

Liverpool John Lennon Airport Consultative Committee

Date : Friday, 11 September 2015
Venue : Cavern Suite, Liverpool John Lennon Airport, L24 1YD
Time : 10.30 am

Agenda

1 Apologies

2 Disclosure of Personal Interests

As in section 7.6 of the Constitution, If a Member has a personal interest in a matter on the agenda or likely to be discussed at the meeting, they should declare it. It is at the Chairman's discretion if the member can speak or take part in the discussion or vote on the matter.

3 Minutes

To approve the Minutes of the meeting held on 29 May 2015, attached.

(Pages 5 - 26)

4 Chairman's Announcements

5 Minutes of Sub-Committees

To receive the Minutes of the Noise Monitoring Sub-Committee held on 17 July 2015, attached.

(Pages 27 - 34)

6 Membership

To note the following changes in membership, and any others notified between the agenda publishing and the meeting, which the Secretariat will note at the meeting:

- Steve Niblock was reappointed as representative for Wirral Metropolitan Borough Council.
- Steve Parish was reconfirmed as representative for Warrington Borough Council.
- Councillors Michael Roche and Andy Dams were reappointed as representative for Sefton Council
- Councillor Mark Warren was reappointed as representative for Frodsham Town Council.
- Councillor Allan Harvey was appointed as representative for Knowsley Council

- Councillor Terry Aldridge and Cynthia Dereli were reappointed as representatives for Lancashire County Council

7 Public question time

A member of the public may, if present in person at the meeting, address a question to the Chairman. Any such question must relate to the business and responsibilities of the Committee.

Wherever possible 3 clear working days notice of any question should be given to the Secretary. The Chairman may exercise discretion if such notice has not been given. The questions shall be dealt with at the beginning of the meeting or immediately prior to any particular item on the agenda to which they relate.

The Chairman or other appropriate member of the Committee shall respond and supplementary question(s) will be permitted. A written response may be given if it is not possible to provide the necessary information at the meeting. If necessary, an item shall be placed on the agenda of the next appropriate Committee or Sub-Committee meeting in order to deal with issues raised by the question.

The time allocated to questions at any meeting shall not exceed 30 minutes and the Chairman shall have discretion to vary any of these procedures if it helps the effective conduct of the business of the meeting.

8 Surface Access Strategy

Verbal update from Alex Naughton of Merseytravel.

9 New GNSS Approach (Centre Line) Procedure

Verbal update by Andrew Dutton, Head of Environment.

10 Red Route

To consider a report on the Red Route on the approach road to the airport, as requested at the meeting on 29 May 2015. Report to follow.

11 Quarterly Report

To receive the Quarterly Report by the Airport Company, attached.

(Pages 35 - 38)

12 Annual Meeting of Airport Consultative Committees

To receive the summary of the meeting from the Chairman and Assistant Secretary, attached.

(Pages 39 - 44)

13 Complaints and Queries

To note the complaints and queries received by the Secretary since the last meeting and the responses made by the Airport Company.

14 Any Other Business

15 Date of next meeting

The next meeting of the Liverpool John Lennon Airport Consultative Committee is scheduled for Friday 20 November 2015 at 10.30 am in the Cavern Suite, Liverpool John Lennon Airport.

16 Exclusion of the Press and Public

If the Chairman considered that are any items should be discussed privately, the press and public would be excluded from the meeting at this point.

17 Any Other Business to be discussed in the absence of the Press and Public

For further information, please contact:

Mike A Jones, Democratic Services, Cheshire West and Chester Council
Tel. 01244 975996, Email: mikea.jones@Cheshirewestandchester.gov.uk

Date of Publication: 7 September 2015

*** *The Cavern Suite is on the first floor of the terminal building, beyond the statue of John Lennon.***

Please park in the Multi-storey Short Stay Car Park opposite to the Terminal Building.

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LIVERPOOL AIRPORT CONSULTATIVE COMMITTEE**29 MAY 2015**
(10.30 am - 1.00 pm)

PRESENT: Councillor Bob Swann, Chairman of Consultative Committee
Councillor Terry Aldridge, Lancashire County Council
Andrew Ambrose, Liverpool Airport General Aviation Users
Association
Alan Ascott, ARCH Under the Bridge
Councillor Steve Ball, Halewood Town Council
Michelle Cameron, Liverpool Chamber of Commerce
Councillor Keith Deakin, St Helen's Metropolitan Borough Council
Norman Elias, passenger representative
Councillor Evelyn Hudson, Hale Parish Council
Marshall Morris, Chairman of Noise Monitoring Sub-Committee
Alex Naughton, Merseytravel
Simon Osborne, National Trust
Steve Parish, Warrington Borough Council
Steve Pearse, Friends of Liverpool Airport
Tony Rice, Transform
Councillor Michael Roche, Sefton Metropolitan Borough Council
Councillor Colin Rowan, Hale Bank Parish Council
Angus Tilston MBE, Wirral Transport Users Association
Liverpool John Lennon Airport
Andrew Dutton, Head of Environment
Leon Gilmour, Air Traffic Services Manager
Lucy O'Shaughnessy, Commercial Director
Robin Tudor, Head of Public Relations, Peel Airports
Secretariat
Mike A Jones, Assistant Secretary

15 APOLOGIES

Apologies were received from:

Claire Delahunty, Liverpool LEP
Councillor Allan Harvey, Knowsley Metropolitan Borough Council
Councillor Roy Harvey, reserve, Hale Bank Parish Council
Councillor Tom McInerney, Halton Borough Council
Councillor Ralph Oultram, Cheshire West and Chester Council
Councillor Mark Warren, Frodsham Town Council

16 DISCLOSURE OF PERSONAL INTERESTS

There were no declarations of interests.

17 CHAIRMAN'S ANNOUNCEMENTS

There were no Chairman's announcements.

18 MINUTES OF MEETING FRIDAY, 13 FEBRUARY 2015 OF LIVERPOOL AIRPORT CONSULTATIVE COMMITTEE

DECIDED: That

Subject to Tony Rice and Colin Rowan's apologies being noted, the minutes of the meeting of the Liverpool Airport Consultative Committee held on 13 February 2015 be agreed as a correct record and signed by the Chairman.

19 MINUTES OF MEETING FRIDAY, 24 APRIL 2015 OF NOISE MONITORING SUB-COMMITTEE

DECIDED: That

The minutes of the meeting of the Noise Monitoring Sub-Committee held on 24 April 2015 be received.

20 MEMBERSHIP

DECIDED: That

the following appointments be noted:

Michelle Cameron as reserve representative for Liverpool Chamber of Commerce;
and
Steve Ball as reserve representative for Halewood Parish Council.

21 PUBLIC QUESTION TIME

Paul Cummins of the British Motorist Protection Association posed questions (attached as **Appendix A**) concerning signage, stopping restrictions and penalty fines on the 'Red Route' approach road to the Airport on Liverpool Airport's land.

Lucy O'Shaughnessy, Commercial Director at Liverpool John Lennon Airport, explained the background for the Red Route which had been previously announced at the Committee (Minute 35, 13 July 2012), and had been in place to control speed limits and stop unloading of passengers on the carriageway. The Red Route was operated by a separate company who operate under regulations. The Airport had full confidence in the fairness of the penalty system, which had signage on the roadside and also had a complaint and an independent appeal process. Since November 2014, only 1 out of 85 appeals heard by the Independent Appeals Service had been upheld.

Mr Cummins disputed that the Red Route applied on private land, and contended that the signage was inadequate to be read whilst driving, and that the Airport was subject to Byelaws from 1982.

The Chairman felt that more information was needed about the legality of the Red Route, the legal basis for the penalties, the detail of the system in place and whether the system was fair and sustainable.

DECIDED: That

a report on the background of the Red Route be brought to a future Committee.

22 GNSS RNAV APPROACHES

Leon Gilmour informed the Committee about the potential introduction of GNSS (Global Navigation Satellite System) at Liverpool John Lennon Airport and the possible associated consultation. He explained that GNSS was satellite navigation and it removed absolute reliance on ground based radar (ILS), using waypoints for aircraft to follow as they approached to land at the Airport. It had been previously called Random Navigation (RNAV) as it allowed a straight course which did not utilise waypoints. Any application of the system locally required liaison with adjacent airports.

Stakeholders were being identified and the airport would commence a consultation, probably in Summer 2015, for 12 weeks. Members would be requested to identify people in their organisation and inform the Airport or Secretariat of their contact details for the consultation if they were not the person to consult with on this matter. The presentation and consultation leaflet are **attached** to these minutes.

DECIDED: That

- (1) the presentation on GNSS (Global Navigation Satellite System) be received, and
- (2) Members report to the Secretariat with an identified contact for the consultation.

23 HALTON CURVE - UPDATE FROM MERSEYTRAVEL

Alex Naughton from Merseytravel provided an update on the Halton Curve.

The Halton Curve was a 3km single track railway line which linked the West Coast Main Line at Runcorn with North Cheshire, providing links then to North Wales. It had been closed in 1989 and could only be used one way. Merseytravel had been liaising with local authorities to enable use in both directions from 2017.

Reopening the route would enable direct rail access from Cheshire to Liverpool South Parkway Station near the Airport, and could be used for freight by industry in the area, notably vehicle production and biomass. An outline business case for employment, connectivity and sustainability had been produced, as well as a demand study, which were on the Merseytravel website for comments (<http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Pages/Halton-Curve.aspx>). A final Business Case was to be completed by July 2015.

Members queried aspects of the proposal and welcomed the update.

DECIDED: That

the update on the Halton Curve from Merseytravel be received.

24 QUARTERLY REPORT

Robin Tudor, Head of Public Relations, presented the Airport's Quarterly Business Report, covering January to March 2015. Overall, there had been a 4% rise in passengers compared

to the previous year, with growth largely due to new scheduled services and increased load factors.

Key points (with increases given in comparison with the equivalent period in the previous year) included:

- EasyJet had largely had the same numbers of passengers and capacity;
- Ryanair's passenger numbers had slightly increased;
- Flybe had increased passenger numbers due to additional services, and had announced a new route to Amsterdam Schipol airport from September, which was a hub for worldwide services;
- Wizz Air saw an increase due to additional routes;
- Blue Air had a strong start to their services to Bucharest with load factors around 80%, and began a new service to Bacau;
- Car parking continued a low incident rate of 0.002% from almost 300,000 transactions;
- the extension of the perimeter fence to the East of the runway was progressing with the signing of the Section 106 agreement. The next stage was Halton Borough Council issuing formal planning approval;
- the passenger experience survey results were provided and showed a positive shift in areas targeted in a marketing campaign, but a decline in business passenger satisfaction, though efforts were being made to improve these;
- Thomson and First Choice had announced a new route from Summer 2016 to Palma, Majorca;
- Aer Lingus announced new flights to Dublin to start later in 2015 which gives access to flights to America;
- Senior Management had attended the Routes Europe conference and had spoken to 16 airlines
- Development work on departures continued, opening up the lounge and introducing new retail units, and enabling views over the apron, runway and estuary;
- Research from the CAA showed Liverpool's flights were more likely to be on time than from 10 other top UK airports;
- London Heathrow Airport continued to use Liverpool's support of its bid for expansion before the Davis Commission reported;
- filming continued of 'Holiday Airport' for Channel 5, for screening in July 2015.

DECIDED: That

the quarterly report be received.

25 COMPLAINTS AND QUERIES

Two questions from Richard Buttrey regarding the Red Route on the main access road to the Airport were circulated to Members. The Airport had responded directly to Mr Buttrey previously, but the issues raised should be covered in the report concerning the Red Route which had been requested earlier (Minute 21 above).

26 ANY OTHER BUSINESS

A member raised an issue which had been reported to him of blue liquid spattering cars over a small area, which the car owner had attributed to discharge of toilet fluids from passing aircraft.

Robin Tudor confirmed that Aircraft do not discharge toilet fluid in mid air and the 'blue rain' was more likely to be from a factory, or from the 'Red Arrows' aerial display when the three Queen's cruise liners were in Liverpool to celebrate the

175th anniversary of the Cunard company. He suggested that a local Council's Environmental Health section was a more appropriate route to make enquiries.

27 DATE OF NEXT MEETING

The next meeting of the Liverpool John Lennon Airport Consultative Committee is scheduled for Friday 11 September at 10.30 am in the Cavern Suite, Liverpool John Lennon Airport L24 1YD.

Chairman

Date

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JONES, Mike A

To: JONES, Mike A
Subject: FW: Liverpool JLA Consultative committee meeting 29 May

From: Paul Cummins [<mailto:bikerpaul@bmpa.eu>]
Sent: 22 May 2015 13:32
To: JONES, Mike A
Subject: RE: Liverpool JLA Consultative committee meeting 29 May

Good morning Mike

Recognising that you are away today, her are the BMPA as promised, so that you can circulate this to the relevant officers.

I believe these questions falls within the terms of reference paragraph 2 (v) of the committee's Constitution

Question 1.

On at least one occasion Vehicle Control Services who are the agents of LJA and who manage car parking at the airport have issued a charge notice for a car which halted at a pedestrian crossing for 23 seconds to allow pedestrians to cross. The pedestrians after crossing got into the car and the car drove off.

VCS have claimed that this is a stopping offence and hence worthy of a penalty charge. I believe it amounts to predatory tactics since the act of stopping at a pedestrian crossing to allow pedestrians to cross is mandatory not voluntary. The act of stopping as required by law cannot therefore possibly be construed as being acceptance of a contract NOT to stop which is what VCS claim.

Would the committee be prepared to consider this matter further in whatever manner they think fit, and if they find the argument has merit take this up with LJA with a view to having events such as this excluded from any right by their agents to issue a charge notice. I believe this is not an isolated case and many others have been affected?

Question 2.

It is clear that the signage used to notify motorists of the "red route" restrictions is not compliant with the TSRGD 2015. An analysis of the signage against DfT guidance shows that they cannot possibly be read and understood by a motorist. The Department for Transport's Traffic Signs Manual states that the maximum desirable time for reading a traffic sign is 4 seconds, which equates to a maximum of 6 words.

- a. In the light of this, would JLA care to explain how the current signs can be held to bind a motorist, driving past them, into a contract? Or indeed how it could be possible to convey *any* contract in 6 words?
- b. How can the airport justify its agent VCS claiming that a contract is formed by signage that is demonstrably inadequate with respect to drivers of moving vehicles.
- c. Does the airport not understand that no contract can have been agreed to when the driver has no choice but to drive past the signs and enter the airport roads, as it is a dual carriageway, there is no opportunity to turn around or reverse if not in agreement with the T&C's.

Question 3.

How exactly is airport security enhanced by VCS' operation? Is it believed that those who would disrupt airport operations or attack the airport will be deterred by unreadable signage or the prospect of receiving an invoice a couple of weeks later? And is it not the case that both the airport and VCS profit from VCS' operation, which is surely

incompatible with airport security given that it is the interests of both the airport and VCS that people *do* stop in the so-called "restricted areas"?

I have been informed by the BMPA that I will be required to attend every Consultative Committee meeting, to ensure that you are mindful of the pattern of complaints about parking and traffic management, and the fact that the airport is refusing to acknowledge the existence of byelaws relating to same, as well as refusing to enforce them as is their duty under the Airports Act 1986.

I look forward to meeting with the committee.

Regards

Paul Cummins

Enforcement and Court Team, BMPA

Website: www.bmpa.eu

BMPA - Protecting Consumer Rights

British Motorists' Protection Association.

[Read more...](#)

JONES, Mike A

From: Richard Buttrey <richardbuttrey@gmail.com>
Sent: 23 May 2015 20:00
To: secretary@ljlacc.org.uk
Subject: Questions for the next Liverpool Airport Consultative Committee 29 May 2015

Dear Mr Jones

I have two questions which I would like put to the Committee. I believe the next meeting is 29 May 2015. I believe both fall within the Terms of Reference paragraph 2 (v) of the committee's Constitution

Q1.
On at least one occasion Vehicle Control Services (VCS) who are the agents of LJLA and who manage car parking at the airport have issued a charge notice for a car which halted at a pedestrian crossing for 23 seconds to allow pedestrians to cross. The pedestrians after crossing got into the car and the car drove off.

VCS have claimed that this is a stopping offence and hence worthy of a penalty charge. I believe it amounts to predatory tactics since the act of stopping at a pedestrian crossing to allow pedestrians to cross is mandatory not voluntary. The act of stopping can't possibly be construed as being acceptance of a contract NOT to stop (whether or not people subsequently get into a car which is stopped), which is what VCS claim.

Would the committee be prepared to consider this matter further in whatever manner they think fit, and if they find the argument has merit take this up with LJLA with a view to having events such as this excluded from any right by their agents to issue a charge notice. I believe this is not an isolated case and many others have been affected.

Q2.
I recently wrote to the Airport Authority asking them to confirm that they are still subject to local authority byelaws and confirm as a consequence their agent Vehicle Control Services Ltd are not entitled under the Protection of Freedoms Act 2012 (Schedule 4 Recovery of Unpaid Parking Charges) to levy a charge on the registered keeper of a vehicle.

The Airport Authority have written to me saying:

" The Airport is not currently using byelaws and have not for some time. The last set of byelaws for the Airport are over 30 years old and relate to an old airport site which was vacated in the mid-1980s. This set are therefore regarded as obsolete by the Airport Company.

I'm posting below an answer given in the House of Lords which contradicts the Airport Authority and indicates that Liverpool Airport is subject to byelaws.

If the House of Lords answer is correct the Airport Authority are wrong. Would the committee investigate this matter and assuming the airport is subject to statutory control by virtue of the byelaws ask the Airport Authority and their agents to stop denying this point. It is of considerable importance for many people who I believe may have wrongly been charged.



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Airport:Written question - HL5109

Publications & records

Written Questions and Answers and Written Statements

Written questions and answers

Written statements

Daily Reports

Liverpool Airport:Written question - HL5109

Q Asked by **Lord Lucas**

Asked on: 21

Department for Transport Liverpool Airport

To ask Her Majesty's Government whether they will place in the Library of the House a copy of the laws currently in force that regulate the operation of Liverpool Airport.

A Answered by: **Baroness Kramer**

Answered on:

A copy of the Byelaws for Liverpool John Lennon Airport, which date from 1982, have been placed of both Houses.

Share this page



Sincerely,

Richard Buttrey
6 Marlborough Crescent
Stockton Heath
Warrington
Cheshire
WA4 2EE

Introduction to GNSS @ LJLA

Liverpool Airport Consultative Committee
29th May 2015

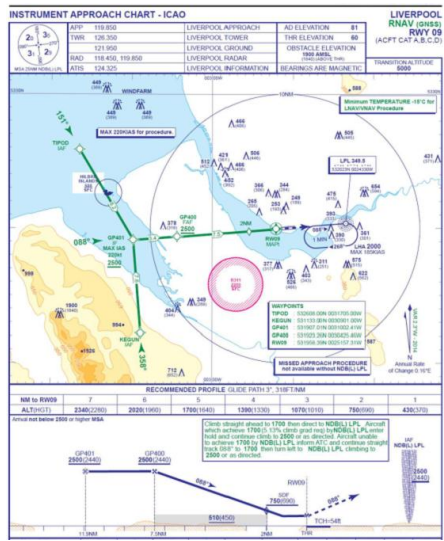
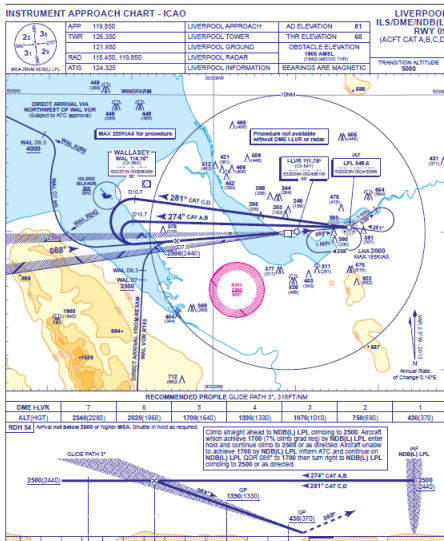
What is a GNSS?

- General Definition
 - Global Navigation Statelite System
 - Fixed waypoints in space (or SatNav for the aircraft)
- Terminology
 - Approach = Landing
 - GPS = GNSS

Why is it Necessary?

- Back-up or alternative option to ILS
- Improved predictability
- Improved integrity
- Improved continuity
- Improved accuracy
- Improved availability

Runway 09



The Plan to RNAV & beyond

- Civil Aviation Authority (CAA)
 - CAP 725 (7 Step Process)
- Stakeholder comments
 - Report back to your organisations
 - Who will be the point of contact for your organisation?
 - Who outside this room do you want use to speak to?
- NTCA
- Further questions to:
 - Andrew Dutton
 - Head of Environment
 - adutton@liverpoolairport.com or (0151) 907 1637

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Final Approach

Global Navigation Satellite System



Introduction

The Airport is keen to take account of the views of those who have an interest in the introduction of a new Global Navigation Satellite System (GNSS) final approach procedure for Runway 09 and Runway 27 at Liverpool John Lennon Airport (LJLA). The opinions and comments of local communities, aviation industry, business interests and those of local government are all welcome.

The intention is to introduce the GNSS final approaches for runway 09 and 27 at LJLA. The new GNSS approaches aim to replicate the current Instrument Landing System (ILS) approaches as a contingency or alternate navigation procedure, lining aircraft up with the runway and glidepath safely.

The Airport believes that the introduction of new GNSS procedures will have minimal additional impact because they aim to directly replicate the current centreline and glidepath of the ILS.

However, as a matter of good practice LJLA is consulting with Local Authorities, Airlines, the General Aviation Community, Air Navigation Service Providers (ANSP) and the Airport Consultative Committee to seek their comments and suggestions before instigating any change.

The Airport's intention is to operate the GNSS approach process as an alternative to aid safe landing of aircraft when the ILS is not available. The number of aircraft using the new procedure is expected to be less than 1% of all aircraft movements at LJLA.



GNSS Proposal @ LJLA

The final approaches at LJLA are assisted by ground based navigational aids. However, an increasing number of aircraft in Europe have the potential to use Performance Based Navigation (PBN) technology that does not require ground based navigation aids and instead uses satellite and on-board systems to navigate.

There are detailed requirements that must be applied in order to achieve approval from the Civil Aviation Authority (CAA) prior to the introduction of any new procedure. The Regulator (CAA) ensures that the new procedure is the “right thing to do” with regards to safety and environmental impact.

In simple layman's terms GNSS is for aircraft, what Satnav is for a car. The main difference for the aviation industry is that GNSS procedures are in 3 dimensions and there are significantly more safety checks of the process and procedures before they are introduced. At LJLA the new GNSS procedures apply for the final 12 nautical miles (nm) as aircraft align with the runway centreline.

The GNSS final approach for runway 09 would replicate the existing ILS approach procedure starting on a 3 degree descent angle at 7.5nm from the runway at an altitude of 2,500ft.

The Runway 27 GNSS final approach would also replicate the existing ILS approach procedure starting at 5.9nm from the runway at an altitude of 2,000ft. Aircraft would follow similar tracks from the airway network to line up on the final approach as is currently the case today, therefore the only difference would be the equipment being used to make the final approach along the runway centreline.

Airlines, aircraft and flight crew must all be certified by the CAA prior to flying any GNSS procedure.

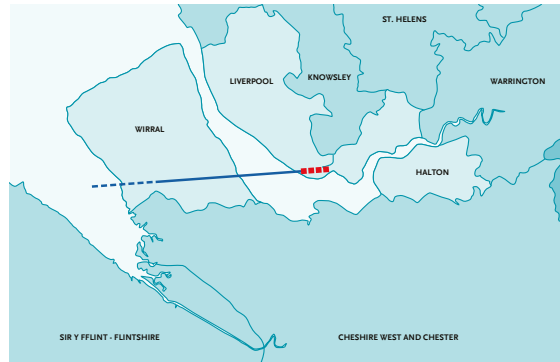
The diagrams below shows the actual tracks of the current approaches for Runway 09 and 27 which will be replicated by the proposed GNSS approach. A 3 degree glidepath means aircraft descend at approximately 300ft per nm from the start of the final approach. Hence at 5nm from touch down, aircraft will be at an altitude of approximately 1,500ft.

Runway 09 Actual Aircraft Approach Tracks



Aircraft arrival tracks between 8-14th June 2015 for Runway 09

Proposed 09 GNSS Approach Procedure

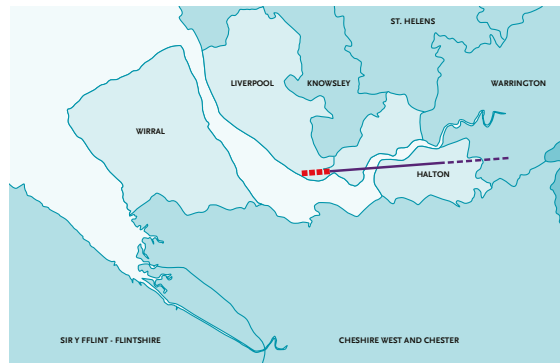


Runway 27 Actual Aircraft Approach Tracks



Aircraft arrival tracks between 1- 7th June 2015 for Runway 27

Proposed 027 GNSS Approach Procedure



What are the benefits of GNSS?

The main benefit for LJLA is that these approaches will offer a contingency to existing ground based instrument approaches which in turn will support continuity of operations should the ground based equipment fail.

The wider benefits to be gained from extending the application of GNSS procedures beyond those proposed are:

- Improvement to future environmental performance with more efficient routes, more accurate flight paths following enabling the introduction of airspace initiatives

such as increased Transition Altitude (TA), the increased use of Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO), reduced noise exposure and reduction of CO₂ emissions overall.

- Improvements to the precision of the navigational infrastructure, increased systemisation, air traffic controller productivity and consistency of service.

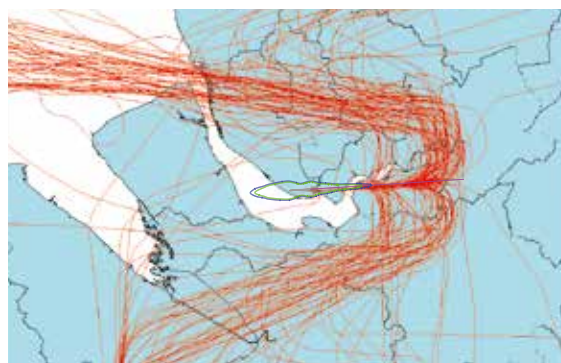
What are the expected Environmental Impacts?

The Airport have asked Bickerdike Allen Partners (BAP) and Air Quality Consultants (AQC) who are both independent experts in their respective fields of environmental noise and air pollution to comment and review the proposed new GNSS approach procedures. Their findings show:

Noise

To help assess the noise impact of the new procedures BAP have produced summer daytime LAeq,16h noise exposure contours for 2015 and 2020. Taking a conservative approach the contours were produced down to 54 dB LAeq,16h.

The 54 dB daytime noise contours are shown below with the tracks of the arriving aircraft on Runway 09 and 27. The 54 dB contour does not extend beyond the points where the arriving aircraft fly currently, along the extended centreline of the runway. Therefore use of the proposed GNSS procedure is not expected to have any significant effect on the size or shape of the noise exposure contours, as the aircraft tracks are expected to be unaltered.



This drawing contains Ordnance Survey Data © Crown Copyright and database right 2015.

■ 2015 54 dB LAeq,16h
 ■ 2020 54 dB LAeq,16h
 ■ Current Actual Arrival Tracks
 ■ Proposed GNSS RNAV Track

The Sound Exposure Level (SEL) noise footprint of a Boeing 737-800 aircraft has been used to help assess the night time noise impact of the new GNSS procedure. The Boeing 737-800 was selected because it is the noisiest of the frequently operating night time aircraft.

The 90 dB SEL footprints of an arriving Boeing 737-800 is relatively small and on Runway 09 it does not extend across the estuary, therefore, it does not affect any residences. The 80 dB SEL footprint extends to the point by which almost all current arrivals have completed their final turn onto the extended centreline of the runway.

The use of the new system is therefore not expected to have a significant effect on the arrival tracks flown from this point, and so no significant effect on the SEL footprint.

The 90 dB SEL footprint for Runway 27 approach does not extend beyond the area where arriving aircraft fly, and will remain, on the extended centreline. It is not therefore expected to be affected by the use of the new system.

The 80 dB SEL extends further, and in some cases this is beyond the point that some of the arrivals have established themselves onto the extended centreline. Many of these flights are however those which are performing a visual approach and are likely to continue to do so if the proposed GNSS procedure is introduced until the NTCA review facilitates continuous descent approaches and so will not be affected by the introduction of the new proposed GNSS procedures.

For some of the remaining flights there is the possibility of a very slight change to their 80 dB SEL footprints with the introduction of the new procedure in this vicinity; however it is unlikely this would result in a perceptible change in noise on the ground below.

Local Air Quality

The Airport monitors air quality in partnership with Liverpool City Council around the airport and local air quality conditions in the vicinity of LJLA is good. The airport's aviation operation has not significantly affected local air quality.

The proposed GNSS procedures will not alter aircraft operations below 100m altitude; therefore, there should be no measurable change to local air quality conditions in the environs around the airport.

The Airport anticipates passenger growth over the next five years to increase from 4 million in 2014/5 to 5.7 million in 2019/20. This compares to 5.8million in 2007/8, therefore, the anticipated increase in activity is unlikely to exceed historical air quality levels which have been good over the last eight years.

CO₂ emissions

An aircraft's CO₂ emissions are directly proportional to the fuel burnt. Overall fuel burn on approach relates to the time taken to approach and the thrust power settings of the engine.

The proposed GNSS procedures will not affect the time taken to descend nor the engine thrust setting, therefore, the emissions level of CO₂ are unlikely to change from those associated with the current ILS procedures.

Environmental Summary

The introduction of the proposed GNSS approaches is not going to alter aircraft flight patterns and is expected to have a negligible or no measurable additional environmental impact. This is because the GNSS is to be used as a contingency if the ILS is not available. Therefore, only a small number of aircraft are expected to actually fly the GNSS procedure each year (<1%). Aircraft flying this approach will be handled and positioned by ATC professionals in exactly the same manner as they currently are for ILS approaches.

Where does this fit into future plans?

Aviation stakeholders are working together to develop the Future Airspace Strategy for 2030.

The primary objective is to develop a “safe, efficient airspace that has the capacity to meet reasonable demand, balance the needs of all users and mitigate the impacts of aviation on the environment”.

The UK national strategy integrates the UK’s commitment under Single European Sky (SES) legislation, including implementation of the Single European Sky Air Traffic Management Research (SESAR) programme.

In the north of England this will be introduced and implemented via the Northern Terminal Control Area (NTCA) Airspace Review, the proposed LJLA GNSS procedure is not part of this overall NTCA review.

The navigation infrastructure is a key element in PBN and the transition to this environment is linked to a move towards a space-based navigation environment and a move away from dependence on traditional ground-based navigation infrastructure (e.g. Non-Directional Beacon) facilities.

It introduces precision navigation from the airways (motorways in the sky) to the runway enabling Continuous Descent Operation (CDO) and Continuous Climb Operations (CCO) reducing carbon dioxide emissions and noise exposure overall.

Let us know what you think!

The Airport is keen to take account of the views of those with an interest in the introduction of these proposed new GNSS procedures at LJLA.

A period of consultation on the proposed new procedures has now been launched with the Airport Company seeking comment upon the proposals until 14th October 2015.

More details about the background are available on the LJLA website [www.liverpoolairport.com]. Enquiries and feedback regarding the proposed GNSS procedures can be made via the feedback form below, or the following contact details:

Tel No: **0151 907 1645** (24 hour answer machine)

Email: **consultation@liverpoolairport.com**

In addition, there are three consultation “drop in” events, open to everyone and to be held in the Cavern Suite at LJLA with staff on hand to answer any questions. These are due to take place on:

- Wednesday 19th August 2015 (10:00 to 12:00)
- Saturday 5th September 2015 (10:00 to 12:00)
- Monday 14th September 2015 (17:00 to 19:00)
- Friday 9th October 2015 (14:00 to 16:00)

The Airport Company wants your views on the following elements of the GNSS proposal and the consultation process at LJLA. The deadline for comments is **14th October 2015:**

GNSS Feedback Questionnaire

1. Will the proposed GNSS procedure have an impact on you? Yes No

If yes, please explain why.

2. Do you have any concerns about the proposed new GNSS arrivals procedure? Yes No

If yes, please give details.

3. Is there anything that the Airport has missed concerning the introduction of GNSS compared to the ILS approach at LJLA? Yes No

If yes, please give details.

4. What are your views on the environmental impact of the proposed new GNSS Procedures on local air quality and community noise exposure?

- A significant improvement on local air quality and community noise exposure
- Minor improvement on local air quality and community noise exposure
- No change on the local air quality and community noise exposure
- Minor negative impact on local air quality and community noise exposure
- A significant negative impact on local air quality and community noise exposure

If you believe is that there will be an increased environmental impact of the GNSS procedures please explain what these are and how they should be mitigated?

5. Which of the following best describes you? Please tick only one box

- Local Individual Resident or Householder
- Local Residents Group or Association
- Interest or Pressure Group (excluding local residents association)
- School, College, University
- Local Government
- Private Sector SME (<250 employees)
- Private Sector Company (>250 employees)
- Health Care or Hospital
- Voluntary Sector or Charity
- Other (please state

6. Have you completed the feedback form on behalf of your organisation or do your answers reflect your own personal opinions?

- These are the views and comments of my organisation/company
- These are my personal opinions

7. Your view is important to us therefore do you have any other comments or suggestions on the LJLA GNSS proposal?

All responses will be treated in the strictest confidence. To help our analysis of the feedback, please indicate your postcode area. You can also supply your name and address but this is optional.

Name _____

Organisation (if applicable) _____

Address _____

_____ Postcode _____

Email _____ Tel. No _____

Thank you for participating in the LJLA GNSS consultation, all contributions are welcome. Please return your completed feedback comments to the address below by 14th October 2015:

GNSS Consultation

Administration Office
Liverpool John Lennon Airport
Liverpool
L24 1YD

NOISE MONITORING SUB-COMMITTEE

**17 JULY 2015
(10.30 am - 11.30 am)**

PRESENT: Marshall Morris, Chairman
Alan Ascott, ARCH under the Bridge
Councillor Mary Aspinall, Liverpool City Council Cressington Ward
Larry Dack, Speke Estate
Ian Gaskell, Knowsley Metropolitan Borough Council
Councillor Evelyn Hudson, Hale Parish Council
Ian Rushforth, Environmental Health, Liverpool City Council
Bob Swann, Chairman of Consultative Committee
Angus Tilston MBE, Wirral Transport Users Association
Toby Zorn, Environmental Health, Wirral Borough Council
Liverpool John Lennon Airport
Andrew Dutton, Head of Environment
Colin Barnes, Environmental Advisor
Secretariat
Mike A Jones, Assistant Secretary

9 APOLOGIES

Apologies had been received from:
Norman Elias, Passenger Representative
Peter Hargreaves, Environmental Protection, Cheshire West and Chester Council

10 CHANGES IN MEMBERSHIP

There had been no changes in membership since the last meeting.

The Chairman welcomed Ian Gaskell of Knowsley Metropolitan Borough Council who was attending his first meeting as reserve for Sean Jackson.

11 MINUTES OF LAST MEETING

DECIDED: That

the minutes of the meeting of the Noise Monitoring Sub-Committee held on 24 April 2015 be agreed as a correct record.

12 NOISE COMPLAINTS LOG

The Sub-Committee considered the Noise Complaints Log, which detailed every complaint received and the response to it, for the period April to June 2015. Colin Barnes gave a presentation to members on the Noise Log which included analysis of the number of noise complaints received by date, number of complainants, administrative area and the total number of complaints compared to the previous year. He also detailed the number of test runs. The presentation is attached to these minutes.

During the period a total of 12 complaints had been received, with the highest proportion (6, or 50%) from the Cheshire West and Chester Borough with half those attributed to one complainant who felt that aircraft were flying low and cutting a corner of their approach, though there were no unusual occurrences recorded.

Members discussed the contents of the Noise Log and especially the detail of test runs as they appeared not to generate complaints. Members were informed that they did at other airports, especially where the airport was a maintenance hub, and on larger aircraft they can only be carried out if pre-booked with the Air Traffic Control.

DECIDED: That

the Noise Complaints Log for April to June 2015 be noted.

13 NEW GNSS APPROACH (CENTRE LINE) PROCEDURE

Members were informed about a proposed introduction of Global Navigation satellite System (GNSS) procedures at Liverpool John Lennon Airport. The aim was to replicate the existing Instrument Landing System (ILS) centre line and glide path as closely as practical.

The intention was for the GNSS procedures to be used as a contingency if the ILS was not available. Therefore it was likely to be used for less than 1% of aircraft movements.

The GNSS procedures mean the aircraft use satellite information rather than being dependent upon ground based navigation systems and aids. It was like the satnav in a car.

The flight patterns were unlikely to alter as Air Traffic Control will still vector aircraft (issuing headings) in the same way they did before.

Liverpool Airport was undertaking a consultation exercise beginning on 22 July to conclude 14 October 2015, and all constituent bodies of the Noise Monitoring Sub-Committee would be contacted during the consultation. Members were asked to go back to their respective organisation to confirm that they were the right person to express their opinion or identify the right contact. The additional environmental impact was considered to be negligible for noise, CO2 and local air quality as the GNSS procedure was to replicate the existing ILS.

14 ANY OTHER BUSINESS

There was no business under this item.

15 DATE OF NEXT MEETING

The next meeting of the Noise Monitoring Sub-Committee is scheduled for 16 October 2015 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

Chairman

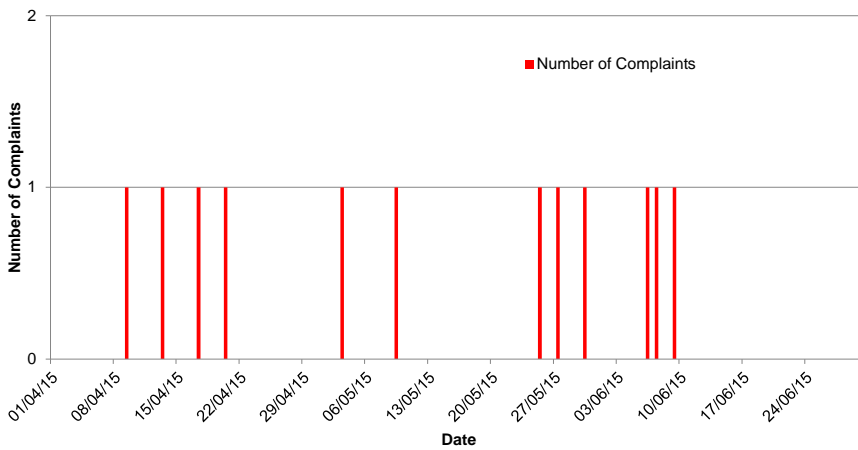
Date

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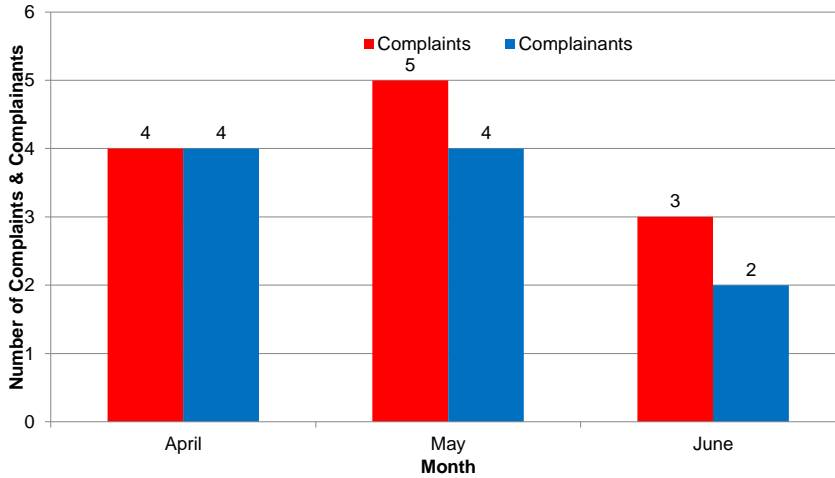


www.liverpoolairport.com

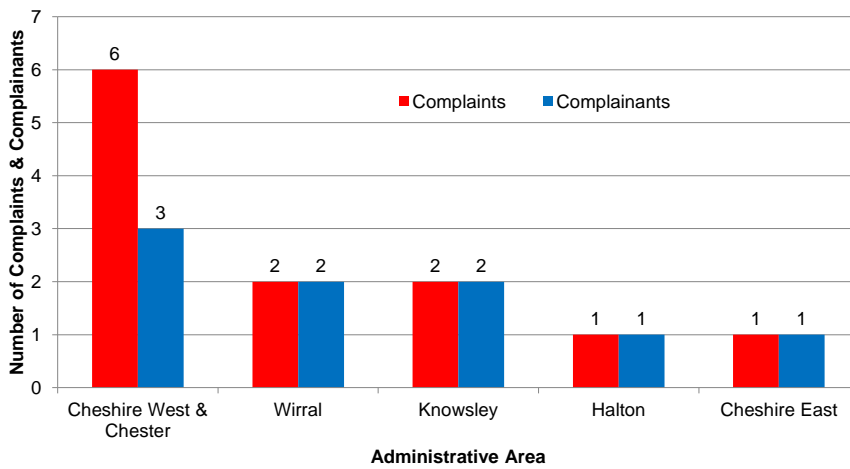
Liverpool John Lennon Airport Noise
Complaints By Day 1st April to 30th June 2015



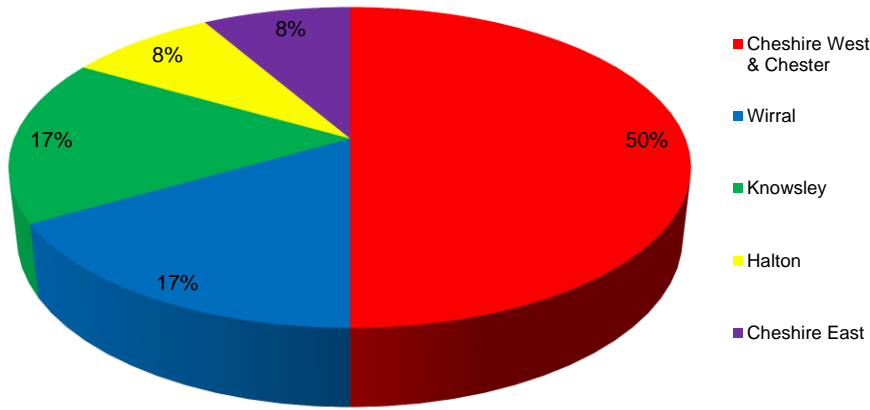
Liverpool John Lennon Airport Complaints and Complainants
for 1st April to 30th June 2015



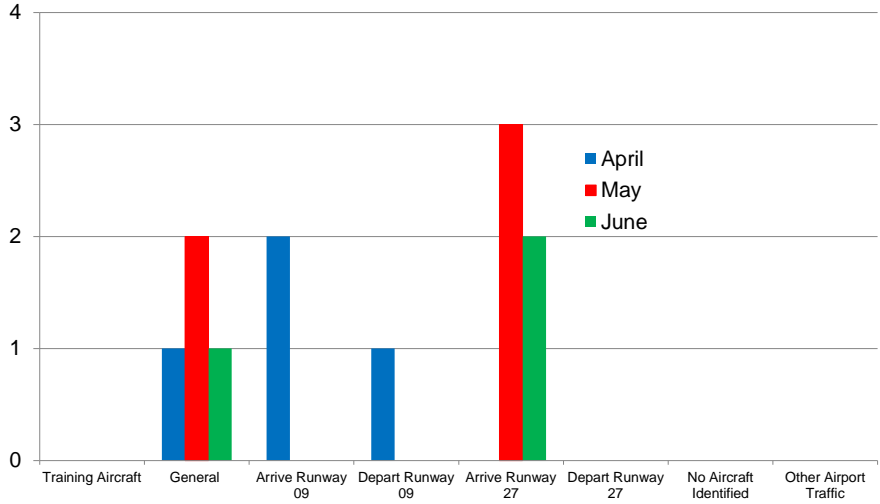
Liverpool John Lennon Airport Complaints and Complainants with
Administrative Area for 1st April to 30th June 2015



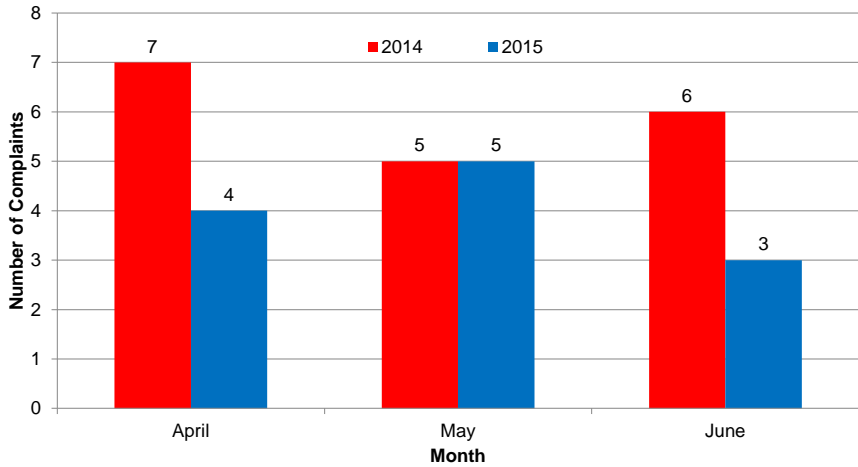
Liverpool John Lennon Airport Percentage of Complaints for Administrative Area 1st April to 30th June 2015



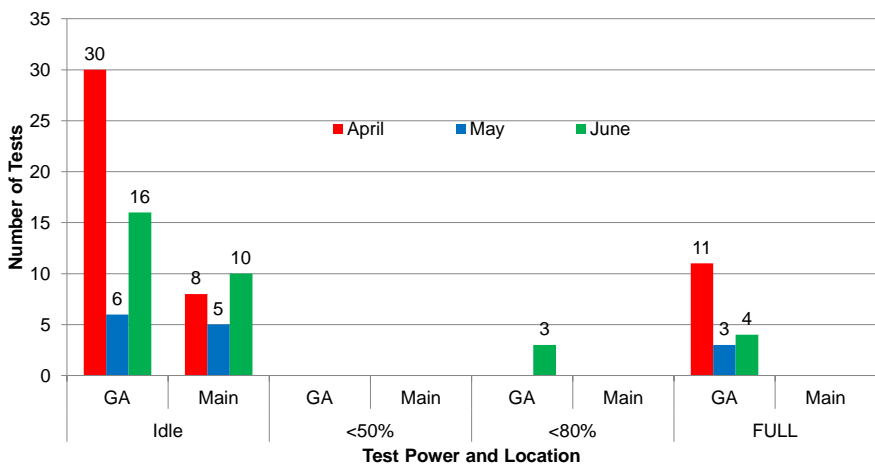
Liverpool John Lennon Airport Operations that caused Noise Complaints for 1st April to 30th June 2015



Liverpool John Lennon Airport Complaints Comparison for 1st April to 30th June 2014 & 2015



Liverpool John Lennon Airport Engine Test Runs 1st January to 31st March 2015



QUARTERLY BUSINESS REPORT**1.0 Liverpool John Lennon Airport - Traffic Statistics****Scheduled Passenger Traffic Performance**

The total traffic figure over the period April-June was 1,172,243, a rise of 7%. This increase can be attributed to new capacity largely based on increased services from Flybe, Wizz Air and Blue Air who all added new routes or increased capacity during the period.

Month	2015	2014	Variance (%)
Apr	370,639	351,582	+5%
May	403,767	375,623	+7%
Jun	397,837	363,785	+9%
Q4 Totals	1,172,243	1,090,990	+7%

These latest figures take growth at Liverpool to 6% for the first half of 2015 compared to the same period last year and continue to reflect the recent upsurge in business at the Airport following the addition of a number of new routes and airlines now operating from Liverpool.

easyJet operated at an average Load Factor of 85% during the second quarter with a 2% rise in passenger numbers based on a similar capacity. A new route to Zakynthos commenced which has made a strong start.

Ryanair carried more passengers than during the previous quarter based on 7% less capacity. Load Factor performance was particularly strong with an 86% Load Factor for the period - up 7% on the previous year.

Flybe increased services to Belfast City, increasing from three times daily to four times daily. The airline has recently announced that this route will increase to a five times daily flight as the route continues to perform strongly and the Isle of Man service will increase to 4 times daily.

Wizz Air increased passenger throughput during Q2 with an additional frequency per week to Warsaw, whilst a new twice weekly service to Riga commenced and is performing to plan.

Blue Air is operating at Load Factors close to 85% for the period which represents a very strong performance for a new entrant into the market. Bacau has continued to perform above projections for the period

Additional services planned for Q3 include **Czech Airlines** service to Prague, **Flybe** service to Amsterdam and the announcement that **Aer Lingus** will commence services to Dublin, offering connections to their Transatlantic network. This service commences on October 23rd.

2.0 Other Matters

2.1 **Car Parking**

The following shows the recent car park statistics:

	Total no. of transactions
April	122,255
May	112,995
June	110,462

Vehicle crime continues to remain at very low levels, with a crime rate of just 0.002% for the year to date, with no reports of vehicles stolen or theft from vehicles.

2.2 **Planning and Development Matters**

Extension to airport perimeter fence

Planning approval has now been granted by Halton Borough Council which has allowed us to submit the stopping up order which is the application to close the required section of Dungeon Lane. The stopping up order is awaiting allocation of a case officer before being advertised in local and national press. If any valid objections are raised the application will be subject to a public inquiry. The timescales of a public inquiry could be approximately 3-6 months or more subject to resources.

2.3 **ASQ surveys**

The table below shows Liverpool's placement in the benchmark group of 19 Airports (19th being the lowest place and 1 being highest). The table also compares Liverpool's placement against Manchester Airport's as requested by the Committee, with the red and green indicating a higher or lower placement in the benchmark.

	LPL VS MAN COMPARISON Q VS Q							
	LPL rank out of 19			LPL rank out of 17	MAN rank out of 19			MAN rank out of 17
	Q2 2015	Q1 2015	Q4 2014	2010	Q2 2015	Q1 2015	Q4 2014	2010
Overall satisfaction	11	10	10	NDA	10	13	14	NDA
Overall satisfaction business pax	14	17	11	13	11	13	14	4
Overall satisfaction leisure pax	8	4	11		9	11	12	
Ease of finding your way through the airport	2	3	3	10	13	13	12	11
Flight information screens	12	16	17	17	11	12	11	10
Cleanliness of washrooms/toilets	17	13	13	15	10	10	12	2
Comfort of waiting/gate areas	15	16	17	16	9	14	14	4
Cleanliness of airport terminal	15	16	15	16	13	13	12	6
Ambience of airport	12	14	10	15	15	16	17	7
Speed of baggage delivery	2	4	1	NDA	11	12	12	NDA
Arrivals passport & visa inspection	4	3	2	NDA	10	15	15	NDA
Waiting time in check in queue	1	5	3	NDA	10	9	10	NDA
Waiting time at security inspection	1	6	4	NDA	10	13	12	NDA

Highlights include:

- Liverpool is the best performing airport for waiting times and the high rankings for speed of baggage delivery, wayfinding and passport/visa inspection, endorses the Airport message of *'Faster, Easier, Closer'*

- The Airport has improved its ranking from Q1 to Q2 in 9 categories
- Liverpool is ranked higher than Manchester in 7 out of the 13 categories
- The two categories with the greatest decline in ranking relate to overall satisfaction of leisure passengers and cleanliness of washrooms/toilets with levels of dissatisfaction likely to have been compounded by increased passenger volumes. The Capital investment programme now underway is aimed at addressing these areas.

2.4 General Airport update

Peel commits to major investment in the Airport

The Peel Group announced in August a long-term agreement with the Airport's lenders that will underpin a major investment programme in LJLA over the next five years.

The new arrangement will further support the strong operational performance of the Airport, as well as its future growth. The agreement sees a reduction in the Airport's bank debt and new committed funding to further improve the Airport's terminal and passenger experience, through terminal refurbishment works and expansion of facilities in line with future passenger and airline growth.

Flybe expansion

Flybe announced last month that it will operate a new daily mid-morning service to Edinburgh from Liverpool commencing in late October.

This will be Flybe's fourth route from Liverpool, complementing the airline's other services to the Isle of Man, Belfast City and Amsterdam which starts on 7th September.

In addition to the new Edinburgh service, Flybe is also committing to further expansion from Liverpool by adding capacity to their existing Isle of Man and Belfast City services with an additional daily departure to both destinations. This will see 4 daily departures to the Isle of Man and 5 daily departures to Belfast City, taking the total number of flights to and from Liverpool by Flybe to approximately 150 per week.

Airports Commission

The Airport has welcomed the news that of the three schemes shortlisted for expanding aviation capacity in the UK, The Airports Commission has unanimously concluded that the proposal for a new northwest runway at Heathrow Airport, presents the strongest case and offers the greatest strategic and economic benefits.

LJLA has been a supporter of this proposal for some time, recognising Heathrow Airport's expansion plans as the best proposal for the country.

An expanded Heathrow would offer the opportunity for UK airports such as Liverpool, to further grow their networks, something that is crucial for generating growth across the whole country, not just London and the south east.

The Airport now urges the Government to give the go ahead of this important expansion of Heathrow so that regional airports such as Liverpool can soon benefit too by the opening up of access to the UK's hub airport for improved worldwide connectivity.

Response to HM Treasury discussion paper re impacts of APD devolution

In July HM Treasury published a discussion paper on the options for supporting English regional airports from the impacts of air passenger duty (APD) devolution. This follows the likely reduction in APD at airports in Scotland by the Scottish Parliament.

In summary, LJLA still prefers that any reduction in APD in Scotland is matched immediately by a cut everywhere, so that no part of the UK is disadvantaged in any way. However, this isn't one of the three options proposed by HM Treasury, so whilst stating our overarching preference, we have also given our views on the options put forward, with a preference towards their option 2. This proposes varying APD rates within England which ensure best use of the available airport capacity across the Country with reduced APD at less congested UK airports.

LJLA becomes home to Merseyside's first rapid electric vehicle charging point

Liverpool John Lennon Airport has installed Merseyside's first Rapid Charging Point for electric vehicles in partnership with green energy company Ecotricity. The facility is part of Ecotricity's Electric Highway which forms part of the UK's national network of electric charging stations.

The new charging point is free to use and located in one of the Airport car parks, close to the terminal building. Whilst use of the service is primarily aimed at passengers using the Airport, it is available for anybody to use, with access to its location free of parking charges too.

2.5 Press Releases

The following press releases were issued by the Airport over the past few weeks:

4 th June	LJLA passenger growth continues with 7.5% increase in May
9 th June	LJLA becomes home to Merseyside's first rapid electric vehicle charging point
1 st July	LJLA welcomes Airports Commission's recommendation to expand Heathrow
9 th July	LJLA sees 6% passenger growth for first half of 2015
13 th July	Channel 5's 'The Holiday Airport' starts this week showcasing life at LJLA
17 th July	LJLA celebrate inaugural Czech Airlines' flight to Prague
17 th August	Peel commits to major investment in Liverpool John Lennon Airport
25 th August	Flybe announce new Edinburgh route and further expansion from LJLA
27 th August	Another busy Bank Holiday Weekend ahead for LJLA

UKACCS ANNUAL MEETING 2015 – KEY POINTS AND OUTCOMES

UKACS is the organisation of Airport Consultative Committees (ACCs) throughout the UK. The 2015 Annual Meeting was held on 10/11 June at Manchester Airport with 19 ACCs being represented and a civil servant. From Liverpool, Chairman Bob Swann and Assistant Secretary Mike A Jones attended. Copies of presentations and papers are available from the Secretariat. Notes from Liverpool's delegates are in *italics*.

The agenda covered a wide range of current and future aviation issues and this report summarises the main points, with item numbers referring to the original agenda.

1. INTRODUCTION

Manchester Airport's Customer Services Manager, Programme Manager and Planning Manager all spoke about the airport and the 'Airport City' plan: notable points included:

- Target of 23 million passengers this year. A year on year record of 22.4 million was recorded in May. Ultimate aim is 45 million.
- Linked with Stansted and East Midlands under the Manchester Airport Group.
- There has been a 12% rise in international flights through new routes.
- 70 carriers, 200 destinations including direct to China.
- Over £1 billion to be invested in the next 10 years.
- HS2 railway line due to have a station adjacent to the airport (across a motorway).
- Old Terminal one is actually 8 buildings and is to be demolished.
- Terminal two to be doubled in size by extending over a car park and making other car parks multi storey.
- Aim to create a 'gateway to Manchester' on arrival.
- Owned 35% by City of Manchester Council, 35% foreign and 30% by other authorities
- Airport City development alongside terminal will be pedestrian friendly – cars on outside, walking and cycling within, with 7 minute walking time from nearest housing estate to terminal.
- Planned developments should take up to 15 years.
- 1,500 jobs in the airport, 19,000 around the site.
- Freight area outdated and to be replaced by modern facilities, including purpose built buildings in an estate.

3. UKACCS WORKING GROUP (*this is formed of members of UKACCS who discuss issues between annual conferences to respond to urgent consultations and plan for conference*)

(a) Key Outcomes of Working Group meeting on 26 November 2014

- The paper was noted.

(b) UKACCS Secretariat Support – Tasks, Priorities, Resilience and Succession Planning

- The UKACCS secretariat and support arrangements should be resilient and there should be a succession plan in place but there was not. A questionnaire had been sent out seeking comments on key tasks, priorities for the service, resilience and succession planning to assist in the review of the current arrangements.
 - Agreed that there should be an early meeting of the Working Group to consider:
 - responses to the questionnaire and comments from the Annual Meeting.
 - a possibility of establishing an independent UKACCS bank account and accounting facility.

- an arrangement whereby the Secretary provide her services to UKACCs outside of her Council employment.
- The potential of other ACCs (Chairmen/Secretaries) being able to offer skills and time to being part of the support mechanism.
- Remuneration of the secretariat and support staff.
- The subscription fees.
- The preparation of an Action Plan for consideration by the full membership, where the Working Group could take forward some actions if the total cost remained within the UKACCs budget.

UKACCS Secretarial Support provide links to the industry (e.g. circulating press releases concerning the industry and individual airports) and help ACCs communicate and share best practice and maintain ACC websites. We responded to the consultation confirming our priorities (website, Conference, contact with other ACCs) but not being able to offer practical support.

(c) UKACCs Working Group – Appointment of Members

- The Chairman of Belfast International ACC was appointed to the Working Group.
- Acknowledged that Heathrow (Chairman/Secretary) was not yet in a position to offer support to the Working Group but would like to offer support at a future date when the new secretariat/technical support team at Heathrow was more established.
- The vacancy for an ACC Secretary would be reviewed at next year’s Annual Meeting.

4. DFT GUIDELINES FOR ACCS

(a) Updates on Member Committees’ Reviews

- The feedback from ACCs concerning the DfT’s revised guidelines to ACCs was noted. The Secretariat would circulate a summary to all ACCs for information.
- Encouraging regular attendance from all ACC members was a challenge, particularly in respect of aviation industry and business interests serving on committees.
- There were no issues of significant concern to delegates.

Ideas and experience from other ACCs would be reviewed by the Secretariat to see if we can pick up any best practice for Liverpool, and the Members Code of Conduct would be adopted.

(b) Consultation considerations and the role of ‘Critical Friend’

- A discussion took place on fulfilling the ACC’s consultation and ‘critical friend’ roles based upon a background report. Delegates shared a wide range of experiences and best practice.
- Delegates highlighted the need for the ACC to have credibility with its communities and for airports to consult their ACC on emerging plans and new initiatives so that they have chance to influence and contribute to plans at the earliest possible stage.
- A number of common areas of best practice were identified which will be incorporated into a guidance paper of best practice for circulation to all ACCs once prepared.
 - The key areas for inclusion were:
 - Establishing independence – financially and in terms of membership so as not to be seen to be in the pay of the airport
 - Establishing trust by having an open and honest relationship with communities and the airport.
 - How to measure success
 - Timely reports looking to the future e.g. new developments and initiatives as well as current and past operations and reviewing performance

- Constructive dialogue with airport and all interest groups having mutual respect for views of all interest groups in order to ensure cooperation/collaboration.
- Being the airport's conscience.

There were ideas put forward – in Manchester the Committee do a regular 'walkabout' of the terminal before User Group meetings and have sub-groups which are private meetings so delegates can be honest. Some include MPs in membership.

5. PRE-NOTIFICATION OF PRM SERVICES AT UK AIRPORTS

- Customer Contact Manager at Manchester Airport Group gave an overview of the problems from an airport's perspective.
- The good work of the CAA in encouraging airlines and airports to improve the overall experience for PRM passengers was acknowledged but there were continuing concerns across a number of member ACCs about the impact non pre-notified PRM passengers had on PRM service quality and performance at airports of all sizes. This was especially the case when large volumes of non pre-notified PRM passengers arrive on the same flight. Delegates highlighted that this was a particular problem on some inbound non EU flights.
- The work of ABTA's PRM Group was welcomed.
- Dealing with non pre-notified passengers had an impact on aircraft turnaround times and flight punctuality.
- It was questioned whether an international standard should be explored.
- Delegates were generally of the view that airports should give priority to those PRMs who pre-notify. There was a need for airlines to work collectively to improve pre-notification rates recognising that airports have a finite number of assistance staff to handle PRM passengers.
- Agreed to write to the CAA to highlight continuing concerns and make a case for the CAA to continue with its pre-notification project. It was also agreed that a copy of the letter should be sent to the CAA Consumer Panel for consideration.
- Agreed to invite the CAA to next year's Annual Meeting to give an update on its PRM work generally and also specifically on its PRM pre-notification work/project.

PRM issues are being monitored for a year and will report back with evidence next year. Problems noted included 'fake' PRMs queue jumping. At Liverpool up to 25% of passengers on Flybe from Isle of Man being PRM Liverpool as Flybe have contract with mainland Health Services. Possibility of having no pre-notification was considered, but that may lead to an inability to plan resources. Edinburgh have about 44,000 a year, Manchester 300,000, 70% of which pre-notify.

6. EFFECTIVE COMMUNITY ENGAGEMENT

- The Community Relations Manager, Manchester Airport, gave a presentation outlining the airport's Community Strategy. An area of approximately 10 mile radius, including areas where aircraft regularly flew and were heard, had been agreed with local stakeholders as the area of focus. Where the airport's operation had the greatest impact numerous structured interventions with communities had been undertaken.
- The Strategy developed thorough collecting data from Impact Studies and stakeholder meetings.
- Manchester Airport's Transformation Programme and the current consultation draft Sustainable Development Strategy 2015 were highlighted. It was noted that it was only through good and effective community involvement that the airport has a mandate to grow.

- Manchester Airport has already started discussing with its local communities the implementation of Pilot Based Navigation so as to start to develop an understanding and knowledge base within those communities closest to the airport.
- There were a number of points that delegates felt were good examples of best practice.

Manchester encourages staff volunteering and run an employment scheme to train local people to help their employability. They have four Community Engagement officers with a budget of £100,000

7. AIRSPACE CHANGE

The CAA's Future Airspace Strategy (FAS) and implementation of PBN technology

- The paper summarising the CAA's FAS and the work of the Airport's Commission's Senior Delivery Group on the issues arising from the implementation of Point Based Navigation (PBN) in the UK was noted.
- The Chairman of the Gatwick ACC highlighted the experiences at Gatwick and explained that the airport's management had been left to address local community concerns. The roll out of FAS and the airspace change management programme had significantly damaged the airport's relationship with its communities and a number of lobby groups continue to be formed to oppose not only the changes to flight paths but also the proposed second runway plans. He suggested that ACCs try to seek the engagement and attendance of CAA and NATS at their airports.

UK Aviation Noise Policy – Role of Secretary of State and work of DfT's ANMAC

- Tamara Goodwin, DfT, presented an overview of the key elements of the Government's policy in relation to aviation noise and airspace change. She highlighted the way in which current policy was being tested by the implementation of PBN as well as various flight path trials. The issues included:
 - Concentration vs dispersal
 - Definition of "significantly affected"
 - Respite
 - Priority of noise against emissions
 - Tactical vectoring for arrivals and departures
 - The role of the Secretary for State and the CAA in airspace changes
 - Transparency of the CAA's airspace change process
- The DfT is actively considering these issues with both the industry and community groups.
- Defra's 2014 Survey of Noise Attitudes (SoNA) was carried out between October 2014 and February 2015. This survey included questions about aviation noise. The results were being analysed and a report will be published in due course.
- Delegates valued the update and details of the issues being considered as regards the impacts arising from the implementation of FAS and new navigation technology. As many member ACCs had yet to face the challenges posed, it was agreed that a further update should be given at next year's Annual Meeting.

8. THE RUNWAY CAPACITY DEBATE

Airports Commission – Update

- The paper and current position was noted.

Air Connectivity between London and UK Regions

- The paper providing an update on the work of the Airports Commission and the National Connectivity Task Force examining regional connectivity was discussed.
- Delegates generally supported the National Connectivity Task Force's key conclusion that there is a compelling evidence base to support the case to substantially enhance UK

domestic air access to London as part of a new runway being approved in the South East of England.

- Delegates reiterated the UKACCs view that there was a need to address the issue of improving regional connectivity now before new runway capacity is delivered.
 - It was agreed that a letter should be sent to the Government urging that:
 - Airlines be encouraged to provide services between London and the regions to enhance economic growth across the UK
 - Whatever decision is made on where new runway capacity should be provided that the promises made by promoters are honoured so as to ensure regional connectivity is improved and sustained over the long term.

Liverpool supported Heathrow's bid.

9. RESILIENCE PLANNING AT UK AIRPORTS

- The paper highlighting the CAA's guidance on the preparation of resilience plans at UK airports was considered.
- Gatwick and Heathrow airports are required as part of their regulatory licence conditions to prepare and review annually resilience plans and involve stakeholders including the ACC. Gatwick ACC input both in terms of the welfare of passengers and in ensuring the co-operation of the whole airport community/agencies and surface transport providers (train, bus, coaches, taxi and highway authorities) in operational recovery.
- ACCs were encouraged to report on the CAA's guidance at their next cycle of meetings to establish whether their airports are engaging with a wide range of stakeholders in the preparation of their airport's resilience plan.

This was more of an operational issue and may be raised at Liverpool if it became an issue.

10. EUROPEAN PASSENGERS' FEDERATION

- Consideration was given as to whether UKACCs should become a member of the European Passengers' Federation
- Delegates were not convinced about the value of membership of the Federation as there was no clear focus on air passengers and some other organisations opposed air travel.
- It was agreed to revisit the matter once the review of the secretariat and support service and UKACCs budgetary arrangements had been completed.

11. ANY OTHER BUSINESS

Dealing with disruptive passengers

- Glasgow Prestwick ACC raised the issue of the increasing number of disruptive passengers and drunkenness at the airport and wished to know how other airports/ACCs addressed the matter. Delegates reported that it was not an issue at their airport.
- The Secretariat reported that IATA had issued in January 2015 guidance to airlines on "Unruly Passenger Prevention and Management":
<https://www.iata.org/policy/Documents/2015-Guidance-on-Unruly-Passenger-Prevention-and-Management.pdf>

12. ITEMS FOR INFORMATION

(a) Membership of the UKACCs Liaison Group - The paper was noted.

(b) UKACCs Support Service Update – The paper was noted.

(c) UK Aviation Update - The paper was noted.

(d) CAA Consumer Panel

- The Panel's work on considering the CAA's decision to end its involvement in consumer complaint handling and the transfer this activity to private sector alternative dispute resolution bodies (ADR) was of concern. There was potential for inconsistency and

confusion for the passenger under the process if multiple organisations were involved. It was felt that there should be one organisation with a track record of dealing with ADR to deal with complaints against airlines/airports.

- It was agreed that a letter would be sent to the Panel highlighting UKACCs concern.

(e) *European Aviation Update* - The paper was noted.

13. VENUES FOR FUTURE CONFERENCES

2016 - Belfast International

2017 - Glasgow