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LIVERPOOL JOHN LENNON AIRPORT CONSULTATIVE COMMITTEE

Friday, 10 June 2022

PRESENT:

Bob Swann (Chair)

Councillor Val Allen, Warrington Council

Norman Elias, Passenger rep

Councillor Andrew Hesford, Halewood Town Council

Keith Levin, LAGUA

Simon Osborne, National Trust

Steve Pearse, Friends of Liverpool Airport

Councillor Bill Woolfall, Halton Council

Conor Williams, Liverpool & Sefton Chamber of Commerce & Industry

Liverpool John Lennon Airport

Andrew Dutton, Head of Environment

Christina Smith, Head of Customer Services

Robin Tudor, Head of Public Relations

Secretariat

Mike Jones, Secretary

19 **APOLOGIES**

Apologies for absence were received from:

Councillor Andy Bowden, St Helens Council

Councillor Tony Brennan, Knowsley Council

Councillor Tom Cardwell, Liverpool Council

Councillor Chris Ellams, Helsby Council

Councillor Michael Green, Lancashire Council

Jordi Morell, Chester BID

Alex Naughton, Combined Authority

Tony Rice, Disabled Persons;

Councillor Lynn Riley, Cheshire West and Chester Council

Councillor Michael Roche, Sefton Council

Councillor Malcolm Spargo, Hale Council

20 **DECLARATION OF INTERESTS**

There were no declarations of personal interests.

21 **CHAIRMAN'S ANNOUNCEMENTS**

There were no Chairman's announcements.

22 MINUTES

A member had asked for more information on a noise complaint received from Oxfordshire. Andre Dutton explained that it was an aerial survey vehicle which would have been overflying the area multiple times.

Resolved: That

- (1) The minutes of the Liverpool Airport Consultative Committee meeting held on 18 February 2022 be agreed as a correct record; and**
- (2) The minutes of the Noise Monitoring Sub-Committee meeting held on 22 April 2022 be received and noted.**

23 MEMBERSHIP

There were no changes to report.

24 PUBLIC QUESTION TIME

No questions had been submitted in advance.

25 QUARTERLY BUSINESS REPORT

Robin Tudor spoke to his regular report which covered January to April 2022. Monthly passenger figures had increased steadily since the lifting of all UK travel restrictions although some destinations still had some restrictions. In all numbers were about 44% of pre-covid levels in 2019.

The airport had coped well despite other airports capturing media attention with long queues and delays at check in and security, cancelled flights and lack of baggage handling. Liverpool had very few issues because of its size and advanced recruitment although there remained an ongoing issue and risk with covid infections among staff. One problem which had resulted from publicity elsewhere was passengers arriving too early - up to five hours before their flight – that had created queues before check-in or security had even opened. The Airport recommended 2 to 2.5 hours before departure, giving normal queue times of 15 to 20 minutes. In April, 98% of passengers were through security in under 15 mins and 93% flights left on schedule.

Icelandic low-cost airline Play had been announced as a new carrier from Liverpool

General/business/freight were doing well but there were worries over the rapid rise in fuel costs.

The Air Transport Forum met in February and was hoping to get a 24-hour bus service restarted, and to get the e-scooter scheme extended to South Liverpool for employees.

Members asked about particular services such as the Lufthansa service to Frankfurt which was performing well with load factors of around 50% and allowed connections within Europe and across the world.

The rapid rise in the price of general aviation fuel was raised too as it may affect trade.

There had been reports of anti-social behaviour on nearby Oglet. The Airport were working with landowners and other community groups to find a solution. Any progress will be reported to a future meeting.

Resolved –

That the quarterly report be noted.

26 **CUSTOMER SERVICES UPDATE**

Christina Smith, Head of Customer Services, spoke to her regular update which covered January to April 2022. The period saw flights returning and numbers of contacts increased dramatically. Many were still not for the Airport but were for airlines and regarding government travel rules. Car parking was the most common reason, partly because of a technical glitch in fast-track tickets. Under 1% of passengers contacted the Airport and that percentage was reducing over time. There was a new data audit guidelines for passengers with reduced mobility, including GPS tracking of a proportion of those through the airport, which would be fed into a ranking for Airports involved. Liverpool was 'good' in the last ranking.

Members discussed the issues around passengers with reduced mobility or hidden disabilities such as the lanyards which are provided on request.

Resolved –

That the Customer Services update be noted.

27 **UK BORDER FORCE**

Andrew Healey Could not attend as he was called to an operational issue. The presentation would be rearranged for a future meeting.

28 **AIRSPACE CHANGE PROPOSAL**

Andrew Dutton, Head of Environment provided an overview and update of the Liverpool John Lennon Airspace (LJLA) Airspace Change Proposal (ACP),

which remained paused at Stage 4 of CAP1616 (Civil Aviation Authority (CAA) Guidance on undertaking an Airspace Change). To refresh, the ACP is seeking to change the way aircraft use the volume of airspace around the airport. These changes could be compared to the route aircraft take along the local roads and A-roads to get to and from the motorway for their enroute journey. The LJLA ACP was seeking to change the means of navigation for the access route to the motorway (airways) from land-based navigational aids to utilising satellite navigation and systemise the way the airspace used to ensure it is compatible with the future wider airspace.

Liverpool was one of the first airports to start the new CAP 1616 process to review and potentially change its airspace in February 2018 and reached Stage 4 before pausing. The airport automatically progressed to Stage 4 after completing the Stage 3 consultation and submitting the results to the CAA as the Airspace Regulatory.

During the time the LJLA ACP has been paused (November 2020) the regulator has created a new body to co-ordinate the national submissions for all the airspace change sponsors in the UK called ACOG. ACOG will aim to bring all of the ACPs to Stage 1 and 2 proposals to their respective Gateways at the same time, so LJLA's ACP may be paused whilst other airports and airspace sponsors in the region progressed to the same stage, which means the target date for implementation may be winter 2026.

29 **ANNUAL WORK PROGRAMME**

**Resolved –
The annual work programme was noted.**

30 **CORRESPONDENCE**

There was no correspondence to report.

31 **MEMBERS ISSUES FOR DISCUSSION**

There were no issues raised.

32 **DATE OF NEXT MEETING**

The next scheduled meeting was Friday 16 September 2022 at 10.30 am at the Cavern Suite, Liverpool Airport.