



Liverpool John Lennon Airport Consultative Committee

Date: Friday, 18 November 2022

Time: 10.30 a.m.

Venue: Liverpool Airport L24 1YD

Contact Officer: Mike Jones, Secretary

Tel: 0151 691 8363

e-mail: MichaelJones1@wirral.gov.uk

Website: www.wirral.gov.uk

AGENDA

1. **APOLOGIES**
2. **DECLARATION OF INTERESTS**
3. **CHAIRMAN'S ANNOUNCEMENTS**
4. **MINUTES (Pages 1 - 22)**

To approve the minutes of the meeting of the Consultative Committee held on 30 September 2022 and to receive the minutes of the Noise Monitoring Sub-Committee held on 21 October 2022.

5. **MEMBERSHIP**

- (1) To note any changes in membership since the last meeting and consider any issues of non-attendance.
- (2) To appoint a representative to the Airport Transport Forum.

6. **PUBLIC QUESTION TIME**

The Chairman can be asked a question, and can:

- Answer the question directly or ask another appropriate member of the Committee to answer, and allow supplementary question(s)
- Place an item on the agenda for the next appropriate meeting to deal with issues raised by the question.

- Decide where in the meeting the question shall be dealt with
- Amend the time allowed for questions, which is normally 30 minutes
- Agree that an answer be provided in writing rather than at the meeting
- Refuse to hear a question where less than 3 days' notice is given to the Secretariat
- Refuse to hear a question if it does not relate to the business and responsibilities of the Committee
- Vary any of the procedures about questions to help the effective conduct of the business of the meeting.

7. QUARTERLY BUSINESS REPORT (Pages 23 - 26)

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

8. CUSTOMER SERVICES UPDATE

Update report from Christina Smith, Customer Services Executive, to follow.

9. TOPICAL ITEM

A short presentation for information by the Airport Chaplain Michelle Wood, or by Alex Naughton from the Combined Authority.

10. AIRSPACE CHANGE PROCESS

Update by Andrew Dutton, Head of Environment.

11. ANNUAL WORK PROGRAMME

To note the attached Work Programme.

12. CORRESPONDENCE

To note the correspondence received by the Secretary for the Committee since the last meeting and the responses made by the Airport Company.

13. MEMBERS MATTERS FOR FUTURE DISCUSSION

This is Committee members' opportunity to raise issues which can be discussed with the Airport if they have potential to affect the Airport or would be of interest to the whole Committee and are not covered elsewhere on the agenda. These can be items they are aware of within their organisation or locally such as new developments, changes to the economy or to a relevant industry. **Items should be forwarded to Mike Jones by 5pm two days before the meeting (i.e. 5pm on Wednesday 16 November) so they can be considered.** The Chairman will make the final decision whether to take items.

14. ANY OTHER BUSINESS

15. DATE OF NEXT MEETING

The next scheduled meeting is Friday 17 February 2023 at 10.30 am in the Cavern Suite, Liverpool Airport.

16. EXCLUSION OF PRESS AND PUBLIC

If the Chairman considered that 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

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LIVERPOOL JOHN LENNON AIRPORT CONSULTATIVE COMMITTEE

Friday, 30 September 2022

PRESENT:

Norman Elias, Passenger rep and Vice Chair
Cllr Chris Ellams, Helsby Council
Keith Levin, LAGAUA
Jordi Morell, Chester BID
Cllr Steve Parish, Warrington Council
Steve Pearse, FOLA
Tony Rice, Disabled Persons rep
Conor Williams, Liverpool and Sefton Chamber of commerce and Industry
Cllr Bill Woolfall, Halton Council

Liverpool John Lennon Airport

Andrew Dutton, Head of Environment
Christina Smith, Customer Services
Robin Tudor, Liverpool Airport

Secretariat

Mike Jones, Secretary
Christine Morley, observing

33 **APOLOGIES**

Apologies for absence were received from:
Cllr Caroline Ashton, Frodsham Council;
Cllr Andy Bowden, St Helens Council;
Cllr Tony Brennan, Knowsley Council
Cllr Liz Grey, Wirral Council
Cllr Andrew Hesketh, Halewood Council
Cllr Greg Myers, Sefton Council;
Alex Naughton, LCRCA
Simon Osborne, National Trust;
Cllr Lynn Riley Cheshire West and Chester Council;
Cllr Malcolm Spargo, Hale Council;

PRESENT:

Norman Elias, Passenger rep and Vice Chair
Cllr Chris Ellams, Helsby Council
Keith Levin, LAGAUA
Jordi Morell, Chester BID

Cllr Steve Parish, Warrington Council
Steve Pearse, FOLA
Tony Rice, Disabled Persons rep
Conor Williams, Liverpool and Sefton Chamber of commerce and Industry
Cllr Bill Woolfall, Halton Council

Liverpool John Lennon Airport
Andrew Dutton, Head of Environment
Christina Smith, Customer Services
Robin Tudor, Liverpool Airport

Secretariat
Mike Jones, Secretary
Christine Morley, observing

34 **DECLARATION OF INTERESTS**

There were no declarations of personal interests.

35 **CHAIRMAN'S ANNOUNCEMENTS**

There were no Chairman's announcements.

36 **MINUTES**

Resolved: That

- (1) **the minutes of the Liverpool Airport Consultative Committee meeting held on 10 June 2022 be agreed as a correct record; and**
- (2) **the minutes of the Noise Monitoring Sub-Committee meeting held on 15 July 2022 be received and noted.**

37 **MEMBERSHIP**

The Secretary noted that the Cheshire West and Chester Council representative stated that they could no longer attend and would be seeking an alternative Member representative.

38 **PUBLIC QUESTION TIME**

David Woolford had submitted questions, which were:

Peel Airports has or is about to rid itself of two out of three of its airports. Given this, what are they to do with Liverpool Airport and the lack of year in, year out profits as the reason has been given for Doncasters demise is its financial situation?

Will equipment be moved here from Doncaster?

I noticed that Manchester, Leeds and East Midlands have been quick off the mark and said publicly what they are going to do to fill the gap left. Is Liverpool to do anything publicly?

Robin Tudor informed the Committee that Peel Airports had announced that they would cease operations at Doncaster Sheffield Airport (DSA) following a strategic review over the Summer after one of the Airport's main airline's chose to no longer base aircraft there, significantly reducing flights and passenger numbers, leaving the airport financially unviable. With no new buyers having been found the airport is now set to close at the end of October.

He explained that the ownership of Liverpool Airport was different to that of DSA in that Peel were the joint majority shareholder here alongside infrastructure investment company Ancala, with both companies committed to the Airport and its growth aspirations. Liverpool City Council also retained a small shareholding too.

In addition, Liverpool had two of Europe's largest airlines in easyJet and Ryanair operating from here alongside a growing list of other airlines too including Wizzair, Loganair, Lufthansa and from 7 October PLAY airlines. Whilst recovery from the impacts of the pandemic continued to have a financial impact, the airport remained optimistic regarding the future.

Colleagues were working closely with the DSA team, discussing available positions here at Liverpool that may be suitable for members of the team being made redundant in DSA. The Airport was also looking at equipment that may be repurposed for use in Liverpool too.

The transfer of freight traffic was also being investigated but since there was more substantial freight infrastructure at DSA this was less likely to be possible.

It was noted that Air Traffic Control at Liverpool controlled Doncaster airspace remotely though there was no envisaged impact to operations for airlines and general aviation traffic at Liverpool.

39 **QUARTERLY BUSINESS REPORT**

Robin Tudor spoke to his regular update report for the period May to August 2022. The big difference to the previous year was that there were 400,000 passengers in the period in 2021 and over a million in 2022. It was still 26% down on 2019 but showed an increasing recovery. There had been none of the queues which were reported at other airports, despite a perception that all airports were suffering problems and passengers were arriving too early expecting problems. There had been some staffing problems within airlines,

which had caused a dip in on-time departures. There was a new route to Paris and with flights to Reykjavik starting soon, the numbers of routes to European cities will increase to 15.

General Aviation had recovered better than commercial flights, and freight was dominated by automotive movements. There had been a city region initiative to restrict bus fares to £2 a fare which may encourage public transport use.

Resolved:
That the update be noted.

40 **CUSTOMER SERVICES UPDATE**

Christina Smith detailed her report on customer services enquiries between May and August 2022, showing numbers, types and reasons for contacts. The highest during the period was 2,000 direct contacts in May, with car parking the commonest reason. She noted a threefold increase in requests for sunflower 'assistance' lanyards, which may be due to people attempting to avoid potential queues through security. The airport had been accredited 'disability confident' to help attract employees with disabilities.

Resolved:
That the update be noted.

41 **TOPICAL ITEM**

Tony Rice, Disabled consultant and disabled persons representative, provided an update on his work with Dubai airport, which had the aim of being extremely accessible to all, which fitted with the country's aims to have all public areas accessible to 'people of determination' as they name Passengers with Reduced Mobility (PRM).

One service they now provide hotel rooms as a calmer environment for passengers who find the bustle of airports more difficult to cope with. The room have links via tablets to drinks and food delivery. Airport staff at all levels were trained for interactions and evacuation drills care carried out with actual disabled people including blind, deaf, autistic etc. The project had been successful and popular.

42 **AIRSPACE CHANGE PROCESS**

Andrew Dutton talked through the background to the Airspace Change, reminding members that Manchester, Leeds and East Midlands were the main airports in the area that Liverpool was in, and we awaited them to catch up to the same stage before any progress could be made. Progress would involve re-engagement with the people and groups involved.

**Resolved –
That the update ne noted.**

43 ANNUAL WORK PROGRAMME

**Resolved –
That the annual work programme be noted.**

44 CORRESPONDENCE

There was no correspondence to report.

45 MEMBERS ISSUES FOR DISCUSSION

There were no members issues raised for discussion.

46 DATE OF NEXT MEETING

The next scheduled meeting was Friday 18 November 2022 at 10.30 am, in person in the Cavern Suite, Liverpool Airport.

47 ANY OTHER BUSINESS

There was no other business.

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NOISE MONITORING SUB-COMMITTEE

Friday, 21 October 2022

Present:

Norman Elias, Passenger Rep and Chair
Jim Candlin, Cheshire West and Chester Council
Ian Gaskell, Knowsley Council
Kate Hughes, Halton Council
David King-Hale, Wirral Council
Doreen Knight, Liverpool Council
Bob Swann, Chair of the LJLACC

Liverpool John Lennon Airport

Andrew Dutton, Head of Environment
Colin Barnes, Environment and Safeguarding Manager

Secretariat

Mike Jones, Secretary
Joe D'Henin, Assistant Secretary

1 APOLOGIES

No apologies had been received in advance of the meeting. Malcom Spargo and Ian Rushforth were unable to join the meeting due to a technical issue with the virtual meeting link.

2 DECLARATION OF INTERESTS

There were no declarations of interests.

3 CHANGES IN MEMBERSHIP

There were no changes in membership to report.

4 MINUTES OF LAST MEETING

Resolved - That the minutes of the meeting of the Noise Monitoring Sub-Committee held on 15th July 2022 be agreed as a correct record.

5 NOISE COMPLAINTS LOG

Colin Barnes, Environment and Safeguarding Manager, introduced the Noise Log for the period 1st July 2022 to 30th September 2022 with a comparison of aircraft movements for the first week of July between 2019, 2020, 2021, and 2022.

An outline of the slides attached was provided, providing a breakdown of the 107 complaints received during the period. The slides analysed complaints by date, complainants, area, reasons for complaints (including flight routes and runways used) and comparison with previous years. The Sub-Committee were informed that the period July to September 2022 saw substantially more complaints than the same period in 2021, which was the result of a large number of complaints from one individual in Wirral. 60 complaints were received in July alone, many of which from the one individual. The majority of complaints related to the departure route from runway 27.

Members of the Sub-Committee asked whether there had been any changes to the departure route from runway 27 that would account for the increased entries from the complainant in Bromborough, and whether the location of these complaints sat directly under the flight route. In response, it was clarified that whilst the complainant's residence did lie under the departure route from runway 27, there had been no changes to the route, with the majority of flights reported travelling to Ireland and the Isle of Man.

6 AIRSPACE CHANGE

Andrew Dutton, Head of Environment, Liverpool Airport provided an update on the Liverpool John Lennon Airport (LJLA) Airspace Change Proposal (ACP). An overview of events relating to the ACP was provided, with the Sub-Committee being informed that LJLA remained paused at Stage IV of the CAP1616 process, and was to be unpausing in the near future, with the ambition of integrating with the other airspace change sponsors in the region.

Whilst the LJLA ACP had been paused, the Airspace Change Organising Group (ACOG) had been established, with the group creating a national Airspace Change Masterplan. ACOG were seeking to coordinate the implementation of the Masterplan and the integration of all the airports and NATS (NERL) airspace change proposals. As a result, consideration was needed as to how LJLA could be aligned with the other airports in its cluster (Manchester, Leeds, East Midlands), which were at earlier stages of the CAP1616 process. It was noted that in order to facilitate this alignment, it was likely that LJLA would proceed back to Stage II. This would involve a re-engagement with stakeholders regarding options, specifically relating to interactions with other sponsors proposals. It was noted a further public consultation could be required, based on any potential changes to the proposal from the original consultation in 2020.

The Sub-Committee were informed that due resource issues with a supplier that had recently come to light, the process outlined was likely to be delayed further. However, LJLA would be writing to members of the LJLA Consultative Committee to inform them on the process for proceeding once a solution had been agreed.

7 NOISE ACTION PLAN

Andrew Dutton provided the Sub-Committee with an update of the work in producing a Noise Action Plan in response to the noise modelling work using 2021 as a base year in comparison with 2016. As highlighted in previous meetings, the Department for Environment Food & Rural Affairs (DEFRA) rejected a proposal to use 2022 as a base year for comparison of noise mapping, notwithstanding the impact that travel restrictions caused by the pandemic had on the volume of flights in 2021, and therefore the noise exposure to communities.

The Sub-Committee were reminded that this would lead to a large jump in the area covered by noise contour modelling in 2026. Despite this, LJLA were still required to produce their Noise Action Plan, which needed to include 16 required points, as listed in the appended slides pack, for submission to DEFRA in September of next year. Members of the Sub-Committee were asked to review the 16 required points and suggest additional items they felt should be included. A draft of the plan would be shared with members of the LJLACC, NMSC and local authorities' Environmental Health Departments as part of a formal consultation. Members were asked to give their thoughts on any other stakeholders that should be consulted as part of this process outside of the meeting.

8 DATE OF NEXT MEETING

The next meeting of the Noise Monitoring Sub-Committee would be held on the 20th January 2023

9 ANY OTHER BUSINESS

There was no other business.

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Noise Monitoring Sub Committee

21st October 2022

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1



Aircraft Movements Comparison

First full week of September
2019, 2020, 2021 & 2022

2

2019



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2020



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2021

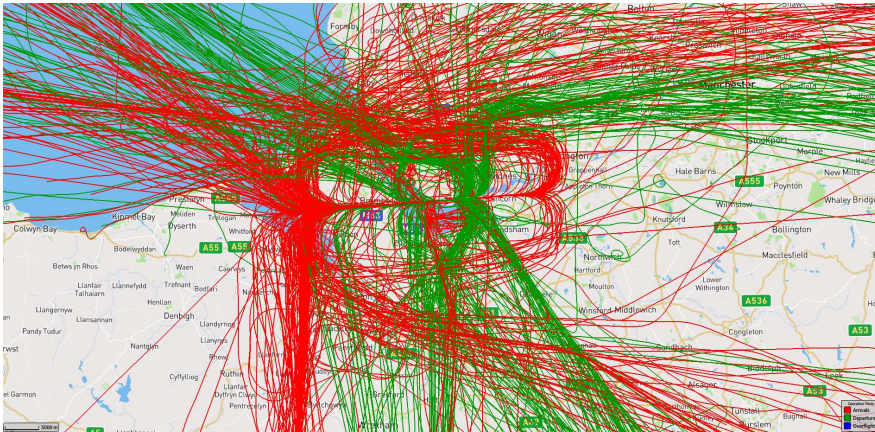


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2022



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Noise Log

July - September 2022

7

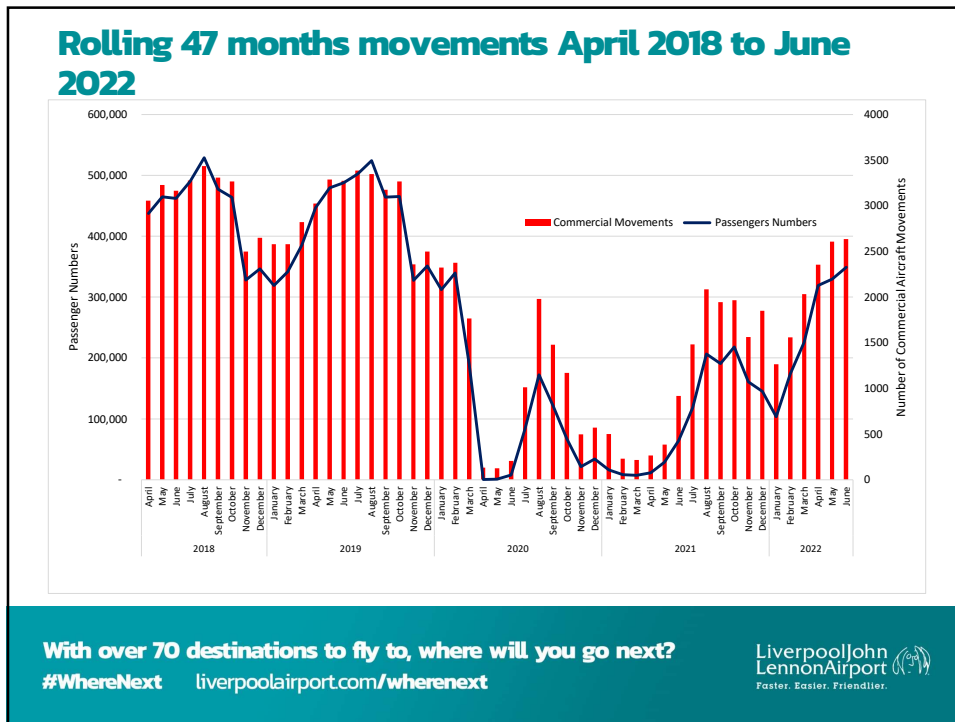
Rolling 21 months movements January 2021 to September 2022

Month	Total	Cargo	Charter	Diverted	GA	Positioning	Scheduled
2022	36,586	298	301	1	15,770	331	19,884
Jan	2,629	58	16		1,363	10	1,182
Feb	2,546	39	27	1	990	32	1,457
Mar	4,018	8	34		1,989	33	1,954
Apr	4,431	10	67		2,073	43	2,238
May	4,417	1	78		1,816	95	2,427
Jun	4,534	78	4		1,899	23	2,530
Jul	4,732	80	30		1,911	45	2,666
Aug	4,747	14	17		2,045	27	2,644
Sep	4,107	10	24		1,526	20	2,527
2021	29,153	208	211	1	15,752	399	12,580
Jan	830	111	12		328	55	324
Feb	481	14	14		252	43	158
Mar	624	4	13		409	34	164
Apr	1,747		30		1,482	41	194
May	2,031	4	12		1,647	18	350
Jun	2,892	1	2		1,974	22	893
Jul	3,308	6	15		1,826	28	1,433
Aug	3,953		23		1,871	29	2,030
Sep	3,736	6	17		1,788	25	1,900
Oct	3,511	10	28		1,544	33	1,896
Nov	3,201	19	22		1,641	27	1,492
Dec	2,839	34	23	1	990	44	1,746

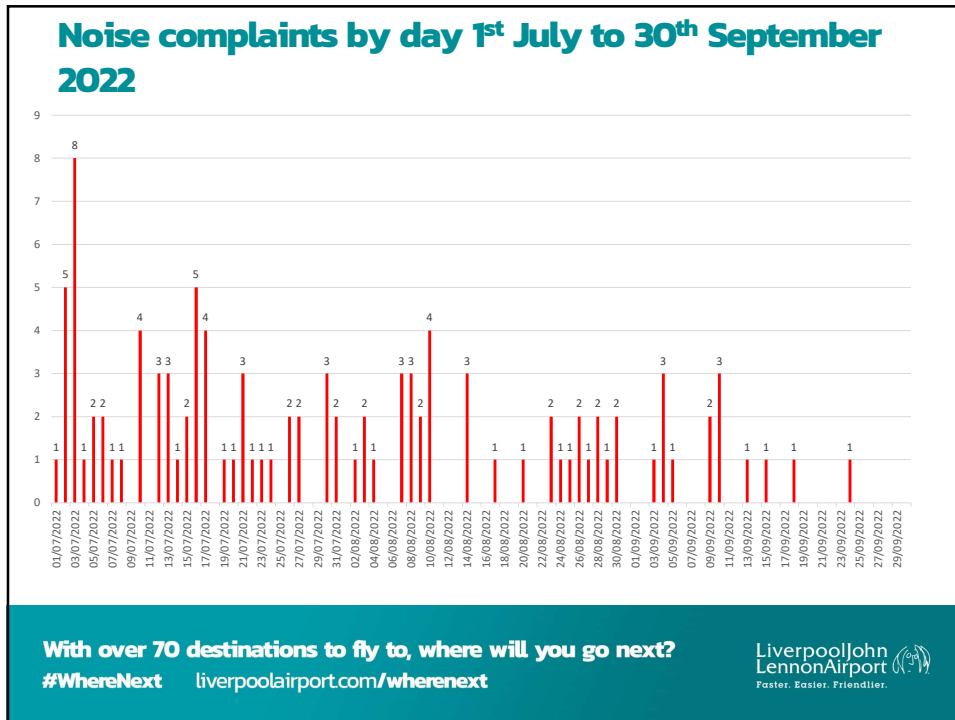
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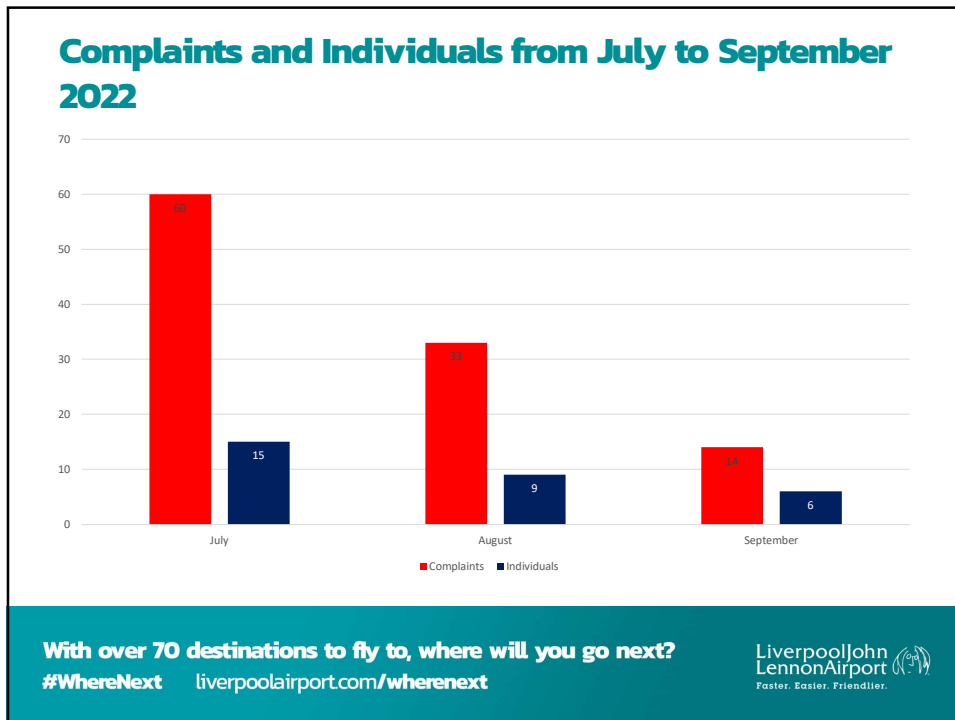
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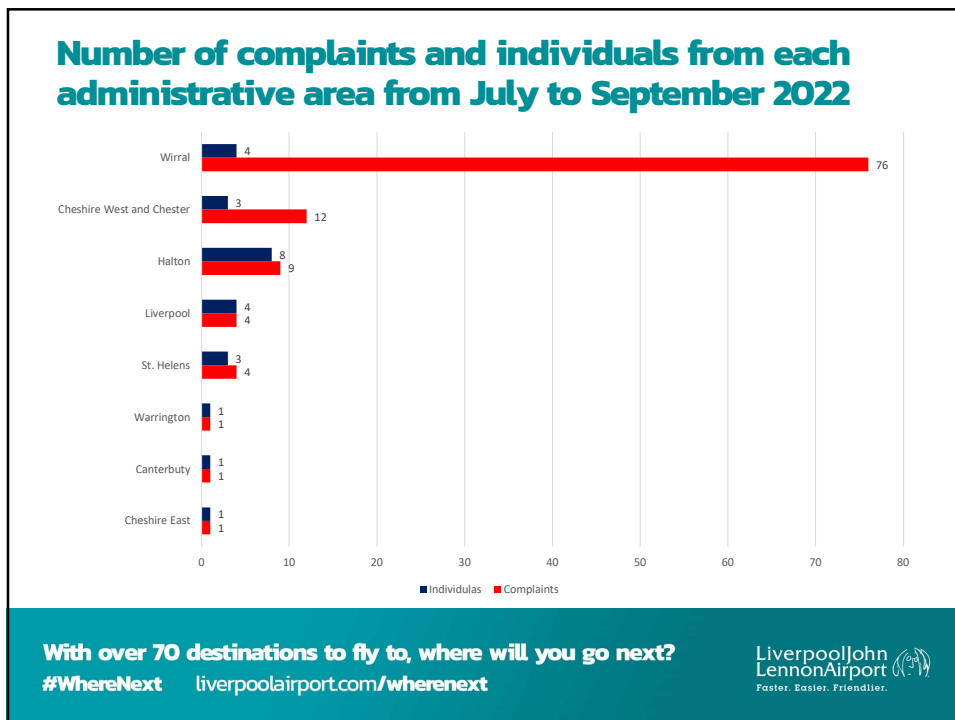
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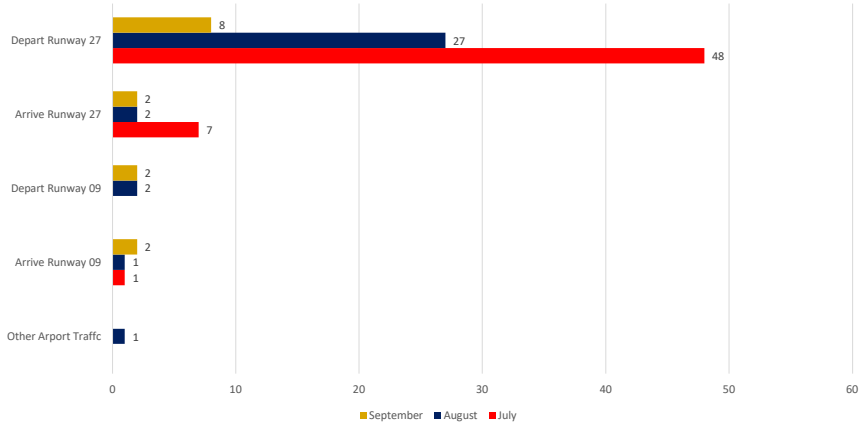


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12

Operations that caused noise complaints from July to September 2022

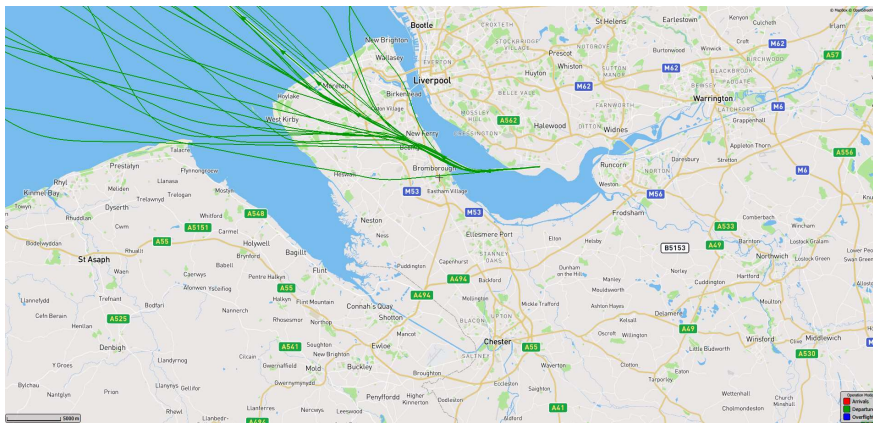


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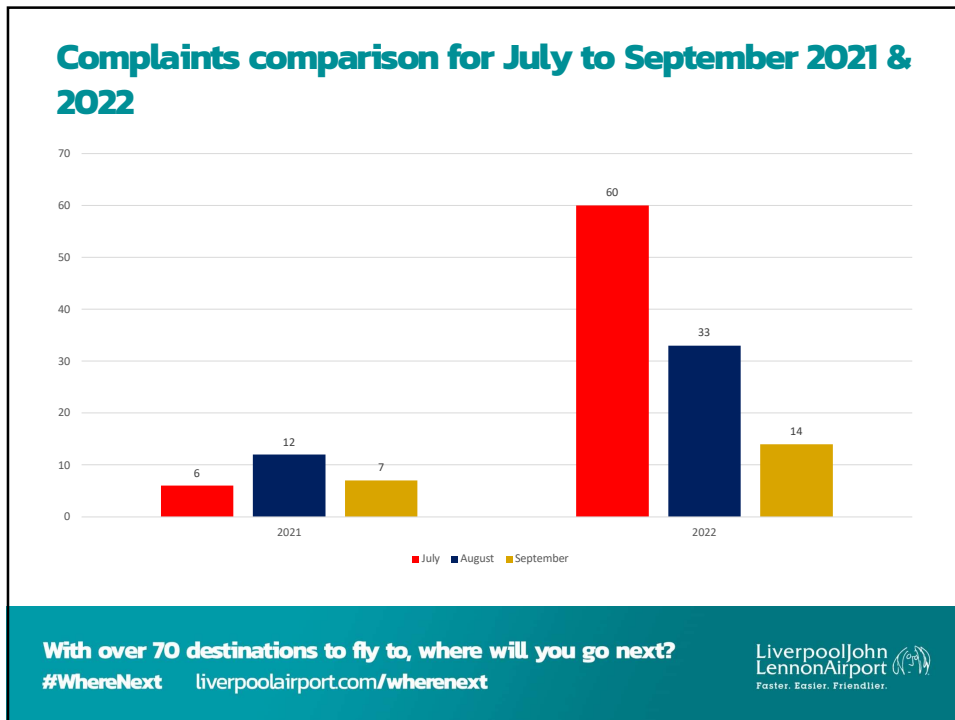
Runway 27 Departures using the WALLASEY Standard Departure Route



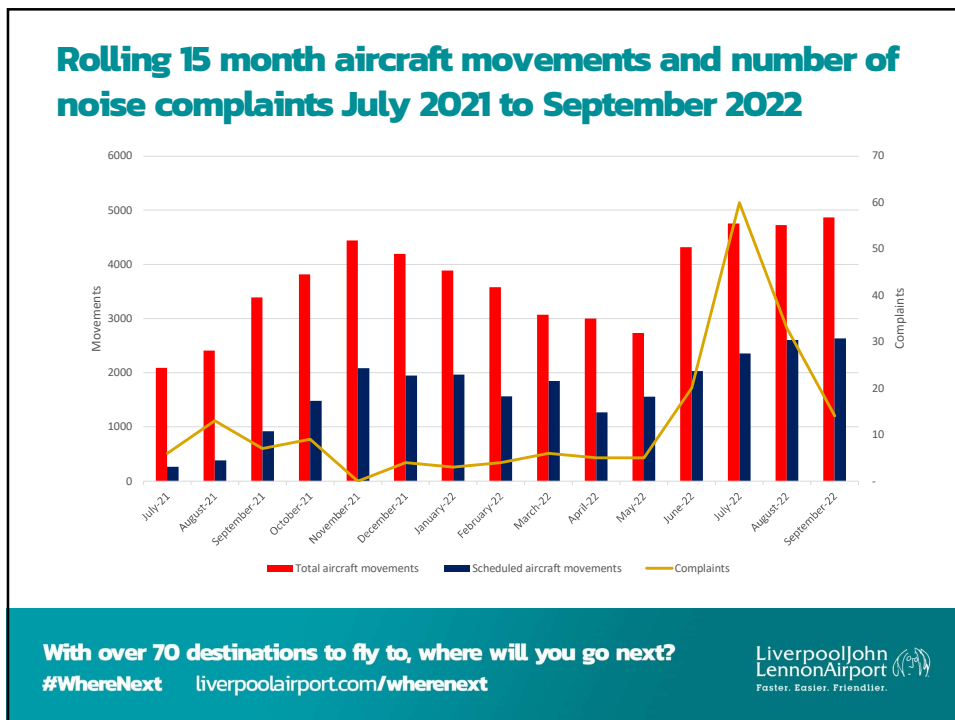
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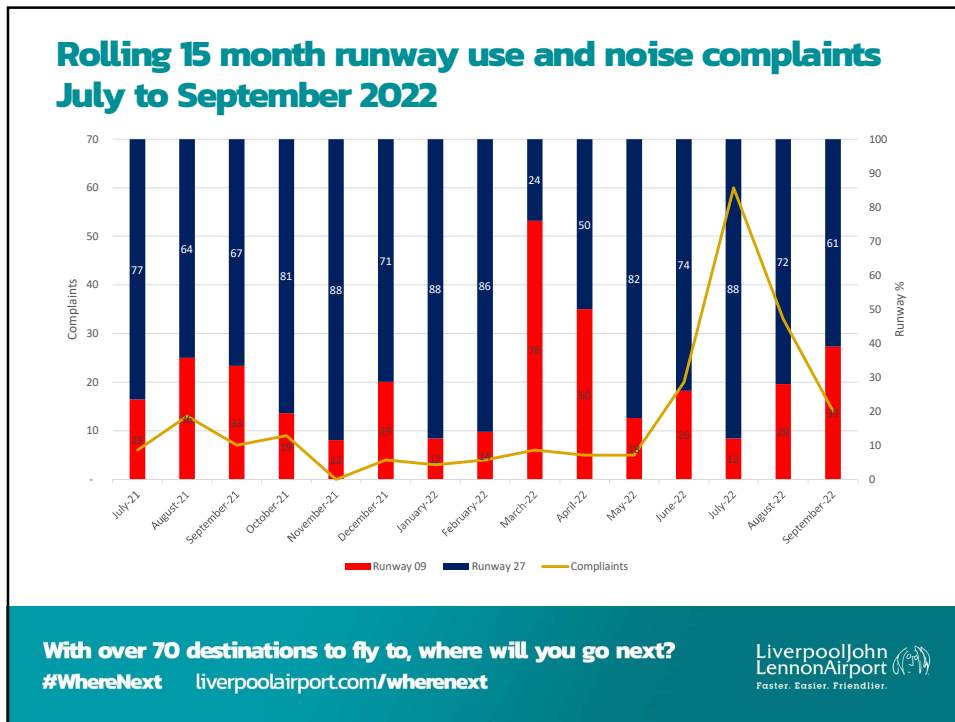
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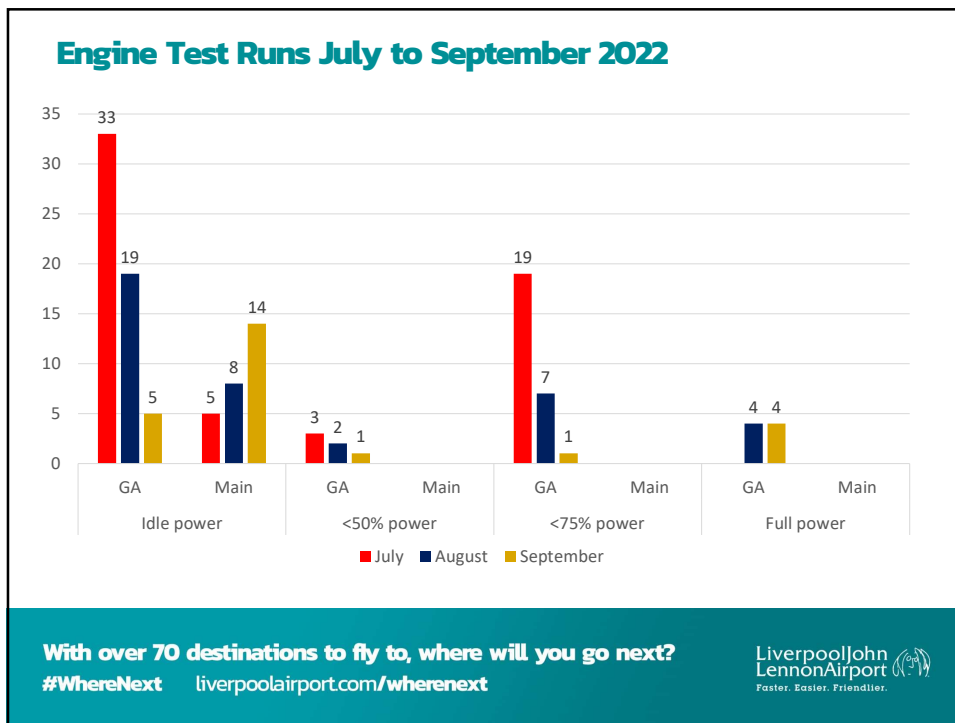
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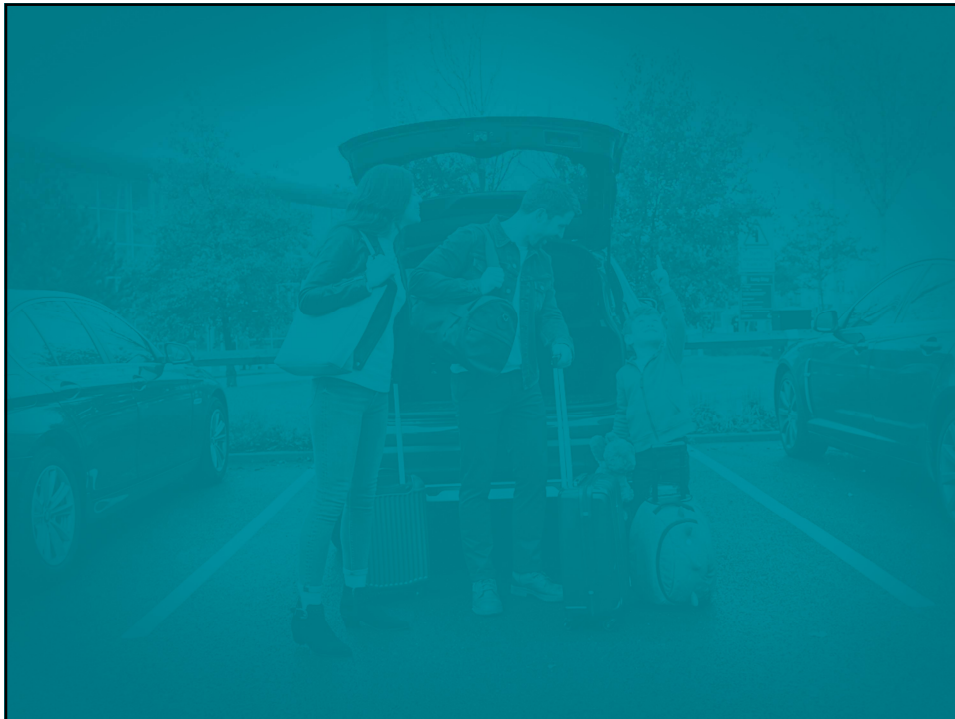
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17



18



19



Department
for Environment
Food & Rural Affairs

Airport Noise Action Plans

**Guidance for Airport Operators on how to revise
Noise Action Plans under the Environmental
Noise (England) Regulations 2006 (as amended)**

September 2022

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What needs to be included in a Noise Action Plan?

2.1 A Noise Action Plan must be drawn up for places near the airport which are affected by noise from airport operations as shown by the results of the noise mapping⁶ and meet a number of requirements set out in the Regulations:

- a description of the airport and any other noise sources taken into account;
- the authority responsible;
- the legal context;
- any limit values in place;
- a summary of the results of the noise mapping, including an evaluation of the estimated number of people exposed to noise;
- identification of problems and situations that need to be improved;
- a record of the public consultations that have taken place;
- any noise reduction measures already in force and any projects in preparation;
- long term strategy;
- actions which the airport operator intends to take in the next five years, including measures to preserve quiet areas;
- financial information (if available): budgets, cost-effectiveness assessment, cost-benefit assessment;
- provisions envisaged for evaluating the implementation and the results of the Noise Action Plan; and
- estimates in terms of the reduction of the number of people affected (annoyed, sleep-disturbed, or other).

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QUARTERLY BUSINESS REPORT

1.0 Airport update

Commercial passenger traffic

The Autumn season has seen passenger numbers continue to recover compared to last year, though as is normal, numbers were not as high as the traditionally busier Summer months.

The table below shows passenger throughput for the past 2 months.

Month	2022	2021	Variance v 2021 (%)	2019	Variance v 2019 (%)
September	353,645	189,277	+87	459,156	-23
October	360,221	217,075	+66	460,863	-22
Totals	713,866	406,352	+76	920,019	-22

Recovery levels for the period have remained constant at around 78% of pre-pandemic passenger numbers for the same period in 2019 and for the year to date, recovery is at 69% of the levels for the first 10 months of 2019. This level of recovery is expected to continue during the winter.

Operationally, the high levels of customer service seen earlier in the year have continued into the Autumn too, with the airport performing well in terms of a lack of queues and delays throughout the passenger journey.

In October the average queue time through security was just 12 minutes and 77% of flights were recorded as being on time (within 15 minutes of their schedule).

In October, the Airport celebrated the inaugural PLAY airlines service to Reykjavik which also had a significant number of passengers who were connecting onwards to the US. Everton joined in the celebrations too by sending along one of their first team players to welcome a group of Icelandic Everton supporters who were flying to Liverpool ahead of an Everton home match.

In another sign of the confidence that airlines now have regarding the opportunities available to them at Liverpool, Scandinavia's largest regional airline Widerøe recently announced that it will be returning to operate flights from Liverpool, with twice weekly departures to Bergen in Norway for Summer 2023.

Widerøe last operated from Liverpool in 2020 with their previous service to Bergen stopping due to the pandemic and will become the third new airline to commence operations from Liverpool since the lifting of covid travel restrictions.

Flights between Liverpool and Bergen will again operate on Fridays and Mondays and will be Widerøe’s second UK operation, with their only other UK flights currently serving London Heathrow.

Norway becomes the 25th European country to be linked with direct connections from Liverpool.

General and Business Aviation

As can be seen from the table below, general aviation movements have reduced in recent months compared to last year and pre-pandemic.

Month	2022 Movements	2021 Movements	Variance v 2021 (%)	2019 Movements	Variance v 2019 (%)
September	1,523	1,790	-15	2,010	-24
October	1,423	1,544	-8	2,251	-37
Totals	2,946	3,334	-12	4,261	-31

Freight

During September and October, the Airport handled 20 dedicated cargo charters, handling over 26,000 kilograms of freight, flown to and from 16 different markets, with Leipzig and Ostrava leading the way in terms of flights flown.

Flights were operated by 8 different airlines, with Cavok Air and Vulkan Air providing most of the services.

Wynne Aviation, our dedicated handling agent, also continues to handle dedicated cargo carried on a daily basis with Loganair to and from the Isle of Man.

2.0 Other Matters

2022 Which? Airport survey

In October, consumer organisation Which? published the results of their annual Airport Survey, with Liverpool being voted Best UK Airport, sharing the title with Exeter Airport, with both receiving the status of a Which? Recommended Provider.

This is a tremendous accolade for the airport and is testament to the hard work and commitment from all of the teams across the airport over the past year despite the challenges faced as we continue our recovery from the pandemic.

There was significant national and local media coverage which highlighted the best and the worse of UK airports.

Hale Road issues with parked cars

For some time now drivers of cars that come to the airport to drop off or pick up passengers and that want to avoid paying any airport parking charges, choose to wait or drop off on Hale Road and other roads in the surrounding area. This causes congestion, obstructions, inconvenience and anti-social behaviour issues particularly for local residents in addition to safety concerns for passengers using this area for pick up and drop off.

This is all disappointing, since the Airport has a free drop off and pick up car park, where vehicles can park for up to 40 mins for no charge in an area no further, if not nearer than the areas used along Hale Road.

In August there was a tragic accident involving the death of a member of Ryanair Cabin Crew being picked up on Hale Road and the airport is currently working with Liverpool City Council and Merseyside Police to look at ways to improve the situation.

No airport employees should be using this area for pick-up or drop off and have been asked to use the designated free pick up and drop off car park which also has weather protection for those waiting to be picked up. The airport is to improve the lighting on the pedestrian walkway that connects this car park to the terminal.

Downtown Liverpool in Business Transport event

The Airport recently hosted a Downtown Liverpool in Business event in the Departure Lounge, with Airport CEO John Irving joined by the Cabinet Member for Transport for the Liverpool City Region Combined Authority, Councillor Liam Robinson, to discuss the Airport, its recovery and related transport links.

Airport Transport Forum

At the October meeting of the Airport Transport Forum, the Combined Authority gave an update on the planned Green Corridor Bus priorities that will enable passengers to enjoy faster, smoother, safer and more reliable journeys, one of which will apply to an existing bus service to the Airport.

Members also gave their individual updates.

Press releases

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

7 th October	PLAY gets underway at LJLA
2 nd November	Widerøe to return to LJLA

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