Liverpool John Lennon Airport
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LJLA Airspace Transition

Consultation Categorisation and Response Report

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1 Consultation Overview

Our public consultation was open for comments from 13th January 2020 through to 27th April 2020; the original end date of 9th April was extended by three weeks to allow people extra time to respond on account of the restrictions imposed on normal life associated with the UK Government's COVID-19 response. This document reports on the consultation process and our analysis of the responses we received.

1.1 Background

Liverpool John Lennon Airport (LJLA) are seeking to modernise the routes aircraft fly to and from the airport.

Currently and historically, aircraft have navigated by flying over a series of ground-based radio beacons or 'navigation aids'. These beacons are rapidly approaching the end of their lifespan with many of the ground-based aids already obsolete; aircraft technology can now navigate UK and international airspace by referencing satellite-based technology instead - in a similar manner to GPS or 'SATNAV' used by most of us to assist us navigate on the ground. Regulations are changing too, requiring that we keep pace with technology in order to ensure we are part of the UK Airspace Modernisation Strategy.

Strict design constraints applicable to routes that use satellite-based navigation means that we can't simply overlay the current routes with new ones that follow the same track. The shape of the turns and lengths of the straight sections are defined and constrained by international regulations. Satellite based navigation results in more efficient and accurate tracks rather than relying on pilot or aircraft interpretation of the route.

In developing our proposal for the new routes, we have followed the Civil Aviation Authority (CAA) guidance in Civil Aviation Publication (CAP) 1616. LJLA submitted its consultation strategy and consultation material to the CAA for approval prior to commencement of the consultation. The CAA verified at the Stage 3 – CONSULT Gateway assessment that the consultation documents addressed all of the reasonable requirements of the intended consultees, the strategy to communicate with them was sufficient and appropriate and that the consultation period was of appropriate duration. The CAA was satisfied that LJLA had met the requirements of the CAP 1616 process and approved progress to the next step of the process. As part of the process we carried out a full public consultation on a shortlist of options that we are considering.

This document summarises the consultation activities and results.

1.2 Summary of the Consultation Strategy

1.2.1 What we planned to do

Here is a summary of what we planned to do to launch and carry out our consultation taken from our Consultation Document which can be found at The Consult Gateway bubble on the CAA portal:

https://airspacechange.caa.co.uk/PublicProposalArea?pID=28

Our outline consultation strategy was to:

- Prepare a single consultation document, suitable for all stakeholders to understand, interpret and comment upon.
- Directly consult with those aviation and non-aviation stakeholders that have been identified and participated in initial stakeholder engagement.
- Consult with the wider local community through engagement with Town, Parish and Community Councils, including those not previously contacted directly.
- Accept consultation responses from any source.
- Open consultation on 13th January 2020 for a 12-week period.
- Contact members of the stakeholder group who have not responded after 6 weeks to remind them of the deadline for consultation.
- Contact members of the stakeholder group that have not responded after 10 weeks to remind them of the deadline for consultation.
- Close consultation on 9th April 2020.
- Review and analyse consultation responses and complete a Consultation Feedback report.

1.2.2 Our Communication Plan

Our Consultation Strategy document sets out our detailed communications approach. Here is a summary of our planned communication:

- Pre-launch visits to neighbouring airport stakeholders.
- Direct email to key stakeholders when the consultation is launched.
- Promote the consultation via:
    - Press releases
    - Advertisements in local press
    - LJLA website
    - Facebook
    - Twitter
    - LinkedIn
    - Instagram
    - Copies of literature placed in local authority main libraries
- Two public drop in events at the airport.
- Direct email reminders at 6 weeks, 10 weeks to key stakeholders.
- Production of a feedback document when consultation closed (this document).

1.2.3 Deviations from our Strategy

Consultation Extension

Our original plan was to open the consultation for 12 weeks from 13th January 2020 with an original closure date of 9th April 2020. Nobody could have predicted the arrival of a global pandemic and the associated restrictions imposed on normal life from 23rd March 2020. Fortunately, our public events had been completed before the government 'lockdown' and the remainder of our consultation activities required only online access with all the necessary information, including all the historical information relating to activities undertaken so far, being available 24/7 via the online portal. On the advice of the CAA, and to account for the distraction to local communities, and the impact on staff at LJLA caused by this unprecedented situation, we extended our consultation. The new closure date was set to be 27th April 2020 and communicated to key stakeholder via email and promoted on social media.

1.3 Launching the Consultation

In December 2019, we emailed key stakeholders an Information Leaflet giving information about the Airspace Change Proposal so far and giving them advance warning of the launch of the consultation in January 2020. Key stakeholders included local councils, MPs and members of the Welsh Assembly, our Consultative Committee and our neighbouring airports.

On 13th January 2020 we uploaded our Consultation Document and the Citizen Space Questionnaire on the CAA Portal at:

https://airspacechange.caa.co.uk/PublicProposalArea?pID=28

We contacted our key stakeholders directly via email in accordance with our plan. We launched our social media campaign and put out a press release. Hard copies of the consultation materials were delivered to local authority libraries and preparation began for our public events.

What we asked is contained in Section 2.

1.4 Our Public Drop-in Events

We held two public events: Wednesday 12th February (1300-2000hrs) and Saturday 7th March (1000- 1800hrs).

One of our staff was on hand to meet and greet people as they arrived, and to make a brief record of how they had heard about the event, and from where they had travelled so we could assess how we had reached our attendees. We had six other personnel to help run each event, including members of our contracted airspace and environmental consultants and a member of the technical design team on hand to guide people through the consultation material and answer questions.

We installed display boards around the room with A0 sized images of our shortlist of options. We displayed A0 sized images of our other key graphics from the consultation report e.g. our noise assessments, with A2 print outs of the noise impact and emissions tables to enable a comparison. At the side of the room we had three laptops for people to access the portal and complete the survey while they were there – some people did, and assistance was given to those that required help in the use of the technology.

Figure 1 shows some photographs of the Cavern Suite at LJLA where we held our events.

We ran a continuously looping presentation on a big screen showing current traffic routes taken by aircraft for comparison with the new proposals. This presentation included a 60-second compressed time video showing all of LJLA's air traffic movements for a 24-hour period, and another 60-second video showing all traffic that overflies our region in a 24-hour period: en-route traffic, aircraft associated with other airports and general aviation activities.

We had copies of our consultation report available with seating for people to take advantage of a free cup of tea or other refreshments, and to chat to staff. We also provided printed copies of the citizen space questionnaire and a comment box to cater for anyone whose only option was to submit comments on paper.

Figure 1 Photographs of our event set up

Attendees were able to use the free parking available for the event and at least one person was provided with alternative parking due to their use of a vehicle that was too tall for the multi-storey car park.

Twenty-five people attended the February event and fourteen attended the March event. Attendees represented a broad range of stakeholders including residents,

councillors, campaign groups, general aviation organisations, and neighbouring airports. A journalist from the BBC (Radio Merseyside) attended the February event and interviewed LJLA staff; the interview was broadcast on an afternoon radio show. The table below summarises in alphabetical order who our attendees were, where they came from and how they heard about the consultation.

Residential Areas	Stakeholder Types	How did you hear about it	Council's Represented
Cuddington	Airline Crew	CAA notification	Flintshire County Council
Crosby	Airports	Campaign Group notification	Holywell Town Council
Aigburth	Campaign Groups	Champion Newspaper	Liverpool City Council
Ellesmere Port	Councillors	Council email	Wirral Council
Formby	General Aviation organisations	Direct email	
Frodsham	Journalists	Internet search	
Garston	Residents	Other newspaper	
Kelsall		Radio	
New Ferry		Standard newspaper	
Ormskirk		Social Media	
Speke		Website	
Warrington		Word of mouth	
Waterloo			
Widnes			
Wirral			
Woolton			

Table 1 Who attended our events

The map in Figure 2 indicates where our attendees travelled from based on the postcode given on the day.

Figure 2 Where our event attendees live (approximate postcode centre)

1.5 Key activities during the consultation

The following table presents the key activities that took place during our consultation including the launch, public events and actions taken by LJLA to keep the consultation live and spread the word.

Date	Activity	Rationale
13th Jan 20	Published the consultation to CAA Portal	Required step to kick-off the consultation

Date	Activity	Rationale
13th Jan 20	Consultation advertised via LJLA Web Page, Facebook, LinkedIn and Twitter; hardcopies (and notice board posters) of documents were sent to main libraries, and directly emailed to Councillors	As per our consultation strategy
Bi-weekly	Reminders on social media regarding our public drop-ins and the consultation period Additional 'COVID Extension', 'two weeks to go' and 'one week to go' announcements	To keep the consultation 'live'
7th Feb 20	Social media posts advertising the drop-in session for 12th Feb	Promote the event
12th Feb 20	Weekday public drop-in event (Wednesday 1pm-8pm) Live drop-in session for people to ask questions of LJLA staff and the airspace design team	Timing to allow people to attend within work hours or after work in the evening
12th Feb 20	BBC Radio Merseyside Interview We were interviewed by the BBC during our drop-in session and the broadcast was on BBC Radio Merseyside Drive Time show the same evening, promoting the drop-in event and highlighting that the event was open until 8pm.	Opportunity to reach more people
13th Feb 20	Details of consultation posted on Facebook, twitter, LinkedIn and Instagram following our first public event.	Continue to spread the news of our consultation
5th Mar 20	Final reminder for the public drop-in session	Promote the event
6th Mar 20	Interview with LJLA Broadcast on BBC Merseyside's Roger Phillips lunchtime phone-in show (12-2pm) promoting both the CAA portal and the public meeting taking place on the following day (Saturday 7th March)	Opportunity to reach more people
7th March 20	Weekend public drop-in session (Saturday 10am-4pm) Live drop-in session for people to ask questions of LJLA staff and the airspace design team	Weekend session for those unable to attend on a weekday

Date	Activity	Rationale
18th March 20	During the consultation, some common themes emerged from the responses and these were used to produce a FAQs. The FAQs were uploaded to the airspace portal via citizen space	FAQs are a requirement of CAP1616 process
25th Mar 20	Consultation end date changed from 9th April to 27th April to give more time considering COVID-19 impact on normal life	Three-week extension would give more time for people to respond
Throughout	Questions received and responded to via email to assist those with questions about how to respond	As per strategy

Table 2 Key activities during the consultation

1.6 Meetings during the consultation

LJLA staff and ATC attended a number of meetings during the consultation period including bi-laterals with our neighbours and the first ACOG coordinated meeting. Via the airport consultative committee, LJLA offered to meet with local councils and councillors to give a briefing and this resulted in two invitations extended to LJLA by Halewood Town, and Cheshire West & Chester.

Date	Meeting	Summary
16th Jan 20	Halewood Town Council Arncliffe Sports and Community Centre, Halewood	LJLA was invited to talk about the ACP to the Halewood Town Council. The audience was the elected members of the Town Council, Town Manager and an audience of 15-20 members of the local community. The presentation included an explanation of CAP1616 and the options with strong signposting of the CAA Postal and request to make comments. The comments were general supportive, questions included the time scale of the whole process, and who is paying for it? Minutes were taken.
20th Jan 20	Cheshire West & Chester Ellesmere Port Library	LJLA met Councillor Louise Gittins the Leader of the Council and Cabinet Member for Wellbeing; Cllr Karen Shore the Deputy Leader of the Council and Cabinet Member - Environment, Highways & Strategic Transport; and Cllr Richard Beacham the Cabinet Member for Housing, Regeneration and Growth. Explanation about how, why and what LJLA was proposing to do with the ACP. Encouraged participation and signposted the CAA Portal for comments and further information.

Date	Meeting	Summary
24th Jan 20	LJLA Noise Monitoring Sub Committee (NMSC) Cavern Suite, LJLA	The NMSC members were updated on the LJLA ACP progress and the process so far. The CAA Portal was highlighted and the members encouraged to participate.
24th Jan 20	LJLA and Hawarden Airport Bi-Lateral	Hawarden ATC, LJLA and ATCSL (LJLA ATC) attended this constructive meeting. all agreed that the proposal had benefits for all. Hawarden asked for more information about the altitude of the transition VEGUN and TEMP2 SID, plus confirmation of network connections. ACOG suggested joint simulation exercises and operational compromises for the AGGER SID until Manchester deployment is ready. **Actions** • Establish a joint simulator exercise with Hawarden, both airports share a similar simulator, so this embraced by both ATCSL and Serco. • Design schematic of the SIDS & Transitions to be shared with Hawarden. Share the LoA between Hawarden and LJLA with ACOG.
7th Feb 20	MTMA meeting Manchester Airport	LJLA attended first ACOG run MTMA meeting. ACOG explained their role and importance in co-ordinating the FASI-S and now FASI-N airspace changes. The other stakeholders including LJLA, MAN, EMA, LBA and NERL updated the others on their specific ACP.
21st Feb	LJLA Airport Consultative Committee (LACC) Cavern Suite, LJLA	LACC updated on the LJLA ACP progress and briefed on the consultation at regular meeting. The CAA Portal was highlighted and the members encouraged to participate.
24th Feb 20	LJLA	Tri-lateral LJLA, NATS, Manchester Airport with ACOG
25th Feb 20	NATS Southampton	FASI-N held in Southampton. LJLA joined by telephone and informed everyone about the consultation. Interested parties were invited to comment.

Date	Meeting	Summary
3rd Mar 20	LJLA	Friends of Liverpool Airport (FoLA) briefed on the consultation at regular meeting
18th Mar 20	Manchester	NERL MTMA Requirements Meeting
24th Mar 20	By telephone	FASI-N ACOG Programme Board update
27th Mar 20	By telephone	Co-ordination call with ACOG

Table 3 Extraneous meetings taking place during the consultation

1.7 How we reached our audience

1.7.1 Direct email to Stakeholders

Airports, MPs, members of the Welsh Assembly, elected head of councillors, environmental officers, list of councils and parishes as per the strategy document. Reminders sent regularly throughout.

1.7.2 Press Adverts and Articles

We benefitted from articles and advertisements published in local press, some of which we paid for in accordance with our strategy. We are grateful to the members of our local press for helping us spread the word online via news items. For example, Cheshire Live included a full-page article advising the residents of Cheshire of our consultation with the authors opinion of which elements of the plans might affect local people.

Figure 3 Example adverts and independent online exposure

We paid for ¼ page advertisements in a number of publications owned by Red Kettle Media as listed along with their circulation in Table 4. These publications offered maximum coverage across the area potentially affected by our proposals with the exception of Frodsham.

Print Publication	Circulation
Warrington Guardian	36,500
St Helens Star	48,909
Runcorn &Widnes World	18,893
Leigh Journal	31,000
Mid Cheshire (Northwich Guardian, Middlewich and Windsford Guardian)	19,240
Wirral Globe	92,000
Bolton News Weekly	26,000
Chester & Ellesmere Standard	54,000
Chester Chronicle	6001
Denbighshire Free Press	4,900
The Leader (Holywell, Flint, Chester, Rural)	8,600
Merseyside Metro	40,700
North West Times	6,100
Total	**392,843**

Table 4 Publications carrying our quarter page adverts and their distribution

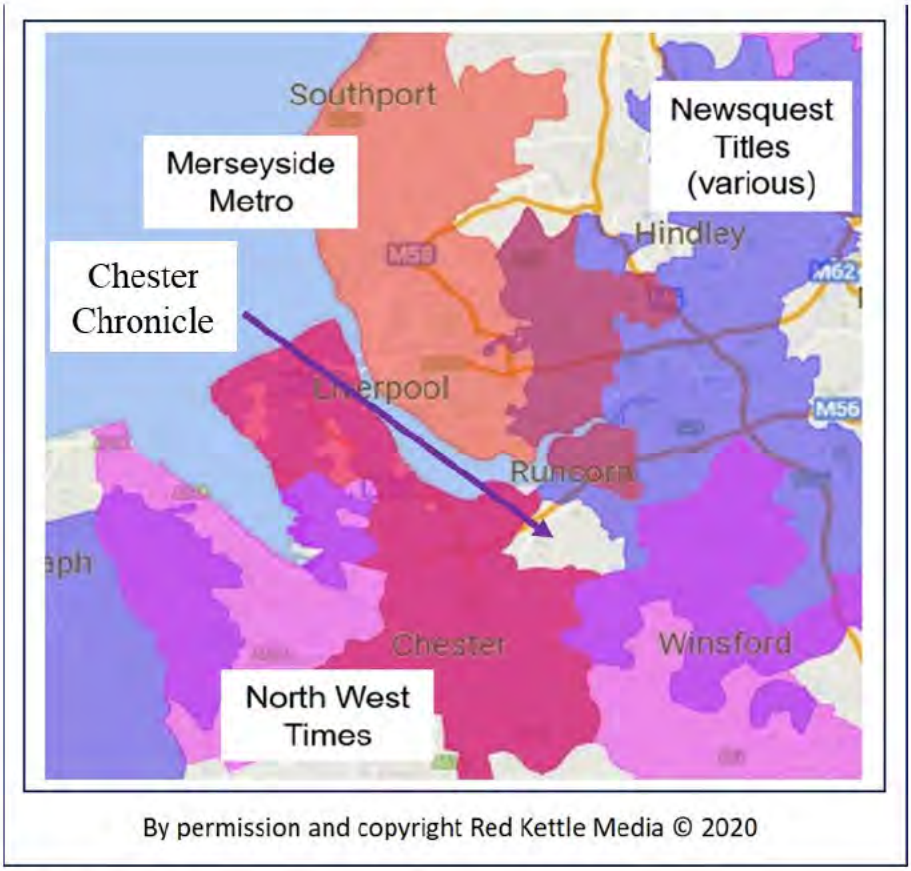


Figure 4 Print media coverage

Unpaid Exposure	Article	Date
LACC and NMSC	Details of the Airspace change proposal were briefed at every LAAC and NMSC meeting for the past 18 months. Committee members include representatives from a number of local authorities.	Jan 2019 - present
BBC Radio Merseyside	Interview about the Airspace Change Proposal broadcast on the Drive Time show, which also promoted the drop-in event.	12/2/2020
BBC Radio Merseyside	Broadcast on Roger Phillips lunchtime phone-in show (12-2pm) promoting both the CAA portal and the public meeting taking place on the following day (Saturday 7th March).	6/3/2020

Unpaid Exposure	Article	Date
Cheshire Live (unpaid)	Full page online advising the residents of Cheshire of our consultation with the authors opinion of which elements of the plans might effect local people.	1/4/2020
Formby Reporter	Twitter	13/01/2020
West Cheshire & North Wales C of C	Twitter and website	13/01/2020
YM Liverpool	Twitter and website	13/01/2020
Travel Weekly	Twitter and website	13/01/2020
CheshireLive.com	Twitter and website	13/01/2020
Saddleworth FM	Twitter	13/01/2020
Air Go	Twitter	13/01/2020
Airports International Magazine	Twitter and website	13/01/2020
RockCheetah	Twitter	13/01/2020
Travel Mole	Twitter and website	13/01/2020
International Airport Review	Twitter and website	13/01/2020
Liverpool Business News	Twitter and website	13/01/2020
Tony McDonough (Business journalist at LBN, twitter verified)	Twitter	13/01/2020
Southport Reporter	Twitter	13/01/2020
Deeside.com	Twitter and website	13/01/2020
Marketing Cheshire	Website	13/01/2020
CarHireUKdotco	Twitter	13/01/2020

Unpaid Exposure	Article	Date
Av8 Bear	Twitter (retweeted the official airport's tweet)	13/01/2020
OTS News.co.uk	Twitter and website	13/01/2020
AJ Blackston	Twitter and website	13/01/2020
Mersey Focus	Twitter and website	14/01/2020
Wirral Chamber of Commerce	Twitter and website	13/01/2020
Explore Liverpool	Twitter and website	13/01/2020
Downtown in Business (Liverpool)	Twitter and website	13/01/2020
Wirral Council	Internal Communications and Intranet	13/01/2020
ScouseScene	Twitter	22/01/2020
Insider Media Limited	Website	15/01/2020
Huntington Parish Council	Twitter	17/01/2020
Cheshire-live.co.uk	Twitter and website	16/01/2020
Tarvin Online	Twitter and website	17/01/2020
Halewood Branch Labour Party	Twitter	24/01/2020
Halewood Town Council	Twitter and website	24/01/2020
Liverpool Echo	Twitter and website	24/04/2020
Wirral Globe	Website	25/04/2020

Table 5 Unpaid Exposure – press and social media

1.7.3 Website Visitors

Website analytics show that between 13th January and 27th April, we had 4,567 unique visits to our www.liverpoolairport.com/airspacechange page. Figure 5 below shows an extract of our webpage with its prominent link to the consultation hosted on the CAA airspace portal.

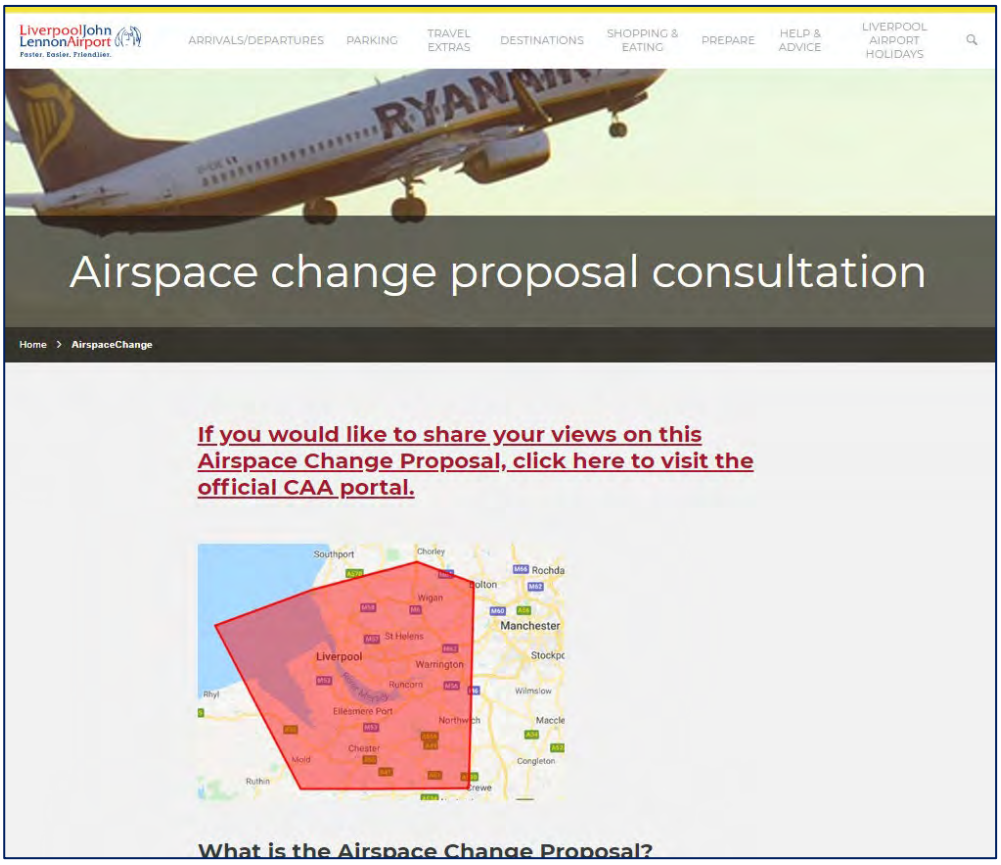
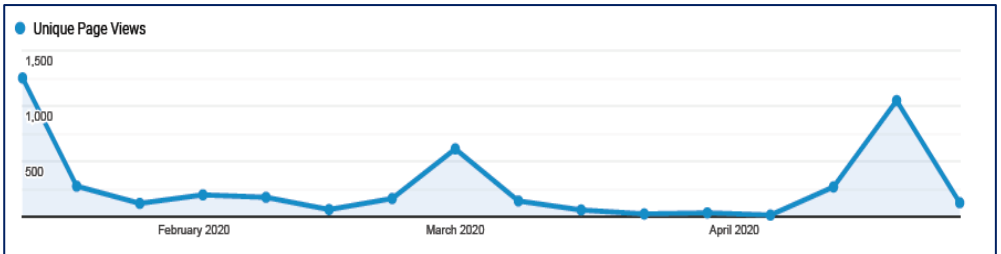


Figure 5 Extract of our webpage that attracted over 4500 unique views

Figure 6 shows the number of visits over the duration of our consultation with total analytics underneath. Peaks in visitor numbers were identified 7th, 8th and 9th Feb (aligned with our social medial activity relating to our event on 12th Feb) and around 24th Feb in line with further social media post activities. The peak in the middle of the consultation period coincided with our increased social media posts between 2nd and 6th March in the run up to the second public drop-in session, held on Saturday 7th March 2020. We also saw visits peak on 18th and 22nd April during the extension period – this aligned to further social media activity and our '2-weeks to go' and '1-week-to-go' reminders.



Page	Page Views	Unique Page Views	Avg. Time on Page	Entrances	Bounce Rate	% Exit	Page Value
	5,463 % of Total: 0.35% (1,541,635)	4,567 % of Total: 0.45% (1,006,208)	00:03:17 Avg for View: 00:02:17 (43.68%)	3,971 % of Total: 0.64% (619,080)	82.75% Avg for View: 47.72% (73.39%)	77.25% Avg for View: 40.16% (92.36%)	£0.00 % of Total: 0.00% (£3.66)
1. www.liverpoolairport.com/airspacechange	5,463 (100.00%)	4,567 (100.00%)	00:03:17	3,971 (100.00%)	82.75%	77.25%	£0.00 (0.00%)

Figure 6 Chart showing visits to our webpage over the course of the consultation

1.7.4 Social Media Statistics

We used our Twitter, LinkedIn, Instagram and Facebook pages to promote the consultation during the weeks it was open. Figure 7 presents a selection of our social media posts with the key statistics relating to reach included in Table 6.

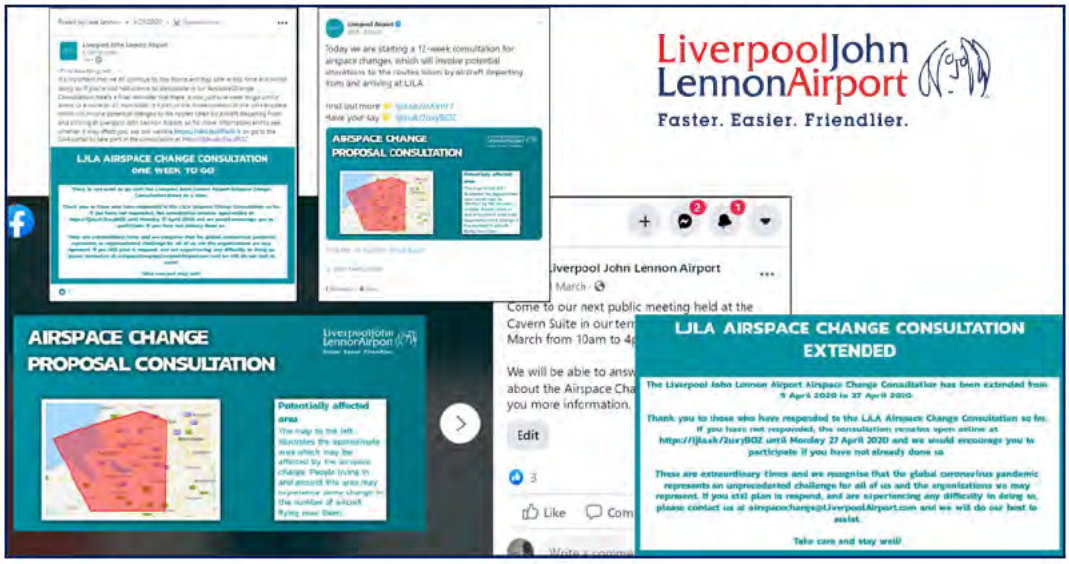


Figure 7 A selection of our social media posts

Date	Medium	Reached	Engagements	Impressions
13/01/2020	Facebook	19,837	2,376	–
13/01/2020	Twitter	–	321	3,962
07/02/2020	Instagram	597	–	751
07/02/2020	Instagram	565	–	727
11/02/2020	Facebook	5,121	243	–
11/02/2020	Twitter	–	187	2,383
13/02/2020	LinkedIn	–	–	2,443
23/02/2020	Instagram	1,749	–	1,919
24/02/2020	Facebook	6,559	296	–
24/02/2020	Twitter	–	79	2,062
24/02/2020	LinkedIn	–	–	1,555
04/03/2020	Facebook	4,112	142	–

Date	Medium	Reached	Engagements	Impressions
04/03/2020	Twitter	–	17	2,253
04/03/2020	LinkedIn	–	–	1,266
05/03/2020	Instagram	618	–	780
23/03/2020	Facebook	5,369	94	–
23/03/2020	Twitter	–	149	4,789
25/03/2020	LinkedIn	–	–	1,390
14/04/2020	Facebook	5,233	135	–
14/04/2020	Twitter	–	155	3,062
14/04/2020	LinkedIn	–	–	2,032
20/04/2020	Facebook	5,847	186	–
20/04/2020	Twitter	–	130	2,708
20/04/2020	LinkedIn	–	–	1,014
20/04/2020	Instagram	1,133	–	1,217

Table 6 Social Media Statistics

2 We Asked

We asked consultees to consider six possible options, each displaying a full set of new arrival and departure routes for the Airport. Consultees where asked to provide a response to each of the options ranging from Strongly Object through to Strongly Support. Space was provided for consultees to include amplifying comments on a specific option if they wished, or to make general comments on the proposals. Consultees were required to provide full contact details in order to submit their response but could appear as 'anonymous' when their response was published to the portal.

2.1 The Six Options we asked about

In our consultation document we explained that we were proposing new arrival and departure routes to and from the airport and explained what each type was:

- Standard Instrument Departures (SIDs) = departure routes, the routes flown by aircraft departing LJLA up until they enter the airways.
- Approaches = the final segment lining up arriving aircraft to the runway and including the Missed Approach Procedure (MAP).
- Transitions = the part of the route from the airway exit point to the start of the approach.

We described various numbers of SIDs, Transitions and Approaches that combined to create a full operating environment for the Airport. Each of these subtlety different combinations constituted an 'option' for LJLA's future operations. There were two options, designated A and C, for use when Runway 27 is in use – we explained how the wind direction influenced the runway direction used by traffic at LJLA. There were three options, N, P and R, for when Runway 09 is in use. We presented these to the consultees as six combinations: A-N, C-N, A-P, C-P A-R, C-R: in each combination, we have selected a design combination for Runway 27 (either A or C) and a combination for Runway 09 (either N, P or R). Each combination pair were shown on an Ordnance Survey (OS) roadmap background in the consultation report with larger images in the appendices. For ease of reference the option images are reproduced in Appendix **Error! Reference source not found.** to this report. Many more images are available in the consultation report. We asked consultees to consider each option and provide us with their comments using the structured questionnaire on the CAA airspace portal. The questionnaire questions are included in paragraph 2.2

2.3 The Consultation Questionnaire Questions

The following questions were included in the online portal for users to complete. In brackets the questions stated whether the answers were required, or not:

1. What is your name. (*Required*)

2. What is your email address. (*Required*)

3. Please enter your postcode (most relevant to your response e.g. home / work / organisation etc). (*Required*)

4. Are you responding as an individual or do you represent an organisation? (*Required*)

   a. I am responding as an individual.
   b. I am responding on behalf of an organisation.

5. If you are responding on behalf of an organisation, what is the organisation name? (*Required*)

6. If you are responding on behalf of an organisation, what is your position/title?

7. In accordance with the UK Civil Aviation Authority's CAP 1616 airspace change process, consultation responses will be published on Citizen Space via the Airspace Change Portal. Responses will be subject to moderation by the Civil Aviation Authority (CAA). If you wish your response to be published anonymously your personal details (Name, Address & Position) will be redacted and only be seen by the CAA. (*Required*)

   a. Yes - I want my response to be published with my details.
   b. No - I want my response to be published anonymously

8. Do you support the proposed LJLA routes and procedures changes? (*Required*)

   a. SUPPORT – I support the proposed changes
   b. NEUTRAL – I neither support nor object
   c. OBJECT – I object to the proposed changes
   d. NO COMMENT – I have no comment to make on the proposed changes

9. Please rank your response to each of the combinations of procedures as presented in the Consultation Document.

	Strongly Support	Support	Neutral	Object	Strongly Object
A-N	◯	◯	◯	◯	◯
C-N	◯	◯	◯	◯	◯
A-P	◯	◯	◯	◯	◯
C-P	◯	◯	◯	◯	◯
A-R	◯	◯	◯	◯	◯
C-R	◯	◯	◯	◯	◯

10. Would you like to make any comments on any of the combinations of procedures?

11. Would you like to make more comments on any individual aspects of the proposed procedures?

12. If you are not supportive of LJLA routes and procedures changes, why not? What do you propose they should be?

13. The proposed routes and procedures changes may change the noise and environmental impacts your local area. Do you wish to comment upon this? If Yes, please do so.

a. Yes
b. No

14. LJLA are committed to supporting the introduction of the Future Airspace Strategy Implementation (North), FASI (N), this requires us to consider our routes and proposals in line with future FASI (N) designs. Do you wish to comment upon this? If Yes, please do so?

a. Yes
b. No

15. If you oppose this proposal, why? Can you suggest any mitigation or alterations that would resolve your opposition?

16. If you would like to send us a response document or related evidence in support of your feedback, please do so here.

3 You Said

We used key phrases from the responses we received to generate a list of common Themes. We used these Themes to generate a Frequently Asked Questions document that was posted on the consultation page. We received many comments on noise, with emissions being the second most common concern for our consultees.

3.1 By which method did you respond?

811 unique responses were received, however 7 of these were second responses by the same individuals. All comments have been considered regardless of whether they are duplicates, but in our statistical analysis we have used a total of 804 responses from individuals or organisations.

We received some comments via email which we were unable to count due to the constraints of the CAP1616 process that requires all responses to be submitted via the portal. We advised email respondents of this requirement and several did go on to submit their response via the portal; these respondents are included in the 804 responses counted above.

We did however accept comments received via a postal submission for those without access to online facilities. Three people responded by post and their comments were uploaded verbatim to the portal by our consultants.

A total of 39 individuals or representatives attended the public drop-in events and of these, 4 submitted their response on the day via our provided laptops. Two people asked for assistance from our staff to guide them through the online questions, or to take them through the consultation report. A further 5 responses were submitted following the event by individuals who had attended the drop-in sessions.

3.2 Who responded and where did they live?

We had responses from individual residents, councillors, and representatives of a range of organisations. Some of our airline customers and local general aviation groups and training schools attended our events.

A total of 39 responses were received from individuals representing organisations as follows:

- Council Authorities 13
- Town, Parish and Community Councils 7
- Members of Parliament 1
- National Conservation Organisations 1
- Airports and Air Navigation Service Providers 3
- NATMAC 3
- Local Organisations/Associations 10
- Unknown Organisation 1

We have mapped the responses we received by postcode on the maps below. The pins are colour coded according to whether the respondent objected to our proposal, supported it, or were neutral in their response. A total of 6 responses were received from individuals who were not local and are not represented on the mapped responses below. The first map in Figure 8 below shows the postcode location of the 75 respondents from across the region who responded prior to the original close date of 9th April.

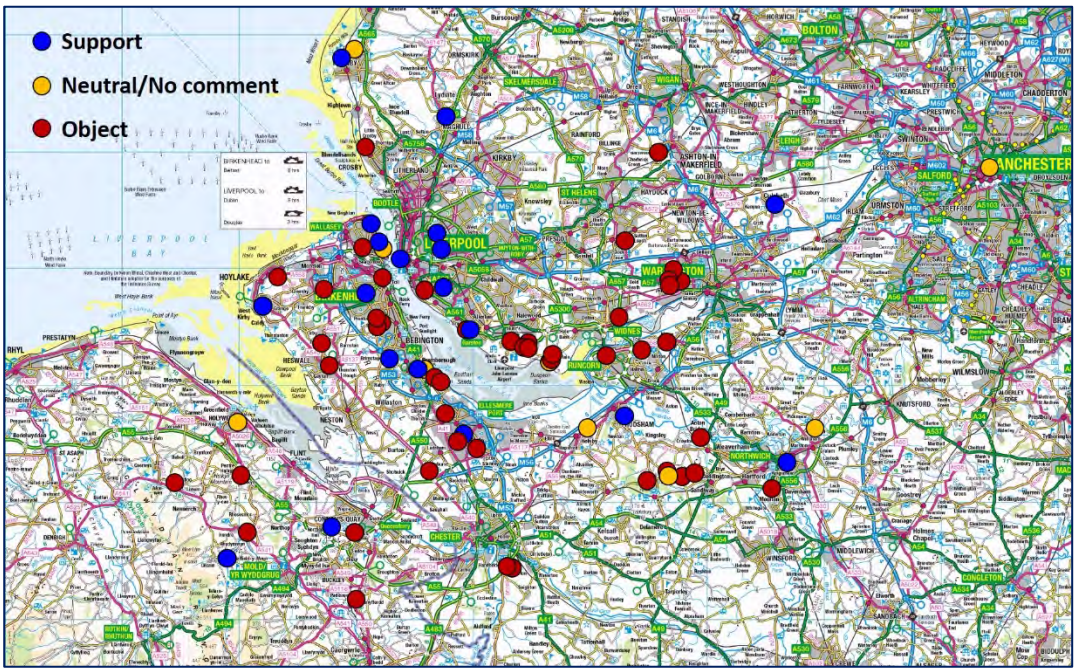


Figure 8 Respondents Location by Post Code (Up to 9th April)

Following the extension of the consultation due to the COVID-19 pandemic, a further 724 responses were received in the final 2 weeks, as shown on the graph in Figure 9 below. Of these, 625 (86.3%) were from individuals residing in areas with a Wirral postcode.

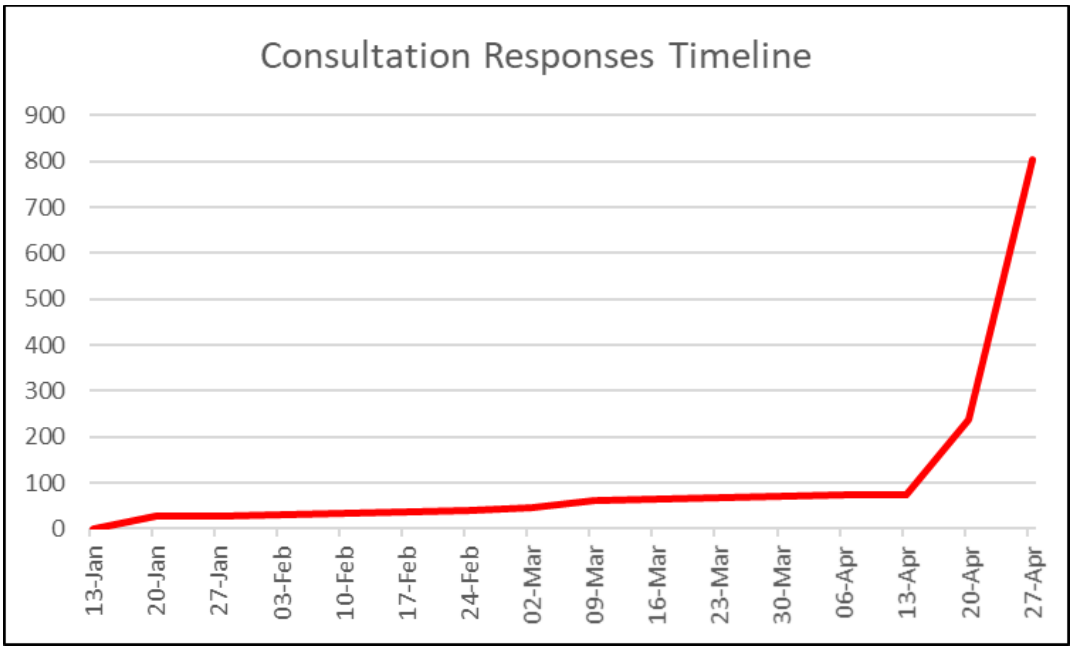


Figure 9 Consultation Response Timeline

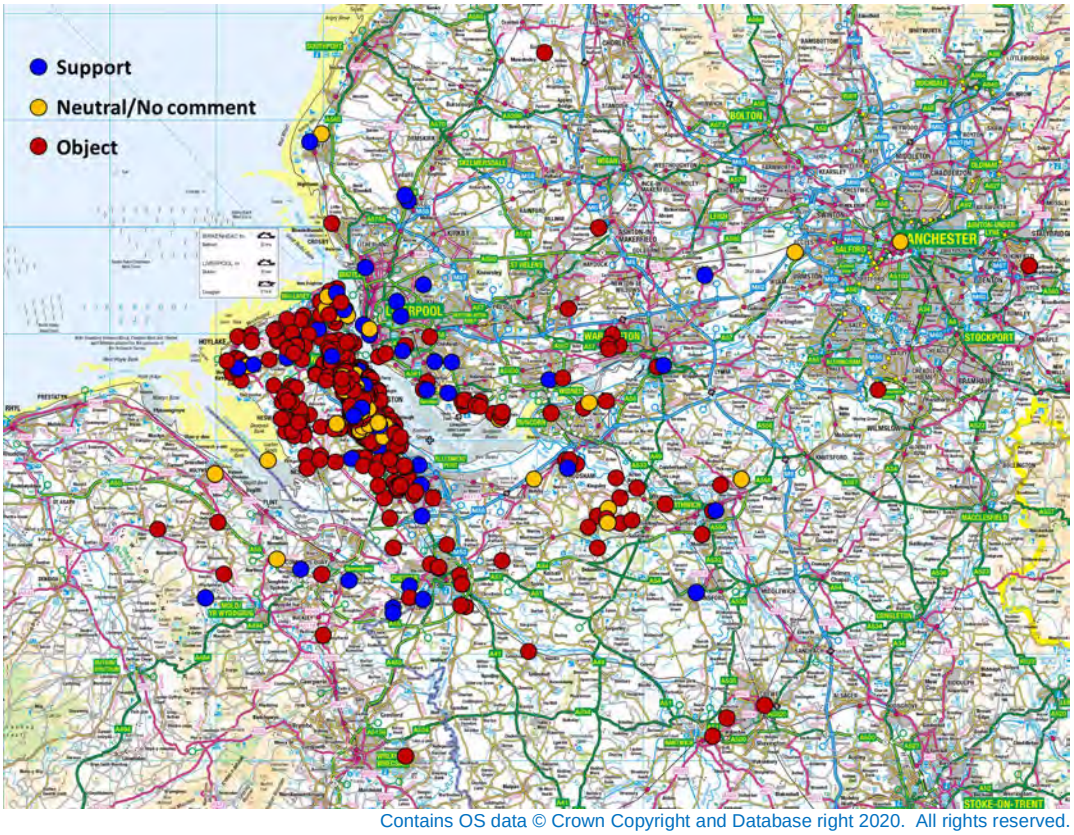


Figure 10 Respondents Location by Post Code (Up to 27th April)

Figure 10 above shows the postcode location of **all** 804 respondents from across the region who had responded to the consultation by the closing date. Due to the density of responses from The Wirral, Figure 11 below shows the number of respondents per postcode sector within a postcode district of The Wirral. For example:

There were 14 respondents from the CH60 0 postcode sector; 12 respondents Objected to the proposal, 1 respondent Supported the proposal and 1 respondent was Neutral.

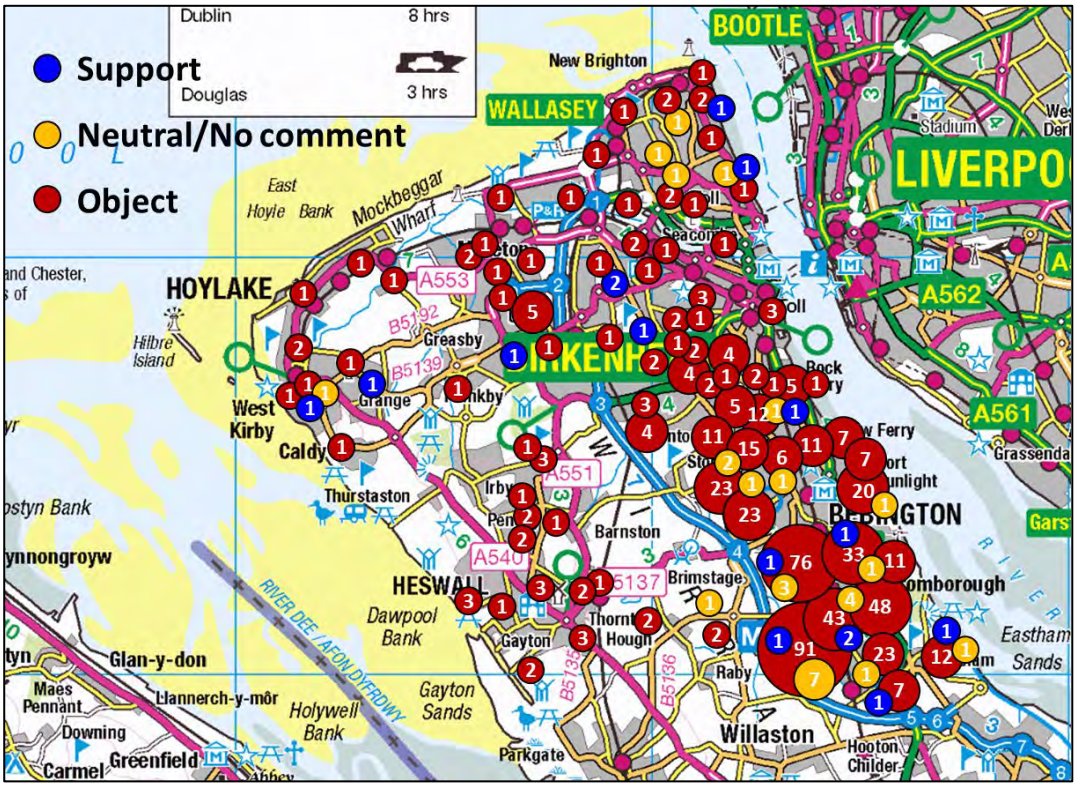


Figure 11 Respondents Location by Post Code area in The Wirral

A full breakdown of the responses is given in the following paragraphs.

3.3 Overall Response

In total we received 804 responses to our consultation with each individual categorising their own response as either:

- Support 50 (6.2%)
- Neutral 33 (4.1%)
- Object 711 (88.4%)
- No Comment 10 (1.3%)

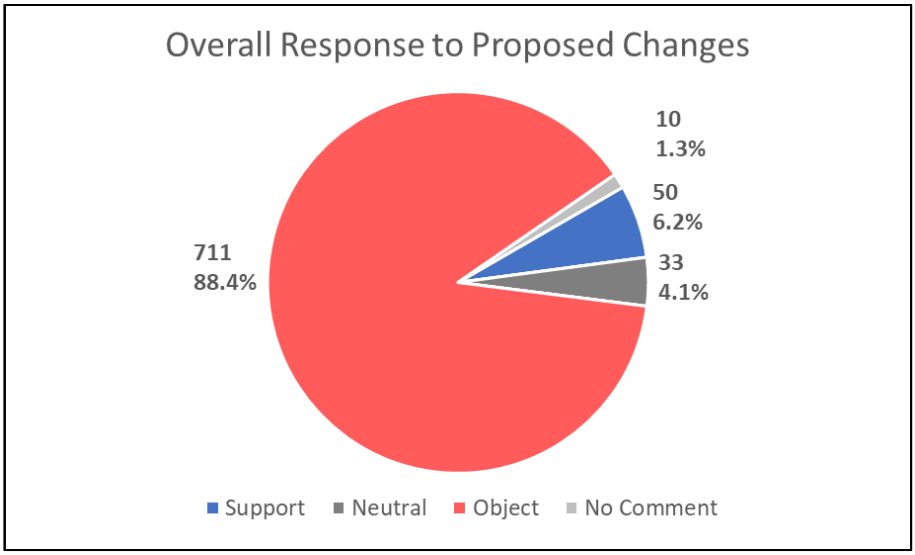


Figure 12 Overall Response to Proposed Changes

3.4 Response by Option

We asked respondents to consider each of the options in turn and to let us know how they felt about each one on a scale of Strongly Support through to Strongly Object.

Here is how respondents felt about the six options:

	AN	CN	AP	CP	AR	CR
Strongly Support	31	21	22	18	28	14
Support	31	23	21	19	182	17
Neutral	35	34	44	38	56	39
Object	210	79	86	84	85	223
Strongly Object	463	602	586	603	415	463
No Comment	34	45	45	42	38	48

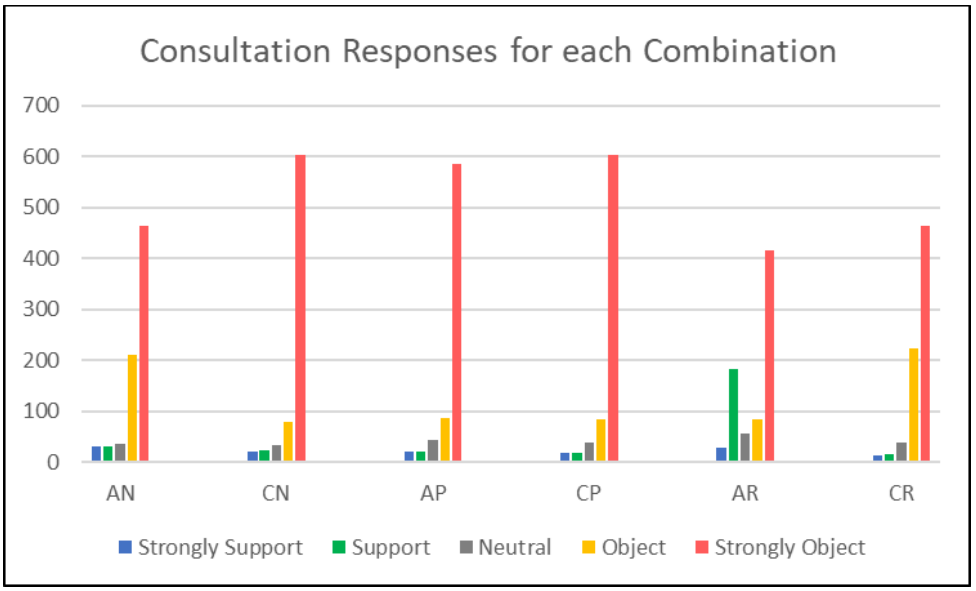


Figure 13 Overall Consultation Responses by Combination

Figure 14 below shows the breakdown of responses or each combination in terms of Strongly Support, Support or Neutral. Only these categories are shown so that the subtle differences in the levels of support for each option can be seen on a smaller scale graph. Although not represented in the bars, the number of objections that were received for each combination is included as text above each combination, for comparison.

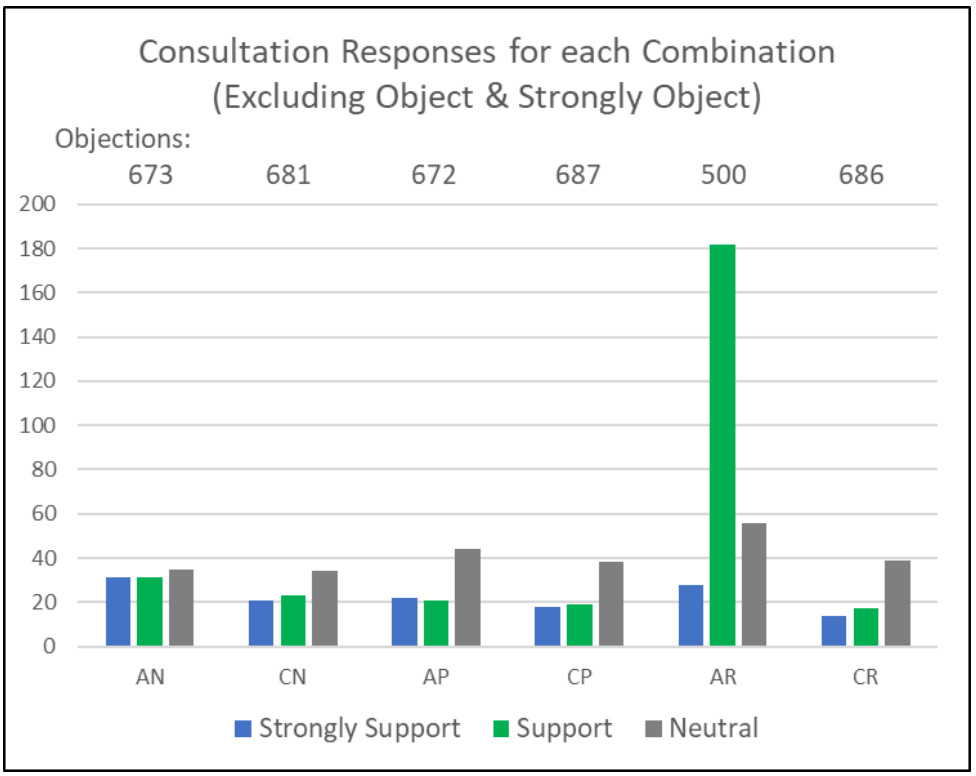


Figure 14 Consultation Responses for each Combination (Excluding Object & Strongly Object)

Of the 804 responses to the consultation, 513 responses provided the same response for each of the combinations i.e. they ticked the same category against each option. In order to determine the existence of any preferences amongst the responses we analysed the 291 responses that involved a different categorisation for each combination and this produced the following results:

	AN	CN	AP	CP	AR	CR
Strongly Support	19	9	10	6	16	2
Support	19	11	9	7	170	5
Neutral	12	11	21	15	33	16
Object	148	17	24	22	23	161
Strongly Object	86	225	209	226	38	86
No Comment	7	18	18	15	11	21

Table 7 Option Preference Analysis

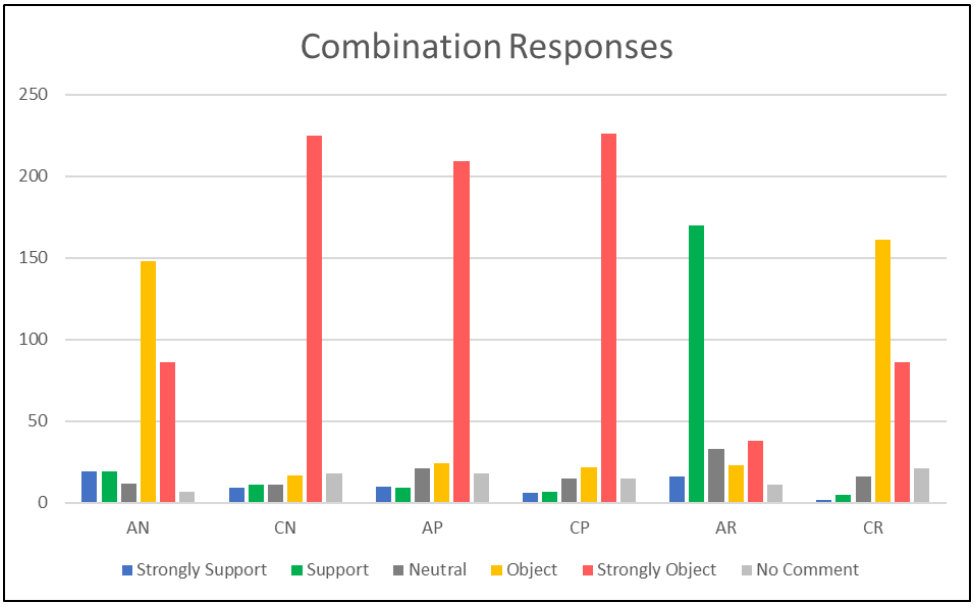


Figure 15 Consultation responses by combination with Different Classification

Of those that expressed a preference to the different combinations, the overwhelming support (green bar) for combination A-R came mainly from the respondents who resided in The Wirral postcodes, on the premise that this combination had the least impact on The Wirral. This Analysis also highlighted the high level of Strong Objection to options C-N, A-P and C-P.

3.5 Key Themes

The consultation questionnaire included free-text fields for respondents to provide comments. We analysed these written comments to identify key themes to enable us to produce Frequently Asked Questions (FAQs) or to identify where further or alternative information might be needed.

Our full list of 'common themes' is contained in the table below along with the number of times it appeared within the responses – please note that many responses included more than one 'theme'; some respondents did not provide any remarks and were simply marked according to their chosen category (Support, Neutral, Object).

Number of Occurrences	Theme
512	Noise
305	Emissions
90	None-Object
78	Health/Wellbeing
72	Climate Change
54	Concentrated Flight Paths
39	Avoid The Wirral
36	None-Support
33	Not Enough Information
32	Alternative /altered route
21	Too much/ Complex Info
19	Wildlife
12	None-Neutral
11	Unrelated Local Issue
9	Low Flying
8	Close the Airport
7	Other Airport
5	Extend Consultation
4	Visual Intrusion
2	Compensation
2	Cumulative Impact other Airport

Table 8 Key themes and number of instances

The paragraphs below, contain our response to the key themes.

3.6 Noise

The main theme highlighted in the responses to the consultation concerned the negative impact caused by the increase in noise. This theme appeared in almost all of the responses from residents of The Wirral with many of the respondents believing that their area was disproportionately affected. The distribution of traffic along the different routes will be similar to how it is today; this proposal is about changing the way aircraft fly the routes and although the proposed routes are different to those currently flown, aircraft will still turn to follow different paths depending on their direction (e.g. south). All of the options presented are assessed as having an overall noise benefit versus the current situation.

In a few locations, close to the extended centreline for Runway 27 departures, some households may experience an increase in the amount of noise as a result of these changes due to aircraft departing to the south following the new SID TEMP2, rather than the current split between two (REXAM and NANTI) southerly departure routes. However, the proposal aims to support flight profiles that allow for continuous climb and descent rates which will help to minimise aircraft noise. One of the Government's key environmental objectives is to limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise. The proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable, and all options are assessed as having a noise benefit versus the current situation. Although some people will experience an increase in noise, a far greater number will experience a reduction in noise compared with the current procedures.

Some respondents commented on a perceived increase in night-time flights, and an associated increase in night noise. As previously stated, this proposal is about changing the way aircraft fly the procedures and the hours of operation of the airport will not change as a result of this proposal. The proposals were assessed as having a benefit in terms of night noise compared with the current operations.

A number of respondents commented that under the current procedures, a greater proportion of aircraft commence their turn over the River Mersey after take-off on Runway 27, thereby reducing the impact of noise on The Wirral, and requested that the airport either leave the procedures as they are, or investigate reducing the declared TODA[1] so that procedures could be designed that allow aircraft to turn over the river. We cannot leave the flight paths as they are as we need to modernise in line with the UK wide strategy to systemise the airspace and reduce emissions through accurate routes. LJLA have explored the possibility of amending the declared TODA. It has been rejected based on the restrictions it would place on the type of aircraft that could operate at the airport and the need to increase the performance of aircraft on take-off – potentially increasing engine noise and emissions on take-off.

3.7 Emissions and Pollution

A large number of respondents objected to the proposals based a perceived increase in emissions and pollution associated with the change. A number of combinations

[1] Take-Off Distance Available – the runway declared distance that aircraft operators use to determine aircraft performance characteristics on take-off.

will provide positive environmental benefits over current procedures and we will aim to select the combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.

The high level of support for combination A-R was largely based on the premise that this combination was the 'least worse' in terms of environmental impact. Whilst combination A-R appears to have the greatest potential environmental benefits, the operational assessment was that these were unlikely to be realised due to the operational delays that would be incurred in order to coordinate traffic with Hawarden Airport. With option A-R, all Runway 09 departure routes would turn right towards Hawarden, any traffic on the approach to Runway 22 at Hawarden would cause a delay to all traffic waiting for take-off at LJLA. The assessed CO_2/fuel benefits are unlikely to be realised for A-R.

Notwithstanding the possible operational delays, combination R for Runway 09 is likely to impact the Eastham area of the Wirral, by aircraft departing on SID CAVEN, whereas combination N for Runway 09 would have no impact on The Wirral since aircraft on SID CAVEN would route to the north of LJLA. Regardless of which option was chosen for SID CAVEN, aircraft would subsequently route over the northern part of The Wirral, above 5,000 ft, to join the en-route network.

3.8 Health & Wellbeing

There are no changes proposed below 1,000 ft so it is unlikely that there will be any change to the Local Air Quality that would be attributed to the proposed ACP changes. In partnership with LCC, the airport has undertaken NO_x monitoring at nine locations around the airport boundary for over ten years. The Air Quality Standards (AQS) have not been breached during that time and therefore air quality is considered to be generally good.

There are no National Parks or AONBs within the area and LJLA have considered noise sensitive historic places and parks during the design options development.

All of the proposed options are predicted to deliver a positive Net Present Value (NPV) in terms of the health benefits over the Baseline 'do nothing' option in the forecast year. Our assessment of NPV and an explanation of the social impact assessment can be found in the Full Options Appraisal at the Consult Gateway on the CAA portal here:

https://airspacechange.caa.co.uk/PublicProposalArea?pID=28.

3.9 Climate Change

The proposal is not about climate change issues but about changing the way aircraft fly the procedures in order to contribute to more efficient use of the airspace and reduce emissions per flight. The use of different technologies to reduce or eliminate emissions is not part of this proposal however in accordance with the UK Airspace Modernisation Strategy to which our proposal responds, one of the results that modernised airspace must deliver is improved environmental performance by reducing emissions per flight. Our proposed options enable aircraft to follow more efficient routes than they do currently, and to ascend and descend at continuous rates along the entire route, further improving efficiency of the procedure. In the context of climate change comments, respondents were concerned about airport expansion; expansion of the airport is not the driver for this change. There is a wider

issue of reducing aircraft emissions that is not taken into consideration directly as part of this proposal. The use of Sustainable Aviation Fuel (SAF), fleet modernisation, more direct routing and reduced delays are part of the wider airspace modernisation plan.

3.10 Concentrated Flight Paths

Many of the respondents were under the impression that all aircraft arriving at or departing from LJLA will be concentrated on a small number of routes with a perception that 80% of all traffic would transit The Wirral peninsular. This is not the case, and aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic on each route will be similar to current procedures.

Other respondents considered that [due to the increased accuracy of the navigation] the proposed routes would concentrate the traffic along the routes, thereby always exposing the same population to the impact of these flights rather than the dispersed nature of the traffic with the current procedures. This initiative is part of an ICAO requirement to modernise UK airspace by introducing Performance Based Navigation (PBN) routes, the intention is to reduce the environmental impacts felt by local residents where this is possible. The proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable but there are often operational reasons why residential areas cannot be completely avoided, and some residents will experience an increase in impacts as a result of the more accurate routes flown. The new routes aim to support continuous climb and descent profiles which enables more efficient aircraft performance, resulting in less noise and lower emissions per flight which will help to minimise these impacts.

3.11 Avoid The Wirral

It is not technically or operationally feasible to design routes that only follow the route of the River Mersey to the west of the airport. Due to its location relative to the position of the runway at LJLA, it is impossible to completely avoid any overflight of The Wirral. The proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable, routing over less densely populated areas where possible.

Aircraft on approach to Runway 09 will follow the same routing as currently, although aircraft will join the approach over the Dee Estuary, which will reduce overflight of some parts of The Wirral. Our preferred option includes a departure route from Runway 27 that routes aircraft up the Mersey avoiding the communities in The Wirral.

3.12 Not Enough Information/Too Much/Complex information

The content of this consultation is driven by the requirements of the Regulator to provide full disclosure of the facts in order to provide stakeholders will the detail necessary to make informed choices or comments. All documentation relating to this consultation was viewed by the CAA prior to commencement of the Public Consultation period and it was deemed to be suitable.

Stakeholders were given the opportunity to attend the public drop-in sessions, which were held prior to the COVID-19 'lockdown' restrictions, to gain further insight or

ask questions about the proposal. Both the CAA portal and Citizen Space Survey websites contained a contact e-mail address for LJLA should consultees require further information. Any e-mails received were responded to by LJLA and a Frequently Asked Questions document was uploaded to the CAA portal during the consultation. Airport colleagues continued to answer stakeholder queries via e-mail or telephone after lockdown was introduced.

An easy-read format was made available on the portal to present stakeholders with the key information about the consultation.

3.13 Neighbouring ANSP Responses

We received a comprehensive response to our consultation from our neighbouring ANSPs: NATS Prestwick Centre and the NATS Manchester ATC units based at Manchester Airport. Manchester Airport and Hawarden Airport also responded separately. Hawarden Airport supported our proposal overall but objected to the options they felt most affected their operations. NATS and Manchester Airport objected to the proposal in its current form but expressed their commitment to working with us to resolve the areas of concern. As key stakeholders, our neighbouring ANSP responses are analysed in more detail in Section 4.

3.14 Categorisation of Responses

In accordance with CAP1616, the 804 responses received have been categorised to show whether or not the response will have an impact on the final proposal. Please see Section 5 for our categorisation results.

4 Neighbouring ANSP Response Analysis

We received detailed responses to our consultation from our neighbouring Air Navigation Service Providers. Manchester Airport and NATS objected to the proposal in its current form; Hawarden Airport supported our proposal overall but raised objection to the options they felt most affected their operations. LJLA will commit to a programme of activities aimed at addressing the concerns of our neighbours in a coordinated manner.

4.1 Hawarden Airport

Hawarden Airport supported our proposal overall but objected to options A-R and C-R on the grounds that these would result in the greatest impact to their operations and would require a significant level of ATC interaction to coordinate traffic between the two airports. Support from Hawarden Airport is conditional upon the inclusion of Hawarden ATC in simulations of the proposed SIDs and arrival transitions, and on the two airports jointly undertaking to develop and agree mutually beneficial ATC procedures.

LJLA and Hawarden ATC have procedures in place already to coordinate current operations. LJLA are committed to working with Hawarden to ensure they are included in simulation activities and that new ATC procedures are jointly developed that support the safe and efficient coordination of traffic at both airports. We will make contact with them as soon as it is practical to progress the required activities.

4.2 NATS

NATS have objected to the LJLA proposal in its current form citing concerns relating to a lack of clarity in respect of altitudes, network joining points, holding points, radar separation minima, simulation activities, and ATC procedures between LJLA and NATS.

NATS pointed out that both LJLA and MAN airports are dependent upon NATS to achieve safe, coordinated implementation of their respective ACPs and stressed that a holistic approach co-ordinated by ACOG is their preferred method for improving the airspace design.

4.3 Manchester Airport

Manchester Airport (MAN) raised concerns that in addition to LJLA proposals conflicting with Manchester Airport current operations, it is reasonably foreseeable that the options '*will also conflict with future operations at MAN* [and] *would fail to optimise airspace arrangement or take account of the interdependencies between MAN and LJLA's operations*.'

MAN raised significant concerns regarding the deferred implementation and the risk of '*unreasonable constraints*' being placed on MAN's own ACP in the absence of further coordination.

4.4 Our response to our neighbours

It will take time to address and resolve the potential issues raised by NATS and Manchester Airport and now that Manchester Airport's own ACP plans are clearer, we recognise that a close coordinated approach is the best way forward. Many of the concerns relating to physical parameters of the procedures will be addressed in the normal course of the detailed design activities that will take place in preparation for ACP submission. Likewise, ATC and ATM procedures will be defined through a series of workshops and meetings with our neighbours as well as participation in whole-system simulation activities as soon as the constraints associated with the COVID-19 situation allow.

LJLA began our ACP in 2018 and designed our new routes to include the network design constraints of Design Package 4 (DP4). These constraints were developed through coordination with NATS Prestwick Centre and Manchester Airport as part of the FASI-N/PLAS airspace update programme. The constraints of DP4 describe the waypoints where LJLA traffic leaves and joins the en-route airspace structure. We began our ACP on the understanding that we would have to ensure that our designs aligned with current and future scenarios at Manchester Airport. This requirement placed additional constraints on our designs. We proceeded in full knowledge that our designs were based on future waypoints (DP4) and would therefore not integrate into the existing airspace structure associated with Manchester Terminal Airspace (MTMA) and en-route infrastructure. Originally, the LJLA ACP was approximately 6 months ahead of Manchester Airport ACP project but further delays were experienced at Manchester and LJLA ended up being ahead by 12-18months. Now that Manchester Airport's design plans are clearer, LJLA is content to move forward with them in a coordinated manner.

During our detailed design stage, we will commit to working with our neighbouring ANSPs to understand and address concerns to mutual satisfaction in so far as is reasonably practicable. We also welcome the opportunity to move forward in a coordinated manner.

4.5 Coordination through common schedules

LJLA are especially keen to work with ACOG whose remit is to coordinate ACPs under the FASI-S and, more recently, the FASI-N schemes[2], to ensure a mutual arrangement between co-dependent ACPs can be agreed and to align our ACP proposal timeline to the other ACPs included in the FASI-N MTMA change programme. When we started our ACP, the ACOG did not exist, and unlike FASI-S, there is no imminent masterplan in development to define conflict and appropriate levels of coordination between the ACPs included in the FASI-N programme. The CAA advised us during our preparation for Stage 3 that in the absence of a masterplan, CAP1616 requirements provided the best description of coordination for FASI-N sponsors and that each ACP would be considered in isolation.

Recognising that the current situation with COVID-19 presents some challenges in terms of staff availability (including at LJLA) to progress the ACP project, LJLA has exchanged up to date information with NATS and Manchester Airport regarding the staff on their respective ACP teams. We have also had regular contact with ACOG. We expect all parties will come together for a series of meetings and workshops aimed at

[2] FASI- S includes 16 London/southern airport ACPs, and FASI-N includes LJLA, Manchester, and East Midlands Airport, Leeds Bradford, Glasgow, Edinburgh and the NATS PLAS ACP.

conflict resolution, ATM coordination, and finding the best route forward to ensure safe and efficient use of the airspace.

4.6 Coordination through common teams

LJLA and Manchester Airport have both employed the same IFP design organisation to produce the proposed designs but with separate project managers to ensure that the requirements of each airport are equally represented and that the designs maximise opportunities for efficient use of the airspace. The airports have also employed the same Safety Engineering organisation, managed again through the separate project managers, which will enable a coordinated and common approach to Safety Assurance of the new designs.

5 Impact of Responses

5.1 CAP 1616 Categorisation

CAP1616 requires us to categorise the consultation responses in terms of how they impact upon our proposal and whether the information they contain influence our final designs.

The table below describes the CAP1616 categorisation and explains how we must use and justify the categories. The term 'Change Sponsor' refers to us, Liverpool John Lennon Airport. We categorised each of the 804 responses as either A or B in accordance with the requirements. The sub-categories A1 and A2 will be used to further categorise the 'A' responses once we have investigated if and how we might incorporate the suggestions.

CAP1616 requires that this consultation response report and the categories are submitted as part of our ACP submission, clearly identifying A1 and A2 category responses. However, in coordinating the update to our designs with our neighbours (Manchester and NATS) it may be some time before we are able to complete the detailed design work, and subsequently be in a position to subcategorise our Category A responses. The pandemic situation has resulted in delays to other projects and we will need to allow time for those projects to remobilise.

We are grateful to our stakeholders for responding to our consultation, and therefore to enable them to see how their responses were analysed we have released this report early. All category A responses will be considered during our detailed design work when the situation allows; we will publish an updated version of this report showing the A1 and A2 subcategories with our submission. Any updates to our timelines will be posted on the CAA Airspace Portal.

Type	(A) Responses which may impact final proposals		(B) Responses which do not impact final proposals
Description	Responses which have been categorised as having the potential to impact on the proposal would include new information or ideas that the change sponsor believes could lead to an adaptation in a lead design option or a new design option.		The content of this response would not include new information or ideas that could lead to an adaptation in a lead design option or a new design option but may include other information that should be logged and considered. For example responses which criticise the consultation format should give sponsors insight to improve future engagement; sentiments identified around trust will help to identify areas where additional future engagement may improve relationships; and criticism of historic activity may help to avoid similar situations in future. The change sponsor must be able to show how it has heard, understood and classified responses which do not impact its final proposal, and set out clearly why.
Subtype	**(A1) Responses which have impacted the final proposal**	**(A2) Responses which have not impacted the final proposal**	**No sub-types**
Description	The change sponsor must show how the response has been acted on and what changes have occurred to their proposal.	The change sponsor must show why the response has not been acted on and explain why the proposal cannot be modified to meet the recommendation.	

Table 9 CAP1616 Categorisation of Responses

5.2 Category A responses and how they might influence our proposal

We received 804 responses in total via the CAA portal; each response has been categorised according to the potential to influence our proposals. A summary of the 'type' classification from Table 9 above:

- (A) Responses which may impact final proposals
  - (A1) Responses which **have** impacted the final proposal
  - (A2) Responses which **have not** impacted the final proposal
- (B) Responses which do not impact final proposals

We classified each of the 804 responses as either A or B; the sub-categories A1 and A2 will be assigned during Stage 4 once we have investigated precisely how and if each of the 'A' responses influence the designs.

Table 10 below lists the 10 Category A responses submitted via the CAA Portal. Each of these provided new information or ideas that we believe could lead to an adaptation in a lead design option or to a new design option. The table outlines key concern of the responses and the possible adaptations that may be investigated and incorporated. Following a full design review before proposal submission, these responses will be further sub-categorised A1 or A2 depending on whether or not they have impacted the final submission.

The remaining 794 responses contained important information that we duly considered and logged; however these responses did not provide new information or ideas that we could realistically apply to our design process and therefore they were designated as Category B.

The comprehensive response received from our key stakeholder, NATS, is a Category A response but it does not appear in this table or in the statistics in Section 3; this key stakeholder response was communicated direct to LJLA and is subject to continuing dialogue. The NATS response is outlined in Section 4.

Response ID	Outline of Response	LJLA Response	Design Considerations
478512867	Too much noise in respondent's postcode location.	Area currently overflown by arrivals from the south to Runway 27. New route will concentrate traffic at the eastern side of the current track swathe. Would have to move track further to the east to avoid Acton Bridge but this is not possible due to proximity of larger population centres, including Northwich and the proximity of the Manchester CTR.	Possible tweak further south & east to avoid overflight but minimal opportunity due to location of the town of Northwich and the Manchester CTR.
4599721	Concern over noise and air pollution.	Aircraft will be above 3,000 ft and descending on the Transition procedure. Might be some overflight from aircraft departing to the south, but these will be above 5,000 ft.	Possible tweak further south & east to avoid overflight but minimal opportunity due to location of the town of Northwich and the Manchester CTR.
1009844702	Low flying aircraft over residential location.	Aircraft will be above 3,000 ft and descending on the Transition procedure. Might be some overflight from aircraft departing to the south, but these will be above 5,000 ft.	Possible tweak further south & east to avoid overflight but minimal opportunity due to location of the town of Northwich and the Manchester CTR.
75866384	Concern of noise over built up area.	This area represents the IAF for a T-bar approach to Runway 27. Currently overflown and the new route will concentrate traffic at the eastern side of the current swathe. Not technically or operationally feasible to route all procedures over the sea.	Possible tweak further south & east to avoid overflight but minimal opportunity due to location of the town of Northwich and the Manchester CTR.

Response ID	Outline of Response	LJLA Response	Design Considerations
1019444879	Flight path moving from current location to over residential area with increased noise and visual intrusion. Change from dispersed flight paths to concentrated route.	This area represents the IAF for a T-bar approach to Runway 27. Currently overflown and the new route will concentrate traffic at the eastern side of the current swathe. The respondent suggests shifting the VEGUN transition slightly west to equate more closely to the existing position of traffic arriving from this direction. This is not possible since it would result in the first part of the procedure routing over the centre of Chester and would mean that the Initial Approach Segment would be less than the minimum required by PANS-OPS.	Possible tweak further south & east to avoid overflight but minimal opportunity due to location of the town of Northwich and the Manchester CTR.
983254833	Disruption to tranquillity over wetland habitat and increased noise and air pollution.	Not technically or operationally possible to only follow the river estuary. Aircraft will be 3,000 ft on the southern part of Delamere Forest heading for the IAF for the approach procedure.	Possible tweak further south & east to avoid overflight but minimal opportunity due to location of the town of Northwich and the Manchester CTR.
64280346	Increase in noise in the countryside over areas of low ambient noise.	This area represents the IAF for a T-bar approach to Runway 27. Currently overflown and the new route will concentrate traffic at the eastern side of the current swathe. Aircraft will be 3,000 ft on the southern part of Delamere Forest heading for the IAF for the approach procedure.	Possible tweak further south & east to avoid overflight but minimal opportunity due to location of the town of Northwich and the Manchester CTR.

Response ID	Outline of Response	LJLA Response	Design Considerations
430286988	Increase in noise in the countryside over areas of low ambient noise.	This area represents the IAF for a T-bar approach to Runway 27. Currently overflown and the new route will concentrate traffic at the eastern side of the current swathe. Aircraft will be 3,000 ft on the southern part of Delamere Forest heading for the IAF for the approach procedure.	Possible tweak further south & east to avoid overflight but minimal opportunity due to location of the town of Northwich and the Manchester CTR.
650822539	Environmental impact on The Wirral. Airport expansion and increase in night flights.	Liverpool City Region has secured significant growth over the past 10 years. In 2015, Liverpool was noted as having the fastest growing economy in the UK with this increased economic activity positively affecting demand for services at LJLA. The airport seeks a sustainable business model in response to this demand and projects significant passenger and cargo growth. This initiative is part of an ICAO requirement to introduce PBN routes; at the same time, the intention is to reduce the environmental impacts felt by local residents where this is possible. Concentrated flight paths is a feature of the more accurate navigation. However, aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. The location of WAL and the requirement to join the en-route network could mean that routing the SID over the Dee Estuary would increase the numbers overflown and be worse environmentally. Extending the Runway 27 MAP to over the Dee Estuary may be a possibility. The content of this consultation is driven by the requirements of the Regulator in order to provide full disclosure of the facts in order to provide stakeholders with the detail necessary to make informed choices or comments.	Extend the Runway 27 MAP on runway heading until over the Dee Estuary before turning north to the Hold.

Response ID	Outline of Response	LJLA Response	Design Considerations
385114391 (Manchester Airport)	Proposals fail to make optimum use of airspace, which is inconsistent with the aims of FASI-N	The response from Manchester Airport is discussed in Section 4 of this report.	LJLA designs will be reviewed against the maturing designs for Manchester Airport's ACP to ensure alignment and compatibility. Further collaboration will be undertaken as per Section 4.

Table 10 Category A responses – those that may impact on our final proposals

5.3 Design Considerations

From the Category A responses above, we have identified three key design considerations:

- Possible tweak of Runway 27 Transition VEGUN further south & east to avoid overflight but minimal opportunity due to location of the town of Northwich and the Manchester CTR.
- Consider the possibility of extending the Runway 27 MAP on runway heading until over the Dee Estuary before turning north to the Hold.
- LJLA designs will be reviewed against the maturing designs for Manchester Airport's ACP to ensure alignment and compatibility.

Further specific design considerations may arise from the planned collaboration will be undertaken with Manchester Airport and NATS as per Section 4.

6 CAP 1616 - Next Steps

This report marks the completion of Step 3D, and the completion of CAP1616 Stage 3 CONSULT. Addressing the Category A responses, and the significant concerns of our key stakeholders will take some time and a number of coordinated activities will be required to move the ACP through Stage 4 to submission.

6.1 CAP1616 Stage 4 Update and Submit

The next steps for the LJLA ACP will be to complete Step 4A Update Designs and move on to Step 4B Submit ACP. Before we can move to Step 4A however, we are committed to collaborating with our neighbouring ANSPs to ensure we move forward with a safe, efficient and coordinated proposal.

With the current COVID-19 situation and its impact on airport staff and key personnel at stakeholder organisations, the reduced ability to hold appropriate workshops and simulation activities is likely to affect the progress of a holistic approach to the FASI-N ACPs. We have already published a delayed timeline on the CAA portal, however the ACPs projects at our neighbouring ANSPs are currently PAUSED and therefore we expect our timeline to suffer a further unspecified delay before we can all move forward confidently together.

A further issue of this Consultation Response Report will be included in our submission at Stage 4 identifying Category A1 and A2 responses.

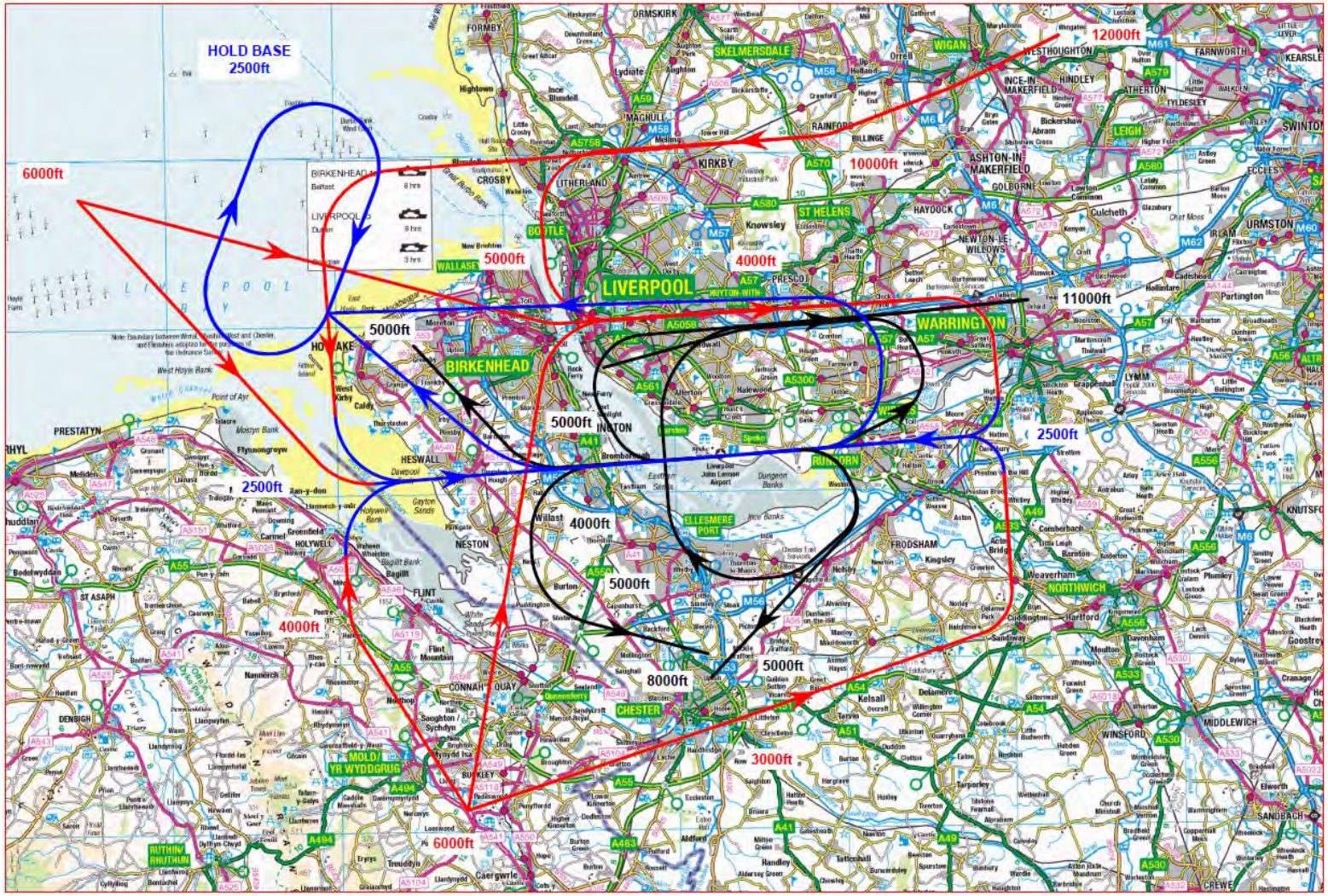
6.2 Our plans

We have contacted our neighbouring ANSPs and the ACOG to exchange contact details of the updated project teams where there have been changes due to COVID-19. We have let them know that we are ready and available to commit to a programme of workshops and meetings, and to work with the ACOG to ensure a coordinated approach to the next stage of the design process, and the eventual implementation of a whole-system ACP for FASI-N.

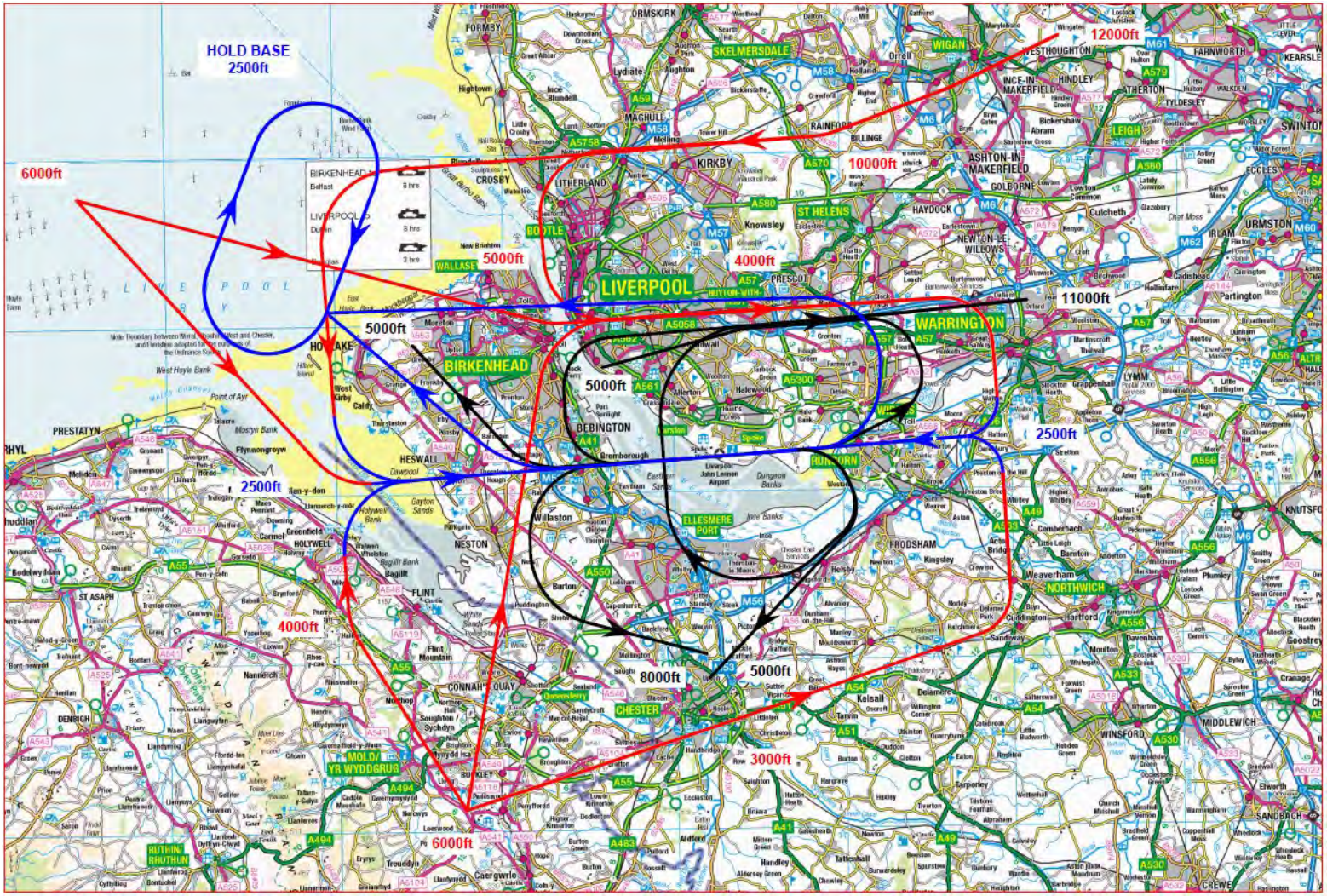
A1 Appendix 1

Continued on next page

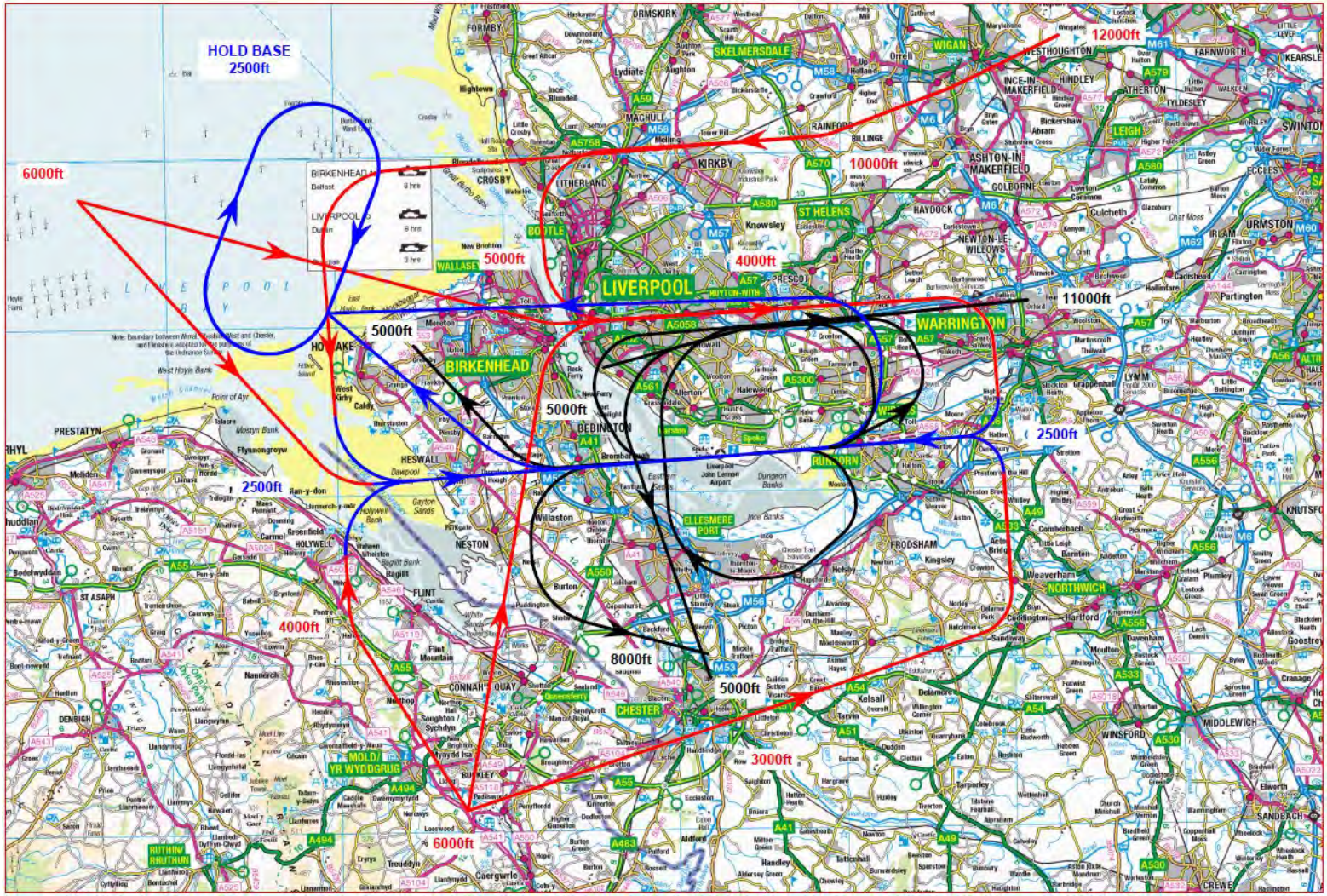
A1.1 Combination A-N



A1.2 Combination C-N



A1.3 Combination A-P



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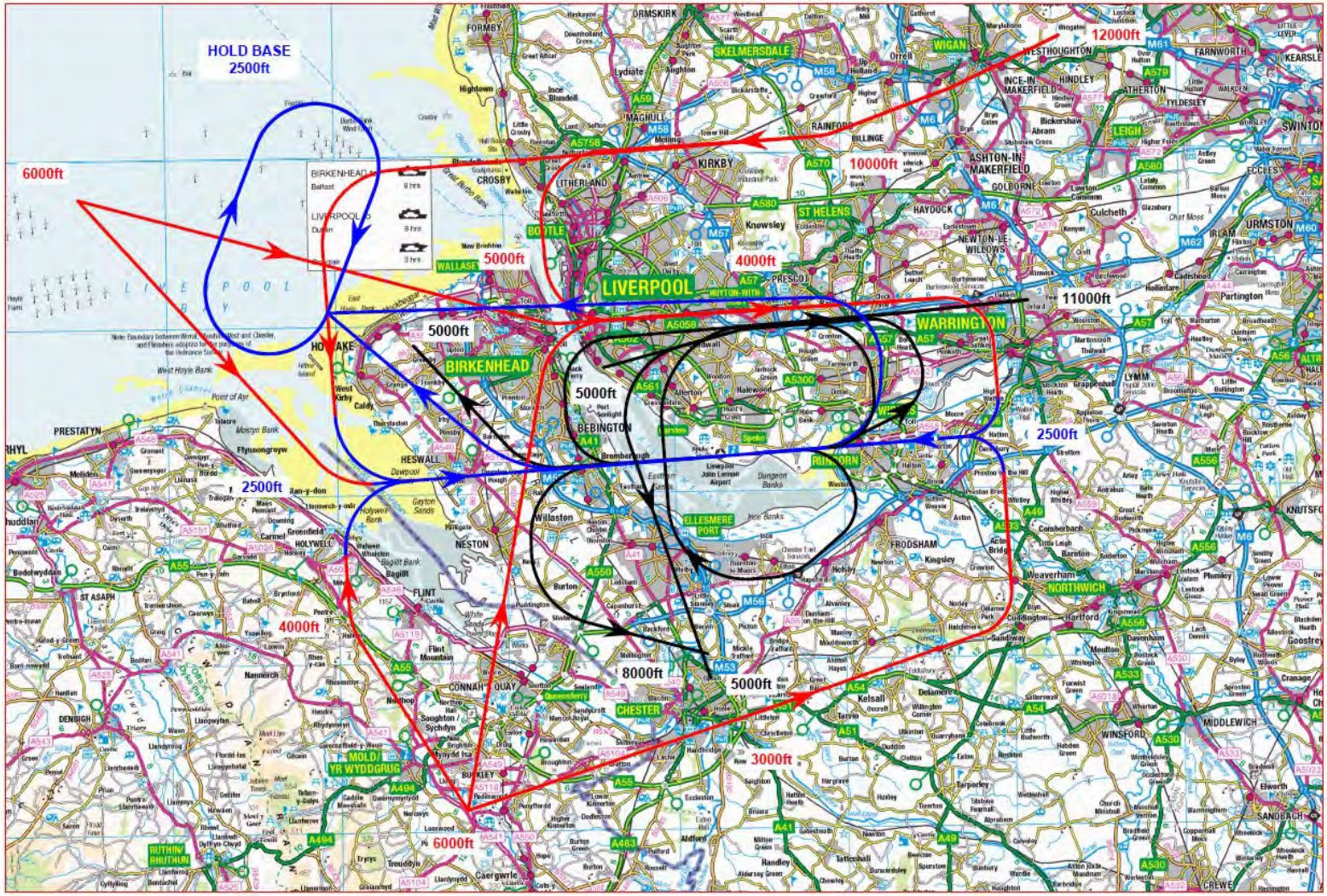
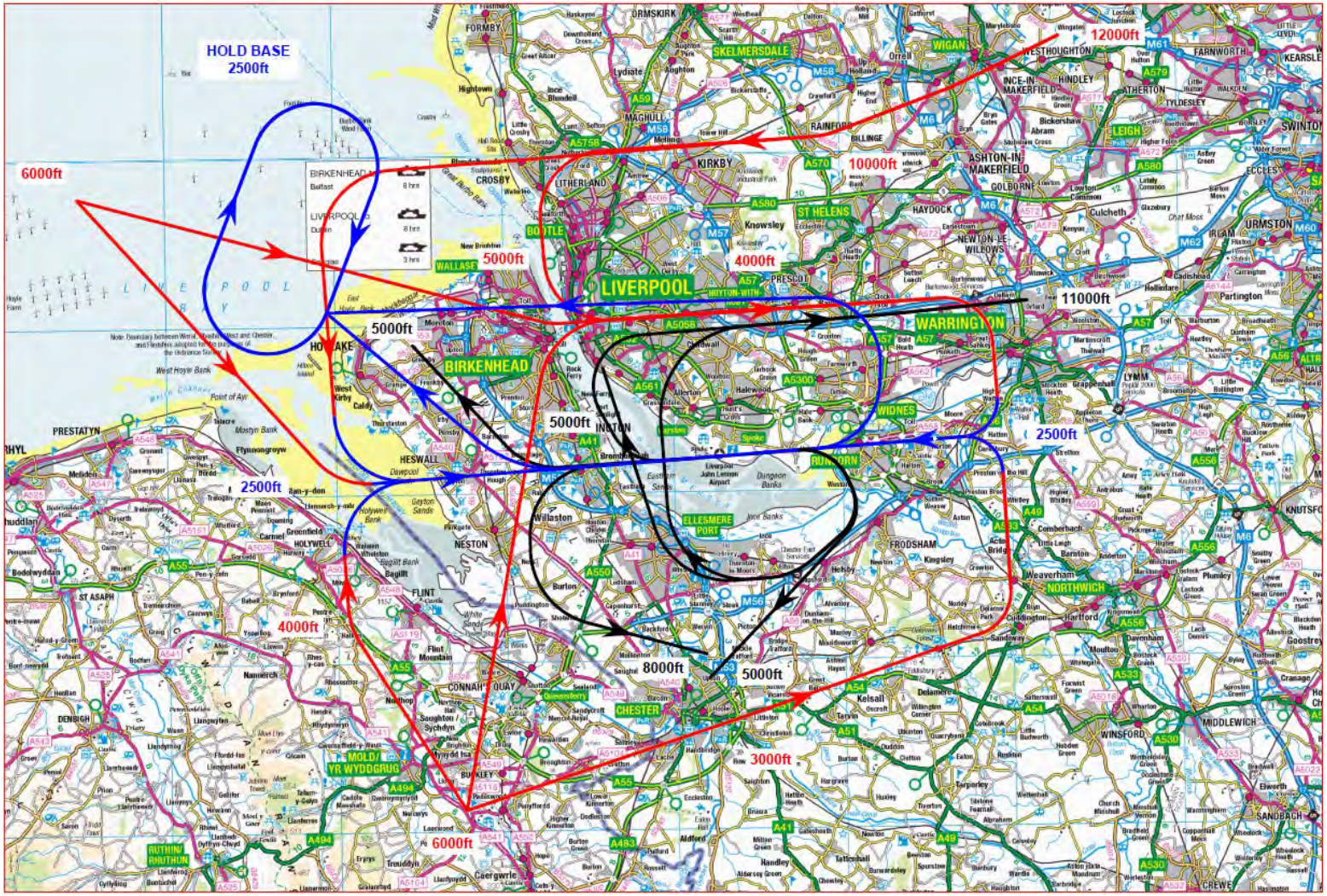


A1.5 Combination A-R



A1.6 Combination C-R