE

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



Aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to 1090.
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.

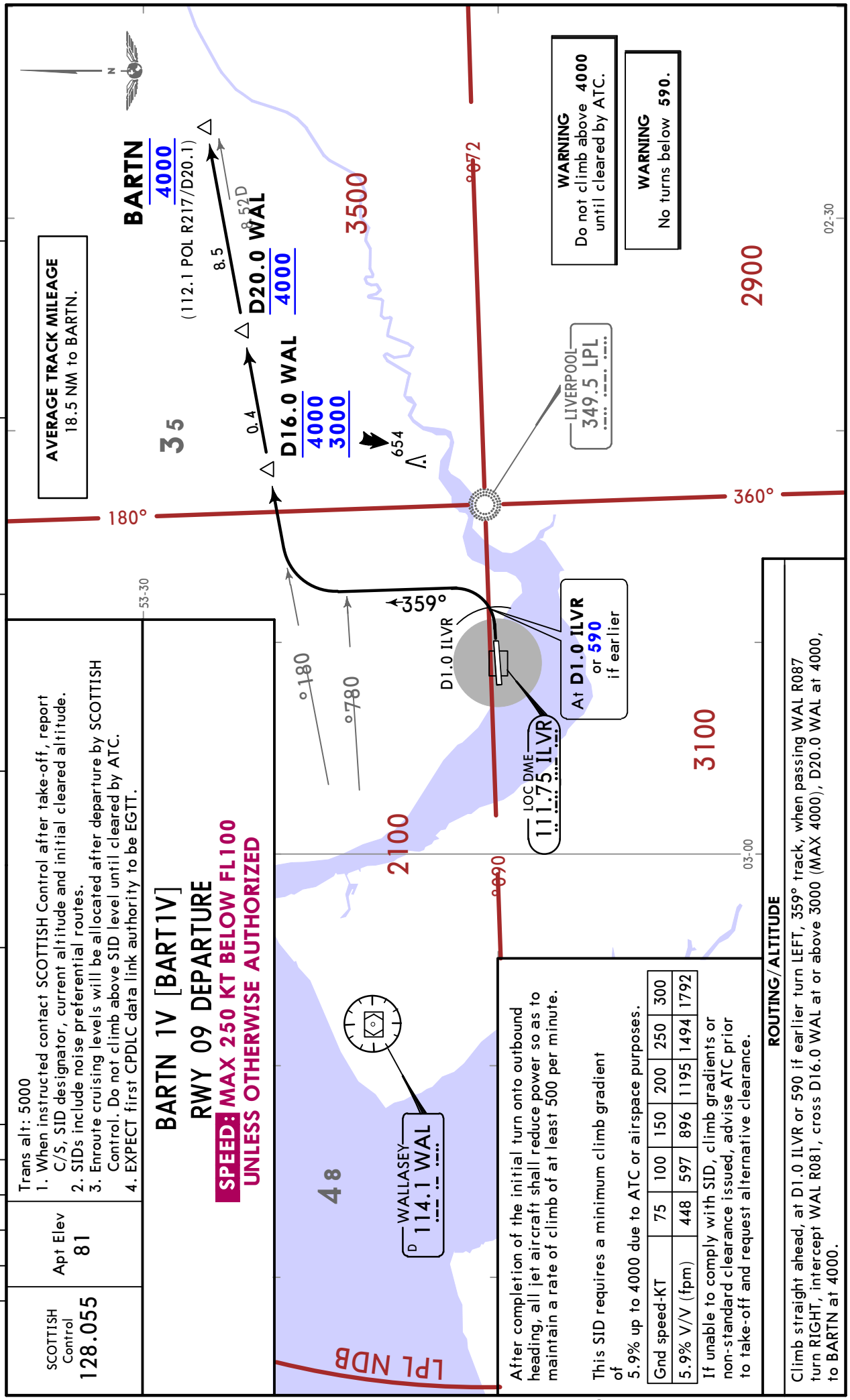
This SID requires a minimum climb gradient of
6.1% up to 3000 due to ATC or airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

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

ROUTING/ALTITUDE

Climb straight ahead, at D1.5 ILQ turn RIGHT, 019° track, intercept WAL R081, cross D10.0 WAL at or above 3000 (MAX 4000), D16.0 WAL at 4000, to BARTN at 4000.

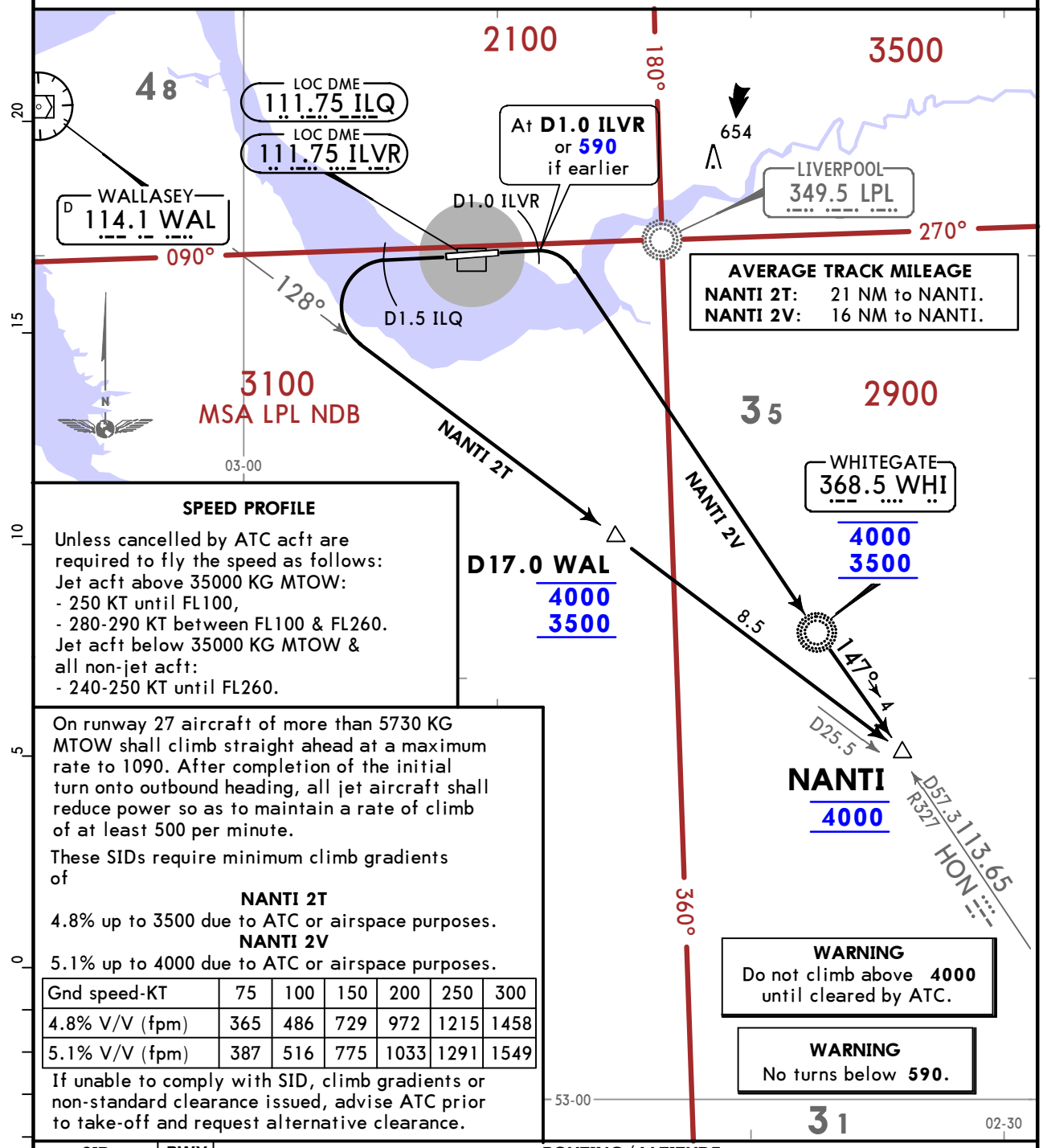


CHANGES: Communication.

SCOTTISH Control 128.055	Apt Elev 81	Trans alt: 5000 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Enroute cruising levels will be allocated by SCOTTISH (at or below FL190) or LONDON Control (above FL190). Do not climb above SID level until cleared by ATC. 4. EXPECT first CPDLC data link authority to be NANTI (EGTT).

NANTI 2T [NANT2T]
NANTI 2V [NANT2V]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



SPEED PROFILE

Unless cancelled by ATC acft 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 1090. 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 of

NANTI 2T

4.8% up to 3500 due to ATC or airspace purposes.

NANTI 2V

5.1% up to 4000 due to ATC or airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.1% V/V (fpm)	387	516	775	1033	1291	1549

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

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

WARNING
No turns below **590**.

SID	RWY	ROUTING/ALTITUDE
NANTI 2T	**27**	Climb straight ahead, at D1.5 ILQ, turn LEFT, intercept WAL R128, to D17.0 WAL, cross at or above 3500 (MAX 4000), then to NANTI at 4000.
NANTI 2V	**09**	Climb straight ahead, at D1.0 ILVR or 590 if earlier turn RIGHT to WHI, cross at or above 3500 (MAX 4000), intercept WAL R128 or HON R327 inbound to NANTI, cross at 4000.

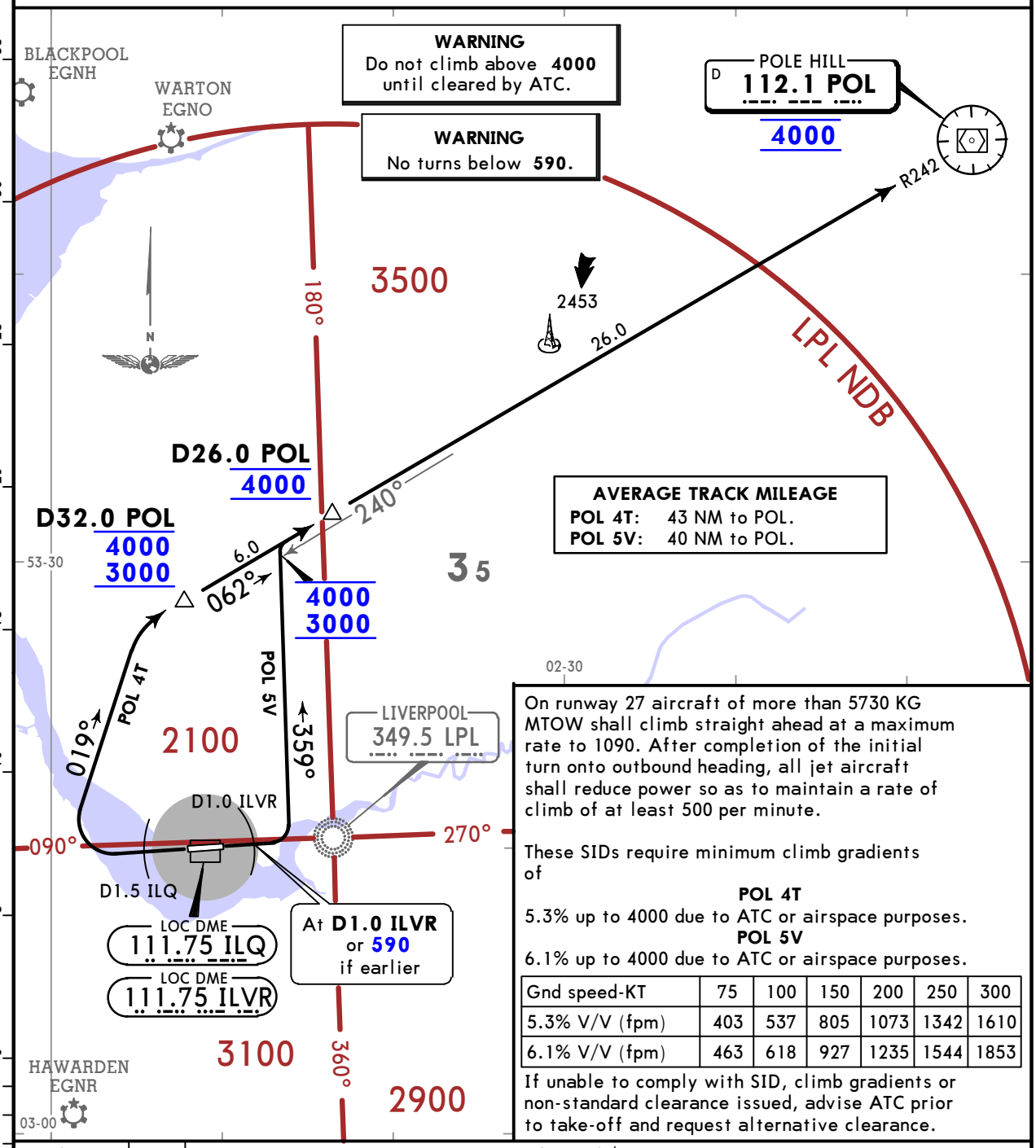
CHANGES: Communication.

SCOTTISH Control 128.055	Apt Elev 81	Trans alt: 5000 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Enroute cruising levels will be allocated after departure by SCOTTISH Control. Do not climb above SID level until cleared by ATC. 4. EXPECT first CPDLC data link authority to be EGPX.

POLE HILL 4T (POL 4T)
POLE HILL 5V (POL 5V)
DEPARTURES

FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



On runway 27 aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to 1090. 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 of

POL 4T
5.3% up to 4000 due to ATC or airspace purposes.
POL 5V
6.1% up to 4000 due to ATC or airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610
6.1% V/V (fpm)	463	618	927	1235	1544	1853

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

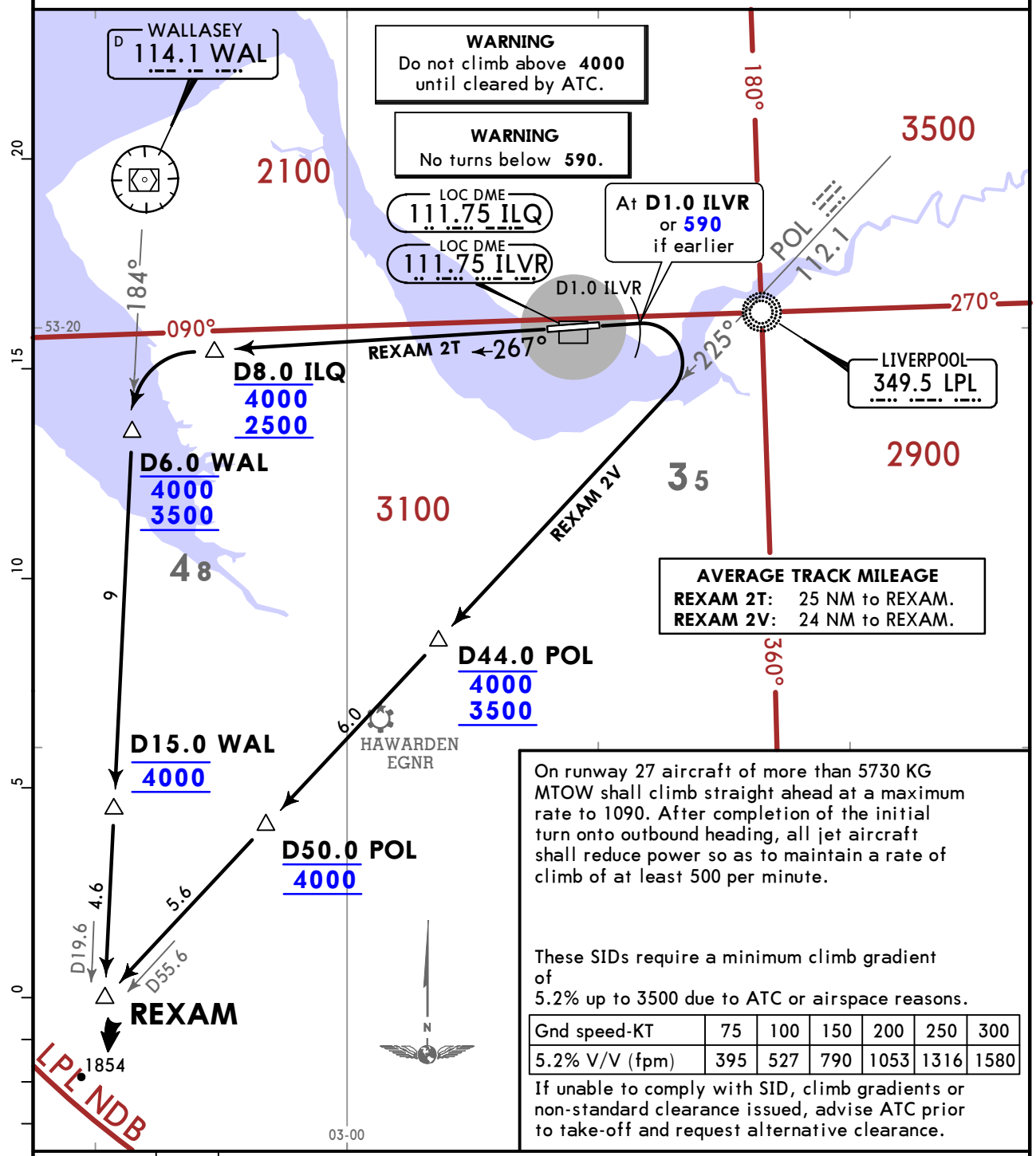
SID	RWY	ROUTING/ALTITUDE
POL 4T	27	Climb straight ahead, at D1.5 ILQ turn RIGHT, 019° track, intercept POL R242 inbound, cross D32.0 POL at or above 3000 (MAX 4000), D26.0 POL at 4000, then to POL at 4000.
POL 5V	09	Climb straight ahead, at D1.0 ILVR or 590 if earlier turn LEFT, 359° track, when passing POL R240 at or above 3000 (MAX 4000), turn RIGHT, intercept POL R242 inbound, cross D26.0 POL at 4000, then to POL at 4000.

CHANGES: Communication.

SCOTTISH Control 128.055	Apt Elev 81	Trans alt: 5000 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Enroute cruising levels will be allocated after departure by SCOTTISH Control. Do not climb above SID level until cleared by ATC. 4. EXPECT first CPDLC data link authority to be EGTT.

REXAM 2T [REXA2T]
REXAM 2V [REXA2V]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



On runway 27 aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to 1090. 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 of 5.2% up to 3500 due to ATC or airspace reasons.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

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

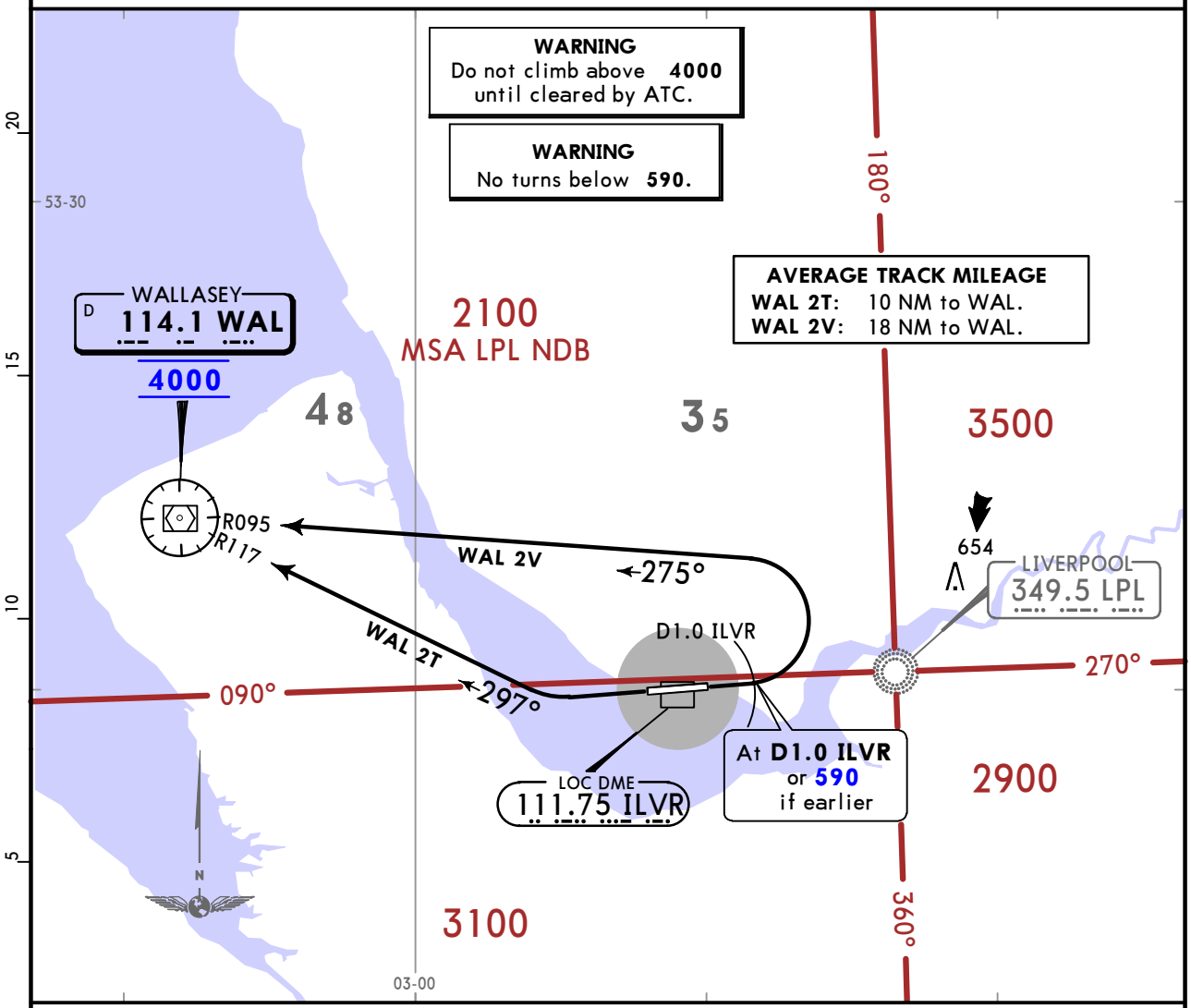
SID	RWY	ROUTING/ALTITUDE
REXAM 2T	27	Climb on 267° bearing from LPL to cross D8.0 ILQ at or above 2500 (MAX 4000), turn LEFT, intercept WAL R184, cross D6.0 WAL at or above 3500 (MAX 4000), D15.0 WAL at 4000, then to REXAM.
REXAM 2V	09	Climb straight ahead, at D1.0 ILVR or 590 if earlier, turn RIGHT, intercept POL R225, cross D44.0 POL at or above 3500 (MAX 4000), D50.0 POL at 4000, then to REXAM.

CHANGES: None.

SCOTTISH Control 128.055	Apt Elev 81	Trans alt: 5000 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Enroute cruising levels will be allocated after departure by SCOTTISH Control. Do not climb above SID level until cleared by ATC. 4. EXPECT first CPDLC data link authority to be: WAL (L10, EGPX), WAL (L70, EISN).

WALLASEY 2T (WAL 2T)
WALLASEY 2V (WAL 2V)
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



On runway 27 aircraft of more than 5730 KG MTOW shall climb straight ahead at a maximum rate to 1090. 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 of 4.1% up to 4000 for ATC or airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	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/ALTITUDE
WAL 2T	27	Climb straight ahead, intercept WAL R117 inbound to cross WAL at 4000.
WAL 2V	09	Climb straight ahead, at D1.0 ILVR or 590 if earlier turn LEFT, intercept WAL R095 inbound to cross WAL at 4000.

CHANGES: Crossing at WAL.

NOISE ABATEMENT

SUMMER : LT minus 1 HOUR = UTC (Z)
WINTER : LT . . . . . = UTC (Z)

GENERAL

These requirements may at any time be departed from to the extent necessary for avoiding immediate danger. Every operator of ACFT using the APT shall ensure at all times that the ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

ARRIVALS

Inbound ACFT, other than light ACFT flying under VFR or Special VFR, shall maintain an altitude of at least 2080' until cleared to descend for landing. ACFT approaching without assistance from ILS or radar shall follow a descent path which in no case shall be lower than the ILS GS.

Continuous Descent Approach (CDA) to RWY 09

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

b) Subject to ATC instructions, inbound ACFT are to maintain as high an altitude as practical and adopt a low power, low drag, CDA 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 GS at the appropriate height for the distance without level flight.

c) To facilitate these techniques ACFT should be flown no faster than 250 KT from the speed limiting points and below FL100 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 separation 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.

DEPARTURES

RWY 27: ACFT of more than 5700kg MTWA shall climb straight ahead at maximum rate to 1080' before turning.

RWY 09: The initial turn onto outbound heading shall be commenced as soon as practicable, but not below 580', and not before passing the end of the RWY. After completion of the initial turn onto outbound heading, all turbo-jet ACFT shall reduce power for noise abatement purposes so as to maintain a rate of climb of at least 500' per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path.

NOISE QUOTA SYSTEM DURING NIGHT (2300-0700LT)

Main restrictions are as follows:

- Night Period (2300-0700LT)
- Night Quota Period (2330-0600LT)

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 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.

NOISE ABATEMENT

Quota Count Operational Restrictions:

- Between 2300-2330LT - Aircraft with quota count of QC/8 and QC/16 must not be scheduled to take off or land;
- Between 2330-0600LT - Aircraft with quota count of QC/8 and QC/16 must not take off or be scheduled to land;
- Between 0600-0700LT - Aircraft with quota count of QC/16 must not take off or be scheduled to land.

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

NIGHTTIME RESTRICTIONS

Between 2300-0700LT RWY 09 will only be available for take-off when overriding operational considerations necessitate its use, e.g. performance requirements.

REVERSE THRUST

To minimise disturbance in areas adjacent to the aerodrome, Flight Crews are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the ACFT, especially between 2300-0600LT.

RUN-UP TESTS

Ground running of ACFT engines is subject to the approval of the APT Authority and shall only be permitted between 0700-2300LT. Outside these hours engine test runs will not be permitted except in exceptional operational circumstances.

EGGP/LPL

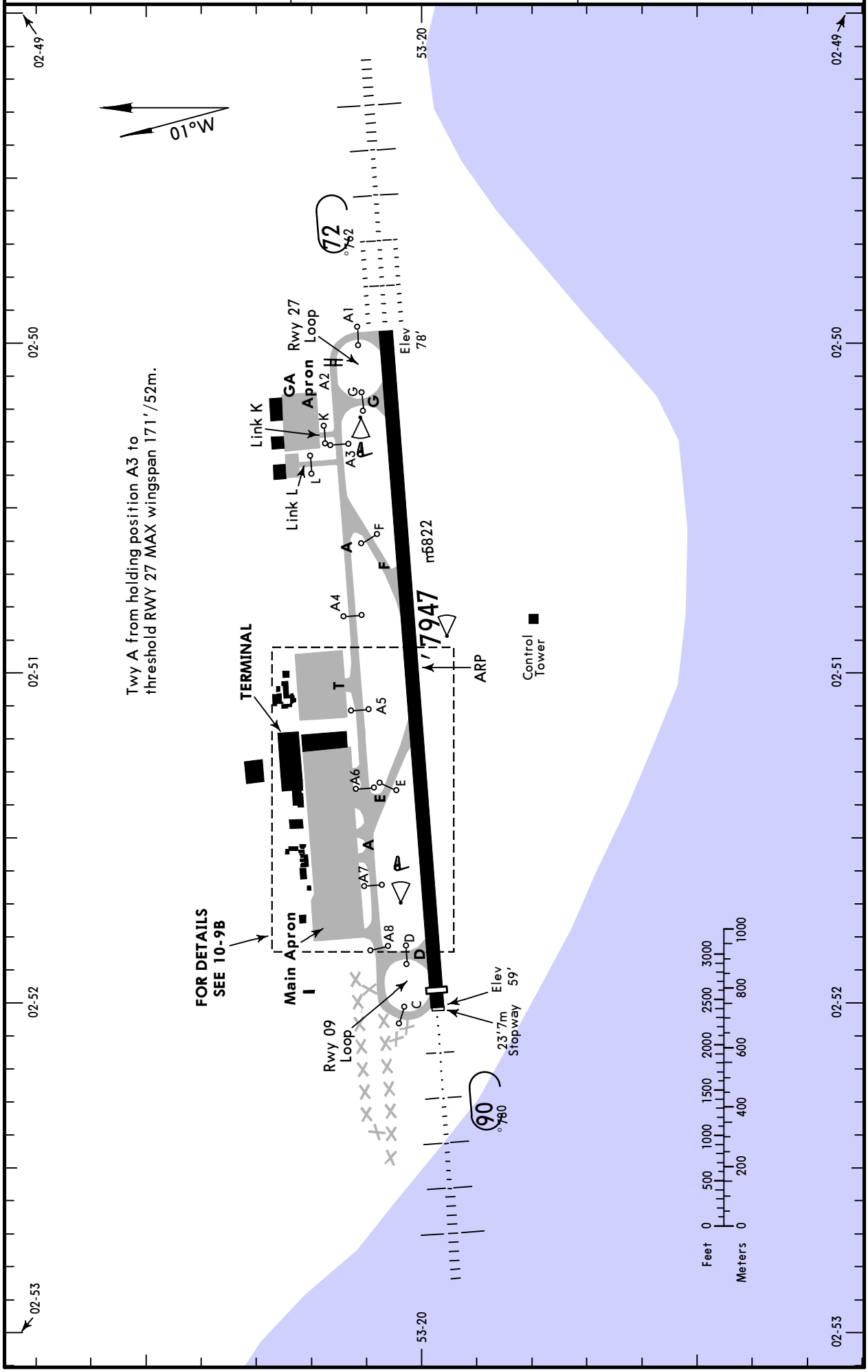
Apt Elev 81′
N53 20.0 W002 51.0

JEPPESEN
15 MAY 20 (10-9) Eff 21 May

LIVERPOOL, UK

LIVERPOOL

ATIS	*LIVERPOOL Ground	Tower
124.330	121.955	126.355



CHANGES: Link L added.

GENERAL

Rwy 27 approved for CAT II/III 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(60m) CL(15m) HIALS ❶ HST-F ❷ RVR	6893' 2101m	5921' 1805m	❸	151' 46m
27	HIRL(60m) CL(15m) HIALS-II TDZ ❶ HST-E ❷ RVR		6464' 1970m		

❶ PAPI-L (3.0°)
❷ grooved
❸ TAKE-OFF RUN AVAILABLE

RWY 09:
From rwy head 7093'(2162m)
twy D int 6519'(1987m)

RWY 27:
From rwy head 7497'(2285m)
twy G int 6772'(2064m)
twy F int 4865'(1483m)

CAT II/III OPERATIONS

During CAT II/III operations, special ATC procedures (LVPs) will apply. Pilots will be informed by ATC when these procedures are in operation.
Aircraft departing rwy 27 must hold at holding point A2.
Arriving acft must continue to the end of rwy to vacate via holding point C. Aircraft must report "rwy vacated" and report reaching holding point A8.
Aircraft parking on main apron will enter at Twy W and exit at Twy U.
Illuminated stop bars will be in operation at holding points A2, A3, A8, K, T, U, V and W during Low Visibility Procedures.

START-UP AND TAXI PROCEDURE

Aircraft with wingspan of 118'/36m or more will enter the main apron via Twy W.
Aircraft repositioning on the apron with ATC permission and under marshallers guidance only.
Pilots are to report their stand number 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 via Twy V to ensure they do not enter the HST-E when taxiing to rwy 09 or rwy 27.

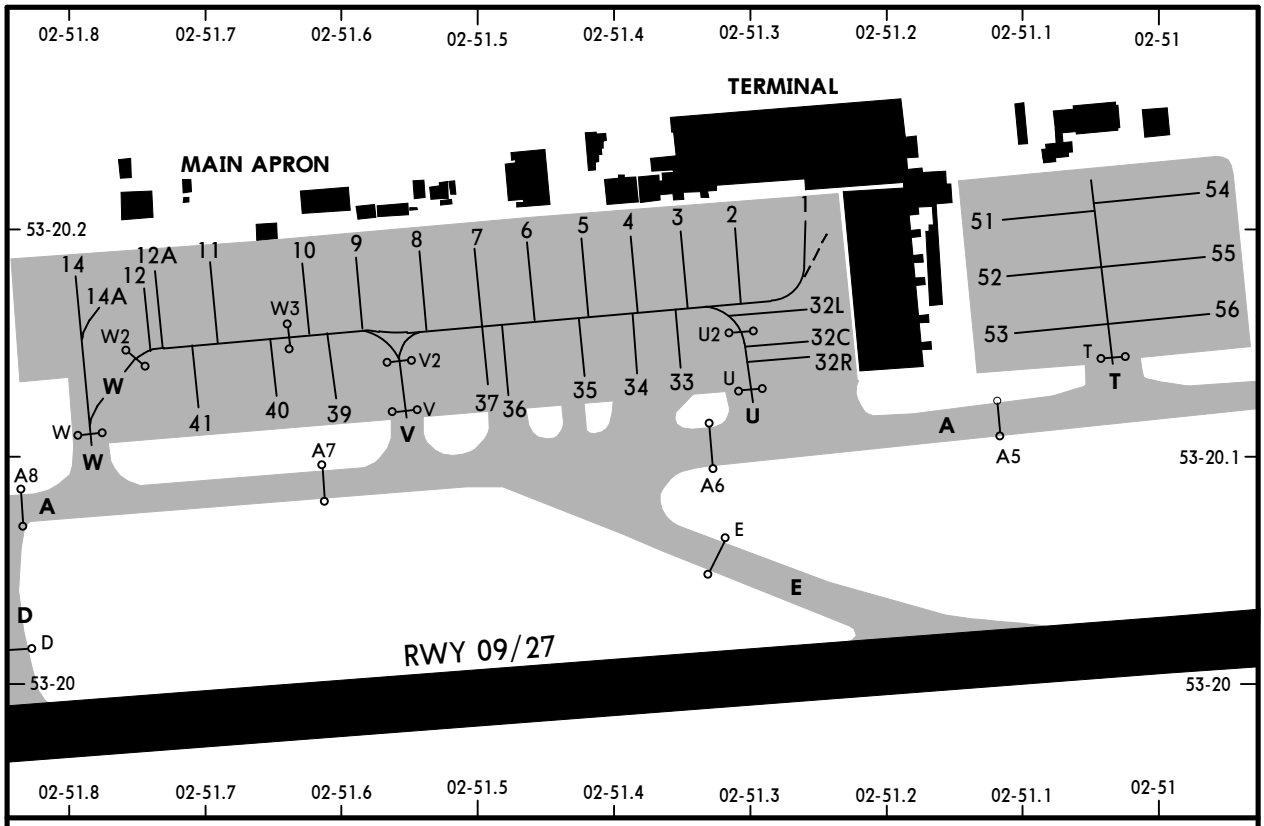
GA-Apron and Link K are limited to aircraft of 5700 kg or less.

Standard TAKE-OFF

	Low Visibility Take-off					
	❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

❶ RWY27: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: None.



On stands 1 thru 14 and 32 thru 41 push-back required.
Stands 1 and 32 are out of sight of ATC. Pilots should listen carefully to their taxi instructions.
Individual airline operators are advised to contact central control room to discuss the "Exit Manoeuvring Requirements" from the stand, which involves a nose wheel turning angle of 55°.

Stands 1 thru 6 equipped with AGNIS (VDGS).
Stands 51 thru 56 equipped with AGNIS and PAPA (VDGS).
All other stands on West apron require marshaller instructions.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N53 20.2 W002 51.3	33	N53 20.1 W002 51.3
3, 4	N53 20.2 W002 51.4	34, 35	N53 20.1 W002 51.4
5 thru 8	N53 20.2 W002 51.5	36, 37	N53 20.1 W002 51.5
9 thru 11	N53 20.2 W002 51.6	39	N53 20.1 W002 51.6
12, 12A	N53 20.2 W002 51.7	40, 41	N53 20.1 W002 51.7
14	N53 20.2 W002 51.8	51 thru 53	N53 20.2 W002 51.1
32L	N53 20.2 W002 51.2	54 thru 56	N53 20.2 W002 51.0
32C, 32R	N53 20.1 W002 51.2		

CHANGES: Notes.

LIVERPOOL, UK

LIVERPOOL

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
09	ILS DME	260′ (200′)	500m / 1000m
	LOC	420′ (360′)	800m / 1000m
	RNP(LNAV/VNAV)	360′ (300′)	600m / 1000m
	RNP(LNAV)	430′ (370′)	800m / 1000m
	SRA	520′ (460′)	1000m / 1000m
27	CAT 2 ILS DME	178′ (100′)	RA 103′ - 300m
	ILS DME	278′ (200′)	500m / 1000m
	LOC ❶	420′ (342′)	800m / 1000m
	LOC ❷	530′ (452′)	1000m / 1000m
	RNP(LNAV/VNAV)	390′ (312′)	750m / 1000m
	RNP(LNAV)	430′ (352′)	800m / 1000m
	NDB DME	570′ (492′)	1000m / 1000m
	SRA	460′ (382′)	800m / 1000m

❶ With DME.

❷ W/o DME.

CIRCLE-TO-LAND	MDA(H)	VIS
	550′ (469′) ❸	1000m

❸ After NDB DME 27: 570′(489′).

TAKE-OFF RWY 09, 27

Low Visibility Take-off ❹				
RL/FATO LTS, RCLM & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❺	800m

❹ Without Low Visibility Take-off approval 400m are stipulated.

❺ Or rejected take-off distance whichever is the greater.

EGGP/LPL LIVERPOOL

JEPPESEN

1 MAR 19 (11-1)

LIVERPOOL, UK

❶ NDB ILS DME Rwy 09

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.330	119.855	126.355	121.955

BRIEFING STRIP

LOC ILVR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 81′ / Rwy 60′
*111.75	087°	D4.0 ILVR 1390′ (1330′)	260′ (200′)	

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 087° from Lctr to 1700′, then turn RIGHT to Lctr climbing to 2500′, or as directed.

MSA LPL Lctr: 180° 2100 3500 090° 270° 3100 2900 360°

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000′

1. ILS DME reads zero at rwy 09 thresh. 2. Procedure restricted to MAX 220 KT.

DIRECT ARRIVAL FROM NORTHWEST (Subject to Manchester ATC)

❶ Acft unable to receive DME advise ATC. Radar ranges will be provided at 10.5 NM outbound and at 7.5 NM and 4.0 NM inbound.

WALLASEY D 114.1 WAL

ILS DME 087° *111.75 ILVR

LIVERPOOL (IAF) 349.5 LPL

Intermediate approach after holding

D8.3 WAL

4000

7 DME Arc WAL 2500

298°

D10.7 ILVR

CAT C & D ← 279°

A & B ← 273°

1 Min 057° 279°

087° 267°

185°

241°

D7.5 ILVR

D4.0 ILVR

D1.0 ILVR

087° D6.3 WAL

D7.0 WAL

EG(R)-311

MAX 185 KT
MHA 2000
(2500 for missed apch)

❸ 0.7 2500 to D7.5 ILVR

❹ Arr route from REXAM (IAF) to D16.0 WAL 005° 3.5

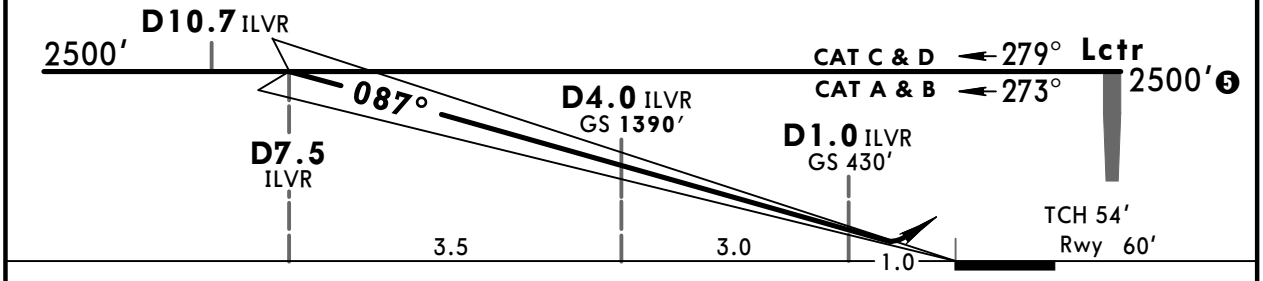
005° 9.0 3500 DIRECT ARRIVAL BY ATC

D16.0 WAL ❹

HAWARDEN EGNR

Pilots shall inform ATC immediately in case of laser attack.

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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI LPL 349.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 09

ILS

DA(H) 260′ (200′)

	FULL	ALS out
A	RVR 550m ❶	RVR 1200m
B		
C		
D		

❶ W/o HUD/AP/FD: RVR 750m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	550′ (469′)	1500m
135	670′ (589′)	1600m
180	930′ (849′)	2400m
205	950′ (869′)	3600m

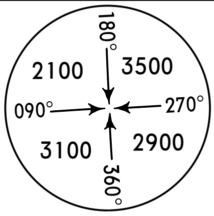
CHANGES: Communications.

NDB LOC DME Rwy 09

BRIEFING STRIP ™

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.330	119.855	126.355	121.955

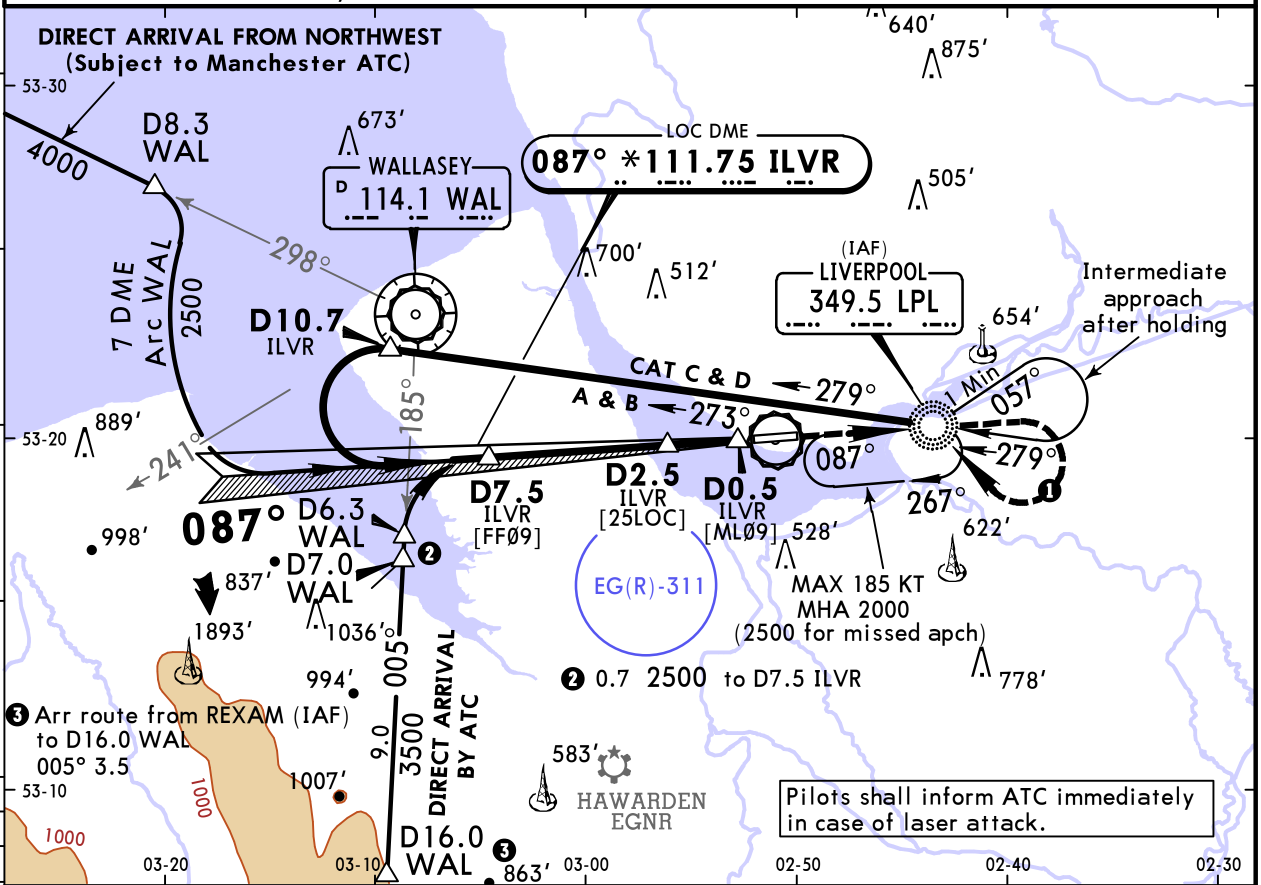
LOC ILVR	Final Apch Crs	Procedure Alt D7.5 ILVR	DA/MDA(H)	Apt Elev 81′ / Rwy 60′
*111.75	087°	2500′(2440′)	420′(360′)	Apt Elev 81′ Rwy 60′



MSA
LPL Lctr

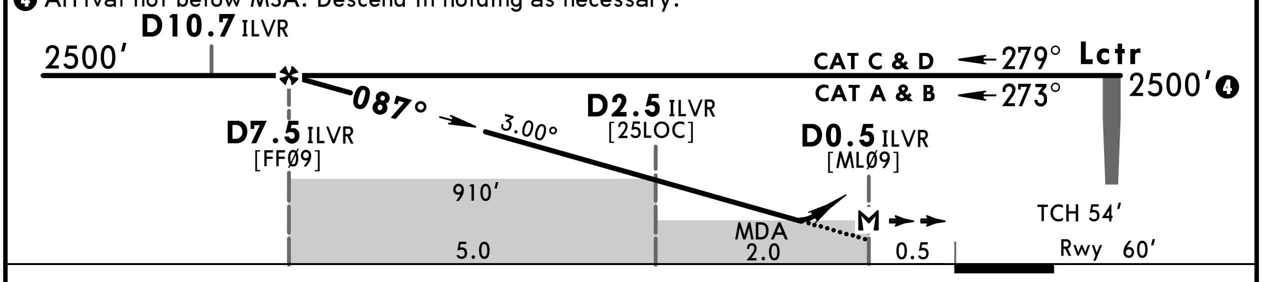
MISSED APCH: Climb STRAIGHT AHEAD to Lctr climbing to 2500′. Acft which achieve 1700′ (7% climb grad required) by Lctr enter hold and continue climb to 2500′, or as directed.
❶ Acft unable to achieve 1700′ by Lctr inform ATC and continue on 087° from Lctr to 1700′, then turn RIGHT to Lctr climbing to 2500′, or as directed.

Alt Set: hPa   Rwy Elev: 2 hPa   Trans level: By ATC   Trans alt: 5000′
1. LOC DME reads zero at rwy 09 thresh. 2. Procedure restricted to MAX 220 KT.



LOC (GS out)	ILVR DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2340′	2020′	1700′	1390′	1070′	750′	430′

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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 ILVR							

HIALS
PAPI

LPL
349.5

Standard

STRAIGHT-IN LANDING RWY 09

CDFA

DA/MDA(H) 420′ (360′)

	ALS out	
A	RVR 900m	RVR 1500m
B	RVR 900m	RVR 1500m
C	RVR 900m	RVR 1600m
D	RVR 900m	RVR 1600m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	550′(469′)	1500m
135	670′(589′)	1600m
180	930′(849′)	2400m
205	950′(869′)	3600m

PANS OPS

CHANGES: Communications.

EGGP/LPL
LIVERPOOL

JEPPESEN
1 MAR 19 (11-3)

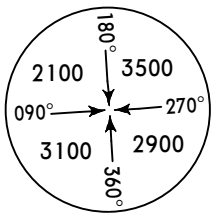
LIVERPOOL, UK
NDB ILS DME Rwy 27

BRIEFING STRIP

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.330	119.855	126.355	121.955

LOC ILQ	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev / Rwy
*111.75	267°	1370′ (1292′)	278′ (200′)	81′ / 78′

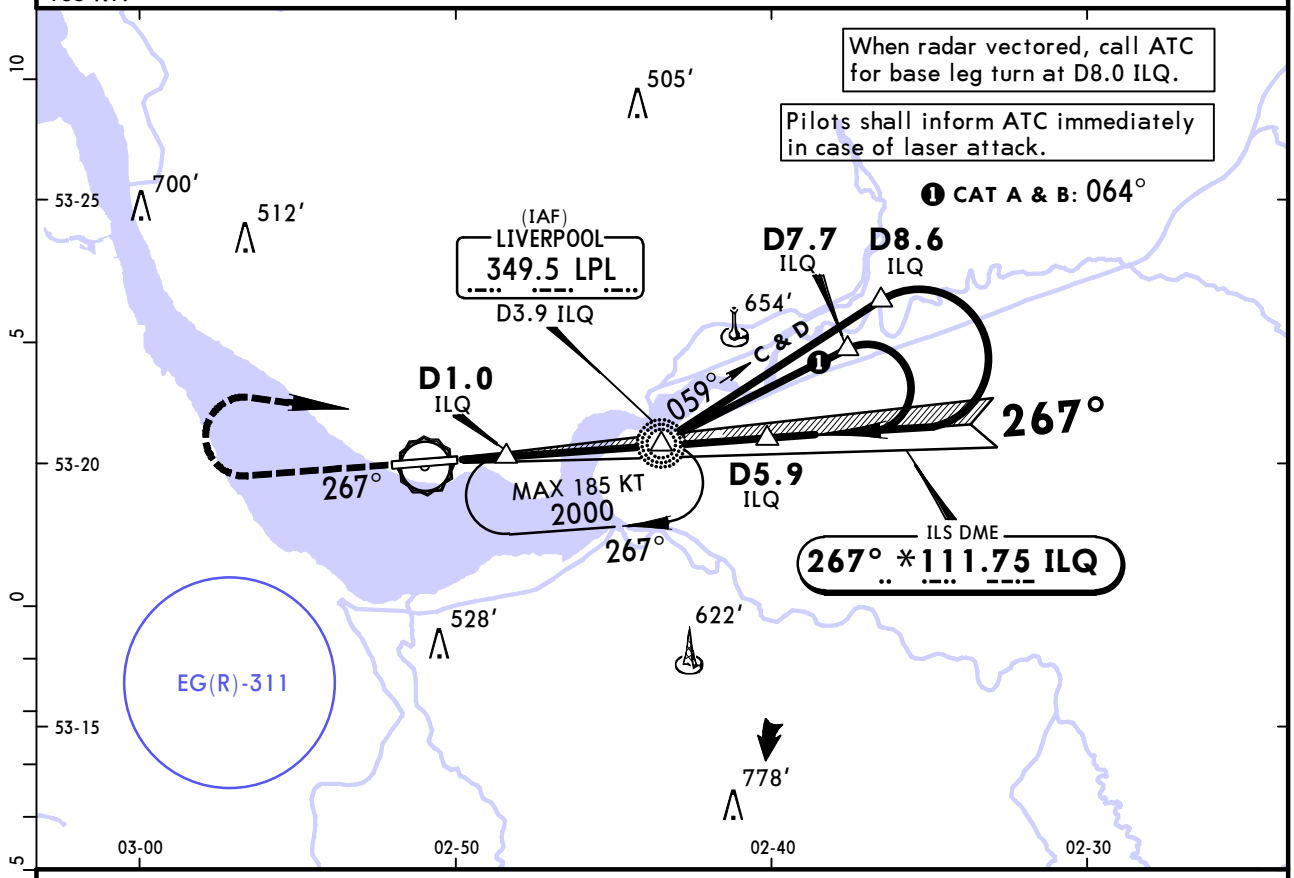
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn RIGHT to Lctr climbing to 2000′, or as directed.

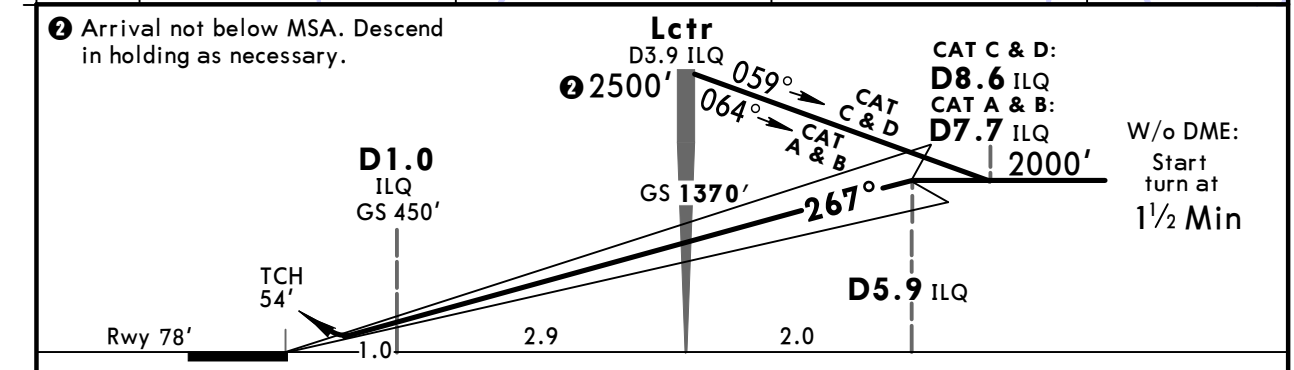


MSA LPL Lctr

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 5000′

1.ILS DME reads zero at rwy 27 thresh. 2. Acft unable to receive DME inform ATC prior to commencing procedure. 3. Lowest alt to commence procedure from hold is 2000′. 4. Procedure restricted to MAX 185 KT.





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
1500′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27**

ILS

DA(H) **278′** (200′)

	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	550′ (469′)	1500m
135	670′ (589′)	1600m
180	930′ (849′)	2400m
205	950′ (869′)	3600m

1 W/o HUD/AP/FD: RVR 750m

CHANGES: Procedure title. Communications. Minimums transferred to 11-3A.

EGGP/LPL LIVERPOOL

JEPPESEN

1 MAR 19 (11-3A)

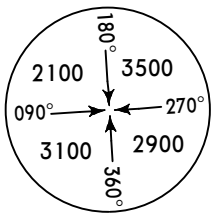
LIVERPOOL, UK
CAT II/III NDB ILS DME Rwy 27

BRIEFING STRIP ™

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.330	119.855	126.355	121.955

LOC ILQ	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 81′ / Rwy 78′
*111.75	267°	Lctr 1370′ (1292′)		

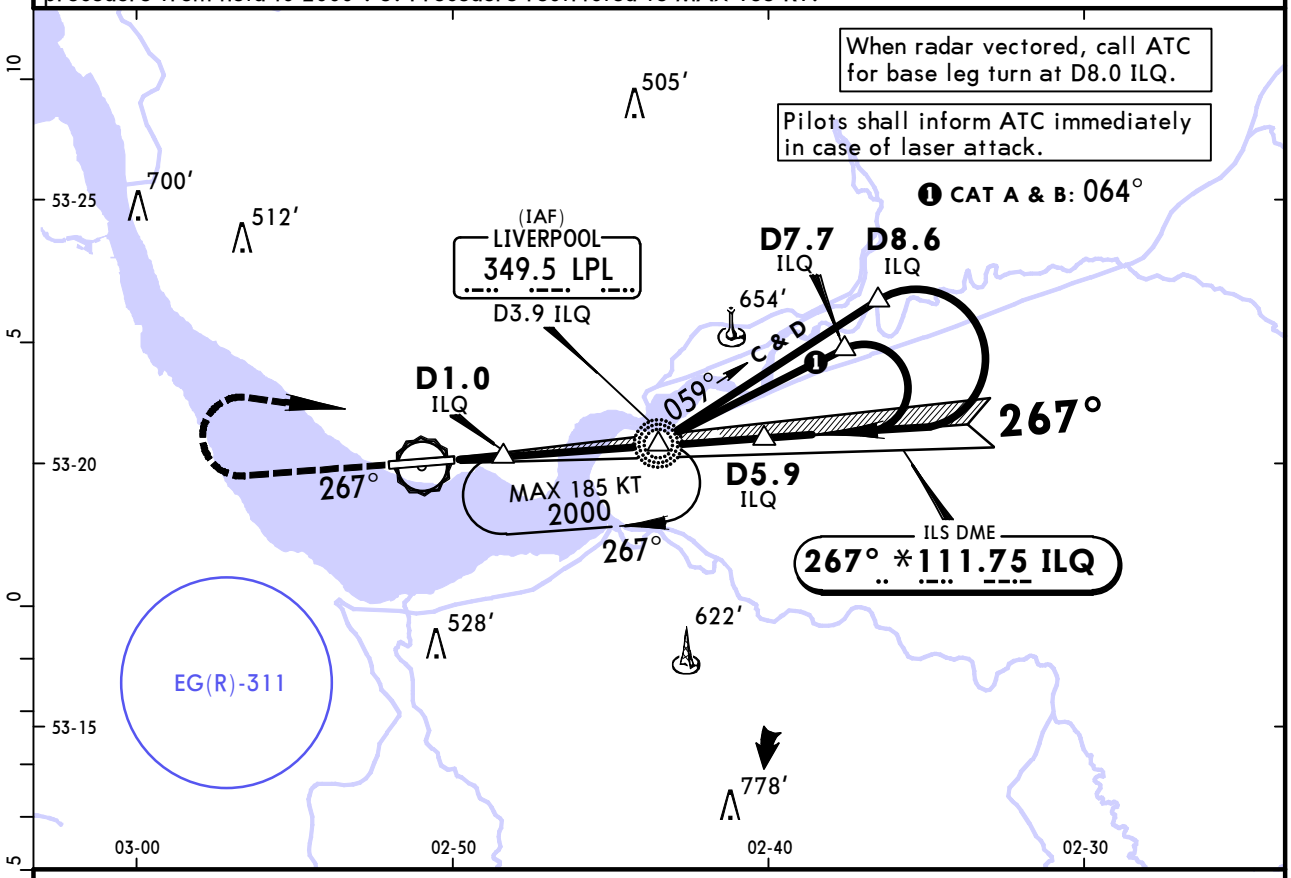
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn RIGHT to Lctr climbing to 2000′, or as directed.

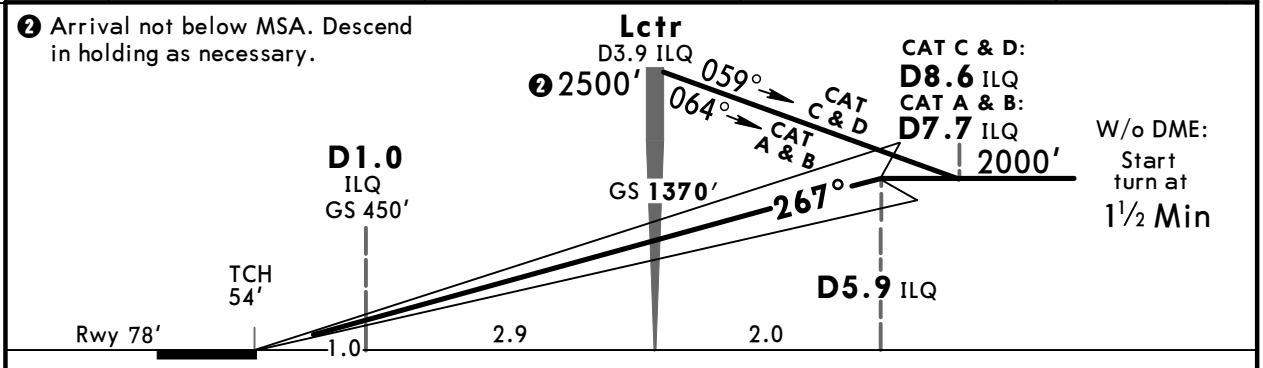


MSA LPL Lctr

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 5000′

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′. 5. Procedure restricted to MAX 185 KT.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
1500′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27

CAT IIIA ILS	CAT II ILS
1	RA 103′
DH 50′	DA(H) 178′ (100′)
RVR 200m	RVR 300m

1 CAT IIIB: Mim RVR 75m.

CHANGES: New chart.

EGGP/LPL LIVERPOOL

JEPPESEN

1 MAR 19 (11-4)

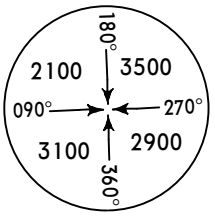
LIVERPOOL, UK NDB LOC DME Rwy 27

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.330	119.855	126.355	121.955

BRIEFING STRIP ™

LOC ILQ	Final Apch Crs	With DME Procedure Alt	With DME DA/MDA(H)		
*111.75	267°	D5.9 ILQ 2000′ (1922′)	420′ (342′)	Apt Elev	81′
		W/o DME Procedure Alt Lctr 1370′ (1292′)	W/o DME DA/MDA(H) 530′ (452′)	Rwy	78′

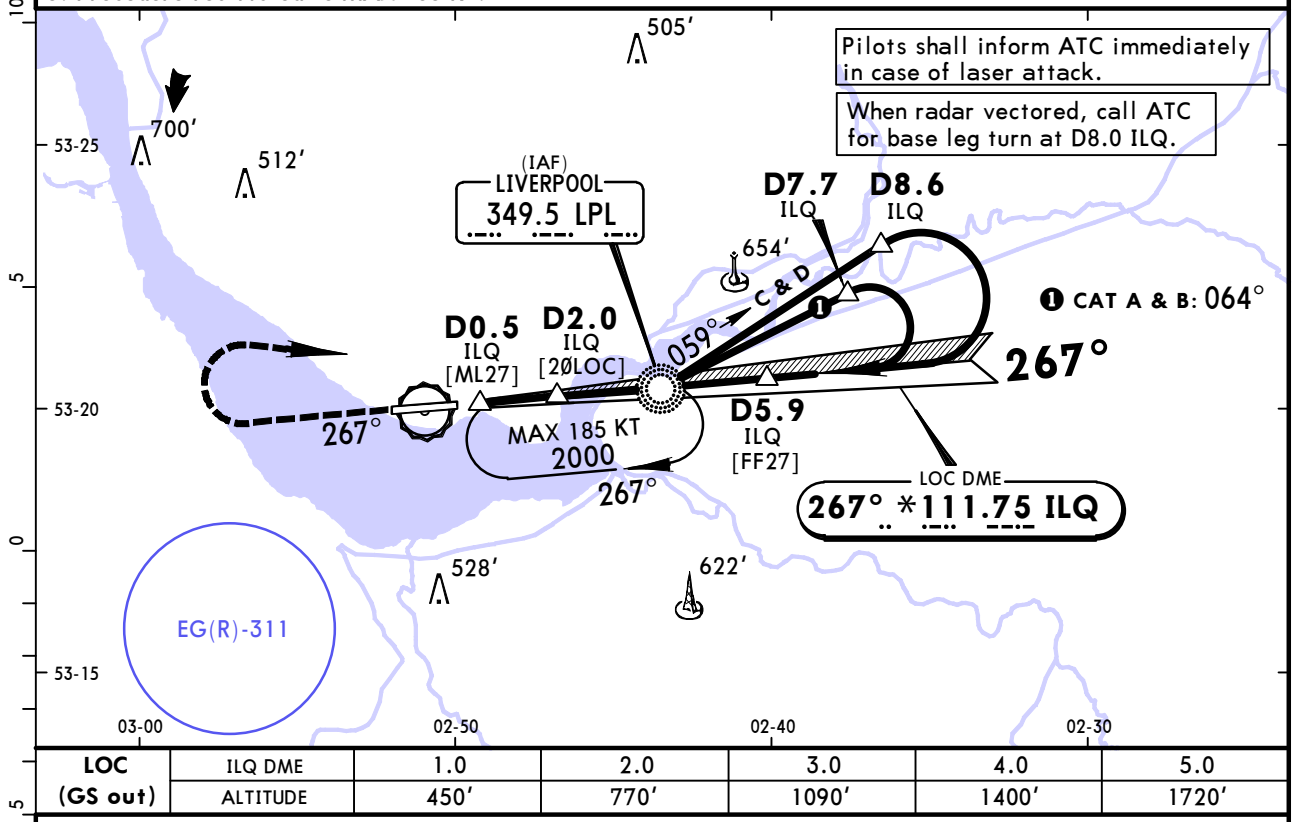
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn RIGHT to Lctr climbing to 2000′, or as directed.



MSA
LPL Lctr

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

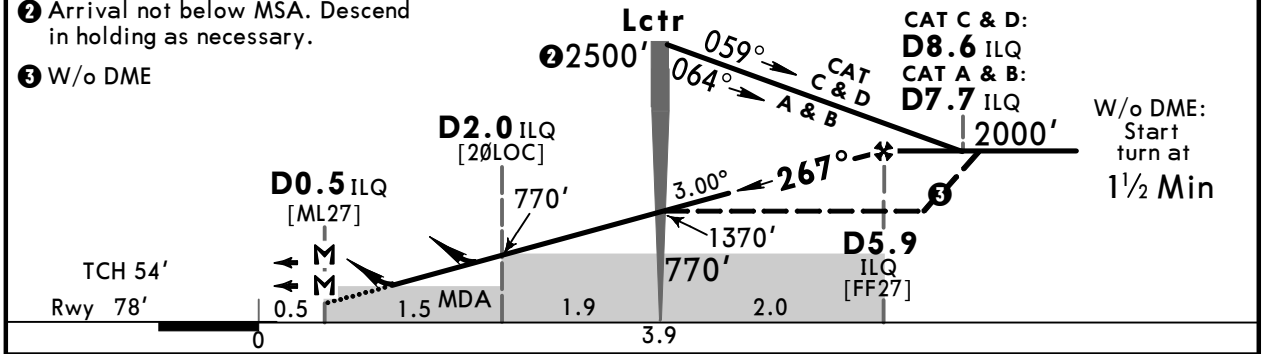
1. LOC DME reads zero at rwy 27 threshold.
2. Lowest alt to commence procedure from hold is 2000′.
3. Procedure restricted to MAX 185 KT.



LOC (GS out)	ILQ DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	450′	770′	1090′	1400′	1720′

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

❸ W/o DME



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
W/o DME: Lctr to MAP	3.4	2:55	2:16	2:02	1:42	1:27	1:16
With DME: MAP at D0.5 ILQ							

HIALS-II
PAPI

1500′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27

	With DME CDFA DA/MDA(H) 420′ (342′)		W/o DME CDFA DA/MDA(H) 530′ (452′)	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1400m	RVR 1500m
B				
C		RVR 1600m		RVR 2100m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	550′ (469′)	1500m
135	670′ (589′)	1600m
180	930′ (849′)	2400m
205	950′ (869′)	3600m

CHANGES: Communications.

EGGP/LPL
LIVERPOOL

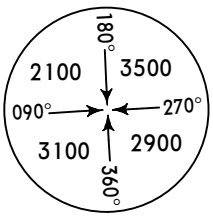
JEPPESEN
16 OCT 20 (12-1)

LIVERPOOL, UK
RNP Rwy 09

BRIEFING STRIP TM

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.330	119.855	126.355	121.955

RNAV	Final Apch Crs	LEBKI MANDATORY	LNAV/VNAV DA(H)	Apt Elev / Rwy
	087°	2500′ (2440′)	360′ (300′)	81′ / 60′

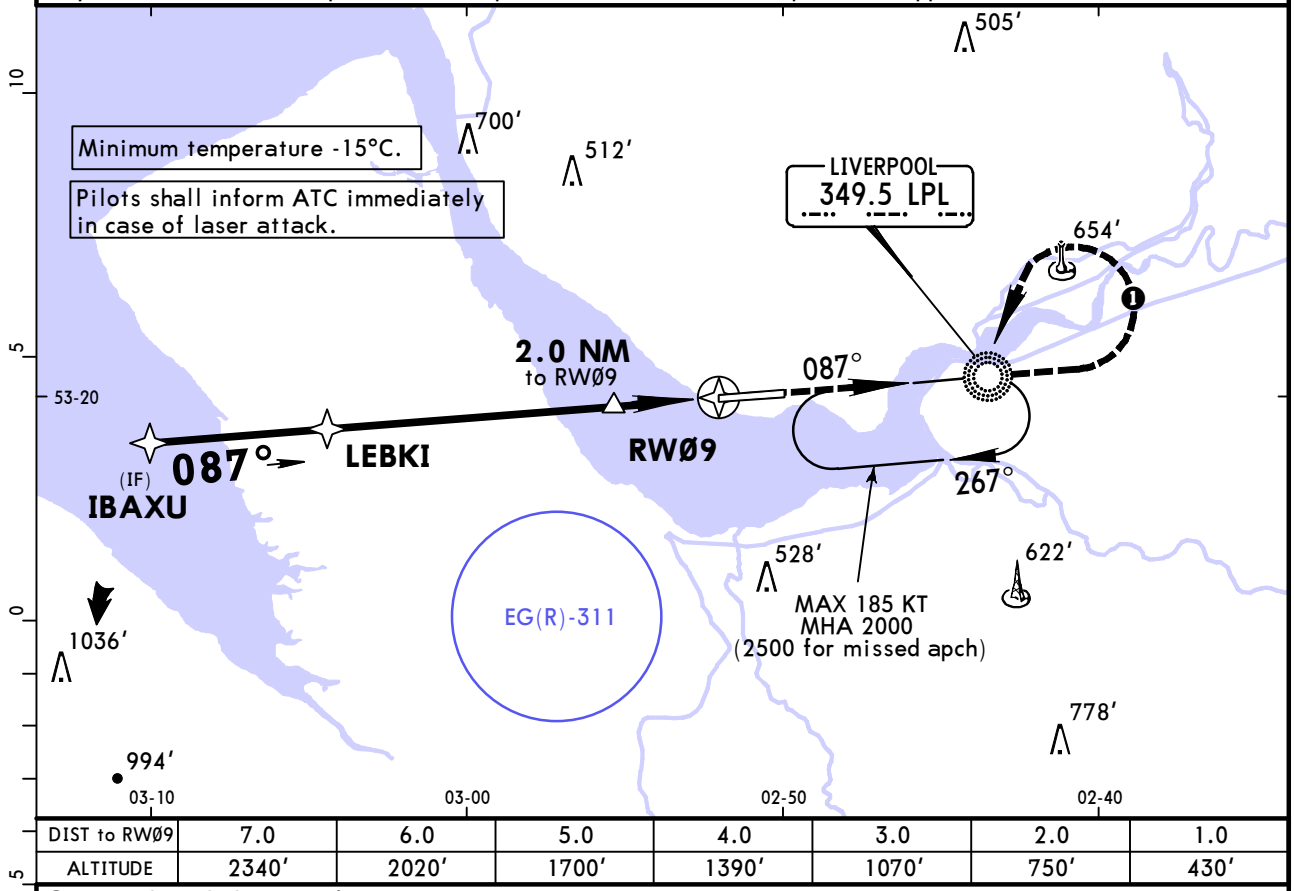


MSA
LPL Lctr

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.
Missed apch shall be converted to a conventional missed apch upon reaching 1700′.
❶ Acft unable to achieve 1700′ by Lctr inform ATC and continue on 087° from Lctr to 1700′, then turn LEFT to Lctr climbing to 2500′, or as directed.

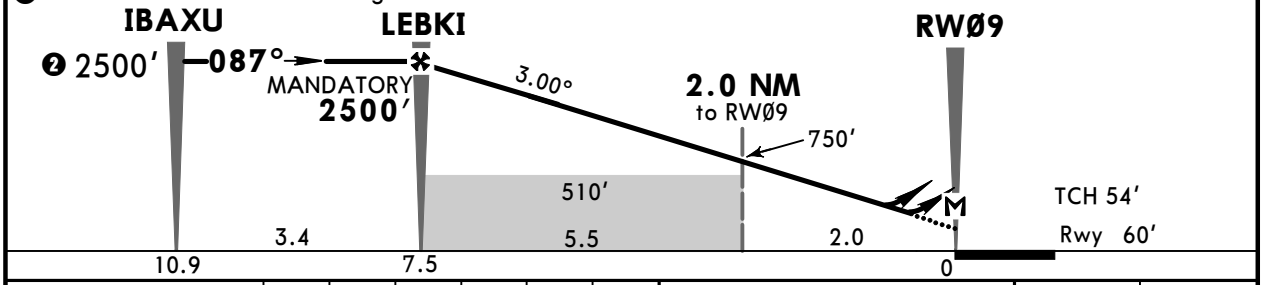
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000′

1. Procedure restricted to MAX 220 KT. 2. Missed approach not available without Lctr. 3. Procedure is only available when Liverpool Radar is operational. 4. Pilots to request RNP approach on first call.



DIST to RWØ9	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2340′	2020′	1700′	1390′	1070′	750′	430′

❷ Arrival not below 2500′ or higher MSA.



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ9							

HIALS
PAPI
LPL 349.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 09

	LNAV/VNAV DA(H) 360′ (300′)		LNAV CDFA DA/MDA(H) 430′ (370′)	
		ALS out		ALS out
A	RVR 750m	RVR 1400m	RVR 1000m	RVR 1500m
B				
C				RVR 1700m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	550′ (469′)	1500m
135	670′ (589′)	1600m
180	930′ (849′)	2400m
205	950′ (869′)	3600m

CHANGES: None.

EGGP/LPL
LIVERPOOL

JEPPESEN
16 OCT 20 (12-2)

LIVERPOOL, UK
RNP Rwy 27

BRIEFING STRIP

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.330	119.855	126.355	121.955

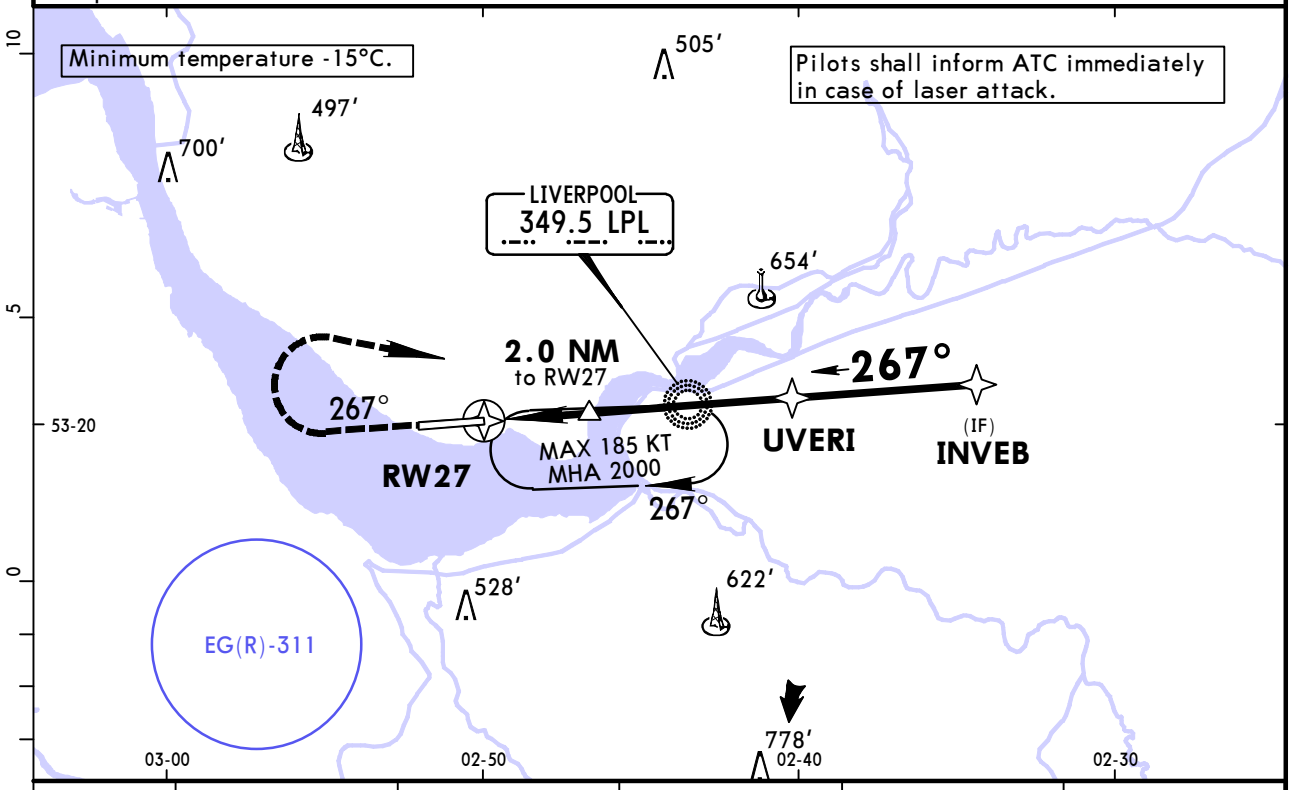
RNAV	Final Apch Crs	UVERI MANDATORY	LNAV/VNAV DA(H)	Apt Elev 81′
	267°	2000′ (1922′)	390′ (312′)	Rwy 78′

MSA LPL Lctr: 180° 2100 3500 090° 270° 3100 2900 360°

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn RIGHT to Lctr climbing to 2000′, or as directed.
Missed apch shall be converted to a conventional missed apch upon reaching 1500′.

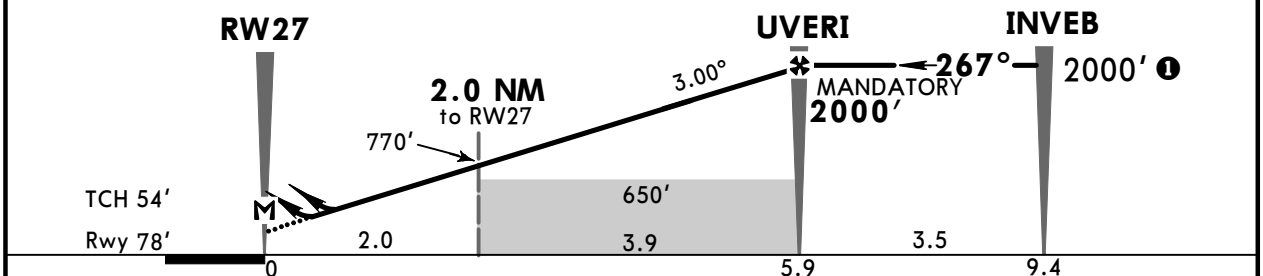
RNP Apch | Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 5000′

1. Procedure restricted to MAX 220 KT. 2. Missed approach not available without Lctr. 3. Procedure is only available when Liverpool Radar is operational. 4. Pilots to request RNP approach on first call. 5. Report 8NM east from APT if no clearance received from ATC.



DIST to RW27	1.0	2.0	3.0	4.0	5.0
ALTITUDE	450′	770′	1090′	1400′	1720′

❶ Arrival not below 2500′ or higher MSA.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW27						

HIALS-II
PAPI
1500′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27

	LNAV/VNAV DA(H) 390′ (312′)		LNAV CDFA DA/MDA(H) 430′ (352′)	
		ALS out		ALS out
A	RVR 750m ❶	RVR 1400m	RVR 900m	RVR 1500m
B				
C				RVR 1600m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	550′ (469′)	1500m
135	670′ (589′)	1600m
180	930′ (849′)	2400m
205	950′ (869′)	3600m

❶ With TDZ, CL and HUD: RVR 700m.

CHANGES: Missed approach note.

EGGP/LPL LIVERPOOL

JEPPESEN

6 SEP 19 (16-1) Eff 12 Sep

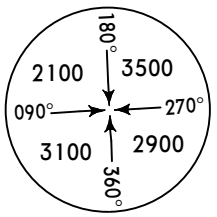
LIVERPOOL, UK NDB DME Rwy 27

BRIEFING STRIP

ATIS	LIVERPOOL Approach (R)	LIVERPOOL Tower	*Ground
124.330	119.855	126.355	121.955

Lctr LPL	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 81′
349.5	267°	D5.9 2000′(1922′)	570′(492′)	Rwy 78′

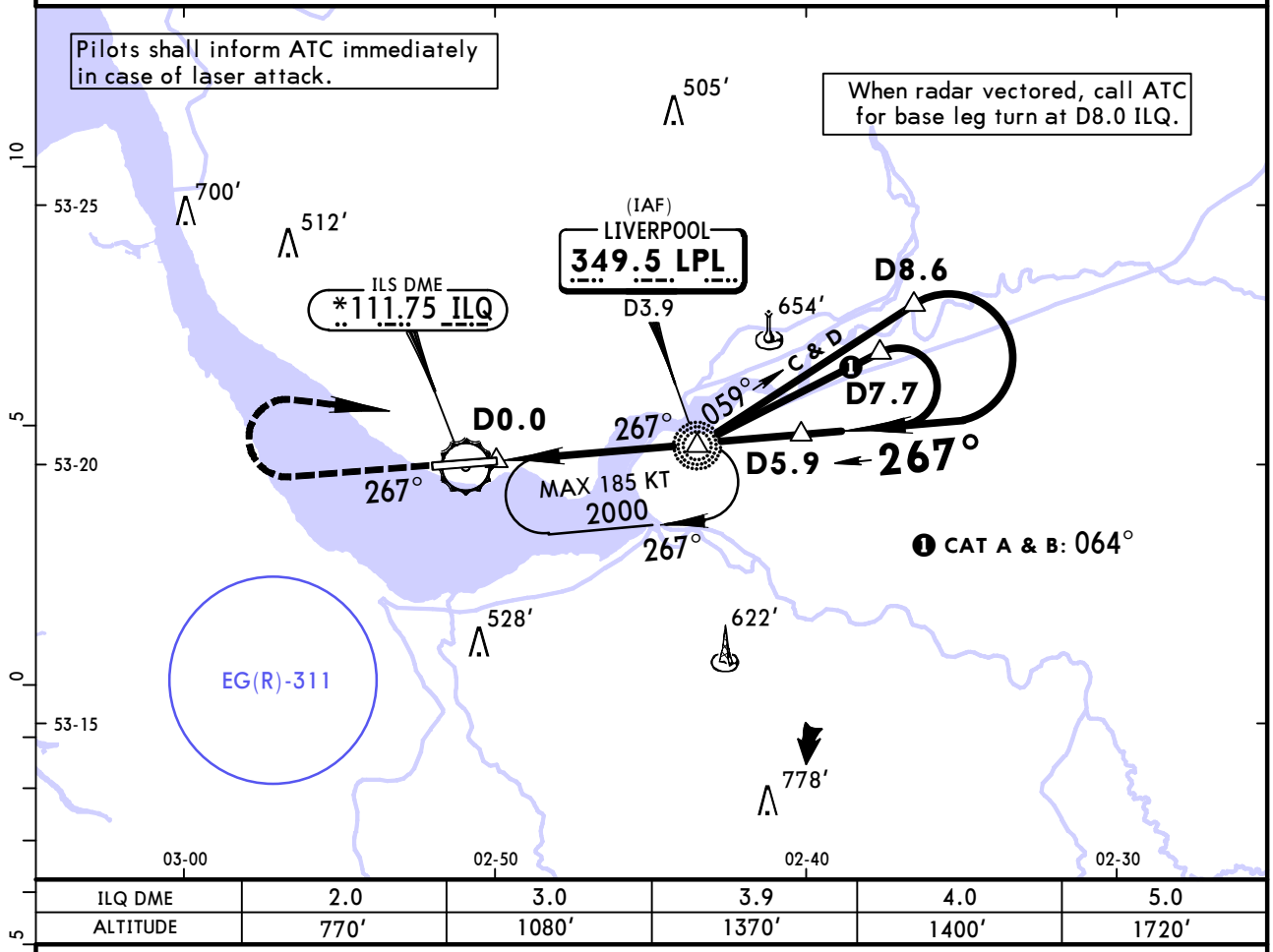
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then climbing turn RIGHT to Lctr to 2000′, or as directed.



MSA LPL Lctr

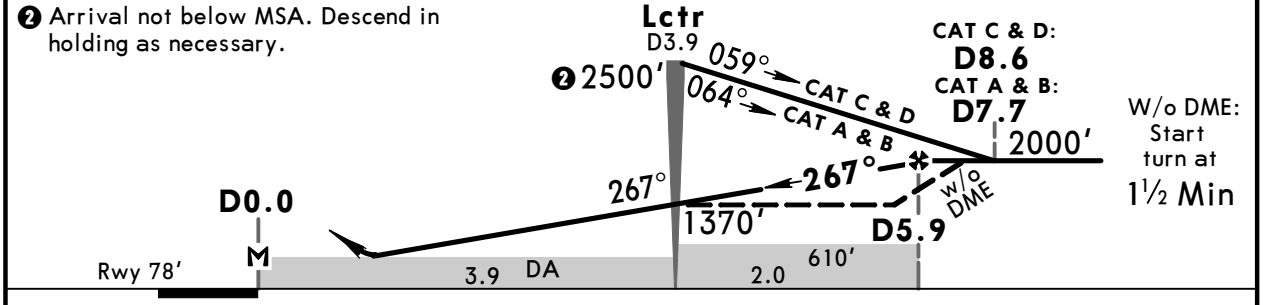
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000′

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′.



ILQ DME	2.0	3.0	3.9	4.0	5.0
ALTITUDE	770′	1080′	1370′	1400′	1720′

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



Gnd speed-Kts		70	90	100	120	140	160
With DME: Descent Angle	2.98°	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-II PAPI

1500′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27**

CDFA

DA/MDA(H) **570′**(492′)

		ALS out
A	RVR 1500m	RVR 1500m
B		
C		RVR 2300m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	570′(489′)	1500m
135	670′(589′)	1600m
180	930′(849′)	2400m
205	950′(869′)	3600m

CHANGES: None.

EGGP/LPL LIVERPOOL

6 SEP 19
Eff 12 Sep

JEPPESEN
18-1

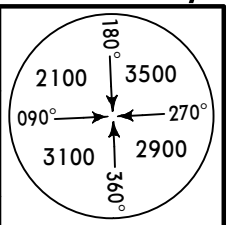
LIVERPOOL, UK SRA All Rwys

BRIEFING STRIP

ATIS	LIVERPOOL Approach	LIVERPOOL Radar	LIVERPOOL Tower	*Ground
124.330	119.855	119.855	126.355	121.955

RADAR	Final Apch Crs By ATC	Minimum Alt See table below	DA/MDA(H) Refer to Minimums	Apt Elev 81′ Rwy 09 60′ Rwy 27 78′

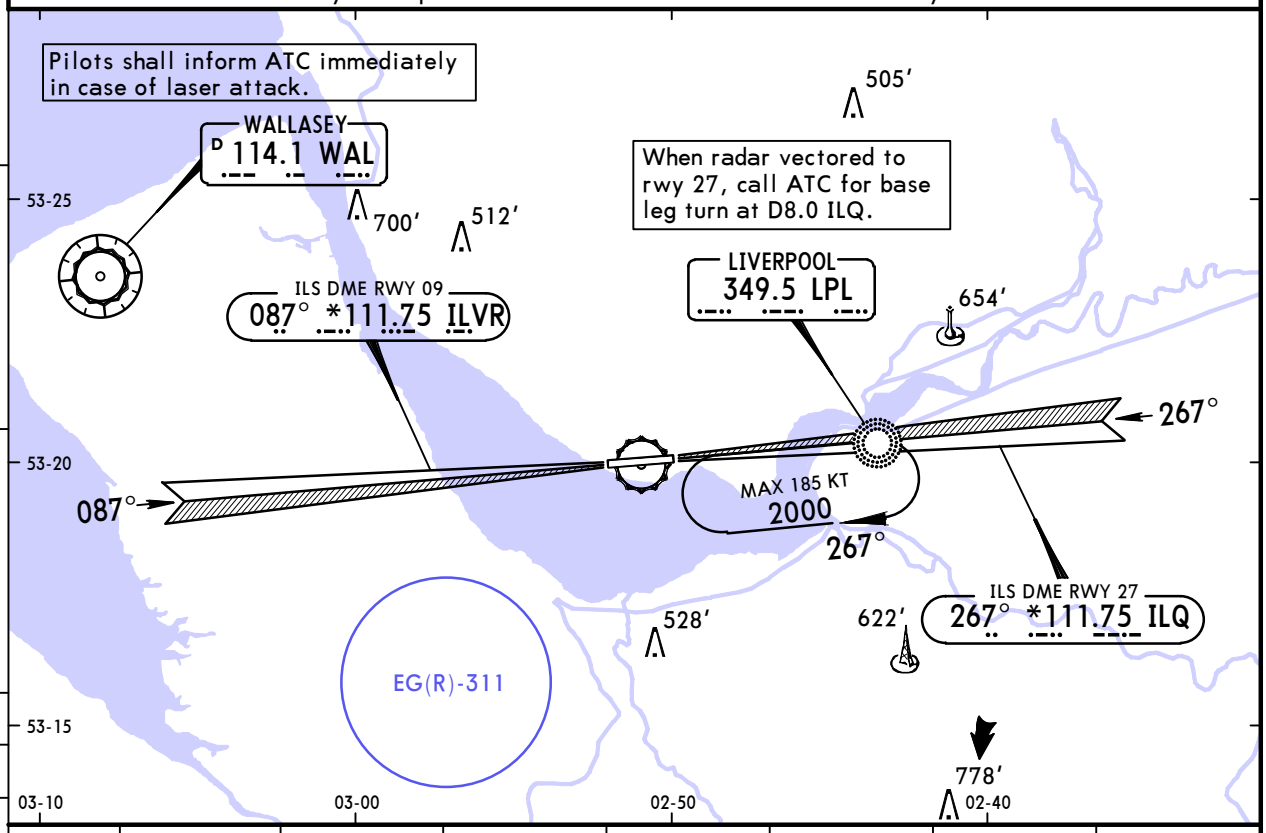
Missed Approach - See below



MSA LPL Lctr

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

1. ILS DME reads zero at rwy 09 displaced threshold. 2. 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	2340′	2020′	1710′	1390′	1070′	750′

SRA 27						
	RADAR FIX	4.0	3.0	2.5	2.0	1.0
	ALTITUDE	1700′	1310′	1110′	920′	470′

Minimum Alt/NM	7.5 FAF	4.5 FAF	3.0	2.5
SRA 09 Tmn 2.0	**2500′**	———	1070′	———
SRA 27 Tmn 2.0	———	**1900′**	———	1110′

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 087° 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 Angle	3.00°	376	483	537	644	751	859
Rwy 27 Descent Angle	3.70°	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

PANS OPS

Standard — STRAIGHT-IN LANDING

	SRA 09 CDFA DA/MDA(H) 520′ (460′)		SRA 27 CDFA DA/MDA(H) 460′ (382′)	
		ALS out		ALS out
A	RVR 1400m	RVR 1500m	RVR 1100m	RVR 1500m
B				
C		RVR 2100m		RVR 1800m
D				

CIRCLE-TO-LAND

Max Kts.	MDA(H)	VIS
100	550′ (469′)	1500m
135	670′ (589′)	1600m
180	930′ (849′)	2400m
205	950′ (869′)	3600m

CHANGES: Altitudes. Recommended altitudes.

Chart changes since cycle 21-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LIVERPOOL, (LIVERPOOL - EGGP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGGP

Chart Change Notices for Country GBR

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m