

Local Procedures For GA Flights Operating From Liverpool Airport

Introduction:

Apart from the normal procedures and checks relevant to any GA flight, the following document contains recommended local procedures for operating from Liverpool.

The official procedures, charts and plates for any airport including Liverpool can be found on the new NATS website

<http://www.nats-uk.ead-it.com/public/index.php.html>.

If you have not already registered you will first need to do so. You will then have a user id and password for logging in. Airfield information such as Liverpool can then be found under Services/Personal Aerodromes and clicking on the required airfield.

Summary of Liverpool Procedures

- 1) If **landing away**, before booking out with ATC, call the destination airfield for weather, airfield data and PPR if required.
- 2) **Book out** with Liverpool ATC (on 01519071531). The details will be required in the following order:
 - Local or Land Away
 - Time of Departure (GMT)
 - Aircraft Type
 - Destination (or Local)
 - Where leaving the Zone (See Zone Departure)
 - Time on Route
 - Persons on Board
 - Fuel Endurance (Hours)

Taxi

You do not need to call ATC for initial Taxi on the GA apron. Taxi slowly to clear the area near to (but not obstructing) holding point Kilo. Whilst waiting for the engine to warm up obtain the Liverpool ATIS on 124.320. Besides giving the Runway in use, QNH etc. the ATIS will tell you if Liverpool Ground frequency is operating.

When the engine is warm, perform all Power Checks and Vital Actions before contacting Liverpool Ground (121.950) or Liverpool Tower (126.350) (if Ground frequency is closed) for Taxi. **Example Call:**

[Liverpool Ground this is GGYAV at Kilo with information Charlie QNH 1017 request Taxi.](#)

Ground (or Tower) will issue instructions to taxi or hold. e. g.

G-GYAV after the Airbus passes you right to left taxi via Alpha to holding point Golf for runway 27 QNH 1017.

At some point whilst taxiing or holding Ground (or Tower) will issue your clearance within the zone which must be noted exactly. e.g.:

After Departure G-GYAV is cleared to leave the zone via Chester Standard VFR.

The pilot must read back this clearance exactly.

After Departure, cleared to leave the zone via Chester Standard VFR.

Before Takeoff, Ground Control will transfer you to Liverpool Tower frequency.

Line up and Take-Off

When cleared to Line up and Take-Off remember to switch the transponder to 'ALT' squawking 0260 and switch on the Strobes. Liverpool ATC expect you to be squawking 0260 once airborne without being told specifically to do so.

Zone Departure

After Take-off follow the standard routing for your clearance as described in the AIP Entry/Exit Lanes and VRP's at

http://www.nats-uk.ead-it.com/aip/current/ad/EGGP/EG_AD_2_EGGP_4-1_en.pdf

(or as directed by ATC).

Soon after take-off Liverpool Tower will normally transfer you to Liverpool approach on 119.85.

Your initial call to approach is similar to the following, depending on circumstances:

Liverpool approach good afternoon this is G-GYAV passing 1100ft routing to Chester.

When at the Zone boundary, report exiting the zone: e. g. *G-GYAV Chester outbound.*

Approach will normally reply offering a Flight Information Service. e.g.

Roger AV, flight information service, Barnsley QNH is 1010, report changing frequency, traffic information is a Piper Cherokee 11 o'clock at 1 mile passing left to right inbound to Hawarden.

While you are still flying under local controlled airspace such as Manchester TMA it is best to remain on Liverpool QNH until changing to the en-route frequency, then set the Regional QNH.

Further information such as Inbound Procedures and Radio Failure procedures to follow in next version of this document.

John Gill 11/09/08