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## LIVERPOOL JOHN LENNON AIRPORT CONSULTATIVE COMMITTEE

Friday, 29 September 2023

### **PRESENT:**

Bob Swann, Chair

Norman Elias, Vice-Chair

Councillor Chris Ellams, Helsby Council

Councillor Lynn Gibbon, Cheshire West and Chester Council

Councillor Phil Hart, Sefton Council

Keith Levin, LAGAUA

Alex Naughton, Liverpool City Region

Councillor Steve Parish, Warrington Council

Steve Pearse, Friends of Liverpool Airport

Tony Rice, Disabled Persons representative

Councillor Michael Roche, Sefton

Councillor Bill Woolfall, Halton Council

Councillor Graham Wood, Frodsham Council

### **Liverpool Airport**

Robin Tudor, Head of Public Relations

Andrew Dutton, Head of Environment

Christina Smith, Head of Public Relations

Dave Batt, Head of Technical Services and Capital Planning

### **Secretariat**

Mike Jones, Secretary

### 18 **APOLOGIES**

Apologies for absence were received from:

Councillor Tony Brennan, Knowsley Council

Councillor Victoria Berry, Halewood Council

Michelle Cameron, Liverpool and Sefton Chamber of Commerce

Councillor Keith Laird, St Helens Council

Simon Osborne, National Trust

Councillor Liz Grey, Wirral Council

Jordi Morell, independent passenger representative

### 19 **DECLARATION OF INTERESTS**

There were no declarations of personal interests.

### 20 **CHAIRMAN'S ANNOUNCEMENTS**

The Chairman informed the Committee that items 9 and 12 would be considered earlier in the meeting to allow for the availability of the officer.

The minutes remain in the order of the agenda.

## 21 **MINUTES**

**Resolved: That**

- (1) the minutes of the Liverpool Airport Consultative Committee meeting held on 26 May 2023 be agreed as a correct record; and**
- (2) the minutes of the Noise Monitoring Sub-Committee meeting held on 28 July 2023 be received and noted.**

## 22 **MEMBERSHIP**

The Secretary announced the following changes in membership since the last meeting:

- For St Helens, Councillor Andy Bowden is replaced by Councillor Keith Laird.
- For Halewood Town Council it is Councillor Victoria Berry replacing Councillor Andrew Hesford.
- For Frodsham Town Council it is Councillor Graham Wood replacing Councillor Caroline Ashton.
- For Sefton it is Councillors Phil Hart and Greg Myers replacing Councillor Michael Roche, who was retiring after 12 years and was at the meeting. He was thanked for his involvement and contributions over the years.
- For Liverpool Council, Councillor Doreen Knight was reappointed.

### **Non-attendance**

The Committee's Constitution requires the Secretary to write to any members who have not attended for three consecutive meetings. The Secretary gave the following issues for consideration:

Lancashire Council - no attendance since June 2022. They were written to and offered to respond in May but had not. They were reminded in September.

Wirral Council – no representation since at least June 2022 though apologies had been given. They were written to in September and responded that they were unable to attend in person due to work commitments and had tried to get substitutes but no one had been available.

**Resolved: That Lancashire Council and Wirral Council be written to for new representatives who could attend.**

## 23 PUBLIC QUESTION TIME

No public questions had been submitted in advance.

## 24 QUARTERLY BUSINESS REPORT

Robin Tudor shared information from the Quarterly Business Report for the period 1 April to 30 June 2023 which was part of the 'Summer season'. Key points included:

- Passenger traffic continued to recover post covid, with numbers 16% up on the same period in 2022 but still down by almost a fifth of what it was pre-covid in 2019.
- easyJet had seen a good level of growth with the introduction of a seventh based aircraft for the Summer season.
- Ryanair had seen high levels of growth for the summer season with the re-introduction of a fourth based aircraft.
- Performance with Loganair had been challenging. The route to Derry was reduced to 3x weekly from a maximum of 10x weekly in 2021, largely due to Ryanair competition in Manchester. This coupled with poorer than pre-covid levels of demand on the Isle of Man has seen a decrease in passengers of over 30% versus 2022.
- Load Factors have been extremely high with Wizz Air during the Summer, with 9 routes operated on the network.
- The Lufthansa route to Frankfurt increased to 6 times weekly (from 4) and encouragingly load factors continued to improve year on year. Levels of connectivity were good.
- Aer Lingus, the Oneworld operator, began a new 11 times weekly service during Summer and the route has performed admirably with high levels of connecting traffic to North America.
- General and Business Aviation performed similar to commercial with 20% less than pre-Covid levels.
- The airport handled 110 dedicated cargo flights which was a 23% increase on the same point in the prior year.
- The Airport was named best in the UK in a Which? annual survey.
- The latest report from the Civil Aviation Authority (CAA) on Airport services for disabled and less mobile passengers, has scored Liverpool with the top 'Very Good' rating for the last 12 months.
- On 1st July, the Airport celebrated its 90th anniversary.
- At the end of July, the airport launched a refresh of its brand which has now started to be rolled out across all aspects of the business.

Members discussed the capacity of the airport but were reassured that it was designed to cope with 6.5 million passengers and was currently at about 4 million, although it was acknowledged that parts of the arrivals areas required expansion.

**Resolved: that the report be noted.**

25 **CUSTOMER SERVICES UPDATE**

Christina Smith talked through the analysis of contacts with Customer Services from 1 April to 30 June 2023. Although April was down compared to 2022, May and June were considerably higher. A chatbot called Jude was being developed which may take about 25% of enquiries and be available at all times. Figures for passengers requiring assistance were also increasing but were still a low proportion of overall passengers.

Members were informed that comments and enquiries were considered in weekly meetings, and the Disabled Persons representative commented that a big issue was that the time allowed for free car parking did not allow sufficient time for dealing with a colleague with reduced mobility when being dropped off or collected by a non-Blue Badge holder. Comment was also made that the Airport workers could not assist when there were problems with baggage handling because of demarcation between airport and handlers. The Chair offered to take the issue to the UK Association of Consultative Committees for consideration and possibly for taking to the Department for Transport.

**Resolved – That the report be noted, and the issue of assistance with baggage handling be taken to UKACCs for consideration.**

26 **AIRSPACE CHANGE PROCESS**

Andrew Dutton updated the Committee on the Airspace Change Proposal (ACP) which was seeking to migrate the Liverpool John Lennon Airport (LJLA) procedures for the way aircraft arrive and depart LJLA from those based on land based to satellite-based navigation whilst seeking to systemise the way the airspace is used within the Manchester Terminal Manoeuvring Area (MTMA) overall.

LJLA had been asked by the overseeing body, the Airspace Change Organisation Group (ACOG), to move back to stage 2 of the 7-stage process (CAP1616) from Stage 4a. Stage 2 was seeking to engage with stakeholders on route options and as part of this engagement additional options had emerged. These additional options had been submitted to the Stage 2 Gateway for consideration by the CAA. The Committee would be updated with future progress, if the LJLA ACP progresses through the Stage 2 Gateway.

27 **AIRPORT TRANSPORT FORUM**

Steve Pearce gave an update from the meetings of the Airport Transport Forum, which considers the surface access to the airport.

The Forum had met in July with a discussion on Green Routes. An issue emerged which was lack of connection for the 11 aircraft arriving between 11pm and 3am, for passengers and staff. This was yet to be explored by the bus operators. New train units were to be in use in late 2024, and the possibility of a through route to Wrexham and North Wales.

Members discussed the logistics of having surveys of passenger addresses and transport method. Pre-Covid this was undertaken by the CAA but they had not restarted this activity, it was expensive to gain a sufficient sample size and airlines would not share details.

## 28 TOPICAL ITEM

Head of Technical Services and Capital Planning, Dave Batt, provided an update on airport maintenance by the engineering, technical services and development teams. They covered functions such as transport, lighting, heating, fire alarms, radar, asset replacement, daily runway inspection and future redevelopment projects. Safety and efficiency were the key drivers and there was a system for faults to be logged. Some facilities were at a large scale which could take larger resources – there were 100 conveyors on site, 14 substations, 1,500 runway lights plus 7 baggage carousels and many x-ray machines. Vehicles in the fleet included fire engines, grass cutters, snow clearance and passenger coaches. The Immigration Hall and Control Point 1 (staff security scanners) required expansion which were capital management projects. The solar farm and locating of Jet 2 were also new large projects. One change which will affect the Committee is that the normal meeting room, the Cavern Suite, will be converted to Jet 2's Crew Room.

Members noted the report and it was suggested that an update be given in the future on Jet2 and their new base at the Airport.

**Resolved: That the update on Technical Services and Capital Planning be noted and an update be provided in future on Jet2 be based at the Airport.**

## 29 DECARBONISATION PLAN

Andrew Dutton, Head of Environment, updated the Committee on the Airport's Decarbonation Plan, which was due to be launched.

Liverpool Airport had always sort to mitigate its environmental impact, but perhaps has not always been the best at communicating this to stakeholders. For example, it was one of the first airports to convert its high masts to all LED lighting luminaires. The Decarbonisation Plan will make a declaration for airport operation by 2040 which is in line with the Liverpool City Region Combined Authority. The focus of the Decarbonisation Plan was the airport's

ground emissions. However, the airport would be seeking to facilitate the airlines aspirations to decarbonise or reduced carbon intensity of flight.

The planned solar farm had received planning approval and was to supply 22-25% of the airport's power used from onsite renewables.

Members gained clarification on the location of the solar farm and asked that Electric Vehicles be investigated in terms of effects on charging points and car park structure.

**Resolved: That the update on the Decarbonisation Plan be noted.**

### 30 **NOISE MONITORING SUB-COMMITTEE MEMBERSHIP**

The Chair informed the Committee that Liverpool Council had nominated two Councillors to the Noise Monitoring Sub-Committee. Traditionally they had two places for Councillors from the nearest two Wards but following a reorganisation of Wards they had chosen the closest and one farther away. The Chair wanted to only have lay members on the Sub-Committee (apart from Environmental Health officers) who were already members of the main Consultative Committee. He proposed that the membership be reconsidered at the annual meeting in February.

**Resolved: That the membership of the Noise Monitoring Sub-Committee be reviewed at the annual meeting in 2024, on the basis that aside from technical experts such as Environmental Health Officers, all the lay members would be drawn from the membership of the main Consultative Committee membership and that these positions will be determined at the AGM.**

### 31 **ANNUAL WORK PROGRAMME**

**Resolved –**

**That, subject to the addition of Dave Batt returning to talk about the work done to base Jet2 at the Airport, the annual work programme be noted.**

### 32 **CORRESPONDENCE**

The Secretary informed the Committee of two communications received.

The first was complaints from a Wirral resident about flights early morning which she claimed were affecting her health and causing structural damage. The messages had been passed to the Airport and explanation and contact had been offered.

The second was from the national body of Consultative Committees, UKACCS, who had conducted a survey on the public visibility of the Committees. Out of 24 airports Liverpool were one of only six who were fully transparent in their dealings. UKACCs intends to encourage all ACCs to reach the highest level and had asked if members felt that all airports should be expected to publish a contact, calendar and minutes within a year.

Members discussed meetings and requested that the survey results and questions be circulated for comments.

**Resolved: That the survey results and questions be circulated.**

### 33 **ISSUES FOR DISCUSSION WITH NOTICE**

Alex Naughton had messaged the Chair and Secretary suggesting that that Committee vote on the possibility of holding hybrid meetings in the future. He saw the benefits of enabling members to have a choice and to allow the widest possible geographic area to attend.

The Chair accepted the item and suggested that it would be added as an agenda item to a future meeting.

Members had varying views, from experience of it working well and encouraging inclusivity to experience that they are not productive and hard to manage. It was also noted that, as a result of the Cavern Suite being converted to the Crew Room for Jet2, an alternative meeting room was being sought, which may make hybrid meetings easier or not possible depending on facilities.

**Resolved: That hybrid meetings be added to a future agenda for discussion and vote.**

### 34 **ANY OTHER BUSINESS**

There was no other business.

### 35 **DATE OF NEXT MEETING**

The next scheduled meeting was Friday 17 November at 10.30 am at the Cavern Suite, Liverpool Airport.

The Chair expressed a wish to move the meeting dates to enable a more fixed quarterly reporting period for each.

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