

Liverpool SIDs	27	09	MPC Release	Notes
BARTN	1T	1V	R	
NANTI	2T*	2V*	-	*Not available when Manchester is operating 05s, use NANTI-ALT
POL	4T	5V	R	
REXAM	2T	2V*	-	*2V Not available when Manchester is operating 05s, use REXAM-ALT
WAL	2T	2V	-	

All IFR departures are subject to release from RAD 1; All SIDs climb to altitude 4000 ft.

Liverpool ALT	27	09
NANTI-ALT	Left 180°, altitude 3000 ft	Right 210°, altitude 3000 ft
REXAM-ALT	-	Right 210°, altitude 3000 ft

Alternate procedures when Manchester operating 05L/R. Releases unchanged from respective SID departures.

Handoff / Release Orders	RAD	PC W	PC W (R)	Frequency List						
	RAD 1	PC W	PC W	Area Control		Liverpool		Hawarden		
	PC W	PC	PC	PC W	"PC West"	128.055	ATIS	124.330	NR ATIS	125.430
	PC	LNW	LNW	PC SE	"PC Southeast"	134.430	GMC	121.955	NR AIR	124.955
	LNW	LN	LN	PC E	"PC East"	133.800	AIR	126.355	NR FIN	130.015
	LN	L	L	PC	"PC Bandbox"	133.200	RAD 2	118.455	NR RAD	120.055
	L	RAD 1	CC INT N	LNW	"Lakes"	135.580	RAD 1	119.855	Manchester	
			CC INT S	LNE	"North Sea"	128.130				
			PC SE	LN	"AC North"	133.705	CC INT N	135.005		
			LNE	L	"AC Bandbox"	127.830	CC INT S	118.580		

'PC' stations use the callsign "Scottish Control"; 'L' stations "London Control"

Hawarden	22	04
REXAM 5	Join controlled airspace on track REXAM climbing to 5000 ft.	After departure, immediate right turn remaining outside the Manchester CTA, join controlled airspace on track REXAM climbing to 4000 ft, on crossing the WAL radial 167° climb to 5000 ft.
WAL 4	Turn immediately right on track WAL, climb to altitude 4000 ft.	Turn immediately left on track WAL, climb to altitude 4000 ft.

Unfamiliar pilots shall be issued the full clearance or REXAM 5 for runway 04 may be issued as: "After departure runway 04, immediate right turn to REXAM, climb to altitude 2500 ft. Once on track to REXAM, climb to altitude 5000 ft."

Liverpool Information		
Elevation	QFE	Circuit
81 ft	QNH - 3	South 1500 ft QNH

Liverpool VFR Standard Routings - Exit			
Runway 27		Runway 09	
North	South	North	South
Via the River Mersey to leave CTR via Seaforth Dock VRP	Cross the River Mersey and follow M53 to leave CTR via Vicars Cross Roundabout VRP	East of the M57, leave CTR via Kirkby VRP	Cross the River Mersey and leave CTR via Tarporley Roundabout VRP

Liverpool Departure	Clearance (GMC)	Notify (GMC)	Pre-Note (AIR)	Release (AIR)	
BARTN, POL Departures				RAD	PC W
NANTI, REXAM, WAL Departures				RAD	
Non-standard IFR	RAD	AIR		RAD	
VFR via standard routes			RAD		
SVFR via standard routes				RAD	
Other VFR/SVFR	RAD			PC W	
EGCC, EGNM, EGCN, EGNX, EGBB, EGBE		PC W		PC W	
EGNR	RAD	AIR		RAD	
Non-duty runway departure				RAD	
Following non-duty runway, missed, runway change				RAD	
Not on speed table or 3 groups faster + subsequent departure				RAD	
(RWY 27) Traffic pushing, needing W		AIR		RAD	

Speed Separation Groups			
Liverpool uses the VATSIM UK harmonised speed table			
4	3	2	1
All jet aircraft except : - Those in group 3 - Concorde - Military fast jets	Bae 146 / Avro RJ variants CL35/CL60 CRJ1/2/7/9/X D328/J328 DH8D E135/145 P180 SB20 Citations except : C56X/680/68A/700/750	ATR variants DH8A/B/C F50 JS31/32/41 King Air variants PC12 SF34 SW3/4 TBM7/8/9	BN2P/T C208 DA62 DHC6 E110

Squawk Codes				
EGGP	APC	5051 - 5067	Conspic.	5050
	Listening Code		5060 / 5067	
EGNR	APC	0431 - 0446	Conspic.	0430
	Listening Code		4607	

Transition Level & MSL		
EGCC QNH	TL	MSL
1050-1060	50	60
1032-1049	55	60
1013-1031	60	60
995-1012	65	70
977-994	70	70
959-976	75	80
940-958	80	80

Level Capping (not exhaustive)	
Destination	Max RFL
EGNX/BB	90
London TMA	190
EGPF/PH/PK	240
EGFF/GD/SY/TE	290
EGJJ/JB/JA	290
Belfast	240
Dublin	280
EI** via LIFFY (excl. Dublin)	160
EH** or EDDG/DK/DL via Amsterdam FIR	350
EB**	290
LFGA/GB/SB/SM	330
LFPG/PB/PN/PO/PT/PV	290
LFBB FIR	350

NOT FOR REAL WORLD USE

Holds		
Fix	Details	Levels
TIPOD	117° R	FL60 - FL140
KEGUN	003° L	FL60 - FL100
LPL	086° R	2000 ft - 2500 ft
HAW	042° R	2500 ft - 5000 ft

Liverpool 25 NM MSA			
NW	2100 ft	NE	3500 ft
SW	3100 ft	SE	2900 ft

Liverpool RNP Approach		
RWY	IF	FAF
27	INVEB	UVERI
09	IBAXU	LEBKI

Liverpool STARs				
TIPOD	Routing	Descent	Notes	
BOFUM 1L	BOFUM – BAKOX – BAVUD – DONAX – MALUD – TIPOD	FL270 by BOFUM	RNAV1	
GASKO 1L	GASKO – RIBEL – CROFT – WAL – BAROS – TIPOD	FL170 by GASKO		
LAKEY 1L	LAKEY – VAMEB – OBUNI – CALDA – CROFT – WAL – BAROS – TIPOD	FL200 by LAKEY		
LIBSO 1L	LIBSO – FIZED – GOLES – UPTON – UNIGO – DESIG – WAL – BAROS – TIPOD	FL290 by LIBSO FL170 by UPTON		
PENIL 1L	PENIL – RUGER – TIPOD	-		
POL 1L	POL – WAL – BAROS – TIPOD	-		
VEGUS 1L	VEGUS – SIVBU – GIPLO – GOLES – UPTON – UNIGO – DESIG – WAL – BAROS – TIPOD	FL290 by VEGUS FL170 by UPTON	RNAV1	
KEGUN	Routing	Descent		Notes
ELVOS 1L	ELVOS – TNT – NANTI – KEGUN	FL200 by ELVOS FL100 by NANTI		RNAV1
LESTA 1L	LESTA – TNT – NANTI – KEGUN	FL 200 by LESTA FL 100 by NANTI		
PEPZE 1L	PEPZE – MONTY – GODPA – KEGUN	FL180 by PEPZE		

Liverpool Operations

VFR Procedures
 GMC will issue standard exit clearances to VFR and SVFR traffic- not above 1500 ft and issue the conspicuity squawk. AIR will inform RAD 1 when a VFR departure is issued take-off clearance and request a release for SVFR. GMC will communicate to AIR what clearances has been issued.

Low Visibility Procedures
 LVP are applied when IRVR or Visibility is 600m or less OR cloud ceiling (BKN+) 200 ft or less. The runway should be switched to 27.

One-way taxi system should be in operation (enter W, leave U) and all aircraft will vacate at C. Aircraft will report vacating and then at A8. There is no SMR, therefore all instructions require a pilot report. Pilots are instructed to report airborne.

Hawarden

Hawarden RMA (HRMA) is delegated as required to Hawarden when needed for approaches to runway 22. GP RAD 1 will confirm with Hawarden FIN when delegated and Hawarden shall return airspace when complete.

Holding at HAW inside CAS must be notified to GP RAD 1. Hawarden is not permitted to hold above 4000 ft without coordinating with PC W and GP RAD 1 first.

Departures all subject to release from Hawarden RAD and GP RAD 1. Airborne estimates from ADC to GP RAD 1 and MPC West. GP RAD 1 will ensure separation against Liverpool/Hawarden traffic. Transfer to MPC West inside CAS.

Wake Turbulence Arrival Separation (in NM)					
Lead →	J	H	UM	LM	S
J	-	-	-	-	-
H	5	4	-	-	-
UM	7	5	3	-	-
LM	7	5	4	-	-
S	7	6	4	3	3
L	8	7	6	5	4

Liverpool VFR Standard Routings—Entry			
Runway 27		Runway 09	
North	South	North	South
Via Kirkby, route east of the M57 then as directed	Via Tarporley Roundabout, route to western edge of Helsby then as directed	Via Seaforth Dock, route via the River Mersey, then as directed	Via Vicars Cross Roundabout, follow the M53 motorway to the Outlet Village at Junction 10, then as directed