

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 LLA 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 LLA 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

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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

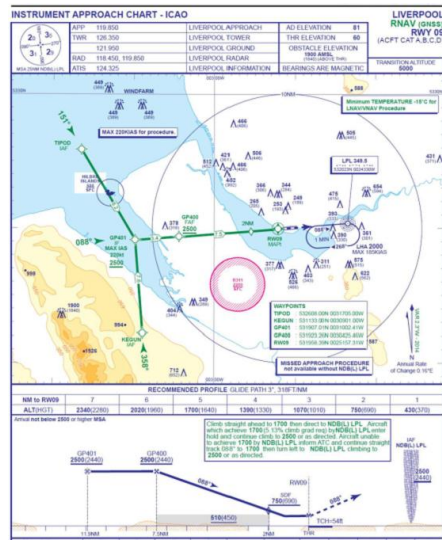
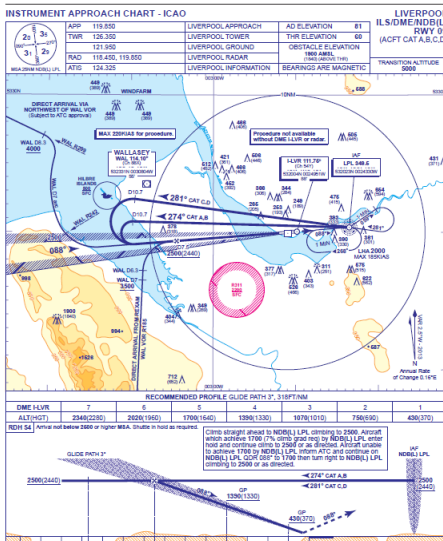
What is a GNSS?

- 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.

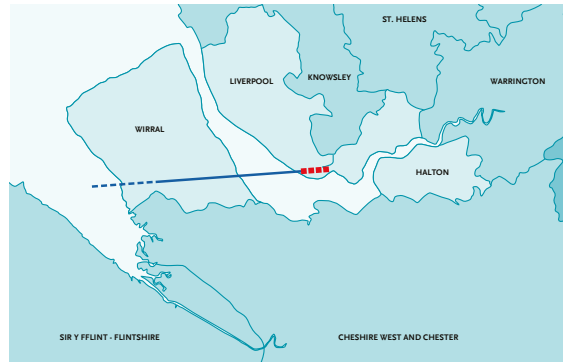
The diagrams below shows the actual tracks of the current approaches for Runway 09 and 27 which will be replicated by the proposed GNSS approach. A 3 degree glidepath means aircraft descend at approximately 300ft per nm from the start of the final approach. Hence at 5nm from touch down, aircraft will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

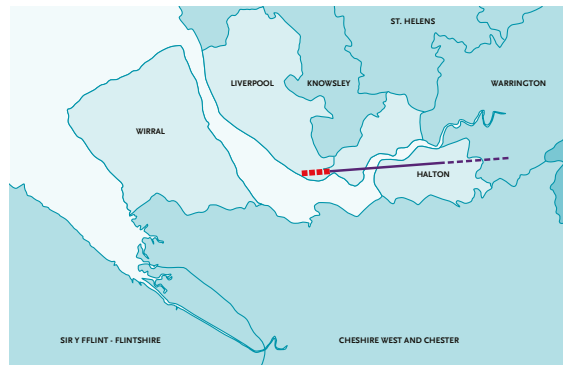


Runway 27 Actual Aircraft Approach Tracks



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.

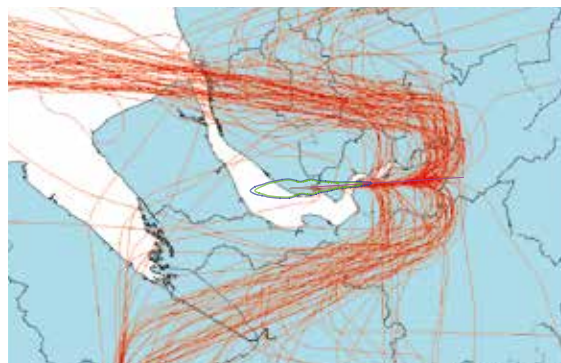
What are the expected Environmental Impacts?

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