





59877191	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
31798924	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
218471062	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
827326485	1	0		No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Strongly Support					
870811420	1	0		No - I want my response to be published anonymously	NEUTRAL – I neither support nor object	Strongly Support		Support	Support	Strongly Object	Strongly Object
641542013	1	0	None	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
626489695	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
4599721	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object

73327759	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
1009844702	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
604456213	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
669284876	1	0	Manager	No - I want my response to be published anonymously	NEUTRAL – I neither support nor object	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
99867862	0	LCC	Sec	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
895360376	0	MOD	Defense Airspace and Air Traffic Management	No - I want my response to be published anonymously	NEUTRAL – I neither support nor object	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
877992579	1	0		No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Support	Support	Support	Support	Support	Support
597495875	1	0	n/a	Yes - I want my response to be published with my details	SUPPORT – I support the proposed changes	Support	Strongly Support	Neutral	Neutral	Strongly Support	Neutral

75866384	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
1007124418	1	0		No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Strongly Support					
593301534	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
114418625	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Neutral	Object	Object	Strongly Object	Strongly Object	Strongly Object
745788418	1	0	N/A	Yes - I want my response to be published with my details	SUPPORT – I support the proposed changes	Support	Support	Support	Support	Support	Support
1019444879	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Neutral	Neutral	Neutral	Neutral	Neutral
105833730	1	0		No - I want my response to be published anonymously	NEUTRAL – I neither support nor object	Support	Support	Support	Support	Support	Support



279789118	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
537200655	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
60845128	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
411363810	1	0	N/A	No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Support	Support	Support	Support	Support	Support
392604628	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Neutral	Neutral	Strongly Object	Strongly Object	Neutral	Neutral
81843376	1	0	None	No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Strongly Support	Support	Neutral	Neutral	Neutral	Neutral



493275597	1	0	Individual	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
6753747	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
370349682	1	0		No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Support	Neutral	Neutral	Neutral	Neutral	
499641910	1	0		No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Support	Support	Support	Support	Support	Support

110170553	1	0	na	Yes - I want my response to be published with my details	NEUTRAL – I neither support nor object	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
818917730	0		Culcheth & Glazebury Parish Council	Clerk to the Council	No - I want my response to be published anonymously	SUPPORT – I support the proposed changes					
296882220	1	0			No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Strongly Support				

126783791	0	Holywell Town Council	Councillor	Yes - I want my response to be published with my details	NO COMMENT – I have no comment to make on the proposed changes						
112953682	1	0	N/A	No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Neutral	Neutral	Object	Object	Strongly Support	Support
501684664	0	Natural England	Lead Adviser	No - I want my response to be published anonymously	NEUTRAL – I neither support nor object	Support					
274434646	1	0		No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Strongly Support	Neutral	Object	Object	Object	Object
64280346	1	0	none	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Neutral	Neutral	Neutral	Neutral
322123364	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object					

621101962	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
232969293	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object

1039773780	0	Liverpool City Region Combined Authority	Transport Policy Officer	Yes - I want my response to be published with my details	SUPPORT – I support the proposed changes	Strongly Support	Support	Neutral	Neutral	Neutral	Neutral
76232037	1	0	N/a	No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Support	Strongly Support	Strongly Support	Support	Neutral	Strongly Support
277398865	0	City Airport Ltd	Airport Director	No - I want my response to be published anonymously	NEUTRAL – I neither support nor object	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral









195918826	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
988241669	1	0	n/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
728379019	1	0	none	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
654855308	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
166798174	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
481044892	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Object	Strongly Object













314164974	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
724970578	1	0	Na	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Neutral	Object
159052443	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
509078179	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
429874832	1	0	None	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
435959680	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
133721484	1	0	n/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
1012296876	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Strongly Object	Strongly Object

433171120	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
381223596	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
986636738	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
295681281	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
763347392	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
438310761	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
768737355	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
528008627	1	0		No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Support	Support	Support	Support	Support	Support



298437639	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
471483124	0	0	ACTive Crewe Travel	Secretary	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object				
748153159	1	0	N/a		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object				
81876785	1	0			No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object				
945086494	1	0	N/A		No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Strongly Support				
180862327	1	0	N/A		Yes - I want my response to be published with my details	NEUTRAL – I neither support nor object	Strongly Object	Object	Neutral	Neutral	Strongly Support
554850887	1	0			No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Neutral



376836104	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
206923378	1	0	N/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
159554889	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
401612984	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
269818961	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
937361418	1	0	N.A.	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
268179044	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes						







650822539	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
537845483	1	0	n/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
566759871	0	Bromborough ward	Councillor, elected representative	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Object	Object
227336944	1	0		Yes - I want my response to be published with my details	SUPPORT – I support the proposed changes	Strongly Support					
822868030	1	0		No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Strongly Support	Support	Strongly Support	Support	Neutral	Object







124790509	1	0		No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Strongly Support					
919422959	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
962812545	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
620676386	1	0	N/A	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
348597210	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
848900984	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral

1073327938	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
82765276	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
334489434	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
281722534	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
583924117	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
692939216	1	0	N/A	No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Support	Strongly Object	Object	Object	Object	Object

997877419	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
786581304	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
924946964	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
1052146286	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
723992747	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object



3208199	0	Fieldcrest Garden	Owner	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
287243324	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes						
653247569	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
645613400	1	0	None	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
357523116	1	0	N/A	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

800211555	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
620722025	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
708819971	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	

16344616	1	0	n/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object
165456034	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
502126665	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object		Strongly Object	Strongly Object	Support	Object

234932909	1	0	N/a	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
521015920	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
939009348	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes						
87430360	1	0	NA	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
393693853	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Neutral	Strongly Object

1067453446	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
612362823	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
840876076	1	0	None	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
979743001	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
145267817	1	0	N/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

630024135	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Object	Strongly Object	Strongly Object	Support	Object
689119283	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes						
1024502287	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
196545118	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
339434231	1	0	N/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
225038836	1	0	N/A	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

919168804	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object	
303314490	0	0	Wirral Council: Bebington Ward Councillor	Councillor Bebington Ward Metropolitan Borough of Wirral	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Object	Strongly Object
383847429	1	0			No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object
378165827	1	0			Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes						
65585315	0	0	Wirral Council	Bromborough Ward Councillor	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
7735415	1	0	na		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object		Strongly Object	Strongly Object	Support	Strongly Object





53145858	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
381071621	1	0	No	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
1026003284	1	0	Me	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object		Strongly Object	Strongly Object	Strongly Object	Strongly Object
138132836	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object
205232112	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
289282264	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
1057266341	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
845774732	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object



473870465	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
321825467	1	0	Founder	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
988971927	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object
204458169	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
123980284	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
862265816	1	0	Not applicable	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Support	Strongly Object	Strongly Object	Strongly Object	Strongly Object
850765792	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Neutral	Strongly Object



733930826	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
489660738	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
654525903	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
826881940	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
735593039	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
336947703	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Object	Object	Support	Strongly Object
971035377	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object



922454362	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
614203046	1	0	No	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
1009830580	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
528305535	1	0		Yes - I want my response to be published with my details	NEUTRAL – I neither support nor object	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
194762774	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object
798506481	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
508719746	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object







874718657	1	0	n/a	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
798128040	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
857721303	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
517238668	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
468420825	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
26757725	1	0	N/A	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
525810403	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
1066319451	1	0	N/A	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object

928194580	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object				
452959006	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object				
493190624	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Support	Strongly Object
492070987	1	0	Na	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object				
669938851	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
485275022	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
36548823	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
720454077	1	0		No - I want my response to be published anonymously	NEUTRAL – I neither support nor object	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral



322535222	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
567805972	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
910481427	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
419182949	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
856236794	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
173560337	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

1052604345	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
794821680	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
634407059	1	0		Yes - I want my response to be published with my details	SUPPORT – I support the proposed changes	Strongly Support	Object	Support	Object	Neutral	Object
868409744	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
65383683	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
86300047	1	0	Member	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
313138291	1	0	NA	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Object	Strongly Object	Strongly Object



730277112	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
466062365	1	0	Individual	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
409291824	1	0	NA	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
364683462	1	0	Na	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Object	Strongly Object
795037988	1	0	N/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Support	Object	Support	Object	Support	Object
522125855	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Support	Strongly Object	Object	Strongly Object	Object	Strongly Object

265288351	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	
1040957123	0	0	Serco and Airbus	Head of Air Navigation Safety	Yes - I want my response to be published with my details	SUPPORT – I support the proposed changes	Support	Support	Support	Support	Object	Object
179230687	1	0			No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
691071080	0	0	ARPAS UK	Director	Yes - I want my response to be published with my details	SUPPORT – I support the proposed changes	Support	Support	Support	Support	Support	Support

1034437720	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
977428109	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
410780300	1	0	None	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
245875006	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
301138514	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
636865740	1	0	None	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object







317157248	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
335222530	1	0		No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Strongly Support					
361940255	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object		Strongly Object	Strongly Object
335555504	1	0	Na	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
571909328	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
426342359	0		Broughton & Bretton Community Council	Chairman	No - I want my response to be published anonymously	SUPPORT – I support the proposed changes	Strongly Support				
61814267	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object



77668545	1	0	xxx	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
290558415	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
789330000	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
659288791	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
177109756	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object





691897958	1	0	Chair	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
587813240	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
833633272	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Support	Object
458579801	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Support	Object
294825683	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
573286773	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object







739728430	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
604072598	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Neutral	Strongly Object	Neutral	Strongly Object	Neutral	Strongly Object
86361036	1	0	Na	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
18633605	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
980012243	1	0	N/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes						
747320148	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
1031238289	1	0	No	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Neutral	Neutral		Neutral	Neutral	Neutral



762205590	1	0	N/A	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
820626142	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
142244681	1	0	Na	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes						
1063018078	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
684763555	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
97521204	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
864561540	1	0	Not applicable	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object



421858789	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Support	Strongly Object	Strongly Object	Strongly Object
451286825	1	0	N/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
748230002	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	
686748402	1	0	Director	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes						
580237664	1	0		Yes - I want my response to be published with my details	NEUTRAL – I neither support nor object	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
650320196	1	0	n/a	Yes - I want my response to be published with my details	NEUTRAL – I neither support nor object	Object	Object	Object	Object	Support	Neutral





854599212	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
223361595	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
307493367	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
685731699	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
1019870068	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
151579346	1	0	n/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object



86915251	1	0	Na	Yes - I want my response to be published with my details	NO COMMENT – I have no comment to make on the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Strongly Support	Object
1002334671	1	0	Na	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Object	Support	Strongly Object
573181323	1	0	n/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object				
232174955	1	0	None	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
605715884	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

801391226	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
554483333	1	0	N/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
626434324	1	0	Mr	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
276233760	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

367607294	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
441296115	1	0	N.a.	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
432334847	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
565035578	0		Warrington South Constituency	Member Of Parliament	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Neutral	Neutral	Neutral	Neutral	Neutral

771890917	1	0	Na	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
724779536	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
928613733	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
940350752	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

18152904	1	0	Na	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
319346350	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
188599846	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
851445220	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

702043414	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
234005880	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
502373067	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
930032213	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
111418758	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
922794753	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object



137833495	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object
751971906	1	0	NA	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
929489301	1	0	None	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object

801244929	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Object	Strongly Object
710578876	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
863403806	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes						
228068889	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Object
27653391	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Support	Object

942001949	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object	
846198910	0		Liverpool City Council	Environmental Health Officer	Yes - I want my response to be published with my details	SUPPORT – I support the proposed changes	Strongly Support	Support	Neutral	Neutral	Neutral	
408096022	1	0			Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
533062775	1	0	n/a		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	
122026480	1	0			No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Strongly Support	Strongly Object
1047820997	1	0			No - I want my response to be published anonymously	NEUTRAL – I neither support nor object	Support	Strongly Object	Object	Strongly Object	Object	Strongly Object

474456207	1	0	NA	No - I want my response to be published anonymously	NO COMMENT – I have no comment to make on the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Support	Strongly Object
346726386	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
342343255	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes					Strongly Object	
1427845	1	0	-	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object

780540116	1	0	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
731487982	1	0	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes					Strongly Object	

175220128	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Neutral	Strongly Object	Neutral	Strongly Object	Neutral	Strongly Object
493315468	1	0	NA	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
406278	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes						
678089926	1	0	NA	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
318897462	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Support	Strongly Support	Strongly Support	Support	Object



25762848	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
666295710	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
596871984	1	0	N/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
402982476	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
385114391	0		Manchester Airport	CSR and Future Airspace Director	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object
103093190	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Support	Strongly Object	Object	Strongly Object	Object	Strongly Object

65057730	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Support	Strongly Support	Strongly Support	Support	Object
37745546	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
209965260	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
1043657	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
352094548	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Support	Strongly Object	Object	Strongly Object	Object	Strongly Object

135592197	0	Northop Hall Community Council	Clerk	Yes - I want my response to be published with my details	NEUTRAL – I neither support nor object	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
943669493	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
604247710	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object



26533766	1	0	N/A	Yes - I want my response to be published with my details	NEUTRAL – I neither support nor object	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
417237193	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
937176151	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
342328264	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
119512944	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
393011848	1	0	NA	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Strongly Object	Object





1055465451	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Neutral	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object
1060865410	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object				
823608143	1	0	N/A	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Support	Strongly Object

139704945	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
724905426	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
192443737	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
434301238	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
766707886	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
1047838866	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object







807157552	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
1041274314	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
571124543	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
465639543	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

1006414089	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
71633977	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
649399953	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
326249223	1	0	N/A	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object
484999455	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object



449701005	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
482646518	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
846856007	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
790751913	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
74678620	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
324116106	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object		Strongly Object
67242565	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

1034443677	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
140287882	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
90024771	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
957434683	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
605679291	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
544654888	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

659312758	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
756159004	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
159430561	1	0	Na	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
382346307	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
706000368	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

630153779	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
576031700	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
1035380236	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
332059454	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
520186180	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
260996919	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object







615531622	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
335594392	1	0	Not applicable	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
803706455	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
150207085	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Strongly Object
393184626	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object



522067912	0	Chrysalis Arts	Director	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
684551389	0	The Wirral Society	Chairman	Yes - I want my response to be published with my details	NEUTRAL – I neither support nor object						
77117229	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
398794803	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Support	Strongly Object	Support	Strongly Object	Strongly Object	Strongly Object
483341410	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

360579334	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
1014999277	1	0	no	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
191603810	1	0	N/A	Yes - I want my response to be published with my details	NO COMMENT – I have no comment to make on the proposed changes	Strongly Object		Strongly Object	Strongly Object	Strongly Object	Strongly Object

975636359	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
603252338	1	0	N/A	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					



430107659	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
953477057	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
297121511	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object		Strongly Object	Strongly Object	Strongly Object
191195823	1	0	N/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
1072510814	1	0		Yes - I want my response to be published with my details	NEUTRAL – I neither support nor object	Neutral	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object
444537921	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object



161519675	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
940292939	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Strongly Object					
547537964	1	0	n/a	No - I want my response to be published anonymously	NEUTRAL – I neither support nor object	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral

119940402	0	Wirral Borough Council	Director of Regeneration and Place	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Neutral	Strongly Object
340674024	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Object	Strongly Object	Object	Strongly Object



957040171	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
886761552	1	0	N/A	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Object	Strongly Object

797131954	1	0		No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object
767248264	1	0	N/A	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Support	Object

221813742	0	Clatterbridge Ward	Councillor	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
929034990	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object
879928960	0	Bebington Ward of Wirral Borough Council	Councillor. Elected Representative	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Object	Object
138336896	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

892327491	1	0	N/A	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
332153029	1	0		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Neutral	Strongly Object



288466748	1	0	Na	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object	Strongly Object	Strongly Object	Strongly Object	Neutral	Strongly Object
266698929	1	0		Yes - I want my response to be published with my details	NEUTRAL – I neither support nor object	Neutral	Strongly Support	Neutral	Object	Object	Object
439631102	0		Ministry of Defence	SO2 Airspace Plans - Defence Airspace and Air Traffic Management	No - I want my response to be published anonymously	NO COMMENT – I have no comment to make on the proposed changes	Neutral	Neutral	Neutral	Neutral	Neutral
1012504845	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object



354818298	1	0	n/a	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Object	Object	Object	Object	Object	
343555334	0	0	Bromborough Village Community Association	Committee Member	Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
589960768	1	0			No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
327894138	1	0	N/A		Yes - I want my response to be published with my details	OBJECT – I object to the proposed changes	Strongly Object					
260446206	1	0			No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object

128626326	1	0	NA	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
527727795	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Object	Strongly Object	Strongly Object	Strongly Object	Support	Object
173658964	1	0	N/A	No - I want my response to be published anonymously	OBJECT – I object to the proposed changes	Neutral	Strongly Object	Strongly Object	Strongly Object	Support	Strongly Object
815591378	0	Wirral Council	Eastham Ward	No - I want my response to be published anonymously	NO COMMENT – I have no comment to make on the proposed changes						

936195148	0	Liverpool City Council	Planning Policy Coordinator	No - I want my response to be published anonymously	NO COMMENT – I have no comment to make on the proposed changes						
813395595	0	Thornton Hough Community Trust Ltd	Secretary	No - I want my response to be published anonymously	NO COMMENT – I have no comment to make on the proposed changes						
219659643	0	Norton Priory Museum and Gardens	Chief Executive	No - I want my response to be published anonymously	NO COMMENT – I have no comment to make on the proposed changes						
822185720	0	Burtonwood & Westbrook Parish Council		No - I want my response to be published anonymously	SUPPORT – I support the proposed changes						

Which procedures/options

All

Need more than just sound impact around the airport. What about Wirral?
Noise
Departures RWY 27

09 - Combination R
All
All

n/a

All
A-N

No
All

noise, pollution
All
A-P and C-P

i don't understand it enough to comment
No
No
No comment
no comment

All
No

Yes

Arrivals profile of 09
Combination A – R:
A-N / C-N

All

All proposals have aircraft turning at low level, this objectionable as this creates excessive noise, aircraft should gain substantive height before turning to minimise noise.



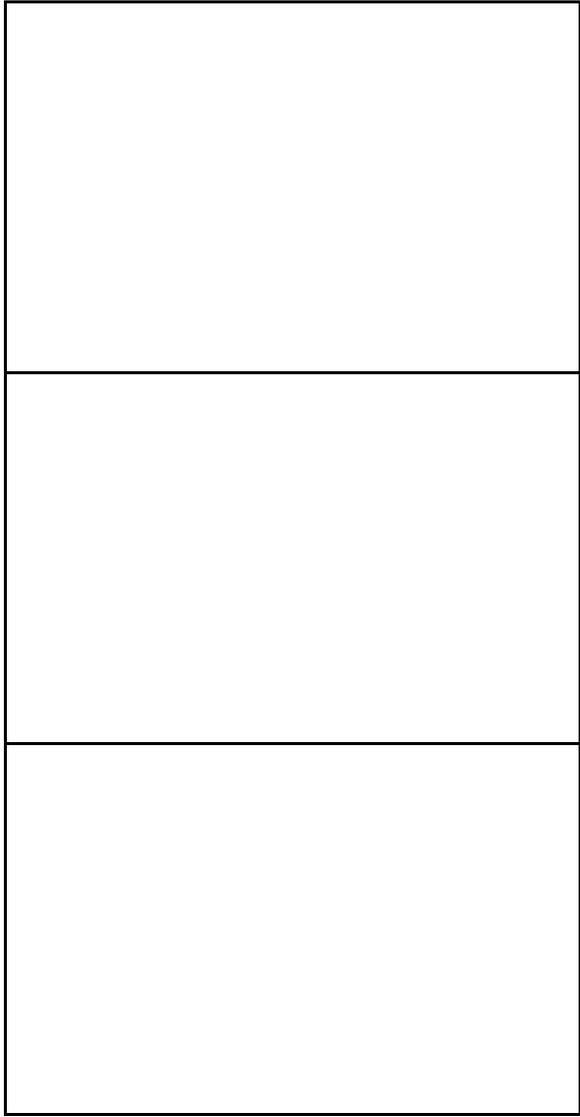


No
A, C, N, P, R
All
all

All
Yes. All of it
All

None of the combinations are satisfactory. John Lennon airport is a poor location, alternatives such as expansion of Manchester Airport sould be considered.
all





No
A-n
All

No
N/a

All
All

A-N
No

No comment
Totally against any expansion



All
A-N
A-R



Destroy the Bromborough population
All
Flights over Bromborough

All above
All

Proposed increase over Bromborough
All proposals
Keep as is
All

No. The whole procedure is obscure deliberately or otherwise
All
All

C-N, A-P, C-P


P options

No

All P routes look really bad environmentally, R routes preferable. C routes

As a non-expert citizen who is working full-time and looking after children during lockdown conditions it is impossible for me to review an 80-page technical document to make any sense of the procedures presented and thus decide what I am able to support. You should provide a citizen-friendly consultation document which explains the options in clear, non-technical ways. I object to airport expansion in general terms (I am unclear whether this is actually something you aim to do), as airport expansion is incompatible with the UK's long-term legal commitments to reduce carbon emissions. . .



I love aircraft go ahead
N/A
All

all
Both
C-N

Based on my observations it seems that there is little difference between the various combinations relative to where we live.

A-R

Y

A-R & C-R

A-R

All

Of the options suggested, A-R seems to have the least impact on Wirral residents

Noise and disruption
No
All

No
All



All
All
All







Strongly object to this proposal
All



No
All combinations have a very negative significant impact on Wirral residents

No
Too complicated

P &R

All
AR



We have enough noise pollution
Not Answered

A-r





No
All

AR

All
ALL

all


All
C

A-R and C-R





All

All

options do not offer enough choice

N/a
All

A-R
A-R
A-R

no


All combinations will increase flight numbers  
right over my roof!!!!!!

No

· Each option has a significantly negative impact on Wirral residents · C options impact on residents in Wirral more than A options · R options may offer “least worst” environmental impacts · P options look especially bad for Wirral residents

A-P



All

Na

All
I did not have current map to compare
All
No

A R seems to have the least impact on Wirral residents

All approaches over Bromborough are at least 200m further north than they should be.

No

AR

A-R
C-p

Increased noise

All


ALL


All
The vast majority of these routes particularly impact residents of Eastham, Bromborough, Spital and Rock Ferry. If these changes are to go ahead I want to see changes that balance out the routes in/out of the airport so that no one particular group are harshly impacted.
n/a

c

no
All


Needs to be as dispersed as possible

--

--

--

None

A-R



no

ALL

All

ALL


CP

C

NA
-

A-R


Combinations with options C and P have negative impact on Wirral residents

I strongly disagree to any of these future plans  
I am already in a flight path which is used a lot  
already there is no need to change this the  
Wirral is a lovely area calm area more pollution  
is not needed

N/a
CN, CP & CR

Wirral residents have not been consulted adequately as most flights pass over Wirral

This should have been made public to every household on the wirral

C-\*

ALL





Combinations A-N and C-N

None
Noise air pollution I live right under it

see attached pdf

AR

All

All combinations
All
Runway 27

The proposed flight path over Wirral
All

No

For Wirral South and Rock Ferry residents,  
options A-R are the least objectionable with R  
the least worst on offer.

All

All
A-R

all
All

All combinations except Nomsu
All

All
All

All combinations
All

A-R

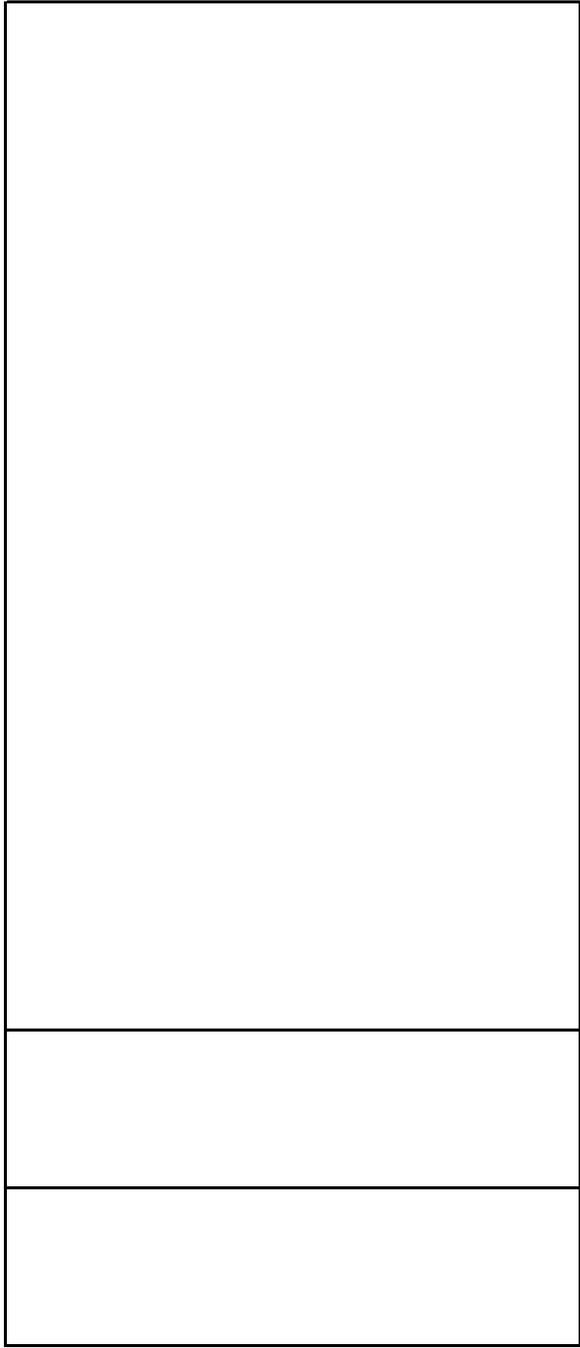
I object to any further flight over Spital

P and C options
None
C-N; C-P; C-R
all
all

All combinations

A-N

All



None acceptable and should have open consultations with residents

New C routes

Each option has a significantly negative impact on Wirral residents

options do not offer acceptable degree of choices

All

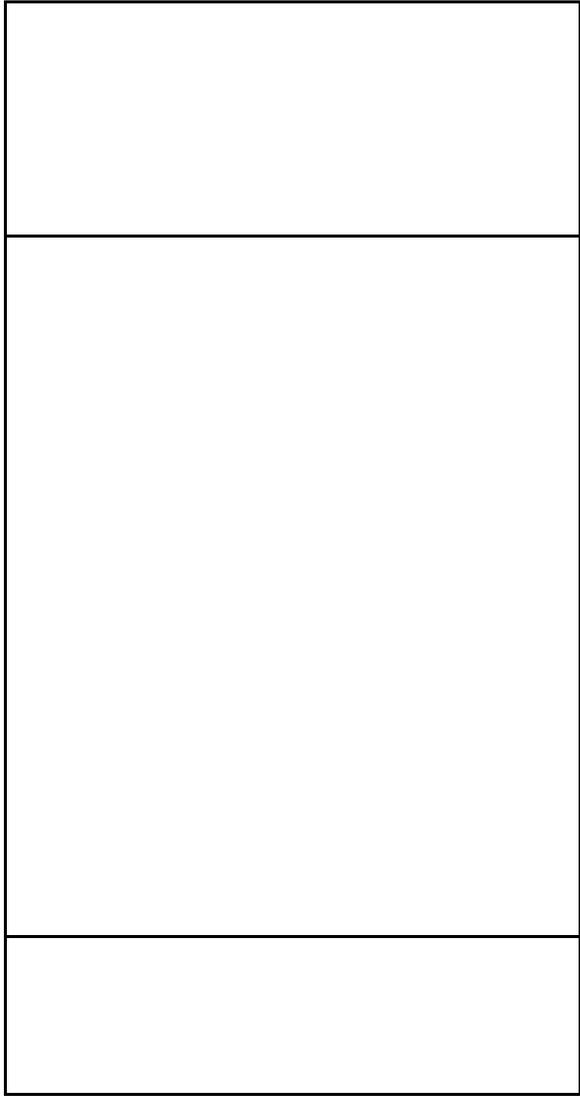
All

All

All


Any.
RWY27

ALL



A-R

CN CP CR AN AP AR

WAL, AGGER, TEMP 2
All
All

All

Para 10

All C options

The consultation is flawed as there was no proper consultation with Wirral which will suffer an increase in noise levels

ALL

All combinations

A and C

All

ALL

All


ALL

All of them
A-P and C-P
All

There aren't enough different options made available. All options proposed have negative impact to Wirral residents

See attached document

See attached document

Comments procedures/options

The currently flight path used on approach to LJLA is a joke, it's constant directly over my home and we cannot even hear the tv inside the house. All aircraft should be approaching and leaving the airport over the river and not peoples homes. It's unbearable at times and cannot even hold a conversation in my living room during the approaches.

Not clear enough to make a judgement

Planes are disturbing the area enough as it is

A significant proportion of departures from RWY 27 pass over Bebington on the Wirral. Living in Bebington as an airline pilot myself, frequently we are disturbed by aircraft departing towards Wallasey accelerating towards 250 Kts at a low level at times between 2100L and 2300L. This creates significant noise. Please can you consider changing the track to turn West before reaching the Wirral shoreline, if not please can you introduce Altitude constraints and a low speed for the departure route and increase the minimum acceleration altitude. Please get in touch if you require further input. Kind regards

To many SIDs heading south over Runcorn & Frodsham

The way the information has been presented is poor and doesn't explain the impact of various combinations in our area.

Concern over noise and air pollution. Will there be compensation to deal with the need for better soundproofing etc

n/a

Flying up and down the river mersey and over the wirral peninsula at lower altitudes would seriously increase noise pollution on the wirral as was seen today 13/2/20

The map base illustrating procedure combination A-N appears to shift the flight path slightly further east from its existing position. At the present time, the Delamere Park housing area lies just to the east of the majority of actual flights approaching LJJ from the south west. This proposal indicates that the flight path would be located more directly above Delamere Park as regards Combination A for R27. Assuming that actual fl

The Vegun pathway will interrupt migratory birds using the RAMSAR sites near Hatchmere, cause disruption to the tranquility of Delamere forest which is an important place for recreation and tranquility. It will also increase air pollution and noise - it's a bad idea

No

I am unable to read the documents in the pdf as very blurred and not very clear.

The flight path is directly over Heswall the tighter flight grouping allows more plans and hence more noise.

You haven't advertised this process to the general public very well.

The problem I have is that at times planes do not conform to the given paths which is unacceptable

The CORKA option for runway 09 will place departures directly over widnes, generating considerable noise. The current departure routes to the north and east from rwy 09 avoid widnes built up areas. Also I am concerned the AGGER departure from runway 09 will frequently be turned early by the area controllers, to try to expedite departures from Liverpool, to avoid pending Manchester departures, especially when Liverpool are using runway 09 but Manchester may be on runway 23L, which can occur when the surface winds are between 150 and 180 degrees.

have only today learned of these proposed changes so missed 1st consultation and have prior commitments for the next one. i feel i have little time to peruse documentation and wonder if another consultation could be held for middle of March.

no

no comment

Incomprehensible consultation document- deliberately so!

We believe the proposed changes will have little effect on the area covered by the Parish Council. The routes proposed are some distance from the villages and the only potential for overflying described in the consultation document is at relatively high level in the airways above 10,000ft. We note the changes will allow greater precision in the navigation of aircraft using the airport and so present the opportunity to avoid overflying communities who would be otherwise affected by lower level overflying. This is to be encouraged. On this basis we support the proposals at a general level. We do not have any detailed knowledge of the issues or impacts caused to the communities closer to the airport and so offer no comment on the individual routes and options proposed.

These new routes and proceduresee will enable a better flightpath and reduce aircraft noise in many areas.

Object to any flights flying lower

Combination A-R in my opinion affords Liverpool operationally the most efficient use of its airspace, minimising overall noise nuisance and providing reduced carbon emission. The only "but" is the potential for occasional conflict with operations at Hawarden when runway 09 is in use for take-off. It would have been helpful to have overlaid the movement traces at Hawarden on 12 July 2019 and 02 August 2019 on figures 3 and 4 page 10 to allow the public to gauge the extent of any potential conflict. Sadly no data is provided, but recommendations have been made in the Consultation document to discount combination A-R based on possible conflict with Hawarden traffic. In the absence of this information, but with the knowledge that Hawarden is primarily for Airbus use and as such will not be the busiest airfield needing access to the airways system, I would suggest that very few movements at Liverpool would incur any significant delay due to conflict with movements at Hawarden. Furthermore, what does the future hold for Hawarden? Should the UK Government negotiations with the EU over "the divorce" fail, what is to guarantee that Airbus will maintain its presence at Hawarden at all? It would be unfortunate for Liverpool to decide on an inferior combination only to have the reason for that decision disappear within a short period of time.

Too much low flying over the peaceful area of Delamere Forest

The air space where we live is already extremely loud ...low flying and and busy.

The height is not high enough, we live at the top of a hill and the current noise is horrendous, we do not need more air noise and pollution over our properties.

as above

We welcome the preferred option A-N for the Liverpool airspace change. We understand that the airspace change process has been initiated as the physical beacon system is now outdated and the airspace hasn't been reviewed in over 50 years. This process will help aviation keep pace with changing technology and enable it to remain fit for purpose, relevant and future proofed. Our top priority for airspace change and aviation in general is tackling the climate emergency through streamlining airspace to make air travel more efficient. This combined with changing aircraft propulsion technology will help contribute to tackling climate emergency as well as reducing noise and emission impacts. Airspace change has limited impact on the ground but has wider benefits for the aviation industry such as fuel efficiency, improved reliability of flights and journey times, less risk of delays for landing procedures and reduces the need for stacking at busy airports. It enables a more coherent landscape for airspace nationally with less frequented areas and corridors perhaps being able to be freed up for aviation innovation such as future mobility, drones, spaceports and military activity. But airspace change needs to be reviewed more regularly so we must not wait another 50 years. To tackle the climate emergency the Government needs a stronger regulatory push to aircraft manufacturers and airlines to encourage a shift to clean alternative fuels for aviation and boost research & development. Airspace change will result in greater efficiency of flight patterns and air corridors. But airports still need to focus on how passengers and staff access airports at ground level so airport surface access strategies that promote public transport, walking and cycling will still be essential. Airport environments and the customer journey will also need to be focussed upon to improve the customer experience at airports. So airspace change only impacts on a specific aspect of aviation and many other areas need attention through wider aviation policy. Aviation continues to grow in the UK and forms an essential means of global connectivity for business and tourism. However the climate emergency is a major challenge facing aviation and airspace change can play a role through more efficient air corridors and landing / taking off. But also clean alternative fuels for aviation are essential as well as sustainable access to airports for passengers and staff by encouraging public transport, walking and cycling. New future mobility aspects that may change aviation in the future include drones and urban air mobility. This airspace change needs to be future proofed to take into account such innovations. Technology may further innovate how air traffic control is managed. Coronavirus (Covid-19) is a major challenge to aviation and the global economy which has in effect been turned off. This may change consumer attitudes towards travel and ways of working. Use of technology has been widespread in this period to enable remote working at home and may become a new normal perhaps resulting in a decrease in some aspects of travel. Also hygiene on public transport and aviation may become more of an issue. Aviation surely will bounce back from this coronavirus emergency but this may take a couple of years before consumer confidence returns and international travel opportunities reopen. After WW2 innovations supercharged the aviation revolution in the postwar period and today like after 9/11 aviation growth may be different from what it could have been beforehand. So seismic events such as WW2, 9/11 and now Coronavirus could result in changes and innovations. Aviation may focus more on its essential role in global connectivity and its more "nice to have" aspects could recede. European and long haul aviation is essential and where aviation has strong added value but domestic aviation could decline and be replaced by high speed and intercity rail. Innovation could supercharge the transition to clean alternative fuels for aviation quicker than might have been beforehand. So aviation will bounce back and confidence and growth will return but perhaps differently. Flight shaming has already become a trend due to the climate emergency and growth in rail travel and sea travel has resulted as slow travel becomes more attractive. Climate emergency will remain a challenge even after the coronavirus emergency recedes. Aviation must continue to innovative and respond to stay relevant and fit for purpose in light of these challenges. It needs to raise awareness about why it is important, relevant and where it provides the most added



NO

See submitted letter

The documents given to us are so complicated so as to confuse us with over information - and there is no simple explanation of what you are trying to do and why and where are the effects going to change. I clicked on all the different places for info and found one with overinformation and the rest with nothing but a short we would like to consult you. Because you gave no clear idea of what is about to happen I have to object strongly to all of it.

Why are you funneling all flights on VERGUN route over Delamere Forest and rural areas. Why not move further south away from the forest and on the line of the dual carriageway where the additional noise will not be as significant.

Need to reduce air flights to aid pollution, noise and carbon emissions

Flight paths should not be over homes.

I dont want the airport expanded. I dont want more flights!

Stake holder proposing bears no responsibility for environmental redress, and it's articles provide no system for equitable contract with those directly harmed, just as any fly by night charlatan might do.

No comment

Expand Manchester Airport instead.

increased noise pollution

No

You have deliberately made this whole process difficult to understand. Shame on you.



The noise and pollution that I am already exposed to living on the flight path for jla is already bothersome. To have this increased with extra noise from take offs particularly will be intolerable. Unfortunately for JLA they are located in a particularly populous area which they should be more mindful of.

Increased air and noise pollution by Clatterbridge increase flight paths poor consultations. With people more likely of planes getting rid of fuel over an area that has a lot of farms and has a hospital putting lives at risk

I object strongly to the expansion of air transport and its continuing CO2 emissions record

Expansion means more flights over the Wirral, more air pollution, and does not help the climate.

Routes should be confined to over water as much as possible and flight paths over homes be limited to little as possible

No comination has been assess for Climate Change as required by the Paris Climate Change Agreement, and as found of major significance by the High Courth in the Heathrow expansion proposals. Bsically one of the major hurdles has not been assessed and the proposals are null and void.

No

Air travel should be reduced until it meets net zero carbon equivalent emissions in operation, equipment and infrastructure.

They support an increase in air traffic which should be reduced until it meets net zero carbon equivalent economy by 2050 in operation, equipment and infrastructure.

I do not want any flight paths to change why do they need more planes when we have too much pollution as it is

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Health
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No need to change
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None
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No comment

All the options seem to increase noise on Clatterbridge area. The documents are extremely difficult for a lay person to understand. Easy read details on all the options would have been useful. Lack of consultation and inadequate time to respond in a Pandemic.

more unacceptable noise, more unacceptable pollution, less quality of life

Airport expansion does not accord with the Paris Climate change agreement and the proposal is thus null.

The option seems to be inconsiderate of the noise levels completely/ fuel efficiency. Its like you haven't even considered any alternatives just to the delay

It would appear to have the least environmental and noise impact

This seems the least noisy.

if your plans are granted you would destroy the house prices in Bromborough, make the nice calmly location that the oldly people love resideing in Bromborough because it's a quiet place they on my road sit on the front of there bungalows and even at present say it would be a lovely day without the planes going past now you plan to make it even worse!!

I see no reason to make any changes

This route will totally disrupt a highly developed area. We have lived with the airport development and coped with the planes because the flights in znd out were shared across our area. The proposed new plan will destroy a lovely place to live re-think.please.

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The noise will be increased above my home. Eastham, some noise is tolerable but the increased traffic would be very frustrating
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Expansion should not be happening at all. Climate change and the spread of C19. We should be reducing flights not expanding airports to facilitate flights.
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Want less planes traveling over the wirral
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The increased noise and air pollution will be disruptive to our quality of life
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As all proposals involve an 8ncreased number of planes going over Bromborough I object due to impact on health from increased environmental pollution, increased noise and impact on animals
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Why do flight paths have to change in order to accommodate improvements in aviation . People buy/rent there houses studying the area in which they want to live this includes flight paths . Yes some aircraft may pass near or over where you choose to live but do not want it as the only flight path inland out of John Lennon Airport. Along with that will come higher pollution .
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As above

All these combinations are poor and will impact residents of Wirral badly. A-N is perhaps the worst option.

Leave things as are

C combinations impact more on Wirral and A-N is not the preferred option for residents in Wirral or those concerned about environmental impacts. A-P seems to be especially negative for Wirral.

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especially bad

No

C routes much worse for Wirral residents



A/c are so quiet now it won't impact me

N/A

We Have to much air/noise pollution as it is in the area.

Use 27 SID AGGER AR where possible. We need to trust you to plan the best for everyone personally not the profit margins of companies

i object to any expansion of aviation in the current climate crisis

More pollution and noise

The air space is already busy over this small peninsula and the affects already really felt . This added traffic at this level is not acceptable

The increased noise over Bebington and therefore also Port Sunlight would be unacceptable

We live in Heswall and having looked at the various maps there seems little change from the present situation to any of the proposed changes. It seems that whether the flight paths originate from North, South, East or West they will fly over Heswall, which is really bad news. The planes fly quite low and are very noisy contradicting your noise analysis. I cannot understand that if you were genuine about the environment and communities you would re-align flight paths down the mersey, thus avoiding noise and pollution for communities. It seems that as we live in Heswall the situation will only get worse with increased traffic, etc. I guess, as usual, this so-called consultation process is merely going through the legal requirements rather than addressing community concerns. Traffic will increase thus exacerbating the current situation.

Of the options suggested, A-R seems to have the least impact on Wirral residents.

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This change is totally out of order, this is the first I've heard of changes, where was the consultation.
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Completely inadequate opportunities for affected residents to absorb this information.
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The above 2 options are probably the best, or rather have the worst least impact on the environment

This combination has by far the least noise effect of all the combinations.

The options do not offer an acceptable degree of choice

Each option has a significantly negative impact on Wirral residents • C options impact on residents in Wirral more than A options • R options may offer "least worst" environmental impacts • P options look especially bad

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Too many planes currently use this flight path at 30%, taking it up to 80% would be terrible for residents.
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None
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Options do not offer an acceptable degree of choice
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No
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Would like information to be clearer
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Would like more information related to flight paths and this will have an effect on people in Wirral

Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the - impact on residents, although any increase in disturbance anywhere is problematic

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Information extremely complicated to understand.

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You must know that the detailed proposal can mean little or nothing to a member of the public with no aviation background. The Easy To Read Summary is hopeless and inadequate - effectively saying we are changing things and if you want to know what go and read the full document - doubtless needed for technical proposal, but just a way of stopping members of the public being able to access any meaningful information

Document is highly complicated. Has this been done on purpose?

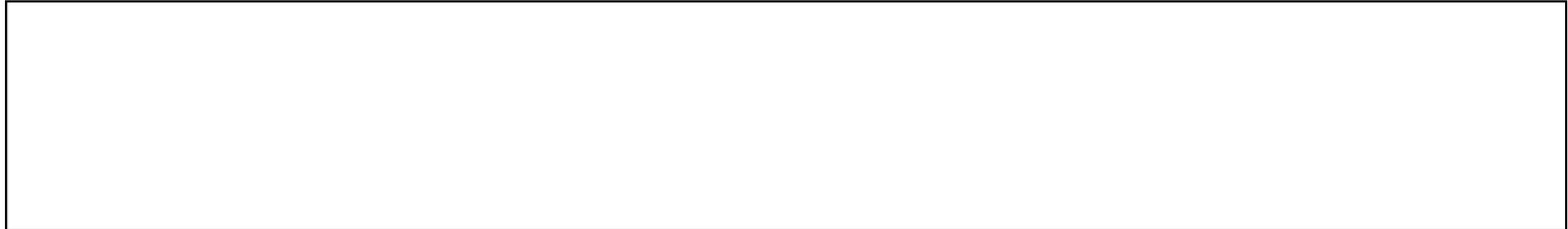
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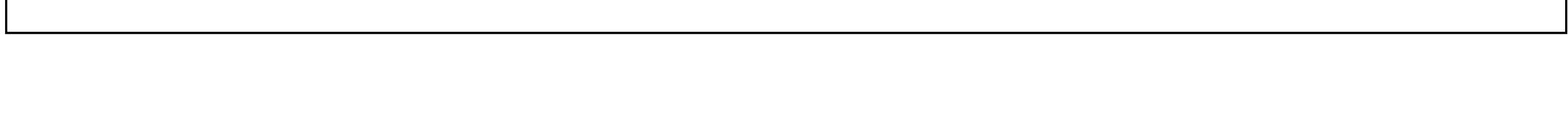
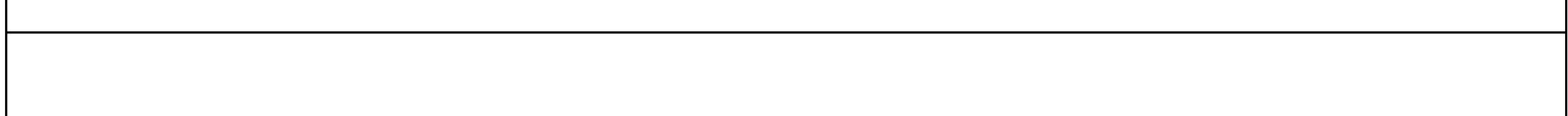
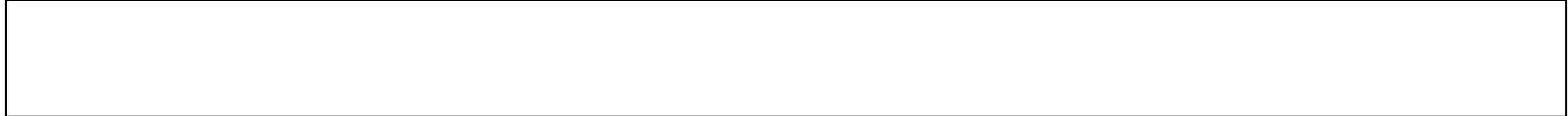




The options are not reasonable as not all flightpaths are discussed. All options are extremely detrimental to Wirral residents.



No more air pollution



Expansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. This consultation is not about expansion, but the new systems will help enable expansion. Night flights will be most problematic, and I have concerns that there may in time be the intention to increase these over Wirral. Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.

consultation is not user friendly- complicated- not in plain english and has not been publicised to people whos children are going to breathe the pollution under the flightpath.

Please do not add any more flights over the Bromborough area.

Stop flying planes over Wirral South, we already get enough

the options do not offer an acceptable degree of choice

Those look better from my point of view

All focus the route across bromborough/raby mere

Least impact on Wirral Residents.



Not Answered

Strongly object

No thought has been given to those he will be impacted upon following an increase of concentrated air traffic. Noise and pollution. Why haven't those on the direct flight path been provided with clear concise information

Mitigation or Alterations Earlier turn, slower speeds, higher acceleration altitudes

The current flight path used to LJA is over a built up area and doesn't need to be. All aircraft should be approaching and leaving the airport over the river and not peoples homes.



No

No

Increase in noise, flight paths aren't followed now and numerous low flying

I am against the proposals due to additional noise pollution , further air pollution over the region and damage to the environment affecting future generations of the human race, Do we really need John Lennon airport in our area, which after all is a cowboy outfit compared to Manchester Airport, it can't even supply adequate parking facilities for its customers.

Only option that doesn't strongly and negatively impact Bebington residents by increased noise levels.

Every combination seems to affect Bebington on the Wirral disproportionately. I object to the changes as we as Bebington residents will have to endure louder noises in what is usually a peaceful village!

All the combinations directly impact on our future quality of life with to noise pollution and exhaust pollution from air traffic over our area.

public were not informed

No

All seem very similar, and all seem to take in the Wirral, whereas previously the noise and air pollution would have been more dispersed

have an overly negative impact on Wirral residents



A-R and C-R are avoided as these generate the most amounts of potential impact between the two Airports which will require simulation and procedures developing between the two units



I object to all of the combinations in the document.

Changes will severely disrupt our lives as planes will be flying extremely low directly over our gardens which is bad enough at the moment very disturbing in the summer and I'm sure it will lower the value of our homes


I don't want to be breathing in your fumes.

The traffic over bromborough is acceptable at the moment with the exception of a few flights which are for some reason heard over the TV with windows closed.

These changes will have a significant impact in the lives of people in my area

I would like to see a full range of possible flightpaths not just these limited choices

I live right under the flight path and have been blighted by it for years why should South wirral take even more noise than before?

The gentleman we bought our house from had had a previous buyer pull out as the prospective buyers didn't like the amount of air traffic over the house. Any more air traffic would affect house prices as well as noise and air pollution.

There seems to be a limited choice of options

Keeps aircraft over the river

Appears to have the least impact on Wirral residents

I support the combination A-R (rather than the preferred combination A-N) because it allows for expansion at Liverpool Airport in line with airspace change in relation to satellite navigation while at the same time minimising impact on densely-populated areas under flight paths



I am very upset that I have only just heard about these proposals and feel that as we are currently in lockdown isolation I cannot do much about it and the closing date will have passed.

All combinations will increase flight numbers right over my roof!!!!!!

No

· The options do not offer an acceptable degree of choice · Can residents be given the full range of possible flightpaths and not just the limited options in this consultation? · Each option has a significant negative impact on Wirral residents

No comment

This is the best option for Wirral residents

It will have a adverse effect on wellbeing of my family my pets.

I think it will be nice sitting in my garden plane watching

Na

It's a disgrace that you think it is acceptable to have all air traffic coming over only one specific area of the Wirral peninsula. There are numerous other air routes over the peninsula and as such air traffic should be evenly and fairly distributed over all areas of the peninsula as opposed to just one.

Did not have current map to compare

To many combinations, very confusing. Also i could not find any figures for the increase in air traffic.

Most options will have a significant negative impact on Wirral residents

All approaches over Bromborough are at least 200m further north than they should be. Why can I see regular aircraft approaching closer to Spital than they should be? This needs to be resolved

I have no objections whatsoever.

Appears to have the least impact on Wirral residents

This combination seems to have least impact on Wirral Residents

Please don't fly over residential areas

The flight path should not be changed. Enough planes already fly over causing enough pollution

Bromborough has already put up with an increase in the past. It needs to be altered as it does effect our wellbeing .

This is simply too complex to go through here. As noted below, the increase in noise on the Wirral is not acceptable.

Noise and Safety are my biggest concerns. To expect a significant increase in frequency of aircraft could make living under the constant noise uncomfortable for me and my family and would ruin our ability to utilise our outside space

DANGEROUS C Tranmere Oil Terminal at 1000 feet & NP&R skirting Stanlow Oil Refinery

Every combination will increase traffic over my property

As above.

n/a

I do not understand why Combination C was kept despite responses from an earlier consultation. Given the historic flight paths presented on the document it's evident that LJLA were not averse to early right turns following take off from Runway 27 in the past so it's not clear to me the reason why that should no longer be the case and subsequently cause a greater impact on the communities of the Wirral

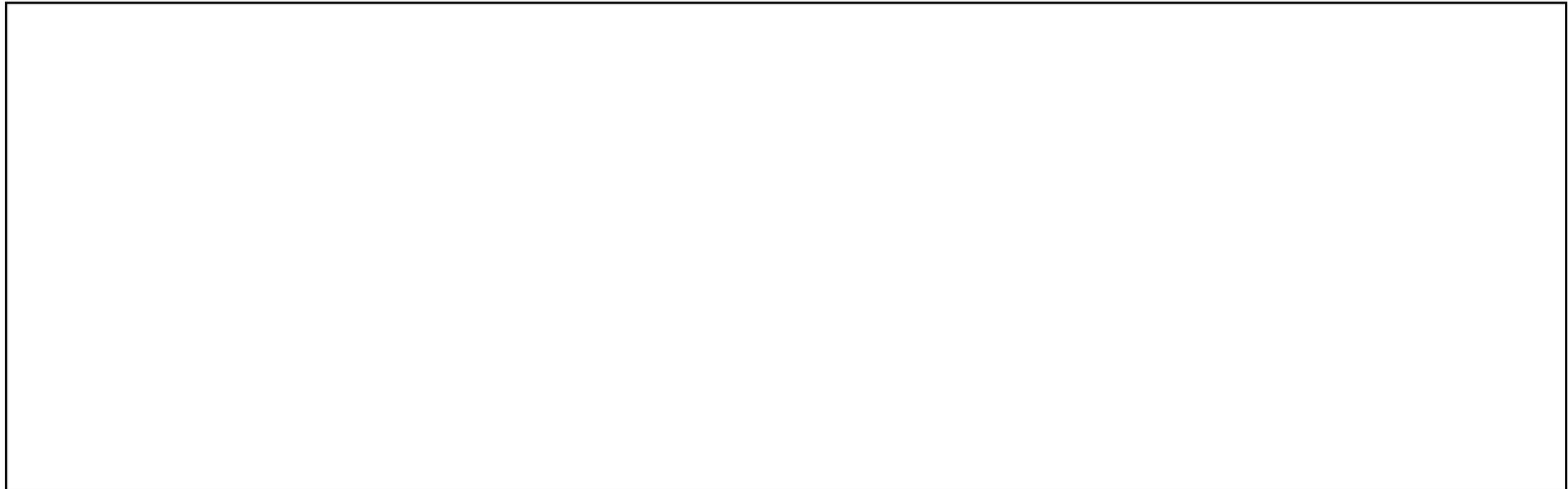
We do not want this change

If the proposal goes ahead, the air and noise pollution would be highly detrimental to the health, quality of life and property values of families like mine on the proposed flight path. Eastham, in particular, already suffers disproportionately from air and noise pollution due to proximity to the A41 and M53 and the gas terminal at Eastham docks.

Too much air traffic increase over the wirral

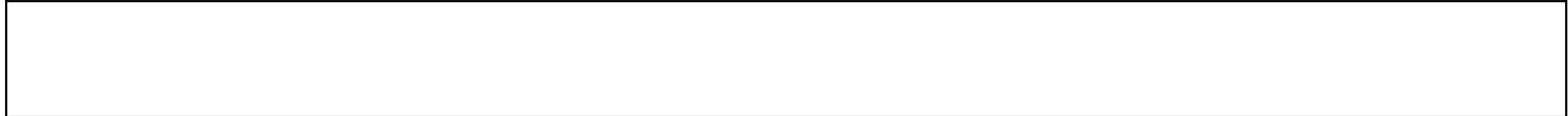
Narrower flightpaths on unfair on those affected. They should be as dispersed as possible to spread the noise pollution and reduce the impact on one area only

I do not wish to have more aircraft flying over my home, the extra air pollution,excess noise that comes with living under a busy flight path day and night is not acceptable.



I object to only one area receiving all the traffic

This is the least impactful and i support






CN CP and CR options are all unacceptable because the C take off option flies over the Wirral at R 27 SID AGGAR , unacceptable noise pollution to Wirral residents and not the preferred choice of LJA anyway. LJA introduced the R 27 SID AGGAR AR option following consultation with stakeholders (para 4.3.1 refers and this should be honoured, the concerns of the local population must override operational considerations. Option AN -- 09 SID CAVEN take off route - loops over the Wirral residents causing unnecessary noise pollution. the AR SID CAVEN alternative loops over the marshes and climbs over the river Mersey not causing as much noise pollution for Wirral residents. LJA has cited possible operational difficulties with Hawarden traffic for the 09 SID CAVEN OPTION c/f 09 SID CAVEN alternative used by the AR option. The possible operational difficulties should not override the well being of the local population surrounding LJA. The local population already endures excessive noise pollution from the airport. AP -- the same objection to 09 SID CAVEN take off as AN. Using 09 SID CORKA OPTION instead of SID CORKA is acceptable. Option AR minimises the noise pollution for Wirral residents and other Mersyside residents and is the best of the options and is supported, but please see my comments below about the limited scope of the consultation.

Object to any proposal which would increase the volume of air traffic overflying Bromborough area, particularly on take off.

The proposals are pushing all the air traffic over Bromborough, where I live, which will increase my air and noise pollution. It is ridiculous to push everything over one area rather than spreading it out as it currently works.

Not informed on any of this wirral

Huge greenhouse gas emission increase

Unnecessary extra noise over east side of wirral

na

-

A-R looks like the less disruptive option for Wirral residents.

I strongly object to the new flight paths because of noise and pollution to our area in Bromborough, it should be fairly shared between Liverpool & other areas of Wirral.

R options may offer "least worse" environmental impact on Wirral residents

N/a

A full written explanation of the concerns of Manchester Airport have been provided in a letter sent directly to Liverpool John Lennon Airport

These combinations are highly undesirable because the planes will fly at a low altitude of 1000 feet overland from Bromborough to Rock Ferry, (a quiet residential area), when there is an acceptable alternative available that follows a route away from the land and up the River Mersey.

No routes should be approved over Wirral. All flights should fly over the rivers if poss

Disgraceful should not have been brushed under the carpet

This will adversely affect Wirral resistance

It has been difficult to provide any responses to the above, as we feel we have not received sufficient information.

Insufficient information provided at local level for residents to view and understand all of the potential impacts of these proposal.

The options do not offer an acceptable degree of choice. Can residents be given the full range of possible flightpaths and not just the limited options in this consultation

The use of RWY27 will increase noise and pollution over south wirral

I do not want flight path over wirral



The combinations appear to overfly areas that are the least densely populated and affect less residents within the Borough

The noise levels are likely to exceed acceptable levels. And aircraft are allowed to fly at unsociable hours inbound and outbound into JLA

This would make my life awful

see attached pdf

how about trying to reduce air travel, the massive CO2 footprint it leaves and the damage and noise pollution we already suffer

I live in New Brighton on the Wirral, and although I am aware of some flights in the daytime, I particularly notice the aircraft throttling up and down in the evening. Looking at the already existing flight paths I see these flights are already relatively far away, We defiantly don't want them any closer than they are now.

All the options have most significant noise effects on Speke and Hale residents, however residents on the Wirral in Bebington and Eastham areas are also significantly affected. More attention needs to be given to reducing the noise levels when departing using runway 27 and arriving on runway 09.

We need to move to a completely carbon neutral footprint moving forward post Covid 19.

All combinations appear to direct flights in a narrow band across the Wirral and in particular over Bromborough and Eastham

The UK government and Cheshire West and Cheshire have declared a climate emergency - this is not taken into account

Increased flight route ascending over Bromborough, would lead to increased noise levels and pollution over a populated residential area. Noise level particularly at night with lower flying

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I object to the proposed flight path over Wirral
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Do not want flight paths changed to over Wirral due to noise and air pollution
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No

We have not been informed of these changes until final day

the options do not offer an acceptable degree of choice · Can residents be given the full range of possible flightpaths and not just the limited options in this consultation? · each option has a significantly negative impact on Wirral residents · C options impact on residents in Wirral more than A options · R options may offer “least worst” environmental impacts

This impact on Wirral residents but no acceptable choices . Option C impacts the most on Wirral residents. All options impacts Wirral residents in respect of noise pollution

We need a fair distribution for the city region we live under the current flight path in spital and it's lovely under the lock dow.n and dread when it goes back to normality ) the

LCR needs to share the pollution and noise

these options do not offer an acceptable degree of choice

The approaches of all combinations.except.Nomsu will take the flight.path directly over large sections of the Wirral causing substation noise pollution and.disturbance to both the residents and large local RSPB reserve which has a large number of important and of rare birds to the british isles.

Limited range of choice

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Noise and pollution
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Bad for our wellbeing and way of life
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I do not support changes to routes
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The lack of strict rules allow pilots particularly Easy Jet to short cut directly over houses in Spital at very low levels , creating a noise problem

This "consultation" is a complete farce. The residents on my street only found out about this a few days ago. If you were being transparent and wanted public engagement then you would have written letters to those homes affected many months ago. The "consultation" document is deliberately written in a way that most of us could not understand. We therefore object to these proposals in their entirety because they are not put in plain English. A question we have is: How many flights come over the Wirral before these proposed changes, and how many for each proposal outlined will there be in the future? - a simple question that if answered in a clear way allows people to make a choice. A follow on Question is: are you proposing to change the times of day that flights land and take off from Liverpool - are more late night or night flights being proposed? So, please stop hiding behind jargon that only pilots, ATCs and CAA understand and start talking in plain English that the general public can understand.

This seems to have the least impact on Wirral but all the options seem to be limited and we're not being given the full choice. Consultation as been very poor.

I object to any further flight s over Spital

These options do not offer an acceptable degree of choice. Can residents be made aware of the full range of possible flight paths and not only those suggested in this consultation? All options will have a negative impact on Wirral residents. The R option appears to have the slightly less negative impact on the environment and option AR appears to have the least negative impact on Wirral residents.

N/A

All of the options which include Combination C for Runway 27 should be rejected. This is because SID AGGER takes flights unnecessarily over the Wirral, particularly having flights immediately above Port Sunlight which is a major tourist attraction as well as a key site of works.

The consultation document cannot be found on this website and I am directed to this form only. Why?

Of course I object to any changes

All combinations include Approach Runway 09 - this would further narrow the corridor across Wirral and thus further focus noise and environmental harm on Wirral households along this corridor.

Your favoured option seems to be the least invasive

I would strongly object to any change without fully understanding the impact. I have been told of a possible increase of flights, and noise pollution, over the local area but at this point I am not fully aware whether this is correct or not.



Not informed, only knew about this 26 april and only by an email sent by a neighbour

The new C routes seem very unnecessary

C options impact on residents in Wirral more than A options; R options may offer "least worst" environmental impacts; P options look especially bad

please give residents full range of possible flightpaths and not just limited options all options have significantly negative effect on Wirral residents

All the combinations have option to fly down the Wirral land area. They should fly over the River Dee and cross Wirral at the least residentially occupied area

After reading the consultation document we strongly object to all proposed changes due to effects of everyday life via increased air traffic, levels of noise, air pollution and Local residents /people's wellbeing. Air traffic noise levels are already unbearable and exceed 72db. Dangerous air pollution levels are already being recorded for the area. Wellbeing health implications of local residents due to disturbed sleep and respiratory problems due to excessive noise and air pollution. LJLA is at present closed as the UK is under lockdown due to the Covid-19 pandemic, in which the aviation industry without doubt was a major source in spreading this tragic virus worldwide via air travel. Due to lockdown at this tragic and testing time, Hale Village has been given the opportunity of experiencing a return to its former glory, a haven, of clean air, peace and tranquility, as it once was before being targeted in 1966 by Liverpool Airports new runway and flight path over Hale Village. Silence is golden, No more noise disturbance throughout the day and night, ability to hold full conversations indoors and outdoors also watch /listen to TV without missing key dialogue. No more disturbed sleep through the night at 12:00, 1:00, 2:00 and even 3:00 AM (leaving a 3 hour sleep gap) re-disturbed at 6:00 AM. We are now experiencing the best sleep in years also our health and wellbeing has never been so good, amazing what undisturbed sleep can do, despite enduring the Covid-19 lockdown. We are now able to have windows open allowing refreshing fresh air into our home also sit out and enjoy the garden breathing fresh air and not the vile toxic burnt aviation fuel emissions from the aircrafts of LJLA. We therefore will be joyful when the Covid-19 lockdown ends, but dreading the return of LJLA induced lockdown of our home and the imminent onslaught of aircraft disturbance, noise, air pollution, disturbed sleep also poor health and wellbeing. We have also heard that large numbers of local communities around the area are also commenting about enjoying the peace, tranquility and clean air since LJLA lockdown. LJLA web site contains the following statement with regards to UK airspace: The Department for Transport and the Civil Aviation Authority plan to modernise UK airspace in order to deliver quicker, quieter and cleaner journeys by air in and around the UK and to accommodate future aviation growth, with flight paths having to be redrawn in a coordinated way. The real reason for the above statement primary seeking airspace changes is without doubt down to the CAA and the aviation industries stated media release, regarding increased air traffic growth predictions of 70% over the next three decades. Therefore inducing grave environmental impacts of even more air and noise pollution from an unregulated polluting industry, hiding under the ploy, offsetting umbrella scandal, having little or no effects what's so ever to the environment. So where and how do they get quieter and cleaner journeys is beyond conception. So LJLA, why insult our intelligence, with the following statement within the consultation document: We are not seeking to increase existing current available capacity to handle additional volumes of air traffic. Our airspace change is aimed at using new satellite-based technologies. The above statement is a contradiction to LJLA Master Plan 2030/50, due to containing statements of aspirations for expanding runways to accommodate larger aircraft associated with transatlantic /international flights, including opportunities of providing vast new destinations, therefore without doubt clear intensions in increasing existing current available capacity to handle additional volumes of air traffic, therefore bringing ever increasing volumes of air traffic, and all the

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It is wholly unfair to route all take offs and landings using one flight path when that path is a particularly high density urban conurbation. The problems of noise,pollution etc need to be a shared evil.

I object to overflying of any housing area due to the well known side effects caused by the resultant pollution and associated health risks (both physical and mental).

Increased impact of approx.80% of departures will be directly over Bebington area . Low level acceleration and turn will significantly increase noise and particulate pollution.

Overall I have views on the options which I will list below. However, the fundamental issue is that all the options are more detrimental to the flight arrangements currently employed due to the unacceptable increase in noise pollution that the new proposals entail. There is a general perception of this in the South Wirral community but I now have a more specific awareness of the issue following technical input from a contact I have who is well conversed in the aviation industry. However, my understanding is that there is a technical solution to the issue which should satisfy both the needs of the LJLA new instrumentation procedures and ensure the continued well being of all the residents who are overflown by aircraft emanating from LJLA, I will detail this option at 12 below. As regards the options at para A.1.1 to A.1.7. options, options CN CP and CR are unacceptable because the R 27 SID AGGAR option overflies the Wirral and LJLA have, in consultation with stakeholders already developed a better procedure at R 27 SID AGGAR AR where the route takes off over the Mersey and does not overfly the Wirral. LJLA must be bound by their agreement with stakeholders who represent the Wirral community, if a C option was nevertheless adopted by LJLA the level of disquiet and the political repercussions would be considerable. But this does not seem to be a real problem, it seems LJLA are also not keen on the C option in any event and LJLA seem to have included the C options as a matter of form and for completeness. Option A-N is preferred over option C-N by LJLA and options CP and CR rank 5 and 6 out of 6 in the LJLA preference of alternative schemes. If LJLA drop the C options in short order this would be well received by the South Wirral community. Of the 3 A options AR is preferable because this option limits the noise pollution for Merseyside residents. The R option (09 SID CAVEN OPTION) loops over the marshes and then back up the Mersey, the N option or P option (09 SID CAVEN) loops over Liverpool and then over the Wirral causing much more noise pollution than option R. It is accepted that the interface with Hawarden traffic may cause some difficulties but I am sure the view of all the Merseyside residents would be that they would like LJLA to work with and overcome these difficulties to ensure the well being of the communities which surround LJLA.

I think there should have been more consultation with residents and the time extended for this consultation to allow for discussion and presentations

General lack of information to public

The Neutral position in relation to A-R is based on the notion that 27 SID AGGER AR is accepted by the CAA as a "legal/complaint" departure path due to its early turn North after take-off and that the noise levels for A relate to AR and not AN. Whilst this Council appreciates the national context, as presented, is to replace dated equipment with a new technology, the Council has to be satisfied that the new equipment will work to the benefit of residents. Our key concern and that the way in which it is set up should not adversely affect areas of the borough where the narrower paths are most likely to operate.

The C's would be over far too densely populated areas of Wirral The A's would increase air traffic across the whole of Wirral South which is not acceptable to residents .

No consideration given for residents in the Bebington Area of the Wirral. These routings pass over a Hospice, Hospital and many Schools.

Air travel is environmentally unsound and should be curtailed, before it is too late. These proposals are enablers for future expansion of operations at LJLA which will have a negative impact on many thousands of people living in Wirral and Liverpool. It is time that air travel in general is recognised as a major contributor to the Global Climate Crisis and dramatically reduced, rather than expanded. John Lennon would be lying down on your runway to try to get you and the rest of the world to see reason.

These facilitate the future expansion of the airport and should therefore consider climate change impact as the Paris agreement

Improper reasoning. \A-R is best except for possible delays from Hawarden. Given that aviation will decline over next 20 years because of climate change issues there will be fewer delays.

However, the fundamental issue is that all the options are more detrimental to the local population than the flight arrangements currently employed due the unacceptable increase in noise pollution that the new arrangements entail. There is a general perception of this in the South Wirral community but I now have a more specific awareness of the issue following technical input from a contact I have who is well conversed with the aviation industry. However, my understanding is that there is a technical solution to the issue which should satisfy both the needs of the LJLA new instrumentation procedures and ensure the continued well being of all the residents who are overflowed by aircraft emanating from LJLA, I will detail this option at 12 below. As regards the options at paras A.1.1 to A.1.7. options CN CP and CR are unacceptable because one of the takeoff routes overflies the Wirral (option R 27 SID AGGAR) and LJLA have, in consultation with stakeholders already developed a better procedure at R 27 SID AGGAR AR where the route takes off over the Mersey and does not overfly the Wirral. LJLA must be bound by their agreement with stakeholders who represent the South Wirral community, if a C option was nevertheless adopted by LJLA the level of disquiet in the South Wirral and the political repercussions would be considerable. But this does not seem to be a real problem, it seems LJLA are also not keen on the C options in any event and they seem to have been included as a matter of form and for completeness. Option A-N is preferred over option C-N by LJLA and options CP and CR rank 5 and 6 out of 6 in the LJLA preference of alternative schemes. If LJLA drop the C options in short order this would be very well received by the South Wirral community. Of the 3 A options AR is preferable because this option limits the noise pollution for Merseyside residents. The R option (09 SID CAVEN OPTION) loops over the marshes and then back up the Mersey , the N option or P option (09 SID CAVEN) loops over Liverpool and then over the Wirral causing much more noise pollution than option R. It is accepted that the interface with Hawarden traffic may cause some difficulties but I am sure the view of all the Merseyside population is that they would like LJLA to work with and overcome these difficulties to ensure the well being of the communities which surround LJLA.

Should be dropped

The consultation should be extended to allow Wirral councillors and officers due time to explore this matter once the coronavirus outbreak is over

There are no benefits whatsoever to noise/fuel pollution for those of us who live NEXT DOOR to the airport

While I understand the need for the modernisation of UK airspace, it must be a modernisation that meets the needs of those residents currently affected, and those likely to be affected in the future, by the operations of LJLA. The perceived needs of the airport alone do not justify imposing a detriment to the residents of the areas concerned.

As a resident of Neston, increased overflight concerns me. The noise maps do not seem to extend this far, but daytime noise levels are noticeably reduced at present during the virus lockdown, making us aware of the current levels of noise.

the decision to completely change incoming routes to solely above Wirral South is absurd and potentially damaging to the Wirral, it's residents and it's wildlife

Overall I have views on the options which I will list below. However, the fundamental issue is that all the options are more detrimental to the local population than the flight arrangements currently employed due to the unacceptable increase in noise pollution that the new arrangements entail. There is a general perception of this in the South Wirral community but I now have a more specific awareness of the issue following technical input from a contact I have who is well versed in the aviation industry. However, my understanding is that there is a technical solution which should satisfy the needs of the LJLA new instrumentation procedures and ensure the continued well being of all the residents who are overflowed by aircraft emanating from LJLA, I will detail this option at 12 below. As regards the options at paras A.1.1. to A.1.7 options CN CP and CR are unacceptable because one of the take off routes overflies the Wirral and LJLA have in consultation with stakeholders already developed a better procedure at R 27 SID AGGAR AR where the route takes off over the Mersey and does not overfly the Wirral . LJLA must be bound by their agreement with stakeholders who represent the South Wirral community, if a C option was nevertheless adopted by LJLA the level of disquiet in the South Wirral and the political repercussions would be considerable. But this does not seem to be a real problem, it seems LJLA are also not keen on the C options in any event and they seem to have been included as a matter of form and for completeness. Option A-N is preferred over option C-N by LJLA and options CP and CR rank 5 and 6 out of 6 in the LJLA preferences of alternative schemes. If LJLA drop the C options in short order this would be very well received by the South Wirral community. Of the 3 options AR is preferable because this option limits the noise pollution for Merseyside residents. The R option (09 SID CAVEN OPTION) loops over the marshes and then back up the Mersey . The N option or P option (09 SID CAVEN) loops over Liverpool and then over the Wirral causing much more noise pollution than option R. It is accepted that the interface with Hawarden traffic may cause some difficulties but I am sure the view of all the Merseyside population is that they would like LJLA to work with and overcome these difficulties to ensure the well being of the communities which surround LJLA. See comments on

Pollution, but mostly imos t of noise on heart and stroke is overwhelming. Cannot put all air traffic in small area. Just unethical.

Overall I have views on the options which I will list below. However, the fundamental issue is that all the options are more detrimental to the local population than the flight arrangements currently employed due to the unacceptable increase in noise pollution that the new arrangements entail. There is a general perception of this in the South Wirral community but I now have a more specific awareness of the issue following technical input from a contact I have who is well conversed with the aviation industry. However, my understanding is that there is a technical solution to this issue which should satisfy both the needs of the LJLA new instrumentation procedures and ensure the continued well being of all the residents who are affected by aircraft emanating from LJLA , I will detail this option at 12 below. As regards the options at para A 1.1. to A 1.7 options CN CP and CR are unacceptable because one of the take off routes overflies the Wirral (option R27 SID AGGAR) and LJLA have, in consultation with stakeholders already developed a better procedure at R 27 SID AGGAR AR where the route takes off over the Mersey and does not overfly the Wirral. LJLA must be bound by their agreement with stakeholders who represent the South Wirral community , if a C option was nevertheless adopted by LJLA the level of disquiet in the South Wirral community and the political repercussions would be considerable. But this does not seem to be a real problem, it seems LJLA are also not keen on the C option in any event and they seem to have been included as a matter of form and for completeness. Option A-N is preferred over option C-N by LJLA and options CP and CR rank 5 and 6 out of 6 in the LJLA preference of alternative schemes. If LJLA drop the C options in short order this would be very well received by the South Wirral community. Of the 3 A options A-R is preferable because this option limits the noise pollution for Merseyside residents. The R option (09 SID CAVEN OPTION ) loops over the marshes and then back up the Mersey , the N option or P option (09 SID CAVEN) loops over Liverpool and then over the Wirral causing much more noise pollution than option R. It is accepted that the interface with Hawarden traffic may cause some difficulties but I am sure the view of all the Merseyside population is that they would like LJLA to work with and overcome these difficulties to ensure the wellbeing of the communities which surround LJLA.

There is no carbon impact assessment of any of the procedures against our climate change targets and so I am objecting because of this omission

Especially bad

They do not take into account effects on climate change or pollution

Wider choice of options to be made available with the full range of possible flight paths being shared publicly


Individual aspects	Individual aspects comments
All	Find a better route in and out of LJLA



09 Departs - SID Agger	The Agger SID to the south needs to be tighter turn so its 100% over the river
All	See above

n/a	n/a

Re preferred option N for 09 route	This route should fly over Frodsham marshes but will be close to Frodsham town centre so will be interested at how close and low these flights are and the associated noise levels.

see above	
No	No
	I would have thought we would be reducing flying due to the climate change and to meet the targets in the future.
Air pollution	We need to decrease air pollution

27,9	Flights are directly above Heswall. Why not fly down the Mersey as is the custom in European locations. I assume it saves on aviation fuel.
All	Maps are very small and difficult to interpret

	has impact on Hawarden airspace been considered within these changes?
no	
No comment	
All	Living in the area already has a departmental effect on our health regarding health issues eg polution, also the noise polution is horrific.

N,P,R	Flights over Welsh border unnecessary other routes available
In general	Far too many paths over Liverpool conurbation and Wirral peninsula. A "roundabout" should be created to the west of the Wirral peninsula, with routes heading north-west (for northbound traffic), west (for westbound), south-west (for southbound) and south (for eastbound). Two parallel corridors (E and W) should run over the less populated part of Wirral and provide access to and from the airport . Paths to and from Hawarden could be integrated into the gyratory system above N Wales. .
No	

All	<p>I am a professional airline pilot who lives on the Norley area. Whilst the initial plans look beneficial to me regarding the Vegun arrival transitioning south of my village, it must be stressed to all especially non professionals who live in the area that these arrival procedures will quite literally never be used. All traffic into U.K. airports are given an arrival, which is often followed up until a certain point, then in my opinion 99%+ moves into radar vectors. Here the controller is in control of the aircraft, low level arrivals and transitional procedures are rarely flown and the vegun procedure will be no different. At some point (probably before vegun) a radar controller will pick off arriving traffic and for it in with other traffic or in the case of liverpool offer a visual approach. This is where our noise levels enhance as traffic will take a direct route and descend causing more noise to surrounding areas. The way traffic arrives into Liverpool from the South would not be allowed in other parts of the U.K. as most major airports use constant descent arrivals (here traffic must always be descending) this cuts noise dramatically. For some reason Liverpool seems exempt from this technique and arriving aircraft fly level for prolonged periods. If I fly my aircraft level into Manchester my company would be fined. These procedures do not mention the use of CDA's and must be amended to include them. Noise differences between a jet seceding and flying level is dramatic and the constant level flight above rural cheshire is shameful. Please look into this as CDAs are industry standard everywhere except LPL. Please also accept my apology for the poor spelling/grammar as this reply was sent using an iphone and a tiny text box. The comments section is inadequate. Regards Captain Simon Hill.</p>
No	

Procedures N P & R:	Procedures N and P involve aircraft departing runway 09 being placed on reciprocal tracks (depending on their SID) during initial climb over densely populated areas. This phase of flight involves increased workload for the pilots to ensure complete accuracy of flight profiles. Additionally not all aircraft have the same performance capabilities, therefore these reciprocal routings surely have potential for conflict. Any possible conflict would have to be avoided on the ground which would lead to delay at the holding point for the second aircraft prior to take-off. Procedure R provides complete separation of aircraft when departing runway 09.
A-N / C-N	Does not take account of the disruptive effect of flights over areas which have low levels of background noise.

All	The height is not high enough, we do not need more air noise and pollution over our properties
as above	as above




NO	No
A, C, N, P, R	See submitted letter
Where can I read te proposals with out several hours of study - there isno simple explanation	You should be aiming to make flying a disappearing venture. The world cannot take much more of it
VERGUN route	Why are you funnelling all flights on VERGUN route over Delamere Forest (where people go for peace and quiet) and rural areas. Why not move further south away from the forest and on the line of the dual carriageway where the additional noise will not be as significant.
all	Need to reduce air flights to aid pollution, noise and carbon emissions. Post covid19 there will be a reduction in airflights

All	Alternative flight paths should be considered which do not pass above peoples homes.
Change of flight path on leaving and returning. Shd be looking to discourage flying imo	More noise on the wirral. More polluting fumes
All	Technological advancement follow pecuniary motive , here the traveller will contract to abuse the local population in every aspect , chemical output from exhaust fumes can no doubt be captured and contained but not at anything like a viable cost. The cost is Bournemouth by those who choose not to fly . The modern world does not need flight travel in anything like the current level. Technology provides alternatives for most commercial situations. Coronavirus provides an example a timely example of the cost to society of increased travel



All.	You have deliberately made this whole process difficult to understand. Shame on you.



As above	As above



No	
	No
N/a	

All	As item 10 above.
All	As item 10 above
	No to any more flight path over this area

C-P	Why change
	Given the need to reduce CO2 emissions, the number of flights to and from the airport should be reducing in the near future. Plans for new routes suggest an expectation that flights will increase.
No	None

	No comment
consultation	No consultation meetings with communities affected. Residents not informed of consultation meeting. Communities to be affected not informed of the consultation in a public and timely manner.

No	
all	more unacceptable noise, more unacceptable pollution, less quality of life



	None

All planes flying over Bromborough.	Destroying lives keep to the balanced flight paths that have been used.

No	None
	Less planes traveling over the wirral

All proposals	It appears grossly unfair that all flight paths now involve Bromborough rather than being dispersed across the Wirral. An increased use of the Mersey would have less impact on people through noise and environment

	You have not presented the proposed changes coherently.
All	The options presented are very limited and the reasons behind the options are not explained nor substantiated fully.
all	Leave things as are

night flights and volume of flights	please do not increase night flights and do not expand airport as increased volume is not suitable for this airport location in the middle of the city region
	Why are people and their representatives being "consulted" through an overly dense and rushed procedure?

night flights and narrower flightpaths	night flights are undesirable for Wirral residents. Narrower flightpaths are unfair - the load should be shared out.

	No
The consultation	It was so low key as to be almost missed by everyone. Doesn't seem very fair questions. The consultation paper is daunting to say the least, precluding responses from all but the most determined.
Unable to comment.	



Directional route changes	Will have a massive impact on protected wildlife of every description on the Wirral peninsula due to the massively increased changes cutting across the area as opposed to flying around it at present. Also huge increase in pollution to more built up areas from the aircraft due to the new proposed routes.
	Too concentrated over populated areas.

	We should be flying less for the benefit of the planet

In reality there seems to be little difference between any of the procedures relative to arrivals.	As per Which procedures.

all	each option has a significantly negative impact on Wirral residents

	See above.

All	From what I can determine all combinations lead to a disproportionate increase in flights over the Wirral.

All of them	Can local residents be given the full range of possible flightpaths and not just the limited options in the consultation??
The options do not offer an acceptable degree of choice	Can residents be given the full range of possible flightpaths and not just the limited options in this consultation?

The increase of day flights so dramatically and proposal of night flights.	This area suffers enough already from JLA noise and air pollution. It's been wonderful to have a respite from this during the pandemic. How would your families greet such proposals?
All	Information is not easy to understand-is this deliberate?

A-R	seems to have the least impact on Wirral residents.
	Wirral cannot support this volume of planes flying over,it will go directly over a beautiful country park and a peaceful residential area

	This will be awful to people living in Wirral
	Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic

The options do not offer much choice.	As above
Generally	Too many flight paths over Wirral and particularly Wirral South



NA	

I am on the flight path and think to many aircraft go over my house as it is.	
	Am on flight path.

All	The consultation, so called, is a sham as it has had no profile of any form. At the very least, all affected households should have been contacted by letter.

Increase flight traffic	Let's protect the planet the people & our area ahead of greed & pollution
Every one	

No	
The whole Consultation process.	The Consultation process should be extended until after the Coronavirus epidemic has ended and things gets back more to normal. Otherwise you could be accused of unfairly "pushing it through" without full and proper consultation.

No	
Less night flights over Wirral	Will affect us with increasing flights and routes



West/north and south bound paths	There is a large focus on these paths being across Bromborough/Bevington/Raby Mere. The current levels are enough and it shouldn't be that more flights are sent over these areas
All	An acceptable degree of choice is not offered. Residents should be given the full range of possible flight paths



We have enough noise pollution	
Not Answered	Not Answered
All of them	I don't want to listen to planes flying directly over my house 18 hours a day.

Flight paths	Strongly object
Poor consultation with local people	Only just found out about these proposals





	No
No	No
No	

all flightpaths over residential areas	Why should residents of the Wirral be subjected to more noise and pollution
All	All options are unacceptable. The majority of flights to a Liverpool airport should not be routed over Wirral. The Wirral does not need any further aircraft noise and pollution.

The missed approach holding pattern	The holding pattern being near hoylake is an odd choice. I feel like it's either a little too far away or not far enough. It looks like its trying to be offshore but it's a little too close. But then its actually quite far from the field in the first place, which is also odd. Maybe look at other areas, like the industrialised areas around runcorn, which are also closer.
All	The substantial increase in Air traffic directly about my property will severely impact on my families quality of life and also impact on the value of my property

all	should have been an enquiry as its in liverpool make the path over liverpool we do not want it over here
	No



	<p>with the exception of the 27 AGGER and AGGER AR SIDs, all of the procedures will have an operational impact between Hawarden and Liverpool airports which will need to be assessed by ATC simulations and suitable mutually agreed procedures developing. Ideally, the simulator assessments would have been made before commenting on this consultation however COVID-19 restrictions prevent this. As such Hawarden ATC on behalf of Airbus are supportive of the proposal on the condition that Laiverpool ATC undertake to include Hawarden ATC in simluations of the proposed SIDs and Arrival transitions in all runway varitions and typical traffic conditions and further undertake to jointly develop ATC procedures between to be agreed by both units.</p>

All	The changes are loaded in favour of the airport developments, this so called 'consultation' has been unbelievably under publicised, (some local councillors representing affected communities were unaware of it).
No	No

	I don't want to be breathing in your fumes.

Many	The proposals are complicated and unclear what is changing in a specific area. How much increase there will be in order of noise and frequency. Frequency being the main concern, would there be an increase in number of flights overhead and if so by how much. Would noise levels increase and if so by how much. What will you propose to alleviate any increase to households affected by the proposal.
Increase in any traffic is unnecessary	

All	The increase in night traffic is particularly concerning
Why were we not told about this until the last moment. Night flights will be especially negative	Why the need to change at all

Process	Lack of meaningful consultation and the impact of noise pollution on the areas effected. Also the possible expansion of LJA routes that this new system will facilitate.

	no
AN; CN; CD;AP; CD;CR	Each of these options have a negative impact on Wirral residents. C options more than A option P looks particularly bad

no	

	Flights should be allocated to fly over all people not some. Port sunlight is a heritage conservation area.

	considering the effect the proposal has on the Wirral population, it has been not widely enough advertised
No	No

Lack of public communication of publication of consultation survey and residents' opportunity to comment.	Expansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. The Night flights will be most problematic and concerns should be raised about any intention to increase these over Wirral. · Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.

No	



Na	Na



Night Flights	Night flights will would be a problem and concerns raised about any intention to increase flights
No	

	If it's not broken it doesn't need fixing.
I will support AR	The comment is the same as given in question 10

this is a choice between bad and diabolical	

Increased air pollution	Wirral is known to have one of the highest levels of asthma in the UK this will make it worse !


ALL	<p>Flight paths for Runway 27 SID AGGER would fly directly over Tranmere Oil Terminal with its massive crude oil storage tanks, and the oil tankers which dock there regularly with their huge cargoes of crude oil, and would be flying at a HEIGHT OF close to 1000 FEET. Flight paths for Runway 09 SID AGGER would fly very close to and around to Stanlow Oil Refinery and all its attendant hazards and potential for a major and catastrophic incident. Runway 09 SID CAVEN shown in Fig 21 on page 24 loops round Widnes then over Liverpool and appears to be aiming for straight above Tranmere Oil Terminal. Runway 09 SID CAVEN option avoids flying over Tranmere Oil Terminal but loops quite close to Stanlow Oil refinery and then flies over Eastham Oil terminal. Proposing such dangerous low flying flight paths seemingly exhibits either an ignorance of the top tier COMAH (Control of Major Accidents Hazards) sites on, and or, close to the Mersey estuary, or a disregard for public health and safety and the human and environmental catastrophe that would result from just one aircraft failing and crashing into one of these major hazardous sites, or indeed from low flying aircraft crashing into any of the densely populated urban areas they would be flying over.</p>

Comments as per Question 10 are applicable.	As above.
n/a	n/a



no	


This whole consultation	Flawed. Not advertised to residents. Explanation of impact of changes almost impossible to find.


	I object that there will be more air pollution & noise pollution


no	

See above	

Noise and air pollution over Bromborough	The proposals are pushing all the air traffic over Bromborough, where I live, which will increase my air and noise pollution. It is ridiculous to push everything over one area rather than spreading it out as it currently works.
	We do not want night flights over wirral



NO	NA
-	-



All proposed procedures	All proposed combinations have greater affect on Wirral noise and air pollution

	A full written explanation of the concerns of Manchester Airport have provided in a letter sent directly to Liverpool John Lennon Airport
The Runway 27 Sid Agger Route	This route is included in CN, CR & CP proposals and should be rejected because it will create additional noise/pollution over residential areas in the Wirral as the main flight path from LJLA ascends directly over Brombrough and then travels north overland up to Rock Ferry across a largely residential area.

There has been almost no attempt to formally engage with Wirral residents or the Council	The consultation process must therefore be restarted in a more transparent and public way
Why did we not get confirmed about these proposals properly	Disgraceful
Combination	More choice would be good (if possible)

	<p>Our comments are noted in the attached document below.</p>
	<p>Provide clear information for residents to view.</p>
<p>Each option has a significantly negative impact on Wirral residents</p>	<ul style="list-style-type: none"><li>• C options impact on residents in Wirral more than A options</li><li>• R options may offer “least worst” environmental impacts</li><li>• P options look especially bad</li></ul>

	Proposal will increase air traffic over Wirral by twice as much

	HOW SAFE IS THIS NEW TECENOLIGY

All the procedures	All of the proposals deliver an improvement to both noise and air quality when compared against the baseline however when examining the detail procedures A-N and C-N result in the least impact upon our residents and hence our support.
I do not want anymore flights over Bromborough and Eastham	



see attached pdf

see attached pdf



All procedures	We already have too much air travel and the new proposals to force even more travel routes through airspace above both Liverpool and especially the Wirral is retrogressive and does not match environmental concerns. We do not need more routes, more flights, more air and noise pollution. Stay home, stay safe and protect the planet!
All	The need for change has not been proven therefore the change appears political and not based on merit
	Aviation needs to decrease for the planet`s future - both in terms of the climate emergency and the possibility of future pandemics

I object to the proposed flight path over Wirral	I object to the proposed flight path over Wirral
No	

No	No

Expansion	Although not a stated objective of the proposed flight path changes any consequent expansion would make the harmful impact even worse.
All	We need a full list of possible flight paths

Flight path changes	Night flights will be most problematic, and concerns should be raised about any intention to increase these over Wirral. · Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.
Not an expansion more about a new system for expansion	Not been notified

<p>Make it totally fare don't make more noise and pollution the Wirral has the brunt of it</p>	<p>Spread the system</p>
	<p>Residents over effected area should be given the full range of possible flightpaths and not just the limited options in this consultation</p>

NOMSU	This appears to be the least impactful to local residents in both noise and air pollution as in runway 27 transition it comes in over the Liverpool bay and docks area.
Altitude and flight paths	
All	Lack of information given

	Fly over a less populated site

All	Why isn't the river used as the corridor for plane in and out off the airport

Unhealthy and noise pollution	Asthama and no consultation with residents

Potential expansion of airport and consequent development of flight paths.	Any increase in night flights will significantly and negatively impact on Wirral residents in terms of noise pollution and subsequent disturbance. The use of narrower flight paths impact on a smaller number of residents. Keeping flightpaths as widely dispersed as possible would reduce impact on those affected residents. However any increase in disturbance is a problem to both residents and the area's bio diversities.
None	N/A
No	
all	Cannot access the proposed procedures
	no

Approach Runway 09	All combinations include Approach Runway 09 - this would further narrow the corridor across Wirral and thus further focus noise and environmental harm on Wirral households along this corridor.
C-N, C-P, C-R	seem to be highly invasive to large area of Wirral and unnecessary with A option maximising use of the river


Not notified of this procedure	No increase to flights over spital, due to noise, health and wellbeing and risk of major incidents of residents and school children whose school is on direct flight. It is bad enough with 30% of air traffic flying over, with noise, pollution and danger of major incident

C routes	Half of the 8 proposals cross over at Bromborough and travel up to Rock Ferry before turning right towards Liverpool. Seems completely unnecessary when there is a perfectly good route running up the middle of the River Mersey.


C, R and P	C option more impact on Wirral Residents than A, R option may offer "least worse" enviromental impact, P option especially bad
Flying over Wirral residential land	No flying over Wirral land except to directly line up for runway 27 at most direct point.

All	See comments at 10 above
All	See comments at 10 above

All	See comments at 10 above
Trans VERGUN	This is the only procedure that direct affects the parish of Norley. It is essentially only a change of procedure from land-based to GPS-based navigation. The flightpath followed is essentially the same for both, but with less likely flightpath variation with GPS. It seems a reasonable proposal with relatively little overall effect. We note the new proposal and are neutral about it - neither support, nor object

No	None of the proposed procedures are acceptable. Keep your airplanes well away from populated areas.
27 AGGER and 09 CAVEN	Concentrating routes over heavily built-up areas, as well as Tranmere Oil Terminal
ALL	There has been a lack of information and stakeholder awareness of this "consultation" considered to have a "crucial role in timely feedback" on the impact of ACP. This is borne out by the limited responses .

See comments on Qu10  
and Qu 12

I think there should have been more consultation with residents and the time extended for this consultation to allow for discussion and presentations

	Why are the flights not more in and out over the river to/form the Irish Sea?

All	<p>Combination A-R indicates the lowest noise impacts for Wirral, therefore it is the option of least objection. In terms of SID WAL and the route NW up the Borough and SID TEMP2, these departures still give cause for concern given the anticipated increased impact on certain areas of the Borough such as the Eastham and Bromborough ward areas as indicated by the modelled average noise contours. This too correlates with predicted increased event numbers exceeding 65dB as far West as Thornton Hough. It is assumed that the difference in noise contours on the Wirral side between both A-N and A-R, despite combination A being present in both is due to reduced traffic within A-R as a result of integration issues with neighbouring airports. These concerns are further exacerbated by the potential increase in disturbance for some resident at night and the Council would further oppose any increase to night time disturbance or broadening of parameters or permissions to allow increased traffic in night time hours irrespective of its precise location.</p>
AN AP AR	<p>concerns that they fly over Clatterbridge Hospital and two Hospices. Concerned re extra pollution of air in Wirral South</p>

WAL, AGGER, TEMP 2	Initial turn on all 3 departures. The initial turn should be mid-Mersey. No requirement to turn over populated areas. The consultation indicates it is PANS-OPS requirement. It is not.
All	Air travel is environmentally unsound and should be curtailed, before it is too late.



Noise and fuel pollution	The proposals do not improve anything at all for those of us who live next to the airport. As there is no current noise/ fuel emissions pollution figures how can we compare the figures given for 2021 /31 are an improvement.
Entire Procedure	Difficult to navigate website. Overly complicated and data heavy consultation, with very few real options
All	All options appear to have a more detrimental impact on Wirral , particularly the Bebington, Bromborough & Eastham areas. Of the options, A procedures appear (AR) to have the minimal impact on Wirral. C& P appear to be significantly worse than current practices for the quality of life of Wirral residents. R options appear to be the least worst option in terms of the environmental impact.


	See comments on Qu 10 and Qu 12

All. I cannot read all due to brain trauma . Sorry typos.	As above noise pollution and health impacts. So much research is available on this.

see comments on Qu 10  
and Qu 12


All of them	
A-R	The only option I can support
None	None

Options C appear to have most impact on Wirral residents	As above, other options should be presented


**Reason for objection**

Noise

Because my everyday life is being effected by the noise level of the flights that do exceed 72db and we cannot even have a window open in our house as a result of it.

There is enough pollution in speke from the airport

These changes are not explained in plain language, also the noise factors do not consider take off and landing and altitude of flights over the Wallasey flight corridor. We live in Wallasey and there are flights landing every 7 mins and it can be loud.

Noise level

I think they currently work and keep air noise to a minimum

I don't want aircraft noise in my village.

noise pollution.too many low flying aircraft.

Tighter 09 Depart turn on runway 09 and Wider Caven

Currently, flights above E Port/Little Sutton - particularly in the summer is extremely disruptive to sleep. From 7.00 am onwards we are woken by the noise from planes above. Although the impact of changes isn't explained clearly for the non-specialist to understand, it appears increased air traffic will impact on my local area - which contains increased residential areas and heavy industrialised areas on flight paths. There is no information

We get more than enough flight noise from Airbus in Broughton not sure why we have to suffer the daily noise from flights to and from Liverpool Airport.

The additional routes and planes are not necessary.

Too many flights over my house already creating excessive noise

No point in costly changes

The aircraft noise over Norley is already incessant
Affect my quality of life I bought house NOT directly on a flight path
Flying lower over populated areas of Eastham will cause greater inconvenience to the local population.
Increased noise and visual intrusion of Combination A for R27 in my locality.

Noise pollution
It should follow the path of the estuary into Speke
N/A
we should be reducing flying or find a more environmental friendly solution to reduce our carbon footprting
No information is available about the proposed changes
Noise and pollution and not acceptable when country needs to reduce its impact on climate

Noise and pollution

Quite simple, we have enough air and noise pollution as it is. Why give us more? This is more about making even more money (greed) for the shareholders. More people = more car charges for picking up and dropping off.

The 09 departures potentially being routed over widnes built up area.

Increased noise levels and pollution over farmland affecting animals and my health

the noise the pollution and roads

noise pollution and health problems

Noise in areas of outstanding natural beauty

The whole consultation process is a sham, designed to exclude the public.

Na



Flights flying lower

N/A

A-P,C-P, A-R, C-R - all options but two routes closer to where i live, although they will be higher over me, there will be a greater volume of traffic than the other proposed options

Increase in noise

The noise from the planes is deafening, above our properties they reduce/increase their speed and you can hear the engines screaming as well as the air pollution this causes, the has been even more apparent since the lockdown and less flights in the skies

as above



Increased carbon emissions, increased noise, especially for Wirral residents, increased air pollution from flights and additional road traffic.
Because of the climate
Should be NO facilitation of air travel expansion
This is an outrage in the time of a climate emergency, and would have massively negative local implications.

Because a simplified example of what you intend to do has not been provided

Noise over Delamere forest and nearby rural areas due to low level flights and circling.

Need to reduce air flights to aid pollution, noise and carbon emissions. Post covid19 there will be a reduction in airflights

Noise pollution

Noise levels

The increase in air traffic over certain areas will be unacceptable

I believe airport expansions should not be taking place at least until we start seriously trying to combat climate change. You mention fewer, larger aircraft

Extremely poor consultation at grass roots of those impacted

Environmental damages

Pollution to the environmental
Because of global warming
Too much pollution and noise for vulnerable groups
Air travel must be minimised if we're to meet global warming targets
Air and noise pollution. Reverberation of buildings due to frequent low level flights, worse under some weather conditions, ( wind direction and dampness in the air).).
Increased noise pollution in already polluted parts of Wirral
The air and noise pollution caused by 24 hours a day flights, the extension in the number of airport runways.

I live in bebington

More flights over Wirral will result in poorer air quality and have a huge increase in noise pollution. More night flights will have a detrimental effect on noise in the night which is currently minimal.

Air travel is bad for the environment.

We should be making air traffic greener, given the imminent climate catastrophe.

The health & well-being of Wirral

I don't want airplane noise and pollution where I live

Pollution and noise

I am against the increase in air traffic, in general and the proposal to switch to 24hr operations, due to the increase in noise and environmental pollution. The Wirral already suffers from high pollution levels and the resulting health impacts and this should not be increased.

Increased pollution and noise over the Wirral if 24/7 comes into being

These represent an expansion of air travel at the airport and a threat to our climate crisis

Health outcomes are poor in proposed new routes, pollution from increased air traffic can worsen these. Proposals were not widely advertised, approach to consultation is tokenistix and shows lack of care towards residents

Because of the Climate Emergency and the role of aeroplanes in increasing Green House gases we should not be increasing the airport

Increased pollution and noise over Wirral areas, where childhood asthma rates are already high

Increase air pollution

Liverpool region has declared a climate emergency. National legislation has also been passed putting the climate at the heart of any decisions. Any policy that will ultimately lead to airport expansion is incompatible with this.

Every thing is ok at the moment

This will fly over my house, more pollution

The UK's Climate Change Commission has demonstrated a significant reduction in air travel to meet Climate Change Commitments. These need to be factored into all proposals, but are absent.

Increased noise plus pollution and emissions

I believe that expansion of the aviation industry is not compatible with a sustainable human presence on the planet.

More noise for the Wirral

Would accelerate climate change

Any expansion is detrimental to the environment

I do not want more air/noise pollution in my area due to health reasons

Object to any increase in aircraft noise and perceived overflight generally and specifically over the Wirral and Heswall

Housing and pollution, the already high amount of air traffic affects roofing etc

<p>They do not support the need to provide a net zero carbon equivalent emissions economy.</p>
<p>do not want flights over wirral area</p>
<p>we suffer greatly with various forms of pollution at ground level, we do not need more than at present rained down on us</p>
<p>As comment on question 10 above.</p>
<p>I live on LA flight path/s. I am extremely concerned about the prospect of ANY increase to aircraft numbers and noise during night-time. My property was built in 2004, so relatively modern, has double glazing &amp; additional sound proof glazing but when a plane flies overhead during the early hours, (fortunately quite rare at present), it disturbs my sleep. It seems inevitable that LA will expand business operations and I have serious concerns about the impact on the environment: air pollution &amp; noise on people and impact on animal welfare in protected areas.</p>
<p>Because there is too much air traffic as it is</p>

Pollution

Would mean more noise and pollution over highly populated area that already has a lot of pollution from local industry

Seem to want to change the routes to over poorer more densely populated areas

I have read the professional pilot's detailed comments. Although he is neutral towards the plans, he does suggest or imply that some overflowed areas will be subject to more noise from a greater number of flights. I don't think this is acceptable. Noise is a form of pollution which needs to be tackled like any other.

They will impact environmental and add to global warming

Increase in noise levels
Because you'll be flying 24 hours a day above where I live, I don't want the added pollution and noise.
Environmental impact - increased air and noise pollution across Wirral if there is an increased volume of air traffic, increased traffic pollution in Liverpool.
i do not want overflights
Noise and environment pollution
increase in noise levels focussed on the Clatterbridge area
Noise and emissions

If I'm reading these proposals correctly, you propose to shift a large proportion of traffic to routes over the Wirral. This would cause an increase in noise pollution impacting the area.

In this time of Climate Emergency air travel needs to be drastically reduced.

More Routes being flown over the Wirral

see above

Because of the extra noise over the wirral

Will affect highly populated areas
New flight paths over my habit, extra noise and pollution
Increase in noise and resulting air pollution
I live on the Wirral in an area that is opposite LILA. Flights are already regularly passing over the area. To increase these would have a significant detrimental affect on the area and environment. In addition, house prices will be negatively affected - not something that anyone can afford in the current climate.

More polluting over are heads
We get enough flights over wirral at present. Any expansion would mean even more noise and pollution over the wirral
More pollution and noise over wirral.
Excessive noise
Noise

Because all flights will pass over my house and lots of flight currently fly that route

The noise of the Aircraft is bad enough without being directly over us would be worse. It will affect property prices should the new route go ahead.

Destroy Bromborough

There is no compelling reason to make any change

it will increase flight noise over bromborough and eastham

Too many homes in one area will be bombarded by planes

adding additional flight traffic over bromorough would not only cause more noise pollution but impact more on the already problematic issues with telephone and television signals.

My house is under flight path and it is very difficult to have conversations in my garden as the flight plan stands. More air traffic means more noise . This is unfair to place this on us.

The noise will be increased above my home. Eastham, some noise is tolerable but the increased traffic would be very frustrating

As above

Don't want more planes traveling over the wirral and don't wish for the airport to expand

Affect on the noise pollution in an already industrial heavy area, and therefore will affect house prices in area and general wellbeing

I live in Bromborough which will be impacted

The increased noise and air pollution will be concentrated over a small area which is not fair on the people living in this area

Environment, noise, pollution

I think there will be more noise

Will ruin the peace of my home

All proposals see large increase in air traffic over Bromborough.

Noise and pollution

We have to breath toxic levels of air pollution already - why add to it?

Aircraft noise will be focused on an unlucky few and this will only worsen if the planned expansion goes ahead.

As we live in Bromborough

Noise, pollution, loss in value of property, effect on wildlife

There will be a detrimental impact on my local area

We already live right under the flight path of planes coming from and to LJA, which is just bearable but to increase this number of flights would lead to more noise and pollution.

They fly over residents when they could fly over the sea more

I do not think that more routes over the Wirral would be beneficial and the increase in noise pollution would be detrimental to both my health and the health of the area

all combinations would significantly increase air and noise pollution, badly affecting people and businesses in Bromborough ward and across the region.

No need for the airport, doesn't benefit the Wirral
they have narrowed the flight paths
Increased Noise over Wirral
I live in Bromborough and I'm happy with the flight path as it stands. It's acceptably intrusive.

Noise levels

Airports should not be expanded. Flights should be reduced to a necessary minimum.

The noise pollution 24 hours a day over areas of the Wirral

YOU HAVE NOT WIDELY ADVERTISED THE SURVEY FOR CONSULTATION

Noise is already a problem. Using the garden is not peaceful with all the aircraft flying over constantly.

Expansion of the airport will increase carbon emissions

Proposals will cause noise and air pollution over the Wirral

I'm not supportive due to more over flights of Bebington it seems the beacons go and your pilots need to fly over land marks to find d their way.

As above for the protection of our environment

This will mean more flights above my home causing further noise pollution and devaluing my property. I would like to enjoy my home and spend peaceful time in my garden without the constant noise of low flying planes overhead.

Noise and pollution.

Approach to runway 09

The climate/ecological crisis

Bromborough has enough air traffic

We already get to much air traffic and it's flying low and noisy and potentially already over polluting the countryside

It goes directly over my house

Live on flight path

Because my house already had 3-5 flights a day go over the house and thats enough anymore i wouldnt be able to sell my house

It's difficult to say one way or another because of technical issues involved.

I do not support any expansion of the airport especially since we are supposed to be reducing our carbon footprint .

Poorly publicised and very difficult to read consultation document means very little response is likely. The intention is clearly to increase capacity as Liverpool Airport; I do not support expansion of air transport either locally or globally.

Expansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. This consultation is not about expansion, but the new systems will help enable expansion.

We have enough anes flying above us already

As far as I can see from the maps, the new routes mean that where I live will show a significant increase in activity and therefore noise.

Severely detrimental effects on Wirral residents.

One flight path would be over Eastham, South Wirral and Rocky Ferry, which, as I understand, would mean around those areas would be subject to approximately 80% of the traffic that comes in and out of the airport. How is that fair for the both the environment and residents who live in those areas?

All the proposals appear to impact the flight paths over South Wirral

Expansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. Night flights will be problematic. Will the number of night flights increase over Wirral. Narrower flightpaths seem much more unfair on those affected.

I.I be living under the flight path

I'm a resident and there's already too many planes overhead

You will destroy the tranquility of South Wirral and put intolerable noise pollution in a small area. You should have residents' approval. Who would approve if they're unlucky enough to live in this proposed flight path?

Air pollution/noise/impact on health & well being of people

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Too many flights over area already
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As above
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Information about proposals has not been made easily available to affected Wirral residents. Pre-lockdown noise levels from planes already too much.
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More noise over my area

The Wirral already takes more than its share of flights for little benefit to the area as the airport is far away (either tunnel or round trip over bridge).

Lack of consultation

This is not right so many flights on the same flight path

The proposals disproportionately affect Wirral

Aviation fuel pollution, airtraffic noise,

80% of the flight paths will go over my house, childrens school, our main green area for recreation (Eastham woods). There will be no escaping the noise pollution.

You must know that the detailed proposal can mean little or nothing to a member of the public with no aviation background. The Easy To Read Summary is hopeless and inadequate - effectively saying we are changing things and if you want to know what go and read the full document - doubtless needed for technical proposal, but just a way of stopping members of the public being able to access any meaningful information

the options do not offer an acceptable degree of choice



Increased noise and decreased quality of life

I live directly under the flightpath and its bad enough with 30% of flights going over us. Under new proposals I believe it will be all traffic.

the options do not offer an acceptable degree of choic

Unfair to have majority of flights flying over one area.

I do not want that much air traffic over my house
Too much traffic and pollution concentrated in one are
As the flight path goes right over my house
Many of the routes are over the Wirral much more so than current flight paths. This will increase pollution over the Wirral/Cheshire and increase noise pollution.
I live on the flight path now and it's only just bearable. You can't hold a conversation outside when planes are on the final approach.

Because will increase air traffic by at least 80% over Wirral country park and residential areas

Because they are detrimental.

80% of flights over Eastham woods is detrimental to wildlife, but also other areas such as Eastham, New Ferry, Rock Ferry have significant mental health issues so noise and pollution will be detrimental. Dont forget that some of these areas already have the lowest life expectancies in the country so pollution will impact even more

This is step back. Let's protect the planet the people & our area ahead of greed & pollution

I believe these procedures are aimed at expanding LJA capacity. I do not want to see more flights to and from LJA.

Noise, pollution and devalue of my prooerty

I object due to the likely increased noise and pollution over Wirral

These changes have a very detrimental effect on the residents of Wirral, especially with regard to increased, noise pollution, especially at night.

I dont want Wirral covered in pollution

Noise

Pollution and noise pollution

Object to the probable increase in noise and pollution

I do not wish to have increased noise and air pollution overhead. It's bad enough having aircraft fly over the field behind our home regularly. We do not want anymore. Can you not fly up the mersey or up the Dee and then turn over the water near to Runcorn bridge avoiding built up areas.

This is disgraceful how dare you try and fly planes over my house 30% is already quite enough!

It will affect us more with the proposals

Narrower flightpaths seem much more unfair on those affected.

Planes will be departing over my road significantly more. I'm worried about the noise and the disruption to our lifestyle.

I live directly under the flight path

At present I am sort of happy with the current flight paths

There are enough flights going close overhead around Raby mere/bromborough

Negative impact on South Wirral residents. .

They will increase noise pollution in my area

The pollution & noise over my family home
Environmental impact
Noise is already enough here
Increase in air traffic noise and environmental pollution over my house.
Increased noise
We live on the Wirral and we already have aircraft every 6 minutes flying over us in the high season. We cannot live with the constant noise and disturbance.
Changes in routes and increased air traffic will cause noise pollution and distress to those living under the flight path

Noise and environmental pollution

We suffer enough noise pollution

I am on the flight path and noise levels are high already without adding more noise...also if u are adding more flights this obviously means flying during the night which will cause more noise. Also I'm concerned about air pollution..

Not Answered

I am fed up of not being able to sleep at night as they are non stop.

The airport is in Liverpool and yet the people of South Wirral are plagued by noise pollution, increasing year on year over the last 18 years.

We currently have enough aircraft flying over our house at the moment and certainly do not need any more noise or pollution in the Bromborough South Wirral area.

Noise pollution over residential area

Need to be spread out, eastham way is already heavily burdened with pollution from motorways etc

Flying across my house

The concentration of air traffic in one corridor will be too much for those affected

Not good for residence mental or physical health nor the economy
Already too much pollution and too many planes going over my house
Noise and air pollution
Noise and extra pollution !!!
We already have 30% of the traffic and it is already loud and intrusive
Because the changes will increase the amount of flight traffic over my house.
Noise levels excessive, constant noise. Wirral is a rural area

Resident under flight path, we haven't been consulted

Disruption to personal space through noise and environmental affects

Increase noise

each option has a significantly negative impact on Wirral residents

I live in Bromborough under the flightpath

There are already a significant number of planes flying over Bromborough.

Many more flights over Spital

I'm not supportive for two reasons 1. It puts the majority of the air traffic over one area not spreading it out evenly across the region and 2. The way this has been done underhand this should have been lettered through the door of all effected people and voted on we live in a democracy for a reason

As above, flight paths are not adhered to, low flying aircraft and noise levels and late night planes , why would I support these proposals to get more of the same

the Airport is a white elephant and not needed

I think that a 50% increase in air traffic is excessive and will disrupt the current peacefulness of the area affected by the proposed new flight path. Noise levels will drastically increase and I think there will be a negative environmental impact on the area

Increased noise and pollution for Wirral residents

There are already too many flights across the Wirral at too low an altitude

The noise levels and pollution overhead.

I do not want the flight paths over Wirral that has areas of special scientific interest so could have an impact on important wildlife plus it's an area that pays a decent proportion of taxes

See above

the noise 80% will be disruptive to the people living under the flight path.

Having the flight path changed so that flights are routed predominantly over the Wirral will have an incredibly negative effect on those living in the flight path. The noise and disturbance it will bring to these residents will be considerable. A much fairer method would be to have a range of flight paths into the airport to avoid disruption for one group of people.

Pollution air and noise highly populated area

I think the change in route would be detrimental to the air quality in eastham and we are already hit by the A41 and the m53 motorway along with 30% of current routes

I live in South Wirral and already have too many planes flying over my home, the increase in planes from 30% to 80% would be absolutely unacceptable

As Q10

Consultation with Wirral residents has not been widely advertised,  
more routes not shown

Noise

Increase in noise pollution, air pollution, decrease in environmental quality with resulting impact on human wellbeing and wildlife.

Disturbance

The increase in flight traffic is too significant an increase from today and an unfair burden on the residents

Flight path over home

Increased air traffic / noise & environmental impact

They will be over my home and affect my quality of life and that of my children

Air quality will be even worse than already is and I have asthma

I don't want to be breathing in your fumes.

Massive increase noise pollution to the wirral

See response to 11. Would any increase affect my direct area.

I am not supportive of the increased air and noise pollution above Bromborough and Eastham which isn't good for locals with respiratory issues.

Flight paths at the moment impact on our lifestyle

Noise & air pollution

They will significantly impact on the lives of me and my fellow neighbours
Because of the negative effects on both population and environment
Each option has significant negative impact on Wirral residents

I live under the flight path and it is very noisy

As a resident in the flight path , why should. I support an increase in noise and disturbance than I already have , especially early morning and late flights!

Local residents

Additional noise pollution over the areas effected and the detrimental impact on those areas.

Having read the proposals and heard councillor Muspratt's views it simply does not seem sensible to me to be increasing traffic over Wirral. If the increase from 30-80% is correct then this will simply increase noise pollution.

Not very good for people living in Wirral

It is not fair. Narrowing the flight paths will have much more affect on Wirral residents. The increase in night flights is extremely conerning.

80% of traffic from LJLA will go over South Wirral

far too much noise and pollution.

'Modernising' routes and procedures is an underhanded way to expand the airport.

Eastman already has a disproportionate noise and air pollution level with both the A41, M53 and Gas terminal. Increased air traffic would only add to an existing area of high air and noise pollution.

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The Wirral's environment will be negatively impacted upon
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I don't want extra noise of aeroplane s flying over my house.
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It's unfair that one area of the Wirral will be inundated with flights and the noise and pollution that goes with them and that the rest of the Wirral will not.

I am already badly affect by low flying aircraft during the day and also after 23.00 pm, since I am living in Bebington, directly under the flight path

Do not want my air further polouted

Lack of publicity regarding public consultation. Unfair burden to be placed on some Wirral residents.

We do not want an increase of air traffic over our homes

Increased air traffic and pollution

I do not support all the proposals outlined above but have supported one as indicated

Noise pollution disruption to life where I live

Because it increases traffic over my house

We do not want night flights to keep us awake at night and we do not need any more noise than we have now during the day Bromborough gets a rough deal when it comes to noise pollution off planes.

Noise and air pollution over my home

This will have an extremely disruptive impact on the day to day lives of myself and my mother. She is severely unwell with a lung condition and the environmental impact on our area will be unacceptable to us.

Noise

Will impact where I live

This will have a negative impact on our community

The flights will cause noise and other pollution where I live

Our sleep is already disturbed. You're belching out pollution over an already deprived area which has many people with medical problems,

Its loud enough as it is.

The noise and pollution across Wirral would be detrimental to the whole. Area

Noise and air pollution

For the reasons stated above

The routes you are proposing from what i can see, bring most of the outgoing and incoming flights over the area we live in. I know we have a flight path over us now, but looking at your proposals the air traffic would increase substantially over our area. This would cause an excess of aircraft noise and pollution.

I find the idea of low flying aircraft problematic on respiratory grounds and especially in light of the current global pandemic. I question also the timing of the consultation.

Increased air pollution & noise over the Wirral peninsula

Flight's over my home

From my understanding flights will significantly increase over Wirral

Increased noise/ pollution for Wirral residents

All Approaches N, P and R

Why don't you leave it as it is

Travelling over Bromborough, Bebington etc is very disruptive in terms of noise. I don't believe it is a necessary change.

It is a huge increase in the number of flights and will increase noise and air pollution to intolerable rates

Noise and pollution flying over where we live

The new routes appear to send as many as 80% of flights over the Wirral

Noise and pollution

too many take offs over Wirral in all pressure conditions

Danger from increased noise and pollution

Current routing is noisy in bebington and your proposals will increase it further

Pollution in Wirral & Merseyside's high without adding to it. Lung conditions are one of the highest in the country

Noise and light level currently over tranmere

They are not considering the same groups of community. These people have already had to put up with an increase in the past. We moved to Bromborough before the change in flight direction. Unfair.

Noise, pollution

Noise and safety


top tier COMAH (Control of Major Accidents Hazards) sites on, and or, close to the Mersey estuary, or a disregard for public health and safety and the human and environmental catastrophe that would result from just one aircraft failing and crashing into one of these major hazardous sites, or indeed from low flying aircraft crashing into any of the densely populated urban areas they would be flying over.

Increased noise and air pollution

Sleep deprivation & noise pollution

Because of the heavy impact to groups of residents on the Wirral as stated in previous question responses. Also, these proposed changes help facilitate the potential expansion of the airport. We are in an age where flight travel should be reduced (certainly not expanded) in our collective efforts to address the climate changes we are already seeing in this country and around the world.

Noise and Pollution

Combination seems like an unnecessary option which will impact lots of wirralers.

Because of the planes over Bebington

Flight path pollution and noise

the supposed route flies directly over heavy residential properties.

Expansion of any sort is likely to have negative impacts on Wirral residents as a result of increased noise levels and pollution. Given the current Covid19 crisis and climate change and their likely impact on future air travel is is questionable whether any expansion is required at all. Air travel is likely to contract in the future both in the short term and long term. In any event the options do not offer an acceptable degree of choice. It would be helpful if residents could be given the full range of possible flightpaths and not just tghe limited options in this consultation.

Poor consultation, Lack of impact assessment, This consultation tool gives insufficient space to comment

Pollution

I am concerned that if instrument guided landing is enforced at JLA, then even at existing air traffic levels, there will be a real increase over certain areas of my constituency, in particular, Walton, Appleton, Stockton Heath and Latchford. This part of Warrington is already one of the heaviest polluted areas in the North West, and I could not support any move that could make this worse. The impact of noise would also have further deleterious effects on residents, many of whom already put up with enough noise impact even and current flight path/approach arrangements

There is no need to change the flight paths used now

the options do not offer an acceptable degree of choice • Can residents be given the full range of possible flightpaths and not just the limited options in this consultation? • each option has a significantly negative impact on Wirral residents • C options impact on residents in Wirral more than A options • R options may offer “least worst” environmental impacts • P options look especially bad • Expansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. This consultation is not about expansion, but the new systems will help enable expansion. • Night flights will be most problematic, and concerns should be raised about any intention to increase these over Wirral. • Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.

There will be more noise & air pollution to a selected area & more night flying which is very anti social

Too much noise and pollution over residential areas affecting quality of life and values

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The noise and environmental impact on the Wirral
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The increase in air pollution over my house
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I am no supportive of an increase in the number of planes passing over my property. I already endure the noise of planes passing close over my head in the garden. The noise is so loud it is impossible to carry out a conversation. In peak season the planes pass right over my garden every ten minutes. Mostly Ryan air and easy jet planes. Any increase in the number of planes passing over my property would be unbearable.
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I live on the Wirral and do not want an increase in aircraft noise over our house or our countryside. I also don't agree with the level of aircraft pollution and would like to see a reduction rather than an increase.

Cause too much air pollution over the wirral

The consultation is a sham. I have lived on the Wirral for many years, and I heard about this programme only this week.

nothing just leave it as it is

See answer to QUESTION 10

See above

The Wirral is unique and outstanding and this proposal is just another example of pollution increasing in the area.

The proposals are pushing all the air traffic over Bromborough, where I live, which will increase my air and noise pollution. It is ridiculous to push everything over one area rather than spreading it out as it currently works.

Would have an affect to my life

Because of noise and air pollution

More noise night flights

Detrimental to Wirral residents.

Noise

This is exactly the wrong time to seek support for additional routes and greater use of the airport. Covid-19 has demonstrated the inherent risks of air travel in spreading the pandemic. Of equal, if not greater, importance is the need to re-think our dependency on air travel and climate costs which that entails.

The increased noise pollution over my house. Also concerned about the pollution of increased air traffic over the house and its implications on health.

This would increase noise pollution where I live

I live in Rock Ferry and feel there is enough noise pollution in this area without adding more from extra planes.

This will massively impact local residents. The noise at the current level is already disruptive. To almost triple the number the number of flights using this flight path will be deeply disruptive to us as residents.

Of the options suggested, A-R seems to have the least impact on Wirral residents. It is important to add comments that show that:

- the options do not offer an acceptable degree of choice
- Can residents be given the full range of possible flightpaths and not just the limited options in this consultation?
- each option has a significantly negative impact on Wirral residents
- C options impact on residents in Wirral more than A options
- R options may offer “least worst” environmental impacts
- P options look especially bad
- Expansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. This consultation is not about expansion, but the new systems will help enable expansion.
- Night flights will be most problematic, and concerns should be raised about any intention to increase these over Wirral.
- Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.

to many flights ,low flight path,

I am not supportive because Bromborough would have 80% of flights overhead, at present we have approximately 30% and that is bad enough, do not need added 50% of noise & pollution.

The increase in air and noise pollution is unacceptable over the area I live

Too weighted towards Wirral areas where pollution issues already high

Narrower flightpaths are environmentally unfair on residents beneath the flight paths

Due to more overhead noise early in the morning and late at night with a young baby who I have to worry about as well as air pollution.

We do not need more air pollution we already have so much !!

Increased pollution and noise

Leave it as it is

A full written explanation of the concerns of Manchester Airport have been provided in a letter sent directly to Liverpool John Lennon Airport

It is not clear how much more air traffic would pass directly over Bromborough with the new single flight path proposals. I understand that Wirral currently takes 30% of the air traffic from LJA and that under the new proposals this would increase to 80% which would have a dramatic impact on all residents in the Bromborough/Bebington area.

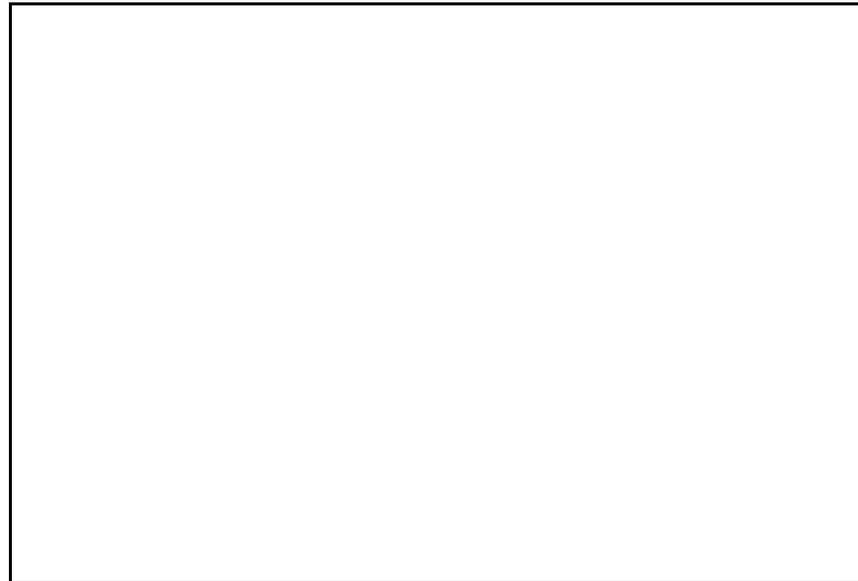
Lack of choice given. Significant negative impact on the whole of S.Wirral, particularly in option P and C

No need to fly over Wirral either inbound or outbound

It's bad enough now

This will affect the air quality, pollution and the noise levels and it's very disturbing to residents especially those with small children or elderly or people with long term health conditions

LJLA routes could affect wirral house prices with no benifit to home owners



These proposal appear to increase the environmental impact on residential areas, this is difficult to understand when the Wirral has many more open areas over which the routes could fly.

Narrower flightpaths seem much more unfair on those affected.

Increased noise and air pollution

The Airport Master Plan and Strategy is for a considerable increase in flight traffic and for long haul flights, cargo flights and new runways. The consultation is base on current traffic which is very misleading. Any concentrated flight patterns will have a much worse effect than that which is in the consultation document as this is based on current traffic.

The Bromborough flightpath is directly over our house it's already very noisy

Noise pollution

Noise/air pollution over a peaceful area. We just moved from garston to get away from that

Im against increased air travel

enough flights over the wirral, especially between 10pm and 6am

Noise and pollution

Noise levels and low flying aircraft. Including freight.

I live in Bromborough and am worried about noise and pollution

Live under the flight path

to much noise an pollution

Pollution noise and chemical, increased risk to health

I strongly object in so many ways above

Because I live here and I dont want my 4 year old son breathing in the toxic fumes this would create.

see attached pdf

Fed up of the noise and being awoken by planes. Planning to pollute more by increasing flights is not something I support

Flight paths already intrusive. Liverpool airport is a nasty mean spirited airport, from its parking policy, to its rude staff in the parking suite office, John Lennon would turn in his grave.

The changes appear to be convenient for the new SID proposals, not paying enough attention to the impact on Wirral residents.

The concentrate the flight path onto fewer routes meaning more disruption for people. I am moving to the Wirral imminently and this will affect my quality of life.

Air traffic pollution is bad for our environment

It causes significant congestion to an already congested airspace

Due to noise and pollution and lots of cancer deaths in this area

Please see Q13

Be progressive- be greener with your policies and don't just push flights across the river to ease congestion. Don't destroy areas which are currently less polluted with noise and air pollution on the Wirral to justify selfish travellers. This does not seem caring and suggests you have not considered the consequences re: global effects of flight pollution to our planet

The additional noise and pollution over the parts of the Wirral affected appear grossly out of proportion with any benefits for the area

Climate Change considerations, as required by the Paris Agreement are not being considered.

Increased noise, pollution, climate change. There has not been enough consultation with Wirral

Already noisy and disruptive.

I object to the potential Increase in noise and air pollution

too much noise pollution

Noise and pollution

Noise

Noise over residential area

This would be right over my home and we already have a large number of planes overhead. To increase to 80% is unacceptable. The noise and pollution is already high.

Negative impact on Wirral residents in terms of noise pollution. Night flights will have a major effect on the quality of the way we live.

We have not been given a reason why the flight path has to be changed to one which will increase the number of flights over Wirral South and Rock Ferry from 30% to 80%.

Noise pollution above my house

Noise pollution and disruption on private lives of residents

Environmental impact on the Wirral

The consultation procedure has been done with a minimal amount of publicity. It's underhand.

I live in the area most impacted by the proposed changes.

Flight paths need to be shared

No residents consultation , severe impact to noise and pollution
They need to be well spread
noise and low flights over built up areas
residents are not being given enough information about the proposed changes, drastic expansion and changes will have a significant negative impact over south Wirral residents, this seems particularly unfair for the flights to be predominantly over one area

The significant noise and air pollution that these changes will bring to a well-established residential area. In addition there will be a significant impact on the ecology due to disturbance of a very large salt marsh RSPB reserve.

Increased noise pollution

Increase noise & environmental impact

Can't have more air & noise pollution over Spital

The options do not offer an acceptable degree of choice. Each option has a significantly negative impact in the residents of Wirral.

No need for expansion

Too much noise and pollution.

I live in Bromborough

This would be detrimental to those living on flight path but physical health wise and mental health wise. Also it will have a detrimental impact on the environment and noise pollution

They appear to result in more flights approaching the airport over the Wirral, which you would expect would lead to worsened noise and air pollution

Noise and air pollution

A total lack of transparency and lack of engagement with the affected residents in the so-called consultation period. A consultation document that is deliberately confusing rather than talking in plain English.

Increased noise over my home

Lack of information issued to the public. Local Councillors made aware of proposals only at the end of last week.

--

Negative impact on my environment. Affect quality of sleep. Affect house prices.

Noise

--

--

Unhealthy living

Although this consultation is not directly about expansion of the airport it is my belief that once these new systems are developed the basis for expansion is set in place for expansion at a later date. At a time when there is a global environmental crisis we should not be making air travel and its dependence on fossil fuels more viable, we should be looking at alternative means of transport and use of renewable energies.

I see the proposals as a Trojan Horse to bring in more flight traffic.

Not happy with flight percentage increases from 30% to 80% over our area!!!

I expressed myself as 'Neutral'

I don't want additional noise over my house

Because of noise pollution

The issue for Heswall residents (and indeed those along the Heswall / Gayton – Bromborough / Eastham corridor) is your use of runway 09 (due to easterly wind direction), stated as being 30% of the time. Use of instrument landing approaches concentrate aircraft over Gayton / Heswall and along a Heswall / Gayton – Bromborough / Eastham corridor thus flying over many residential properties. Additional issues are:

- Aircraft movements are not evenly spaced out but happen in clusters of activity in morning, lunch, evening and night groupings.
- ICAO operates a 24 hours a day policy.
- Easterly winds often occur in periods of good weather when residents wish to be out enjoying their gardens.
- Your noise contour maps use  $L_{Aeq,t=16}$  hours and  $L_{Aeq,t=8}$  hours for day and night time operation, respectively. This may be the accepted standard but it relates to a time average and hence does not truly reflect the disturbance caused over the morning, lunch, evening and night groupings.

N/A



The no of flights at present cause enough disturbance to this area of spital and t o increase it from 30 to 80 % is unacceptable.

Environmental grounds

Lack of consultation Negative impact on Wirral. Not given enough options

The main reason is that in the areas that the rerouting covers the community that our Association covers a good percentage are in the 50 plus age group. Because a number of our community do not use the internet they don't have an opportunity to give themselves a voice. Therefore on their behalf their main objections would be an increase in noise, flights would be lower, which would/could have an underlying effect on their health and well being. A lot of the elderly have issues and the possibility of increased noise concerns them. A number of them were not aware of these potential changes, and there has been no mail drop. A lot feel they are being airbrushed out.

Noise/sleep

The consultation is null and void since it does not include climate change considerations are required by the Paris agreement, as reinforced by the High Court in the case of Heathrow expansion.

See above

Airports should not be expanding at all

Impact of aviation on climate emergency

The noise that residents of Spital and Bebington will be subjected to from the change in the flight paths, is completely unacceptable. It will disrupt the sleep of children and babies which will have a detrimental effect on their mental health and education. It is completely unnecessary to change the current flight path.

Increased noise over residential area

Expansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. This consultation is not about expansion, but the new systems will help enable expansion. Night flights will be most problematic, and concerns should be raised about any intention to increase these over Wirral. Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.

Expansion will have negative impact on Wirral residents in terms of noise pollution.

Oversight is already very poor. The aircraft already do not fly where they are supposed to, they fly over Wirral from all directions, they are supposed to fly down the River Dee and then across Wirral over a specific route.

This area of Wirral is already heavily impacted by noise and pollution from LJA.

See comments at 10 above

See comments at 10 above

See comments at 10 above


Us described above.

it is contrary to the spirit of the declaration of a global climate emergency. The consultation does not include climate change considerations as required by the Paris agreement, as reinforced by the High Court in the case of Heathrow expansion.

Noise and pollution over Bromborough is ridiculous and there should be no aircraft flying into or from the airport over this route.

Because they directly impact people living under the flight path

The reduction of noise and improved air quality since the impact of Coronavirus supports the concept of limiting AirTravel in general despite marginal gains of SIDs and IAPs

The Wirral residents are expecting that the new procedures would be neutral in terms of noise pollution over the Wirral and generally over Merseyside but this is not the case. In particular the two new procedures that LJLA wish to introduce at R26 SID AGGAR and R 27 SID WAL are much more detrimental to the local population in terms of noise pollution than the present arrangements. I think LJLA should address the concerns of residents and meet their expectations by making changes to the proposals which do not increase the noise levels over the Wirral

I think there should have been more consultation with residents and the time extended for this consultation to allow for discussion and presentations

It would increase noise pollution

The total lack of engagement by LJLA in this process. Residents like myself that are directly or in the close proximity to any changes suggested or otherwise should have been informed in writing of this whole matter/issue along with details of how the consultation would be carried out. I only got to here about this consultation on Friday the 24th April 2020 by word of mouth. In addition to this I find that two Public Meetings have taken place and not one of them in my area? An area that LJLA by all means seems to favour as the best option in their interest.

Ultimately they increase noise levels for some Wirral residents. There is an underlying assumption that quieter aircraft and improved technology will compensate for this. The type of aircraft, their origins and destinations, remains a factor which cannot be fully accounted for currently.

Too much concentration on the Wirral .

Expansion of airports is directly contradictory to tackling climate change

Noise. The proposed routings pass over a Hospice giving end of life care as well as passing over highly populated areas. There is an alternative but requires further consideration by LJA.

Air travel is environmentally unsound and should be curtailed, before it is too late.

These facilitate the future expansion of the airport and should therefore consider climate change impact as the Paris agreement

There appears to have been little publicity given to the consultation procedure.

The proposed changes are to prepare for the MasterPlan of expansion, which is dependent on this technical change. Yet the link is nowhere mentioned in the documentt.. The airport must not be expanded, for climate change reasons.

Para 10

The increase in noise levels over the ward I represent, residents report noise of individual aircraft rather than an average

The proposals still inflict noise decibels above the 'detrimental to wellbeing' for best part of 24 hours a day for those of us who live next to the airport. Since the Airport has more or less closed down due to COVID19 my previously persistent cough has disappeared and there is no longer the taste of fuel emissions INSIDE my house.

Due to the massively negative impact to residents of Bebington and greater Wirral.

Reiterating that I understand the need for change, I believe that as an airport that serves the North West, and in particular Merseyside, Cheshire & North Wales, the burden on residents living in proximity to flight paths should be spread as wide as possible. Narrow flightpaths (as are shown in the options in the consultation document) result in a disproportionate impact on a lower number of residents in terms of noise and pollution. This cannot be right or fair on those residents.

the decision to completely change incoming routes to solely above Wirral South is absurd and potentially damaging to the Wirral, it's residents and it's wildlife

The Wirral residents are expecting that the new proposals would be neutral in terms of noise pollution over the Wirral and generally over Merseyside but it is now clear that this is not the case. The three new procedures that LJLA wish to introduce at R 27 SID AGGAR, R 27 SID WAL and R 27 SID TEMP2 are much more detrimental to the local population in terms of noise pollution than the present arrangements. I think LJLA should address the concerns of residents and meet their expectations by making changes to the proposals which do not increase the noise levels over the Wirral

Pollution. Noise stress Lessing to heart and cardiovascular issues. Stroke etc.. environmental effects on farm animals, woodlands etc under these routes..

I am not supportive because of the increase in noise and pollution, no one in their right minds would want to see an increase in either of those, especially now with the current state of the planet and climate change

The Wirral residents are expecting that the new proposals would be neutral in terms of noise pollution over the Wirral and generally over Merseyside but it is now clear this is not the case. The three new procedures that LJLA wish to introduce in terms of noise pollution are much more detrimental to the local population in terms of noise pollution than the present arrangements. I think LJLA should address the concerns of residents and meet their expectations by making changes to the proposals which do not increase noise levels over the Wirral. I am also concerned about the transparency of the proposals in general. It is not generally known on the Wirral that there are three new proposed procedures which are radically different from the existing procedures which have a profound effect on the Wirral residents. This is because there is no information about the existing procedures in the consultation document which is therefore misleading and does not provide a proper picture for Wirral residents to make a decision on the proposals. Also the proposals have not been properly publicised, very few Wirral residents have been made aware of the consultation including the Wirral Borough Council. Of those few Wirral residents who are aware of the proposals they are not aware that there is such a major change to be made, I am only aware because I happen to have a contact in the aviation industry. The consultation should really be done again showing a comparison with the existing procedures and awarding a proper level of publicity to the proposals.

Because I live in the local area, at the moment the current flights over my house I can accept, 4-5 an hour at peak times. However an increase to a flight ever 4 minutes will make the noise more constant. Also, it will reduce the value of my house as it will be on a more substantial flight path!! Please, please do not make these changes!!!

There is no carbon impact assessment

Damaging to Bromborough areas in environmental terms

The change in flight path will have a huge noise pollution increase

All planning and changes should detail climate change impacts as states in the Paris agreement. We are still in a global climate emergency and as such I do not agree to anything that potentially allows more air traffic. Carbon budgets need to be reduced and the impact on climate change has not been addressed

LJLA has failed to consult effectively with Wirral residents. I only found out about all this from a neighbour. It appears that Wirral Borough Council has not been properly consulted or asked to highlight the consultation with the 66 local councillors. It is also a travesty by LJLA not to have a "roadshow" of some sort on Wirral to properly explain the proposals and engage with local residents.

Narrower flight paths have more detrimental impact on residents affected.

Increase in pollution/noise pollution. Flight stacking. and flying over a COMA site


Proposed mitigation	Noise and enviro comment yes/no
	Yes
	Yes
	Yes
	Yes
	No
Flights should be inbound and outbound over the river.	Yes
	Yes

	Yes
I propose they leave well alone it's to near houses the poison from the aircraft's. It's ok for the people at the top they dont live right near it	No
	Not Answered
Review your consultation document to just give all options altogether for comparison. Use plain language eg option a, b, c. Actually come to Wirral for engagement not just run sessions at the airport.	Yes
Stay as they are	Yes
	Yes
	No
	No

	Yes
	No
no change	No
	No
Avoid Frodsham and bits of Runcorn - Fly between Widnes and Warrington	Yes
Proper information is shared and the impact of the proposals on our health and well-being is properly communicated, especially if increased notice and sleep disturbance ensues!	Yes
That you change route so those on the Airbus routes don't have to suffer more	Yes
	Yes

Improve links to Manchester airport.	Yes
	Yes
Use the river mersey and put towards the Irish sea for take off and landing. Less noise pollution for local residents	Yes
	Yes
Leave as is	Yes
	No
	No
	Not Answered

Aircraft land and take off over the sea	Not Answered
	Not Answered
	Yes
fly at a higher altitude over wirral	Yes
	No
The proposed flight path should be shifted slightly west to equate more closely to the existing position, thereby reducing direct over-flying of Delamere Park.	Yes
	No

	Not Answered
	Yes
see above	Yes
N/A	No
	No
Reduce numbr of planes flying	Yes
Make meaningful information about the proposed changes publicly available	Yes
Decrease use of planes	Yes

Re-direct flights over the Mersey.	Yes
I propose you don't fix what isn't broken. And for you to think of the health of the public, instead of money.	Yes
	Not Answered
	No
Early left/right turns after departure rwy 09	No
	No

	Yes
Cleaner fuel, quieter engines take baseline noise and air pollution readings from farmland in Rhydymwyn and Mold	Yes
	Yes
	No
	No
	Yes
	Not Answered
all	Yes

Use Dee, Mersey and off shore routes to minimise noise in Welsh areas of outstanding natural beauty	Yes
At the very least a simplified report, clearly showing the differences between different options. The "consultation" is a 114-page jumble of jargon and near-identical maps. No one outside LJA or the CAA could understand it. I think that was deliberate.	Yes
	No
	No

	Not Answered
	Not Answered
	No

	Yes
	No
	Yes
A-N Option	Yes
Routes at low level should be routed away from areas of countryside which have low ambient noise levels.	Yes
	Yes

The flightpaths should higher or better still travel over the north sea following the coastline until over liverpool the area it serves then move inland to the airport.	Yes
as above	Yes

	No
	No
	No

	No
	Yes
	No
Airports need to contract, not expand. Expansion is completely inconsistent with climate targets.	Yes
Very little flying	Yes
There should be reductions in air travel	Yes
	Yes
	Yes

	No
	Yes
Put the consultation document out with clear diagrams of what exactly is changing and why and how you are going to encourage people not to fly!!	Yes
	Not Answered
Why not move VERGUN route further south away from the forest and onto the line of the dual carriageway where the additional noise will not be as significant.	Yes
	Yes
Reduction in air flights.	Yes

	No
Alternative flight paths should be considered which do not pass above peoples homes.	No
	Yes
Leave things as they stand (the lesser of two evils)	Yes
Hold off until we see where we are with climate crisis	Yes
Start with an open document identifying every stakeholder of the proposer, their motives. In respect of equitable responsibility, a statement of intent underwritten by tripleA financial backers.	Yes
	No

No further run ways	No
Better trains	No
Change route	Yes
Invest in other transport methods	Yes
Much wider turning circle over less densely populated/rural areas and much higher.	Yes
	No
No expertise so no comment	Yes
Either leave it as it is or build a small airport somewhere else, therefore extending the number of airports to benefit passengers and save neighbourhoods having nonstop air and noise pollution on their doorstep.	Yes

	Yes
	Yes
	Yes
No expansion and no increase in night flights.	Yes
No expansion	No
No expansion in air traffic without significant improvements in fuel efficiency, reduced emissions, and lower noise.	Yes

Not to expand that's why Manchester is so big	No
Stop it	Yes
	Yes
I would propose no changes are made.	No
Make a path not over a highly populated area	Yes

An immediate review of the airport's operations with a view to reducing flights.	Yes
Maintain original routes	Yes
reducing flights to and from John Lennon Airport	Yes

That JLA accept that they are located in too populous an area to expand without affecting the people who live around them.	Yes
Routes to remain as they are.	Yes
	Not Answered
Keep it as it is	Yes
	Yes
Leaving things as	Yes
	No

	No
	No
No expansion	Yes
	Yes
	No
	Not Answered
Reduce traffic	Yes
	Yes

	Yes
Decreasing rather than increasing air traffic	Yes
Leave well alone	Yes
	Yes
No change	Yes
	No
Flight paths not to change	Yes
Limit flights	Yes
Keep the same	Yes

Changes which meet net zero carbon emissions in operation, equipment and infrastructure.	Yes
	Yes
	Yes
Changes which meet net zero carbon equivalent emissions by 2050 including operation, equipment and infrastructure.	Yes
No night flights.	Yes
Less air traffic fill the planes already flying	Yes
	No

	Not Answered
	Yes
Look at other options ie fly over less polluted areas or sea	Yes
	Yes
Leave them as they are	Yes
Planning for a medium to long term reduction in the number of flights serviced by the airport.	Yes
	Yes
Continue paths used presently	Yes

Stay as we are	Not Answered
Change your routes, fly somewhere else.	Yes
Leave the routes and procedures as they are.	Yes
ypu dont change the routes	Yes
Cancel expansion	Yes
	Yes
	Yes
	No

	No
Leave routes as they are or seek alternative, less populated areas to route over.	Yes
Start making plans to cut back on air travel	No
	No
Can Routes be flown up the Mersey towards less populated areas.	Yes
	Yes
no expansion of flights especially during the night	Yes
Keep the original procedures	Yes

Look again at alternatives	Yes
	Not Answered
Keep the flight paths as they are	Yes
Force airlines to fly quieter planes via fees and taxes , makes changes only essential to safety	Yes
	No
	Yes
If routes changes are necessary, the one with the least impact must be chosen. It is especially important these days that environmental matters are put before economics and convenience.	Yes

	Yes
	Not Answered
Turn over the sea approach over liverpool docks	No
	No
No further expansion or redirect flight paths away from Wirral	Yes
Stick to old routes	Yes
Keep existing routes	No
Keep them as they are	Yes

Keep them scattered to minimize to noise impact	No
Continue with current route	Yes
I payed good money for my house and now you want to make It a car park for your plains to circle round while you sort your ssss out in air traffic Controle when ssss hit the fan in the airport!	Yes
Leave things as they are	Yes
not routing all arrivals over bromborough and eastham	Yes
Keep to the balance of bringing planes in znd out over different routes so no one area will have all traffic in one area.	Yes
	Yes

Keep the split route	Yes
Keep the same or even reduce air traffic above residential zones.	Yes
Do not expand	Yes
	Yes
Stay as is	No
	Yes

Change the flight paths so they are not concentrated over one area	No
Wider distribution of the flight paths to reduce the concentration of noise and air pollution over one path	Yes
Use the Mersey route where possible	Yes
Less flights	Yes
Leave as is	Yes
	Yes
Retain route dispersal over River Mersey	Yes

Fly the planes over the Mersey or Liverpool waterfront	Yes
Restrict air travel - hopping on and off an airplane has contributed in no small way to the destruction of our precious planet.	Yes
The option of departing aircraft doing so via the Dee estuary should be explored.	Yes
Less flight noise please. Spread the approaches and take offs.	No
Leave as is	Yes
	Yes
Leave as is	Yes

take routes like SID WAL and MAP for runway 27 along the Dee River estuary	Yes
keeping the majority of routes over water or less populated areas	Yes
A genuine consultation with less divisive options.	Yes
	Yes
	No

Close the airport	Yes
	No
a wider spread and variability so that all Merseyside residents take a small share of the noise and pollution rather than a few take it all	Yes
	Yes
	No
	No
Status quo	Yes

	Yes
	Yes
	Yes
	No
Put fought paths over water or agricultural land, not residential areas	Yes

A WIDELY ADVERTISED CONSULTATION RATHER THAN THIS ONE WHICH HAS BEEN VERY VERY POORLY ADVERTISED	Yes
Additional flights are not required.	Yes
No expansion	Not Answered
	Not Answered
No expansion	Yes
	Yes
Keep flight paths as is mostly over water.	Yes

	No
The flight route remains as is skirting the outline of the Wirral peninsula to avoid increased pollution from aircraft directly covering a wider spread of built up housed Wirral areas when this can clearly be avoided for only a few minutes extra flying time. More importantly to protect the wonderful bird and animal life we have. Your proposals will have a massive negative impact in this regard.	Yes
	Yes
Change flight paths to move over more industrial areas	Yes
Use the Mersey River as a route in and out of the airport. Common sense.	Yes
Sharing some of the traffic with other points on Wirral I.e not all over Heswall	Yes

	Yes
cut back air travel	No
I think it's wrong to consider expanding in the light of the current pandemic	Yes
	Yes
Flights fly limited hours, follow the river lines only, fly higher and only a small increase at most	Yes
	Yes

Leave it how it was	Yes
	Yes
No change	Yes
Move it to somewhere else where there isnt houses	Yes
I think you should consider putting incoming flight paths down the river mersey.	Yes

Cancellation	Yes
Extending the consultation period. Commitment not to increase capacity at Liverpool Airport.	Yes
Can residents be given the full range of possible flightpaths and not just the limited options in this consultation?	Yes
	Yes

Air traffic is drastically reduced	Yes
I would propose that you find and choose an option which does not route most flights though one area.	Yes
	Not Answered
	Not Answered
Inadequate length of time or access to appropriate expertise to be able to comment.	Yes

<p>A narrow corridor of flightpaths is unfair on those that are subjected to it, in terms of noise, disruption, the environment and not to mention the increased risk of being involved in a fatality, being at the start and end of the runway when planes are taking off and landing. Aeroplane crashes do happen and tend to occur when aircraft are taking off and landing .Why not, why not keep flightpaths as widely dispered as possible so that the impact is shared across the community, rather than by one area. The propsed solution is unfair on Wirral South residents.</p>	Yes
	Yes
	Yes

I propose redcuing night flight and not increasing air traffic over South Wirral	Yes
	Yes
It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents.	Not Answered

Leave it as it is ..we have our fair share	Not Answered
Different flight paths	Yes
	Not Answered
You have to re-think and routes should not be limited to punish the same areas so thoughtlessly.	Yes
Review your consultation document to give all options for comparison-use plain language. Be clearer on impact on health & well being on those impacted.	Yes

	Yes
Find another route	Yes
No change to current flight plan	Yes
Keep as they are, reduce flights in accordance with climate emergency or fly over water instead.	Yes
	Yes

Stay as they are.	No
	Yes
	Yes
Consult with the representatives of the people impacted by the proposals	Yes
It is varied	Yes
Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic	Yes

Flight patterns remain the same	Yes
The information should be clearer on the impact on health & wellbeing of Constituents	Yes
	Yes
You cannot be serious - you are asking members of the public to suggest alternatives which require technical capabilities you KNOW we do not have.	Yes
Narrower flight paths seem much more unfair on these affected. It would be better to keep flightpaths as widely dispersed as possible to limit impact on residents.	Yes
	Yes

You much more widely disperse the routes to minimise the impact.	Yes
	Not Answered
	No
	No
	No
	No
	Yes
	Not Answered

Send them out to the Irish Sea for all I care.	Yes
Leave them as they are and spread the noise round a bit	Yes
	No
	No
Can residents be given the full range of possible flightpaths and not just the limited options in this consultation? each option has a significantly negative impact on Wirral residents • C options impact on residents in Wirral more than A options • R options may offer “least worst” environmental impacts • P options look especially bad	Yes
Spread out more fairly	Yes

	Not Answered
Airport does not need to be open 24he's use other airports.	No
Fly up the river	Yes
	No
To continue as normal	Yes
	No
Re route the flight paths to be make the volume of flights over the Wirral more consistent with current circumstances.	Yes
Flight should not be over residential area. If a major failure happens on final approaches take off or landing this will cause a major incident with countless loss of innocent life.	Yes

	Not Answered
	Yes
Routes continue to fly over areas least densely populated as way to protect natural environments and lessen noise pollution	Yes
	Yes
Remain as is	Yes
	Yes

An alternative area	Yes
Green agenda.	Yes
	No
	Yes
In the light of the climate emergency we should be reducing flight numbers, not increasing them. By creating the infrastructure that allows increased capacity, it is inevitable that increases in flight numbers will follow. If the capacity is limited, this cannot happen. Instead of investing in airport infrastructure we (as a nation) should be investing in lower carbon forms of transport - i.e. railways.	No
	Yes
	No

Not to increase the flights	No
	Yes
Leave well alone!	Yes
A full consultation- at a time when we are not in lockdown and can show these plans to the public properly.	Yes
	Yes
Keep things as they are	Yes

	Yes
As above.	Yes
That you spread them evenly like they are now	Yes
	Yes
No more than we already have on our flight path	Yes
	Not Answered
	No

It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.	Yes
I'm happy with the level of planes flying over our area at the moment	Yes
Spread out the routes evenly and fairly	Yes
Stick with what you already have and do not cause anymore upset to local people on the Wirral or is it that it wont hurt your neighbours so you can just push all of the pollution and excess noise into occupants of the Wirral	Not Answered
	Yes
	Not Answered
	Yes

	Yes
More diversity so not North/west and south head over the same area	Yes
	Not Answered
Narrow flight paths are unfair on those affected to disperse the nuisance	Yes
	Yes
The flight paths stay the same	Yes
	No

Stay with the original flight paths	No
	Yes
Stay as is	No
Different flight routes over Wirral are used to spread the burden of noise and environmental pollution impacts.	Yes
	Yes
Multiple routes as present.	Yes
The new flight path is taken out over the North Sea not over the Wirral.	Yes
	Yes

Send flights to manchester	Yes
	Yes
	Yes
I'm not sure what the answer is apart from stopping flights at reasonable times of night but bit still won't stop pollution levels will it!!	Yes
Not Answered	Not Answered
Stop flying over houses after 9pm. Start again after 9am.	Yes
Why can the planes not take off and fly along the Mersey, minimising noise pollution over residential areas?	Yes

Need to explore other flight paths, preferably areas not affected at the moment	Yes
Do not change the flight path	Yes
Spread out	No
Not flying across my house and inpacting on quality of life on	Yes
Distribute the traffic across the area evenly	Yes
	No

	Not Answered
Alternative routes over sea not land higher altitude would give less effect maybe	Yes
	Yes
	No
	Yes
It should be shared equally across areas. Pushing it out over the Wirral because you don't give a ssss about anything over the Mersey is offensive	Yes
Stick to existing routes	No
Use the flight path that follows the river.	Yes

	No
Not here thank you	Yes
	Yes
	Yes
	Not Answered
	Not Answered
Leave as is	No
	Yes

Can residents be given the full range of possible flightpaths and not just the limited options in this consultation?	Yes
Route aircraft over the river	Yes
Don't route all the flights over Bromborough.	Yes
Flights remain as they are	Yes
Split evenly over the region	Yes
Find alternative routes that dont include flights over homes, we chose our area for the peace and quiet	Yes

Removal to Manchester Airport	Yes
	Not Answered
keep the current status or at least share the flight paths out over a wider area.	Yes
Fly over the river if a westerly approach is needed. Otherwise stick to Liverpool!	Yes
Fly along the river and increase the approach heights	Yes
	Not Answered

The flight path should follow the river to reduce noise level directly below.	Yes
	Yes
	Yes
	Yes
That the routes are altered so planes would turn slightly south over the Wirral to go between junctions 5 and 7 of M53 to go over as much open farm land as possible.	Yes
	Yes
	No

to object	Yes
A range of flight paths into the airport to ease disturbance to residents.	Yes
Same route and less flights	Yes
To keep routes as they currently are	Yes
	Yes

A solution that shares the load across the region rather than one area taking the hit	Yes
	Yes
	Yes
Why can't you fly up the river instead of over houses?	No
	Yes
less routes over the East coast of Wirral	Yes

	Yes
	No
	Yes
	No

No increase in air traffic, no change to routes that concentrate flight paths over the Wirral area.	Yes
	Yes
Find a route over factories or fields not over residential areas	Yes
	Yes
Stay as they are	No
	Yes

keep flight paths as they are	Yes
	Yes
	No
	Yes
	Not Answered
	No
	Yes

	Yes
Stay as is!!	Yes
A breakdown of noise increase by town shown by frequency and noise pollution to understand directly how it will affect residents. Times and pollution (similar to a weather video)	Yes
Flight paths should remain at the current 30%	Yes
Further traffic over Bromborough and Spital would be intolerable	Yes
Less flights over this route , split it up a bit over different areas or keep it as it is now	Yes

Keeping the current 'shared load' across the mersey boroughs	Yes
	Not Answered
No change at all	Yes
Residents should be given a full range of possible flight paths not just the limited options in this consultation.	Yes
	Not Answered
	No

Don't make it worse for us in South wirral	Yes
	No
Distribute the flight noise evenly across the area ! Other people enjoy watching planes too	Yes
Alternative routes considered	No
	Not Answered
	No
Rotation of potential flight paths during operational hours to spread the impact of the changes across all areas more evenly and fairly.	Yes

Surely there must be an option to direct more traffic over water based on position.	Yes
keep aircraft to the shortest route over Wirral	Yes
Residents should be provided with the full range of flight paths not just the limited options in this consultation.	Yes
	Yes
	No

I support combination A-R	Yes
	No
	No
Not expanding the airport.	Yes
Continued flight path use at 30% and greater spread of flight paths	Yes

	Yes
	Yes
Consider flying over the River Mersey if possible	Yes
Don't add extra flights and take a different route .	Yes
	Yes

The flight paths should be widened to lessen the impact for residents affected.	Yes
Reduce flights, and most certainly do not increase any capacity at Liverpool John Lennon airport.	Yes
	Yes
	Yes
Alternative plan	Yes

Expansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. This consultation is not about expansion, but the new systems will help enable expansion. · Night flights will be most problematic, and concerns should be raised about any intention to increase these over Wirral. · Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.	Yes
Find other routes or keep the traffic numbers as they are now	Yes
Remain the same especially as many flight companies may cease trading due to covid 19	Yes
	Yes
	Not Answered
Routing a different way	Yes

Keep the routes as they are	Yes
	Not Answered
Stay as they are or less flights there are enough noisy, air polluting planes going over now as it is.	Yes
	Yes
The routs stay as they are it's bad enough at 30% as it is	Yes

That routes are dispersed across the wider area to minimise disruption to any particular area.	Yes
No change	Yes
	No
They remain as they are or another route is formed that has minimal impact on all communities	Yes
	No
Should be shared out between airports and flight paths shared over same region	Yes

Leave them as they are. We already get our sleep disturbed by your flights!	Yes
	No
Do them over your own city.	Yes
	No
Wider flight paths or keeping them in out over Runcorn to lessen the amount of aircraft over Wirral	Yes
Find other routes.	Yes

As proposed above	Yes
	No
	Not Answered
Better consultation and better information for the residents your proposals adversely affect.	Yes
	Yes
	Yes
Fly along River Mersey then turn right to me flight path	Yes

Disperse flights over a larger range to reduce impact on Wirral residents	Yes
Keep paths the same	No
	No
All approaches N,P & R to either follow the river mersey as opposed to being over the wirral or new route over ness, williaston and Eastham which minimises approach over urban areas	Yes
	Yes
	Yes
	No

Leaving the plan as it is. It works	Yes
Fly down the river stopping noise over peoples homes	Yes
	Yes
	Yes
Flights over less built up areas	Yes
	Yes
The route should not be centred over one area alone	Yes

Leave things as they are	Yes
	Not Answered
keep present routes but using new technology	Yes
still use take off and landing into the wind as present	No
Please fly over the river dee or up the m53 rural area.	Yes
Not extra routes	Yes
	Not Answered

Fly over rural m53 area	Yes
Planes to fly over the Mersey where no one lives.	Yes
Fly over Runcorn	No
	Yes
	Yes
	No

Flights directed over the river minimising disruption for the people who live in the surrounding area	Yes
	Yes
	No

Use GPS but keep safe existing routes and current flightpaths which are proven to be safe	Yes
	No
	Yes
Do not change flight path	Yes

	No
Ban flights after 10pm till 6am	Yes
	Not Answered
	Not Answered
No expansion to the airport, route changes that do not harshly impact certain groups of Wirral residents, as stated earlier.	Yes
Noise and Pollution	No

	Yes
Combination A.	Yes
Keep routes as they are	Yes
	Not Answered
	Yes
	No
Spread out the paths	Yes

	Yes
Spread the flight paths rather than have them all go over one area	Yes
that the flight path turns towards the irish sea and proceeds up the river to the airport	Yes
	Yes
	Not Answered

	Not Answered
	Not Answered
The most preferable flight path for all residents (Liverpool and Wirral) would surely be along the river mersey until built up residential areas have been passed.	Yes
	Yes

More and clearer information widely distributed to allow proper discussion	Yes
	Yes
	Not Answered
Continue to allow those airlines/pilots who choose to do so to continue to use visual approach to JLA	Yes

	No
Keep the system as it is.	Yes
	Yes
	No

Wider range of paths	Yes
I would like to see different days share different routes	Yes
	Yes
Use less populated routes	Yes

	Not Answered
	Yes
	Not Answered
Use alternative route	No
No change or even a lessening of flights if possible. Alternatively spread the flights so residents have the least disruption possible.	Yes
	Yes

Stick to existing routes or reduce number of airline traffice.	Yes
Flight paths are spread out do the pollution will be also	Yes
	Yes
Because of the national crisis, the proposals should be put on hold until we can consider the plans properly.	Yes
	Yes

More consultation required please see QUESTION 15 below.	Yes
Control patterns which would preferably reduce the noise footprint over Bromborough	Yes
Why can't planes flying to Liverpool airport fly over the Dee or the Mersey in order to make their approach ?	Yes

Leave it as it is - NO CHANGE	Yes
Stay as is	Yes
Flights over non residential areas	No
	Yes
Keep the same route as it is	Yes

Not over the Wirral , keep along the river.	Yes
	Yes
Keep the routes the same as they are	Yes
A far more radical review of how the airport can migrate the effects of climate change, rather than continuing to aggravate them.	Yes
	Yes
	Yes

Alternative route	No
	Yes
Leave flight path where it is now!!	Yes
At a time like this the climate emergency is truly present. We should not be looking at plans for expansion, but rather investigating into alternatives to make flying more efficient, and more environmentally friendly. To expand is irresponsible.	Yes

I propose you to reflect on the impact of your proposals on Wirral residents.

Yes

Yes

	Yes
	No
reduce all flights in and out of the airport	Yes
The flight path should be evenly shared between Liverpool and all areas of Wirral.	Yes
Spreading the flight paths out evening the noise and pollution rather than it being concentrated in one area	No

Redistribute more evenly the routes	Yes
Keep flightpaths as wide as possible to spread out and minimise disturbances	Yes
Keeping it the same as it currently is. No increased overhead flights.	Yes
Keep the plans to how it was shared across surrounding areas	Yes

	Yes
	No
Lease it as it is	No
	No
	No
More information is required regarding the % increase in air traffic volumes over Bromborough under the new proposals which appear to be routing all outbound flights from the main Runway 27 over Bromborough at only 1000 feet.	Yes

A-R or rehashing your ideas.	Yes
ALL flight should be over the river as much as possible	Yes
Unfair that we should have our lives disrupted hourly	Yes
Use an area that isn't populated , like see or countryside	Yes
people affect via changes should be offered compenastion	Yes

Please see the attached document below.	Yes
For example open ground over Bromborough golf course and farmland would appear to offer less impact.	Yes
. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.	Yes

	No
Alter course and or altitude and acceleration	Yes
The consultation and projections need to be based on proposed traffic over five year intervals for next 30 years	Yes
flightpaths over the river	Yes
No changes and keep current route	Yes
	Yes

	Yes
Less flying	No
	Not Answered
keep the same	Yes
Additional noise and air pollution as a result in the areas flown over	Yes
	No

	Yes
	Not Answered
	Yes
No change to the flight path and the imposition of restricted take off and landing times. No flights prior to 6am and after midnight.	Yes
	Yes
	Yes

	Yes
reduction in flights or relocate to Manchester and have a regional hub	Yes
No change, don't need expansion, use money to solve global warming	Yes
To go every avenue to stop this	Yes
	No
Stay as you are	Not Answered

see attached pdf	Yes
how about trying to reduce air travel, the massive CO2 footprint it leaves and the damage and noise pollution we already suffer	Yes
Make it people friendly, and Not Corporate compliance. In its previous site it was a totally different experience. Nice to use, now we dread it.	Yes

Departing flights from runway 27 need to be routed as soon as possible after take-off along the River Mersey to lessen noise nuisance to Wirral residents.	Yes
Leave things as they are.	No
Less air traffic	Yes
The route should flow south instead of north this is then over non populated airspace.	Yes
no change or expansion of run ways or second runway	Yes
	Yes

Repair old technology and fly less flights! The lessons we need to take from reduced flight due to Covid 19 - clearer skies, fresher air and peace and quiet have been obvious. We don't need to fly more we need to fly less. We cannot compromise on the future. We need to STOP! The planet is not a finite resource.	Yes
No changes, airport expansion not proven	Yes
The aviation industry MUST consider the climate emergency and flights must decrease, rather than increase.	Yes
Leave things as they are at present	Yes
	No

	No
A substantial proportion of departures and arrivals pass near Bromborough Pool, Please change the route or introduce altitude constraints and a low speed for the departure route and increase the minimum acceleration altitude.	Not Answered
Take the route that flies over the Mersey and not over peoples houses in Wirral	Yes
	Yes
Changing flight paths to be over Wirral	Yes
Elsewhere	Yes
	Yes

Keep it the same as it is now	Yes
	Yes
Find a plan that doesn't have a huge impact on our home.	Yes
Narrowing of fight paths is not a fair and even distribution of the issue.	Yes
	Yes

Leave the flight paths as they are.	Yes
Come off the airport runway and follow the length of the River Mersey out of to the Irish Sea instead of going over houses in Bromborough Pool & surrounding areas.	Yes
Retain current diversity of flight paths to avoid disproportionate impact on certain localities	Yes
Some of the other proposed paths have less impact on the Wirral	Yes

	Yes
	Yes
	No
Flight paths dispersed over multiple areas rather than focusing them in one or two areas.	Yes
Need many flight paths to share the impact	Yes

Keep main flights in Manchester and share Liverpool's flight paths fairly of the lcr	Yes
	Yes
	No
	No
	Yes
	Yes

Keep the current flight paths as they are and invest in buying low visibility landing equipment	Yes
Review proposed flight path to avoid flight over Wirral. Increase altitude to address acceleration and deceleration noise.	Yes
	Yes
	Yes
	Yes
	Yes
Not my remit to propose changes.	Yes

	Yes
Keep routes as at present & gradually reduce as necessary for environmental protection.	Yes
Use the airspace above the Irish sea/mersey estuary	Yes
Fly somewhere else	Yes
I propose the changes to flight paths and the increases are not made	Yes
Surely this pollution should be shared as widely as possible, so surely having more directions of approach would do this	Yes

Closing the airport and concentrating on Manchester which has two runways	Yes
Some honesty and transparency and clarity as to what the proposals really mean, rather than CAA/Pilot Speak!!	Yes
No change.	No
	Yes
	Yes

	Yes
	Yes
Fly sling the river	Yes
	Not Answered
	Not Answered
Spread flights across Wirral and Liverpool	Yes

I propose increased transparency so that the public can be made aware of the full intention regarding the expansion of the airport. I also suggest that all potential route options are made available to the public.	Yes
A focus on the impact of air transport on global warming, and minimising local impact of limited flight traffic.	Yes
Alternative flight paths investigated	Yes
I would have preferred a more widely dispersed range of flight paths so as to reduce the impact on the communities most affected. Concentrating the flights as described in all options will focus the impact on a set number of communities	Yes
I propose you do your job and find an alternative solution	Yes
Stay as they are	Yes

Airport should maximise aircraft approach / landing along the Mersey. If flying over Wirral is necessary then the width of corridors should be as wide as possible to minimise disruption for any households. There should be no night flights during the night.

Yes

Yes

Yes

	Not Answered
	Not Answered
	Not Answered

	Not Answered
Leave it as it is . Find alternative paths , so sharing the different flight paths over the river. First choice to close the airport	Yes
	Yes
	Yes
Full information to be provided to Wirral residents not just those in paper.	Yes

Leave as it is.	Yes
Re reroute or pay for triple glazed windows	Yes
Now is not the time for airport extensions.	Yes
AN route	Yes
	No
reduce flights	No

Reduction in all air travel	Yes
	Yes
Either continue using the existing flight path or change it so that it does not cover such a big area of residential properties	Yes
	Yes
Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.	Yes

	No
Heavy fines and airline bans for not following designated flight paths allowed just to shorten their route.	Yes
That other alternative routes are considered.	Yes

Air traffic should be inbound and outbound over/ along the river Mersey	Yes
Air traffic should be inbound and outbound over/ along the river Mersey	Yes

Air traffic should be inbound and outbound over/ along the river Mersey	Yes
	Not Answered
	No
	No
	Yes

Retain the status quo	No
A clear commitment to reducing Green House Gas emissions and improving air quality.	Yes
Fly up the river and avoid the housing areas	Yes
Overfly the river Mersey and non-populated areas. Keep well away from Liverpool city centre and do not overfly the Wirral peninsular.	Yes
	Yes
Restricting expansion of LILA	Not Answered

Under the existing arrangements under the R 27 SID WAL option the aircraft turn in the river Mersey and then make their way to the SID WAL point. At present the aircraft do not go over the East Wirral and do not turn over St Johns Hospice and Clatterbridge hospital as proposed in the new procedures. Turning over St John's Hospice which offers end of life care and over Clatterbridge hospital is, in any event, unacceptable to the local community for understandable reasons. My understanding is that the existing procedures can be maintained by reducing the Take Off Distance Available (TODA) used which will allow the aircraft to turn in the mid point of the River Mersey and then makes its way to the WAL point on the same basis as is currently in force. This avoids the overflight of the East Wirral and St Johns Hospice / Clatterbridge hospital with the consequent unacceptable increase in noise pollution. My understanding is that the full use of TODA was historically used to enable aircraft to carry extra weight but this is not an issue for modern aircraft. Reducing the use of TODA over the River Mersey makes no difference to LJLA or the airlines but it would make all the difference to the South Wirral community which would otherwise be blighted by a considerable increase in noise pollution. This issue applies similarly to the R 27 SID AGGAR AR option. The TODA should be similarly reduced to allow a turn mid river to avoid overflight of the Wirral. This proposed procedure seems to have been at least partly addressed by LJLA as the R 27 SID AGGAR AR option already turns in the Mersey. The R 27 SID AGGAR option is unacceptable to Wirral residents in any event as it clearly involves much greater noise levels over the Wirral than the R 27 SID AGGAR option. Please see my reply to question 10 for further comment on this point. The SID AGGAR AR option needs to be changed to ensure noise levels are no greater than the existing procedures. As LJLA have shown that LJLA is sympathetic to the needs of the South Wirral community by offering a concession of a much improved SID AGGAR AR option as the LJLA favoured option over the SID AGGAR option it seems only fair that LJLA should offer a similar concession for the SID WAL option. Similarly the R27 SID TEMP 2 option flies over East Wirral and St Johns Hospice / Clatterbridge hospital. If the TODA can be reduced for this flight option also for completeness and to ensure that the aircraft turn at the maximum height feasible this would greatly assist with the well being of the Wirral community. Ideally a different route could be used instead of R 27 SID TEMP 2 to avoid the overflight of the hospitals assuming this can be done technically within the constraints of the aviation procedures

Yes

Yes

<p>Remain as it is at the moment and do not increase number of flights from Liverpool Airport. The last few weeks have shown what reduced air traffic does for the environment</p>	<p>Not Answered</p>
<p>LJLA have to revisit the way it has promoted this Consultation and inform Residents/Business in South Wirral in writing with the necessary information. Also to hold a public meeting in South Wirral again with proper notification to the Community. Only then can this consultation be deemed as fair and reasonable within the meaning of the exercise.</p>	<p>Yes</p>
	<p>No</p>

<p>The consultation puts forward the premise that there has to be a fixed point which sets the flight path under the new system and that the fixed points (27 SID WAL ) and (27 SID TEMP 2 ) need to be used. There is no technical reason given, why the fixed points need to be in Wallasey or Chester and it would appear technically possible for the aircraft to turn in the Mersey and gain sufficient height (thus reducing impact) before linking up with wider airspace. Whilst the FAQ document clearly tries to separate the growth and expansion of the airport from this consultation, it is difficult to ignore the baseline data set out in figures 11 and 12. These indicate that with no changes to flight paths, by 2031 noise levels would still increase and it can only be assumed that this is due to growth. It is difficult therefore to support changes to flight paths that despite assurances cannot in reality be separated from growth, which is an issue that would be opposed by elected members and residents alike where it negatively impacted the lives and welfare of Wirral people, in particular because this and many other authorities have declared a climate emergency and efforts are needed to reduce CO2 and not facilitate further emissions through growth. The basis of the presented modelling is built on this anticipated expansion and it is therefore not possible to compare or understand the impact of these route changes based on current traffic levels and truly appreciate the impact they may present. If modelling was provided for current levels or 2021 for example across all of the options this may prove more meaningful in comparing options to what is experienced now by residents. It is important to consider the models at the 2030 date line but it does not provide a complete picture, certainly one accessible to the average individual without a background in this area.</p>	Yes
<p>SID AGGAR AR option could still be improved by reducing the TODASID TEMP 2 option which would overfly the Wirral rather than turning in the river remaining clear of the Wirral</p>	Yes

No expansion and a reduction in flights from Liverpool Airport	Yes
	Yes
Reduce the length of TODA in order to place the first turn (500') mid-river. This would be in compliance with Pans-Ops and have little (if any) effect on Airlines operating from LJA.	Yes
Air travel is environmentally unsound and should be curtailed, before it is too late.	Yes
A full consultation considering climate change	Yes

There appears to be a lack of choice in the options given. For a proper consultation we must be given the full range of options for consideration, not simply a chosen few.	Yes
	Yes

<p>However, the fundamental issue is that all the options are more detrimental to the local population than the flight arrangements currently employed due the unacceptable increase in noise pollution that the new arrangements entail. There is a general perception of this in the South Wirral community but I now have a more specific awareness of the issue following technical input from a contact I have who is well conversed with the aviation industry. However, my understanding is that there is a technical solution to the issue which should satisfy both the needs of the LJLA new instrumentation procedures and ensure the continued well being of all the residents who are overflowed by aircraft emanating from LJLA, I will detail this option at 12 below. As regards the options at paras A.1.1 to A.1.7. options CN CP and CR are unacceptable because one of the takeoff routes overflies the Wirral (option R 27 SID AGGAR) and LJLA have, in consultation with stakeholders already developed a better procedure at R 27 SID AGGAR AR where the route takes off over the Mersey and does not overfly the Wirral. LJLA must be bound by their agreement with stakeholders who represent the South Wirral community, if a C option was nevertheless adopted by LJLA the level of disquiet in the South Wirral and the political repercussions would be considerable. But this does not seem to be a real problem, it seems LJLA are also not keen on the C options in any event and they seem to have been included as a matter of form and for completeness. Option A-N is preferred over option C-N by LJLA and options CP and CR rank 5 and 6 out of 6 in the LJLA preference of alternative schemes. If LJLA drop the C options in short order this would be very well received by the South Wirral community. Of the 3 A options AR is preferable because this option limits the noise pollution for Merseyside residents. The R option (09 SID CAVEN OPTION) loops over the marshes and then back up the Mersey , the N option or P option (09 SID CAVEN) loops over Liverpool and then over the Wirral causing much more noise pollution than option R. It is accepted that the interface with Hawarden traffic may cause some difficulties but I am sure the view of all the Merseyside population is that they would like LJLA to work with and overcome these difficulties to ensure the wellbeing of the communities which surround LJLA.</p>	Yes
	Yes

Extend the consultation	Yes
Only allow aircraft which emit the lowest possible fuel emissions less than 45 decibels ; reduce number of flights allowed.	Yes
A genuine 'consultation' with all stakeholders with real alternative options	Yes
Use a flightpath option that does not concentrate the vast majority of air craft arrivals and departures over one small area of the Wirral. Particularly as given LJLAs desires for expansion, this noise & Pollution burden is only set to increase in the future.	Yes

	Yes
R options seem to offer "least worst" environmental impacts	Yes

<p>Under the existing arrangements under the R27 SID WAL option the aircraft turn in the river Mersey and then make their way to the SID WAL point. The R 27 SID WAL TEMP 2 option also turns in the river avoiding overflight of the Wirral. At present the aircraft do not go over the East Wirral and do not turn over St John's Hospice and Clatterbridge hospital as suggested in the new procedures for both these options. Turning over St John's Hospice and Clatterbridge Hospital as suggested is, in any event, unacceptable to the local community for understandable reasons. My understanding is that the existing procedurs can be maintained by reducing the Take off Distance Available (TODA) used which will allow the aircraft to turn in the mid point of the river Mersey and then makes its way to the SID WAL point or the SID TEMP 2 point on the same basis as is currently in force. This avoids the overflight of the East Wirral and St John's Hospice /Clatterbridge hospital with the consequent increase in noise pollution. My understanding is that the full use of TODA was historically used to enable aircraft to carry extra weight but this is not an issue for modern aircraft with so much more power that enables a modern aircraft to turn in a very short distance only now needing to use a small part of the TODA . Reducing the use of the TODA over the river Mersey makes no difference to the LJA or the airlines but it would make all the diference to the South Wirral community which would otherwise be blighted by a considerable increase in noise pollution. The issue applies similarly to the R 27 SID AGGAR AR option.The TODA used should similarly be reduced to allow a turn mid river to avoid overflight of the Wirral. This proposed procedure seems to have already been at least partly addressed by LJA as the R 27 SID AGGAR AR option already turns in the river Mersey. The R 27 SID AGGAR option is unacctable to Wirral residents in any event as it clearly involves much greater noise levels over the Wirral than the R 27 SID AGGAR AR option. Please see my reply to Qu 10 for further comment onthis point. The SID AGGAR AR option needs to be changed to ensure the noise levels are no greater than the exising procedures. As LJA have shown that LJA are sypathetic to the needs of the South Wirral community by offering by concession a much improved R27 SID AGGAR AR option as the LJA favoured option over the R 27 SID AGGER option it seems only fair that LJA should offer a similar concession for the R 27SID WAL and R 27 SID TEMP2 option. In any event I would still like to see the SID AGGAR AR option improved, see above.</p>	Yes
	Yes
	Yes

Air traffic is spread in equal proportion around all directions from airport...superhighways are unethical,	Yes
	Yes
	No
A decrease in flights or using a flight path which follows the river out to the Irish Sea, it has already been commented that planes could do a sharper turn so that they accelerate to a higher altitude over the river	Yes

<p>Under the existing arrangements under the R27 SID WAL option the aircraft turn in the river Mersey and then make their way to the SID WAL point. The R 27 SID TEMP 2 option also turns in the river avoiding overflight of the Wirral. At present the aircraft do not go over the East Wirral and do not turn over St John's Hospice and Clatterbridge hospital as suggested in the new procedures for both these options. Turning over St John's Hospice , which offers end of life care and over Clatterbridge hospital is, in any event, unacceptable to the local community for understandable reasons. My understanding is that the existing procedures can be maintained by reducing the Take Off Distance Available (TODA) which will allow aircraft to turn in the mid point of the river Mersey and then makes its way to the SID WAL point or the SID TEMP 2 point on the same basis as is currently in force. This avoids the overflight of the East Wirral and St John's Hospice / Clatterbridge hospital with the consequent unacceptable increase in noise pollution. My understanding is that the full use of TODA was historically used to enable aircraft to carry extra weight but this is not an issue for modern aircraft which are much more powerful and can take off and turn a very short distance down the TODA .Reducing the use of TODA over the river Mersey makes no difference to the LJLA or the airlines but it would make all the difference to the South Wirral residents who would otherwise be blighted by a considerable increase in noise pollution. This issue applies similarly to the SID AGGAR AR option. The TODA used should similarly be reduced to allow a turn mid river to avoid overflight of the Wirral. This proposed procedure seems to have already been partly addressed by LJLA as the R 27 SID AGGAR AR option already turns in the Mersey. The R 27 SID AGGAR option is not acceptable to Wirral residents in any event as it clearly involves much greater noise levels over the Wirral than the R 27 SID AGGAR AR option. Please see my reply to qu 10 for further comments on this point. The SID AGGAR AR option needs to be changed to ensure the noise levels are no greater than the existing procedures. As LJLA have shown that LJLA are sympathetic to the needs of the South Wirral community by offering a much improved R27 SID AGGAR AR option as the LJLA favoured option over the R 27 SID AGGAR option it seems only fair that LJLA should offer a similar concession for the R 27 SID WAL and SID TEMP 2 options. In any event I would still like to see the R27 SID AGGAR AR option improved , see above.</p>	<p>Yes</p>
<p>Multiple flight paths to spread the percentage of flights across a bigger area. Or fly them down the Mersey! Thanks.</p>	<p>No</p>

There should be a carbon impact assesement of the changes before it is possible to comment	Yes
A-R	Yes
	Yes
Only changes that reduce the airport climate change impact I.e. drawdown carbon from the atmosphere not increase it!	Yes
LJLA should extend the consultation period and organise and implement a proper process for consulting on Wirral. And arrange one or more "roadshows" to explain the proposals and engage with local residents.	Yes

Better to disperse flight paths and share the pain more widely with less overall impact to one part of the community	Yes
	Yes
Using more than one flight path	Yes
	Not Answered

	Not Answered

Noise and enviro comments	FASI North Comment Y/N
Do not want to destroy the peace and quiet of my area	Not Answered
Fed up with the noise already nevermind more!	No
Support need to grow airport which because of its position dies not disturb many people	Not Answered
As a local resident I strongly object to any measures that may increase air traffic and subsequent aviation fuel pollution which is a potent pollutant that I regularly smell when in my garden.	Yes
	No
It's already unbearable	Yes
	No

Noisy low-level flying (at the moment usually between 7pm-10pm)	Yes
	No
	Not Answered
Please do a better consultation and engage with people of Wirral locally	No
We have enough noise pollution with new roads being built in the area and 1000 + new houses	No
See above	Yes
	No
	No

It will ruin the village and make it much noisier. There is already some noise but more will be unbearable.	Yes
	No
	Yes
	No
The noise contours and overflight depictions are objective measurements but subjectively it feels like it should be more!!	Not Answered
Are you going to guarantee our health and well-being is not going to be affected? Noise, particularly in the summer months is already disturbing our sleep. Increasing noise will impact heavily on us. What environmental research has been done to support these changes - both on human and animals in the local area of E Port and surrounding areas?	Yes
We get enough noise from the planes out of Airbus	No
This is my main concern as a resident. Having lived near Manchester airport in the past I know the impact it can have and don't want this for here	No

With all the proposed plans there will be an affect to noise levels in my area particularly at night time. Increased numbers of planes will undoubtedly have an adverse effect on noise pollution, air pollution, human health and wildlife.	No
Lower flying aircraft is not acceptable over a housing estate and village.	No
We already suffer excess noise pollution this will only increase it. No consideration for local residents it seems	No
I don't know from information given what difference it	Yes
It's ok as it is	No
	No
	No
	Not Answered

	Not Answered
	Not Answered
Will affect Eastham village	No
The proposed routes over Eastham, wirral would considerably increase noise pollution in the area	No
	Not Answered
As stated above, lose and visual intrusion are likely to increase in the particular locality of Delamere Park, Cw8 2xA.	No
	No

	Not Answered
Wincham Parish Council has just adopted a resolution to do all it can to combat climate change. I have not seen anything in this documentation that addresses climate change and envisages that people may take fewer flights in future. Surely that is what we should be planning for or at least looking for ways that environmental impact could be lessened? That does not seem to appear in these proposals.	No
Its goign to cause more noise , pollution and air pollution over my house and the tranquility of Delamere forest	No
	No
	No
It would certainly reduce the ability for some people to enjoy their own gardens and homes due to noise levels.	No
Not possible to comment with seeing specific proposals	Yes
Increased noise levels would massively negatively impact on everyone and the pollution increase is totally unacceptable	No

No more noise please.	Yes
I live under a flight path, in the summer, we as a family like to sit in our garden, we knew it was by a flight path, but we don't want anymore aircraft flying above us, and drowning out what we are saying.	Yes
	Not Answered
	No
	No
	No

We don't need more noise in our homes	Not Answered
we are a farming community, extra noise levels and air pollution are highly likely to affect health of animal especially in lambing seasons. I have asthma im concerned how extra pollution will affect me.	No
	Yes
	No
Personally I won't notice any differences	Yes
how bad will the noise be	Yes
No comment	No
The noise from the JLA is already horrific not only off the planes taking off and landing but when waiting and also in the winter months when snow and frost is about there is a constant humming noise throughout the night.	No

On the Welsh aspects of Trans Vegan the flight path is over Halkyn mountain, an AONB developing, leisure and tourism activities	No
The document is as clear as mud; a technical tangle which may be understood by pilots or CAA officials “on the spectrum” but not by 99.99% of those affected on the ground. It is disgraceful.	Yes
	No
	No

	Not Answered
	Not Answered
	No

Arrivals profile 09 we don't want planes to fly any lower	Yes
No comments as L37 1PT unlikely to be impacted by these proposed changes.	Yes
	No
In most cases with aircraft being higher, they should reduce the current noise levels experienced.	No
Spoiling the peace and quiet of Delamere Forest and surrounding area - not acceptable	Yes
	No

The noise from the planes is deafening, above our properties they reduce/increase their speed and you can hear the engines screaming as well as the air pollution this causes, the has been even more apparent since the lockdown	Yes
As above	Yes

	No
	No
	No

	No
I believe what flights will over fly Maghull will be absolutely fine. Maghull is currently on the flight of Manchester inbounds which transit the Mirsi hold, so i honestly doubt any residents will notice and increase in air traffic or noise	Yes
	No
Proposals are completely unacceptable for Wirral in terms of additional noise and pollution	Not Answered
The peace is fantastic.	No
Should be NO expansion	Yes
This is absolutely outrageous.	No
Unacceptable to add more air traffic and associated pollutions during a climate crisis.	No

	No
Environmental and noise impacts should be managed and mitigated. Lowest impact options should be implemented	Yes
Please show me in simple diagrams how it will affect where I live	No
	No
Why are you funnelling all flights on VERGUN route over Delamere Forest (where people go for peace and quiet) and rural areas. The noise levels have already increased over the last 10 years and this proposal seems to make it a lot worse for some people as it is channeled.	No
Rock Ferry residents suffersome of the worst physical and mental health. Further noise and pollution will only impact on this in a negative fashion .worst	Not Answered
I moved to the wirral 16 years ago. I do not expect to have more noise and environmental impact due to potential increase of flights at LJLA	Yes

	No
	No
The area beneath the flight path has serious health problems that would be badly impacted by the 24 hour flights being planned. This will impact on the health and life expectancy of children and adults.	Yes
The increase in the noise levels and air pollution will be unbearable.	No
Areas of Wirral dont need more noise pollution or air pollution. Quite the opposite	Yes
Carbon emissions cost remedy will make flight travel politically unacceptable. Noise pollution research not funded or proposed to enable an informed decision.	Yes
	No

	No
	No
I strongly object to the pollution and noise pollution that the changes will in care on vulnerable groups	No
Air pollution and noise pollution	No
Excessive noise, especially so depending on weather conditions and contamination of the air, air pollution.	Yes
	No
Any new pollution by noise or discharges is not acceptable	Not Answered
Increase in both air and noise pollution, caused by both flights and increased traffic. Risk of increased crime.	Yes

I strongly object to this	No
The Wirral already has enough flights crossing it, any changes to flight paths should take them over Liverpool itself	No
the noise level is already unbearable . and we only have 1 community hospital which is already overwhelmed. the noise is ridiculous and will effect house prices	Not Answered
Increase in noise pollution harmful to mental health and wildlife such as geese that fly over Wirral. Decrease in air quality in areas limerick ferry that have already poor health in large numbers of residents and are socially deprived.	No
	No
Some of the areas you propose flying over already have high levels of ill health, whilst others have residents who have chosen to live somewhere away from larger conurbations for health reasons. The impact of greater aircraft noise will not just be aesthetic; it will shorten lives.;	Yes

	No
Why	Not Answered
Strongly object extra noise and pollutiin we have poor healtg outcomes akready	Not Answered
	No
The area to be effected is already deprived and health lower than national average this will only make things worse	No

<p>Any expansion of air travel operations will have a negative environmental impact on the local area which flights fly over. The noise is intrusive and this has been highlighted by the current cessation of most flights and the marked reduction in noise over the Wirral at present. In addition air travel is a major contributor to the global pollution which has resulted in our escalating climate crisis and as such should be contracting not expanding.</p>	No
<p>Further reason to object to the proposal</p>	No
<p>As above. We should be reducing the amount we fly, not increasing, given that we face a Climate Emergency</p>	Yes

<p>Please see above. Merseyside has made great strides to become more environmentally friendly, the river and the woodlands and parks located along its banks have thrived, it is concerning that this may be put at risk. There are also a large number of asthmatic residents who are sensitive to pollution levels who will be directly affected by increased exhaust from these aircraft.</p>	No
As above	No
	Not Answered
I. Crease air and noise pollution causing health problems for people living in this area	Yes
Negative impact on the Wirral.	No
Leave things as they are	No
	No

	No
	No
We do not need any more noise or pollution	No
Increased impact to the local area must be minimised by using Sid agger ar whenever possible.	No
	No
	Not Answered
Do not want more air traffic	Yes
They will and this is unacceptable	Not Answered

This is largely a residential area and I believe these changes will have an impact on property values	No
I live under the southerly flight path to/from LJA and notice aircraft noise enough as it is. Any increase would be most unwelcome and will adversely affect our quality of life. Since the lock down, the silence in the skies above us has been wonderful.	No
We do not require more noise!	No
Would accelerate climate change	Not Answered
Since these will be detrimental they should be avoided	No
	No
I am very concerned about the health implications of the increase in pollution.	No
I object to any increase in aircraft noise and perceived overflight generally and specifically over the Wirral and Heswall	Not Answered
As above	No

No adverse impacts to noise and environmental should be allowed and all changes should be beneficial to animals and the environment.	No
wirral area is a place of beauty, do not want low flying aircraft spoiling our nature and causing pollution	No
Areas involved already include industrial and transport noise, extra at a 24hr constant is noise abuse and general health abuse at night time levels	No
No adverse impacts on life or the environment should be allowed.	Yes
As above in q12.	No
So much habitats are being lost due to greed	No
	No

	No
Health	No
Local area is already prone to high levels of pollution with local heavy industries. Also area highly populated and residential. Noise pollution would be too high	No
I dont agree that this should be implemented. It will impact negatively on noise, pollution and on my childrens health	No
Why not over West Kirby or Heswall. The proposed routes effect more people and Caldya-N	No
I believe that the Bromborough and Eastham areas of Wirral are likely to suffer greater noise and environmental impacts, which is another reason for my objecting.	No
Since there were fewer planes over us and fewer cars, my lung function has improved dramatically. As a bronchiectasis sufferer, I do not want more planes over Wirral.	No
<a href="https://www.facebook.com/754833047/posts/10158203317873048/neighbourhood">https://www.facebook.com/754833047/posts/10158203317873048/neighbourhood.</a>	Not Answered

The levels are bad enough without any further increase	No
I'm not happy that my life will now be affected by your excess noise and pollution. You do not need to expand. The airport is fine just the way it is!	No
Air pollution across Wirral already varies greatly due to proximity to industrial areas and Ellesmere Port. This will make it worse.	Yes
i dont want more noise from aircraft	No
Cancel expansion	No
Noise and pollution levels over Clatterbridge, Raby Mere areas has increased significantly over the years and proposals will cause greater noise. No account taken of the contour of the lad and affect on specific areas. For example noise is greater in low lying areas of Raby Mere.	No
Extra traffic noise and emissions	No
	No

	No
We already have a degree of aircraft noise on the Wirral. Adding to this is going to have an impact on local wildlife and residents alike.	No
	No
	No
This has not been shared in open forums and because of Covid 19 there could not be any meetings. This should be delayed to allow proper consultations	Yes
Strongly object to noise levels going up if flight path goes across my house and increases in air pollution	Not Answered
more unacceptable noise, more unacceptable pollution, less quality of life	Yes
We do not want this	Yes

This is the main reason for not changing the routes	Yes
	Not Answered
Noise and pollution is already an issue in this area, residents health is already very poor	Not Answered
Object to increased noise and airborne pollutants	No
	No
Please be considerate, you know yourself your 2 preferred options are worse for people around	No
See comments already made	No

We are already on the flight path to Speke and we accepted this, however we would not welcome increased noise. We are also concerned about the increased pollution especially on the wildlife and woods around Raby Mere, a local beauty spot and haven for anglers.	No
	Not Answered
	No
	No
No increase in flights over Wirral	No
No need to change routes	No
	No
There already low and noisy and disruptive. Its been lovely and quiet and peaceful since covid and lack of flights.	No

	No
The noise of the aircraft will be horrendous. We bought our property on the basis of the current route. I am sure they will be legal challenges for the proposed route	Not Answered
Destroy the ability for our kids to play in a little plain environment!	Yes
I strongly object to any increase in noise or environmental impact	No
more noise at night over bromborough and eastham is not acceptable	Not Answered
As previously mention. Spread the routes we coped with this.	Yes
at certain times of the year it is impossible to have the windows open of an evening/night due to airplane noise, increasing air traffic will just add to this issue.	No

Why is it ok to disturb our lives anymore than you already do. Come round to ours for a cuppa when flights resume normal service. Real conversation stoppers.	Not Answered
As above. The increased take off traffic over eastham will be frustrating	No
Don't do it.	Yes
The approved plan shouldn't leave local residents with worse noise or air pollution	No
	No
Unfair to have so many plans concentrated over one area	No

	No
The significant increase in environmental impact over such a concentrated area is unfair to those who will be affected	Yes
Bromborough and Eastham have beautiful woods/environment that would be negatively impacted by the increased pollution and noise. The increased pollution will have a negative impact on the population. Increased noise levels will be disruptive to people throughout the day and night.	Yes
Constant growth on a planet of finite resource, why?	Yes
No need to change	Not Answered
Already have as above	No
Brombough will see increased traffic, noise and pollution	No

It's bad enough now, if the proposals go ahead noise and aircraft pollution will be much worse	Yes
As above	Not Answered
It seems sensible to spread the noise out rather than to concentrate it on a few.	Yes
	No
They will be devastating. Leave as is.	Yes
I completely disagree with the proposal due to the local impact this will have.	No
Would increase noise and environmental pollution in the local are	No

<p>It seems unfair to concentrate noise over narrower routes. It would be much fairer to distribute the problem more widely and affect individuals less severely.</p>	<p>Yes</p>
<p>noise is a very detrimental aspect of modern life and should be minimised at every opportunity. Night and early morning flights would be very detrimental to restful sleep and therefore ones wellbeing</p>	<p>No</p>
<p>The deterioration in air and noise quality is not acceptable.</p>	<p>Yes</p>
<p>I fully support aircraft over the eastham and Bromborough areas where I live and work</p>	<p>No</p>
	<p>No</p>

Should not be allowed	No
	No
We don't want any noise or other pollution over Wirral. Especially night flights.	No
No more noise - also no later flights	No
	No
	No
Leave it as it is	No

Noise levels should not be above current levels	No
Obviously not happy to live under a flight path but happy to bear a share of the burden of noise	Yes
As above. I object to airport expansion on environmental and legal grounds.	No
	No
Residential areas should have less noise pollution not more	Not Answered

CONSULT CONSULT CONSULT	Not Answered
The impacts are already too great from JLA.	No
	Not Answered
	Not Answered
The Wirral has enough aeroplanes flying over and i don't want more noise and air pollution.	No
More noise and air pollution over the Wirral	No
1. Are you going to pay for our inconvenience on an annual basis. As we will not be able to enjoy our gardens. 2. Have you ever been under an aircraft dumping fuel in an emergency? I have its not fun.	No

	Yes
<p>This point makes me extremely angry when it can clearly be avoided by aircraft flying the outline of the peninsula for only a few minutes longer as opposed to damaging our wildlife with increased noise and pollution unnecessarily. Surely on this day and age your environmental responsibility should be at the forefront of your plans. Since COVID 19 the increase in local bird life and all wildlife has been commented on in the media one reason being attributed to flights being grounded. Surely this is evidenced enough.</p>	Yes
<p>NO MORE NOISE/AIR POLLUTION ON WIRRAL</p>	No
<p>This is not acceptable</p>	No
<p>Just not necessary and insensitive when better routes could be used. We have a wide river to use to limit population impact. Use some common sense.</p>	Yes
<p>Please think about fuel efficiency after noise impact</p>	No

Route planes along the Mersey not over quiet country communities!	No
	No
The environment is precious and we need to preserve it as much as possible	Not Answered
Should never be allowed	No
Yes it's already unacceptable with noise damage and disruption in the protected ssp and conservation areas around barnston and Heswall	No
Overall I think A-N would not affect me much, as long as there is no noise increase at night.	No

New born baby	No
No one wants planes going over their house	No
It's already noisy and this will make it worse	No
It will make more noise and effects everyone in the area	No
We live in Heswall. It seems that all the proposals still envisage incoming flights coming over Heswall thus as far as our community and surrounding communities, matters will only get worse.	No

<p>I do not support any increased noise since I live in the centre of the area proposed plus this would mean I would be in the flight path so not only would there be more pollution I would be in danger if there were any kind of disaster.</p>	Yes
<p>These changes include routing the vast majority of flights over Wirral South, but I was only informed of this consultation by luck this week; this should have been much more well publicised!</p>	No
<p>Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.</p>	No
<p>This is a shocking rise in air traffic! Alternatives must be found.</p>	Yes

The planes are directly above us. We cannot converse as the noise is so louds so	Yes
See answer to Q 12.	No
	Not Answered
	Not Answered
I'm astonished that residents have not been directly contacted to be informed of these proposals. It is only by chance that I have learned of them today (21/04/20). Expansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. This consultation is not about expansion, but the new systems will help enable expansion. • Night flights will be most problematic, and concerns should be raised about any intention to increase these over Wirral. • Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.	Yes

<p>A-R &amp; C-R - these 2 options are probably the best, or rather have the worst least implications for the environment, but none of the options are environmentally friendly.</p>	<p>Yes</p>
<p>See above comments about increase in flights over the Wirral and combination A-R resulting in the least noise effect on people.</p>	<p>No</p>
<p>This will negatively impact the quality of life for Wirral residents and ecology of the area for no clear benefit</p>	<p>Yes</p>

I do not want to have increased air traffic noise or pollution	No
<p>Increasing air traffic over the south wirral area will cause significant disruption to the wellbeing of residents and the local environment. Residents in Bromborough Pool, Eastham Village and Port Sunlight are especially near to the river Mersey, and are particularly susceptible to the noise pollution caused by incoming air traffic. If the proposed changes were to happen, this would only worsen. Additionally, the local wildlife, particularly avian, would suffer. Port Sunlight River Park, Dibbinsdale Nature Reserve and Eastham Country Park are habitats that could be severely affected by the proposed changes.</p>	No
	Not Answered

	Not Answered
Before COVID there were planes going over head ever my few minutes. It's been a lot more peaceful without constant planes going over head so we need to learn and take away positives from this challenging time.	Yes
	Not Answered
Take your flight paths elsewhere.	No
Do a better consultation & exchange with people in Wirral locally & not do it all from the airport.	Yes

<p>the options do not offer an acceptable degree of choice • Can residents be given the full range of possible flightpaths and not just the limited options in this consultation? • each option has a significantly negative impact on Wirral residents • C options impact on residents in Wirral more than A options • R options may offer “least worst” environmental impacts • P options look especially bad</p>	<p>Not Answered</p>
<p>Don't want more flights over my house, too many already</p>	<p>Not Answered</p>
<p>This is disgraceful,it will severely impact on a beautiful country park and a peaceful residential area</p>	<p>Yes</p>
<p>Pre-lockdown noise levels and visible trails from aircraft already too much.</p>	<p>No</p>
<p>Increased noise and pollution will have a detrimental effect on mental health, sleep patterns, clear skies and wildlife/birds.</p>	<p>No</p>

	No
It is too loud as it is, any increase in frequency of flights is unacceptable	No
Noise, particularly take-offs very loud & often late at night	Not Answered
Lack of consultation, consult with the representatives of the people impacted by the proposals	No
If planes are going over all the time it will be a mental drain on people	No
Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic	Not Answered

The aircraft noise is already significant and these proposals will make them significantly worse over a prolonged period	Yes
Proposals will mean 80% of flights will be over Wirral. Consult Wirral people locally and not just at meetings at the airport.	Yes
80% of the flight paths will go over my house, childrens school, our main green area for recreation (Eastham woods). There will be no escaping the noise pollution.	Yes
As I cannot see estimates of the type "95% of all new traffic will pass over here" how can I respond?	Not Answered
The proposal will severely impact on my constituents in Bromborough, particularly noise and air pollution.	Yes
	Not Answered

I strongly object.	No
	Not Answered
	No
	No
	No
	No
Several areas of SSI that need protecting. Also area has high levels of pollution with road traffic without adding more	No
	No

I suffer from auditory processing disorder which makes noises like low flying aircraft extremely distressing. It will force me to move and I can't afford to live in another area locally.	No
As stated previously I think this proposal is very unfair. Noise and interruptions will be horrendous.	No
	No
	No
<ul style="list-style-type: none"><li>Expansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. This consultation is not about expansion, but the new systems will help enable expansion.</li></ul>	Yes
It's unfair to affect one area more than another. I don't live in the affected area and enjoy a limited number of flights passing over.	No

	Not Answered
There is two match noise as it is	No
We already have enough air traffic over my area	Yes
	No
The noise is bad enough as it is, I do not wish for it to get worse	No
	Yes
It is unacceptable the increase in activity over the Wirral/Cheshire compared to current flight paths. These need to be reconsidered.	Yes
Approach and take off should be over none residential areas Or with further investment flights should be directed down the river. Mersey.	Yes

	Not Answered
I do not want any increase in noise if any thing I would like the route to be fair as in distribute the noise evenly. Ie more towards Chester Wales	No
Please consider that proposed plans will have detrimental effect on majority of persons living on the Wirral and the environmental impact change of flight path will have over Eastham country park in particular. Nature has to be protected above anything else	No
Strongly object as do the majority of the Wirral residents	No
The changes proposed disproportionately impact Wirral.	Yes
	No

80% of flights over Eastham woods is detrimental to wildlife, but also other areas such as Eastham, New Ferry, Rock Ferry have significant mental health issues so noise and pollution will be detrimental. Dont forget that some of these areas already have the lowest life expectancies in the country so pollution will impact even more	No
Let's protect the planet the people & our area ahead of greed & pollution	Yes
	No
Detriment should be shared rather than concentrated especially at my area is already closer to a motorway affecting air quality.	No
	No
Already too many trails and the blue sky is adversely affected	No
	No

	No
See above	No
Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, especially night flights, although any increase in disturbance anywhere is problematic.	Yes
i dont want more flights over my house or more pollution.	Not Answered
We don't want more noise	No
I am concerned about noise pollution	No

Object to another potential environmental impact due to increased traffic across Wirral	No
The noise and pollution is bad enough, I am a severe astmah sufferer and do not want any more air pollution in Bromborough, the A41 and M53 contribute enough.	No
It will be horrendous how dare you try and increase this. I will take this to my MP. I am absolutely outraged. I will also boycott Liverpool Airport.	Not Answered
I dont wish the noise and enviromental effects in my local area	No
Routes and procedures will definitely affect the local area environmentally plus the noise	No
	Not Answered
	No

Night flights will be most problematic	No
If I'm understanding correctly (which is hard to do!) 80% of planes will be departing over our road, I'm extremely concerned about the noise which will be much more regular.	No
See above	No
At times the noise can be a nuisance this will only increase this if the proposed change in routes	Yes
Too many flights over 1 flight path	No
	Not Answered
Too many flights over bromborough	No

It's noisy enough as it is with the flights constantly going over	No
Noise and air pollution will increase.	Yes
	Not Answered
Expansion of any sort will have a negative impact on residents noise wise and although the consultation is not about expansion the new systems will help expansion.	No
I object to the noise and environmental impacts this will have on my area	No
An increase in the above is detrimental to housing, valuations, living quality and the environment	No
	No

	No
Impact on children's health needs to be considered. Impact on wellbeing and enjoyment of environment needs to be considered	No
	No
I strongly disagree with the principle of condensing immediate air routes in and out of the airport to fewer routes. This concentrates the impact to a large number of the population of Wirral unfairly.	Yes
We have enough noise and co2 pollution, to add to this will just add to the decline in air quality	No
The increased noise will be detrimental to area, noise pollution and house prices.	Yes
We cannot live with more aircraft noise over our homes.	Yes
We do not want increased noise pollution over the Wirral	No

Noise pollution is damaging on health	No
We suffer enough with noise dock speedway	No
We currently have around 30% air traffic over our local area. To increase this is ludicrous. This is about profit not environment, noise impact or welfare of communities. How can you promote cleaner policies when your aircraft will be dumping so much pollution into the air right above us!!!! I believe this consultation should have been broadcast wider and more openly for public consultation. This is being conducted under our noses, in an underhand manner. This local community will not stand for it.	No
As above	No
Not Answered	Not Answered
When we moved in there were very few planes flying over. The increase is ridiculous there is enough noise from the busy roads and motorways without the planes.	No
Are we to be offered free triple glazing or compensation for house prices being reduced due to increased air traffic? Since we bought our house 18 years ago air traffic has increased to the point we cannot sleep with windows open in the summer months due to aircraft noise early in the morning.	Yes

As expressed above parts of South Wirral are already affected by noise and pollution	Yes
	No
	No
We already have to put up with noise pollution and this will increase dramatically	Not Answered
We have enough air traffic noise at present the extra noise and pollution will impact on our health and well-being	No
	No

	Not Answered
Noise pollution can affect physical and mental wellbeing to people in the area.	No
As above	No
	No
If we wanted hectic and noisy lifestyles we would have lived in a city , These proposals won't "may change noise and environmental " It most definitely will have a huge impact on the Wirral . No thank you ! Keep the planes over the city and leave our wildlife towns in peace	Yes
It's already too much	No
	No
Level of noise is above and beyond acceptable decibel levels	No

	No
Not fair on people affected	No
Noise and discharge of excess fuel will impact quality of life	No
Enough traffic over wirral	Yes
	Not Answered
	Not Answered
	No
Plans which illustrate the proposed changes based on current air traffic would assist in identifying the true impact of the proposed changes for the layman.	No

Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.	No
Peace and quiet will be compromised.	No
Air pollution is a real problem. Why would you want to exacerbate it?	Not Answered
Already enough flights over the wirral	No
I object to the changes they are unfair and unjust	Yes
Don't affect people's well being with new flight paths	Yes

It will definately change for the worse. another hail in the planets future, we need less not more	Yes
	Not Answered
See abive	Not Answered
Totally unacceptable. Far too many flights proposed to fly over Wirral at low level.	No
Noise pollution is already too high! More flights more noise!	No
	Not Answered

We don't want to hear more airplane related noises. The engines are extremely loud and this would disturb the local area.	No
I am concerned about the additional noise especially as we have an elderly population and local nature reserves and wildlife which could be disrupted	Yes
I think its overall a good thing, although there may be some people more affected than others. However the AGGER AR sid is a major plus for the A proposal over thr AGGER sid because it turns before hitting the wirral.	Not Answered
Absolutely shocking	No
The substantial increase in air traffic directly above my property up from 30% to 80% will seriously impact my family with regards to noise levels and pollution	No
I find the noise from the airport disruptive enough as it is. We do not need another Heathrow in Liverpool, the coronavirus has taught us that if nothing else.	No
	No

<p>as i live bromborough its going to have a major impact day and night really do not think its fair its in liverpool so keep it over their we do not want or need it here</p>	<p>No</p>
<p>Having the flight path changed so that flights are routed predominantly over the Wirral will have an incredibly negative effect on those living in the flight path. The noise and disturbance it will bring to these residents will be considerable. A much fairer method would be to have a range of flight paths into the airport to avoid disruption for one group of people.</p>	<p>No</p>
<p>Already noisy and don't want anymore - children with asthma caused by air pollution</p>	<p>Yes</p>
<p>Noise and air pollution is already high with the A41 and the m53 motorway inneasyhma and in eastham and further noise and air pollution would be detrimental to health of residence and wildlife.</p>	<p>No</p>
<p>Air pollution already started to affect my health five years ago as an asthma sufferer. The increase in air pollution could be fatal.</p>	<p>No</p>

As previous responses	No
Negative impact on our quality of life	No
It will have an impact	No
	No
Noise pollution over Eastham and Bromborough will be higher	No
I'm concerned that more flights over Bebington area will devalue my home	No

<p>Living currently on the current flight plan already has an impact from noise pollution on our daily life if the current flight plan is at 30% over Eastham, Brombrough, Spital &amp; Rock Ferry any increase on this percentage would be not only be detrimental on the noise pollution level but also on the enviromental pollution. Already having an increase locally to vehicle pollution and a loss of green spaces due to house buildings adding more aviation pollotion to our local environment would have a massive knock on effect to our health and wellbeing.</p>	No
	No
Noise	No
	No

These changes will increase noise and air pollution, there is enough of this. Increasing this in the light of the state of our planet is unbelievably irresponsible.	Yes
This is a disproportionately large increase for one area and is completely unacceptable for its residents.	No
At the moment in the summer especially there are more than enough extremely low planes going over our gardens it's causes stress with the noise of throttling back engines going low preparing to land we certainly do not want any more whatsoever	Yes
The increase in flight traffic is too significant an increase from today and an unfair burden on the residents	No
	No
	No

Increased air traffic / noise & environmental impact	No
I do not wish to see an increase in noise and pollution in my area	No
	No
The noise impact will increase severely	No
	Not Answered
	No
I don't want to be breathing in your fumes.	Yes

The proposed changes will see a huge increase in noise and a decrease in quality of life potential in children's development and a massive decrease of property values	Not Answered
Shouldn't be allowed for 80% to go in one direction	No
Would this affect house prices and saleability of properties from current listings? If an increase causes nuisance, some planes being heard much louder than others, what would be the industries plan to tackle this. Will restrictions for late night flights be reviewed if noise is unacceptable.	Yes
The local area is rich in wildlife with even a nature reserve along the proposed route	No
We already have disruptions on our lifestyle with the present traffic	Not Answered
As above	No

There has already been a marked increase in noise from planes already and we currently suffer only 30% of the air traffic. These proposals would have a drastic effect on our lives if the current flow is increased to 80%!!	No
	Not Answered
An entirely negative impact	Yes
Any changes are likely to increase noise pollution for Wirral residents especially if there are. more night flights over Wirral	No
	Not Answered
	No

It is very noisy in South wirral anyway with your planes. Been lovely with the corona shut down actually and I now hear you plan to make it worse for us. This is completely wrong	Yes
	No
We already have plenty of plane noise and pollution which effects Eastham Woods and we also have the noise from A41	No
	No
	Not Answered
	No
See comment 12	Yes

More traffic more noise. Unacceptable.	No
will be very bad for night flights	No
It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents. However, any increase in disturbance anywhere is a problem	No
I am not in favour of any changes that increase aviation noise in my local area where it can be avoided by wider flight paths.	Not Answered
	No

Very concerned about increased noise and pollution over South Wirral	Yes
	No
	No
This is totally unacceptable given the global climate and ecological emergency. Any modifications should be carried out with the goal of reducing environmental impact, not increasing it (as the proposed changes will)	Not Answered
Eastman already has a disproportionate noise and air pollution level with both the A41, M53 and Gas terminal. Increased air traffic would only add to an existing area of high air and noise pollution.	No

Fat h see noise will directly affect my health and well eing	No
I have lived here for 13 years, i purchased my house knowing all the outside effects. I strongly object to an increase of 30% of flights now coming over my property which would still be at low level.	No
Our area is already very busy with air traffic. During the summer months they start aggressively at 6am, which means we can't have our windows open when it is hot. Please consider flying over the river Mersey more as this could minimise the impact upon the environment.	No
As above	No
A share of noise is acceptable. All is not	No

<p>It is very noticable with the present flight paths that one special occasions ie. Grand National etc the noise from the increased flights affects our area greatly. Plus the added pollution.</p>	No
<p>The current levels of noise pollution in some parts of Bebington Bromborough are already at very high levels. Also, the flight path goes over ancient protective woodlands with a high level of rare species. These will be also affected by increased flight frequency and noise levels. In sunny weather and at night, low flying aircraft is already a big problem. Additionally pollution (other than noise) will increase significantly over a narrow corridor on Wirral, affecting wildlife and human's alike.</p>	Yes
<p>Runway 27 routes will increase traffic over Spital/Bebington areas. The projected noise levels increase which is not desirable.</p>	No
<p>Narrower flight paths will concentrate nuisance in much smaller areas.</p>	No
<p>We already have air pollution from a local Gas plant. More would cause serious health implications.</p>	No

Increased traffic load over a narrower group of residents - unfair share of noise and pollution over already deprived area	No
The new proposals will increase air traffic noise and pollution over homes and nature reserve	Not Answered
Too much air traffic already	No
Overflying by larger and more frequent aircraft is likely to have an effect on noise levels and although these have been calculated theoretically there is no guarantee they will not prove to be at levels that will be a nuisance, even if not a statutory one.	No
	Not Answered
I strongly object	No

I dont want that	No
Ultimately I hope that impacts can be kept to a minimum. Ideally air traffic might reduce in the future, but for the flights that take place, it appears the options presented as they are look to be relatively well-researched (to my untrained eye). I do NOT want traffic to increase in any way, and hope any changes reduce impacts on people, wildife, and the environment.	No
It is noisy enough now. If a plane goes over our house you can't hear a thing and late night flights already wake us up.	Yes
We are a small peninsular, with beautiful countryside! Many here, love our gardens. We enjoy the outdoors, I for one especially and I do not want e en more planes flying directly over head every few seconds	Not Answered
Our estate is in a field it is the old RAF officer housing off Rivacre Road Hooton currently we hear very little in the way of aircraft noise and would like to keep it that way if it were to increase to the levels you are proposing we would no longer have any quiet enjoyment in our homes or gardens wildlife would reduce bird strike would increase and in general make living here an abomination house prices would drop which would out a strain on people's financial situation	No

<p>We expect this to have a particularly significant affect on our household, as we will be directly in the flight path, with planes making their U-Turn almost directly over our house. We also question the choice to increase pollution so significantly above a specialist cancer hospital, where patients are particularly vulnerable to environmental impacts.</p>	No
<p>I live in Bebington which.will be significantly. effected by noise</p>	Not Answered
	Not Answered
<p>We already have a few flying over and this is already an inconvenience, I have friends whom live in heald green Manchester and their lives have been negatively effected by the increased air traffic over head.</p>	No
	No
<p>As mentioned noise and environmental pollution will cause issues if all the focus is in one area. Cause issues to quality of life.</p>	No

Our sleep is already disturbed. You're belching out pollution over an already deprived area which has many people with medical problems,	No
	Yes
It's bad enough now, Bromborough will be unbearable.	No
	No
Using one flight path over Wirral will be a nightmare of noise and pollution which will affect all the residents detrimentally also noise at night if flights are allowed as they are now	Not Answered
My health and welfare will be affected by this if it comes into effect. So how will you cover my problems that have occurred by your demands? your	No

It's totally unacceptable to expect us to endure this increased noise and air pollution whilst the rest of the peninsula enjoys freedom from this pollution.	Yes
	No
	Not Answered
Due to this covid 19 lock down and the reduction in aircraft flying overhead when a plane comes over now you realise just how loud and noisy it is. This excess noise that your proposals would incur on people would have a detrimental impact on peoples health and well being..	No
I have concerns over the toxins released from aircraft flying so low.	No
The noise & pollution is the main reason for objecting all proposals	No
Extra noise will disturb home life and devalue house prices	No

Increasing flights will impact on quality of air and noise pollution	Yes
	No
	No
Unacceptable, You already cannot maintain the flight paths shown, The approach N,P and R all cross thw Wirral far closer to Spital than your agreed apporaoch suggests. As you cannot manage this route adequatley how can we have any confidence any new routes would be any different. Please calrify how you will rectify the issue of apporachs being at least 200m further North than they should be on routes N, P and R	Yes
Unavoidable noise and environmental issues. Things nowadays are better than they've ever been and will improve further.	No
We shouldn't have to be put in a position whereby this effects our lovely environment.	Not Answered
	No

The flights over the Irish sea pass directly over my house as it is. I don't require anymore noise	No
Disruption to wildlife, environmental issues	Yes
Why is one area getting 100% of volume of air traffic and related noise	Yes
Increase noise and pollution in area are not acceptable, any changes just reduce both.	Not Answered
Obviously it will increase the noise and environmental impact, which is why I am opposed to it	Yes
	No
The area I live in will not only suffer more than a 50% increase in noise pollution but will also be an unacceptable increase in air pollution	Not Answered

Enough noise already and pollution	No
	Not Answered
all options will be worse for noise in my house	Yes
	No
Aircraft currently heard at 10pm in bebington please don't make worse.	No
Noise levels in this area are already at a high level.	No
	Not Answered

Already noisy late 10pm wakes my son reguarly	No
It will impact on health and. Mental well-being .	No
I think there will be more noise	No
The proposal appears to involve a large increase in flights over the Wirral. This is an area of residence, and also countryside. Increasing flight noise in both day and night is not acceptable.	No
As a bromborough resident we accept some level of noise is inevitable due to the proximity of the airport. However, as we already have flight noises that impact upon quality of life we cannot reasonably be expected to embrace an increase in noise pollution and disruption to everyday life.	No
	No

<p>Although throughout the document it clearly states noise levels which we currently experience on an occasional basis however with the proposed changes, my property will be directly affected, with a significant increase in the frequency of above mentioned noise and environmental implications. While occasional noise is manageable I find it hard to imagine the new changes to make for a comfortable living situation. The areas affected by the proposed changes also include a conservation area and nature reserve having a detrimental impact on both</p>	Yes
	Yes
	No

<p>the proposed routes of low flying routes are likely to cause a massive noise nuisance but your own Consultative Committee records relatively few complaints about noise if the sole and regular complainant from Warrington, who by their admission has been reported to the police but you do not discuss the public health hazards from low flying aircraft exhausts, which like car exhausts, contain a variety of toxic air pollutants, including sulphur dioxide and nitrogen oxides. Depending on wind direction these toxins would be spread over the surrounding areas increasing air contamination in the region and further shortening lives, which are already shortened by existing air contamination from hazardous industries and road and air traffic, due to the respiratory problems and cancers these contaminants are known to cause.</p>	<p>Yes</p>
	<p>No</p>
<p>I live directly on t flight path and noise is already an issue. More would be unbearable</p>	<p>No</p>
<p>I chose to live here due to the healthier environment, if this ridiculous notion goes ahead shall have to move from the area</p>	<p>Not Answered</p>

	No
Negative impact on house value	No
	Not Answered
	Not Answered
There will be a significant increase in noise and noise levels again particularly for groups of residents bearing the brunt of the flight route changes. This must not be allowed, fairer solutions must be found.	Yes
We live on the flight path which is already noisy	No

Quality if sleep disturbed. Planes flying all night not acceptable.	Not Answered
The mental health and well-being of me and my family (and neighbours) is very important to me. Thus any reduction in the environmental impact of proposed changes are crucial. Limiting direct flyover is the only requirement for me and my community, thus combination C can not be be accepted.	Not Answered
No noise, no pollution	No
	Not Answered
Increased noise pollution, toxic air pollution, low level flying over major hazardous industrial sites including a top tier COMAH sites	No
	No
The pollution and noise will effect nature and are environment	No

Have enjoyed the lack of pollution and noise during the Covid19 crisis	No
As per my above comments - this area already suffers from additional noise pollution and other pollution than most.. adding to this will only make the situation worse. Eastham/Bromborough is also a densely populated area with numerous additional housing developments in process - Eastham Woods is one of the few spaces that people can go to in the local area to enjoy the wildlife and nature. The flight psth would severely disrupt this.	No
the noise is unacceptable for residents who have never experienced this.	Yes
Why should residents suffer and put up with noise and pollution. The airport should change and utilities the river as a road to the airport. Not the people. It's about profit over people yet again	No
	Not Answered

	Not Answered
	Not Answered
All options will (not may) have impacts on Wirral residents as regards noise and pollution. Option P is especially bad and totally unacceptable.	Yes
Too much air traffic over the wirral	Not Answered

Fairer to spread the impact of flight paths across the region rather than on one area. Night flights problematic	Yes
Pollution	No
	Not Answered
I am concerned that if instrument guided landing is enforced at JLA, then even at existing air traffic levels, there will be a real increase over certain areas of my constituency, in particular, Walton, Appleton, Stockton Heath and Latchford. This part of Warrington is already one of the heaviest polluted areas in the North West, and I could not support any move that could make this worse. The impact of noise would also have further deleterious effects on residents, many of whom already put up with enough noise impact even and current flight path/approach arrangements	No

	No
The extra noise and added air pollution that comes with living around a busy flight path is terribly detrimental to the health, and wellbeing of children adults and the elderly not too mention people's mental health.	No
	Yes
	No

<p>The noise and environmental impact on Wirral would be devastating. The impact on mental health from noise, sleep disturbance etc...</p>	Not Answered
<p>I live under the proposed new route &amp; it would impact greatly on my life on a daily basis if all planes used this route. I have lived here 40 years &amp; up to now have no objections to the level of traffic to &amp; from the airport. Please do not change this</p>	No
<p>The Spital and Clatterbridge areas include SSSI's and Hospices. Any increase in environmental or noise impact needs to be absolutely minimised</p>	Not Answered
<p>See above</p>	No

	Not Answered
The impact at busy times is horrendous now that means there will be increased traffic day and night	No
	Yes
	No
Noise levels are very loud as previously stated you cannot hear someone sitting next to you when a planes goes over your head. They are very close to the roof when they fly over my house.	Yes
Eastham and Bromborough already suffer from noise pollution and this is going to greatly increase and cause a detrimental effect to the whole community.	Not Answered

The aircraft landing and taking off seem to be lower than the regs permit.	No
I believe that too many flights having the same paths will result in too much pollution being in a concentrated area	No
We already have enough noise and air pollution in the Bromborough area.	No
I have no idea of the impact. Stop it.	Yes
we already have farr to many planes passing overhead	No

<p>The changes involve an increase in noise pollution by at least doubling up to possibly trebling the noise pollution over the Wirral, particularly the Eastern corner of the Wirral which bears the brunt of the noise pollution. The noise pollution should be shared equitably over the communities surrounding the airport. In particular flying down the river Mersey should be introduced where the aircraft can climb quickly or descend quickly to JLA avoid overflying the local communities. It may be a little more expensive on fuel but the most important consideration is the impact on the communities surrounding the airport.</p>	Not Answered
See above	Yes
<p>Spital is gradually being eroded with increased noisy heavy traffic on the motorway and increased air travel. I believe there are alternative routes over non or less residential areas that could be utilised as flight paths.</p>	No

I do not want to have more air and noise pollution pushed to my home area	Yes
Have enough noise already.	Yes
	No
its bad enough now no more needed	Not Answered
We want less noise not more	No

<p>Strongly object to an increase in aircraft noise and environmental pollution over such a built up area. We are already woken by planes flying low over our house, these proposals will seriously increase these problems effecting each and every household in the area. It will be detrimental to our wellbeing, detrimental to our health , detrimental to our wildlife .</p>	<p>Yes</p>
<p>A-N is preferred as it offers the greatest benefits in terms of reduced noise exposure, especially at night.</p>	<p>Not Answered</p>
<p>Unacceptable</p>	<p>No</p>
<p>Any changes that will have adverse consequences (whether noise or environmental impacts) need to be re-thought.</p>	<p>Yes</p>
<p>What are the environmental inpacts? This worries me very much. I'm unhappy living directly under such an increased number of air traffic. It will reduce the value and sale appeal of my house. I'm concerned about the health impacts it would have. Noise pollution is a big worry for me.</p>	<p>No</p>
<p>Option A over C to reduce noise over built up areas of East wirral</p>	<p>Not Answered</p>

	No
Directly overhead	No
We already have the railways behind our house, planes going over regularly and main roads, we do not want more noise from more planes. This area has already lost a battle against a new housing estate which will increase the number of cars by around 200. We do not need anymore noise in Rock Ferry!	Yes
We should be looking at ways to help the environment and so everything we can to halt the climate emergency. Expansion will do the opposite.	No

<p>In terms of noise and environmental impact on my area, I can't see any positive for Wirral residents.</p>	<p>No</p>
<p>It is about the noise impact in local area. As we already have behind our home is railway. Also our road is used by police and other people as a cut through. The last think we need is more noise with planes .</p>	<p>Not Answered</p>

Port sunlight is a protected area and should not be subjected to any changes in noise levels or environmental impact.	No
	No
the noise is bad as it is,to add more flights or lower the flight path would creat more noise	Yes
I do not feel we should have to accept the changes in noise & environmental impacts in our local area.	Yes
	No

See above	No
Wirral residents would have a huge air traffic increase causing significant negative impact to our environment.	Yes
There doesn't need to me an increase in the noise already being made	No
We do not need this atall there is no reason it can't stay to how it is already I have 2 young children who love to play in garden the air pollution will go awful if this goes ahead	No

I object to the burden of negative environmental impact being placed heavily in Wirral.	Not Answered
	No
	No
	No
	Yes
As a resident of Port Sunlight, I cannot approve the CN, CR & CP proposed routes or your proposal to create one single flight path out over Bromborough. Increased air traffic/noise/pollution on this scale in a quiet residential area that includes the Port Sunlight Village English Heritage site, 12 primary schools & 11 secondary schools would be highly inappropriate.	Yes

Wirral...the leisure peninsula...save our land. Save the environment. Keep this green and pleasant land.	Not Answered
If flight were substantially over the river these issues would be less serious	Yes
Are you seriously expecting us to bear the brunt of the traffic willingly	No
Yes hence why I object to the proposed changes as I am not happy for this to happen.	Yes
we should be aiming to reduce environmental impact of all travel methods	No

<ul style="list-style-type: none"><li>• That they are concerned that should LJLA extend the amount of air traffic in the future, as a result of the transition, it could present increased noise issues and other related problems for the Northop Hall area - and we have not had enough information on this matter.</li></ul>	Not Answered
The proposed routes appear to require aircraft to almost circle residential areas unnecessarily.	Yes
<ul style="list-style-type: none"><li>• Expansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. This consultation is not about expansion, but the new systems will help enable expansion</li></ul>	Yes

	No
We already have high noise and pollution levels	Yes
As Q12	No
If there is a choice of using a route over the river why would you choose to inflict the noise and pollution onto local residents?	Not Answered
Going to turn a lovely area into a noise more polluted one , I strongly object the proposals	No
See above	No

HOW MUCH MORE NOISE WILL THERE BE OVER WIRRAL AND CHEM TRAILS	No
	No
We already have too many large noisy planes flying over and would not support an increase in this. During lock down so far with no planes there has been a big increase in birds and wild life in the area. The lower noise level has been made more pleasant environment to live in. If it could be guaranteed that the noise level could be kept down we would be more likely not to object as much.	No
enough flights over the wirral, especially between 10pm and 6am	No
As above, strongly object. It may have an impact on home values also as well as the additional noise and pollution	No
	No

I do t want more noise or pollution	No
	Yes
As stated previously procedures A-N and C-N deliver improvemnts to noise and air quality whilst having least impact upon our residents.	Yes
Noise is already unacceptable and from low flying aircraft in particular.My property vibrates.	No
I do not want more flights over Bromborough	No
We all ready have enough noise caused by the volume of flight as it is we do not want anymore	No

Not happy - already busy	No
its juts noisy all the time, but since corona itrs been bliss	Yes
Not happy at all.bad asthmatic as it is	No
Would impact on me terrible	No
	No
Dont so it	No

see attached pdf	No
See above	Yes
Noisy enough around here already, it's not only the airport noise around here, we also have extremely noisy docks that can go on all night, plus your plains.	Yes

All options presented so far have a negative impact on Wirral residents. The proposed changes are apparently not designed to facilitate expansion of traffic at LJLA, however they will automatically enable that expansion. The proposal shows a number of options - residents need to be able to view ALL the options, not just those deemed desirable by LJLA.	Yes
	No
	Not Answered
The route to be proposed should turn south and not north as this is over industrial and non residential land	No
Due to noise and pollution and lots of cancer deaths in this area	Yes
Everyone is entitled to live in a pollution free environment. Any changes to routes and procedures which is to the detriment of any one area is grossly unfair. The authorities have an obligation to improve the impact of pollution for every citizen not make it worse for some.	No

<p>We absolutely need to reduce impact of noise and environmental impact. This is why I am rejecting all changes and absolutely object to the intended expansion of flights over proposed flight paths over Bebington and Wirral in particular . We need less flights not more!</p>	Yes
<p>Without justification the disruption to the lives of those living in Eastham and Bromborough will be impacted negatively with regards to extra noise and pollution.</p>	Yes
<p>The global situation needs to be considered, not just local impacts</p>	Yes
<p>They will change the enviromental and noise impact on the Wirral. Nothing being suggested will help the enviroment or climate change.</p>	Yes
	No

	No
	Not Answered
I object to the proposed flight path over Wirral Because of increased noise and air pollution	No
have already stated this as my main objection	No
Noise and pollution will greatly impact our area	No
Bad enough as it is	No
We currently occupy a home at Kings Hill in Bromborough, we already feel to much air traffic passes our home, we hear flight early morning right up until we go to bed late at night, this would he a massive disappointment if more air traffic was pushed through this route	No

It shouldn't happen. It's already too noisy!	No
This procedure has been smuggled through under the cover of Coronavirus, without letting the people of Wirral know about it, knowing that with Corvid-19 taking up most people's time and concern, they will not be able to learn about the proposed route or mobilise action against it. This consultation should therefore be considered fraudulent and rerun once the Coronavirus pandemic is over.	No
Unacceptable	No
As before I object to extra noise pollution and the effects it will have on the way I live.	No
Living right under the flight path, I find it shocking that a Liverpool Airport would almost all traffic to go via the Wirral.	Not Answered

<p>Flights will increase from 30%to 80% and will be especially environmentally detrimental to residents at night.</p>	Yes
<p>I don't want any additional noise pollution above my house or above the Port Sunlight River Park conservation area. So planes could come off the airport runway and follow the length of the River Mersey out of to the Irish Sea instead of going over houses in Bromborough Pool &amp; surrounding areas.</p>	Not Answered
<p>As a local resident, I am very concerned to note the potential increase in noise pollution in my local area. It is bad enough as it is and is completely unnecessary to make the proposed changes in light of the detrimental impact that it will have on residents which is easily avoidable by maintaining current flight paths</p>	Yes
<p>There will be more noise pollution and this combined with environmental pollution will have a detrimental effect on the Wirral</p>	Yes

It is not right to increase the amount of air travel over an area so drastically.	No
There is already too much noise pollution without putting even more planes above us.	No
	No
These proposed preferred changes are totally unacceptable. Of the options suggested, A-R seems to have the least impact on Wirral residents.	Yes
Night flights are unfair, to increase from 30% to 80% over my or anyones home is unfair.	Yes

It will if distribution is fair ( spital bebington won't get all of it )	Yes
Noise pollution is damaging to health	No
	No
	No
Expansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. This consultation is not about expansion, but the new systems will help enable expansion	Not Answered
	Not Answered

The noise impact will be significant	No
The imposition of noise pollution is unacceptable and detrimental to quality of life of thousands of people.	Yes
I am not supportive of any changes that could effect the environment	Not Answered
Unacceptable increase	No
Increased noise for local residents	No
Already there are 30% flights coming over Rany Mere and it is extremely noisy. Increased traffic would be unbearable.	No
Dont do it	No

narrower flight paths concentrate the noise/environmental impacts. It would be better to keep the flight paths as dispersed as possible to minimise the impact on residents.	No
Increased air traffic over Wirral will produce a lot more noise and pollution and will reduce quality of life here.	Yes
Too much noise already.	Yes
Bad enough now at 30 percent	Yes
It is an outrage and appalling that they are even being considered in 2020 as we try to reduce already harmful levels of pollution and noise levels.	No
As above, they would increase the noise and air pollution over the Wirral	No

Already too many flights over our area causing noise and air pollution	Yes
"May Change"? - Wow, so if this is possible, why didn't you consult properly and send us all letters in plain English that would enable us to make an informed decision?	Yes
	No
Concentrating such a large amount of traffic over the Wirral will be terrible for migrating birds that use the skies above. We have some many lovely green spaces that have so many variations of wildlife. Long and continued noise and pollution could scare these away	Not Answered
The options do not give an acceptable degree of choice. Full range of possible flight-paths are required.	Yes

Restricting to one route will have a detrimental impact on people living in Wirral, the way it works now with them being spread out seems much fairer to the people living under the flight path.	No
Detrimental impact on environment and quality of life.	No
Noise would be a health risk	Yes
	Not Answered
	Not Answered
Current air traffic already too much over my house	Yes

All options have a significantly negative impact on wirral residents. Night flights in particular will cause huge disruption to residents.	No
Night Flight and Narrow Flightpaths increase local impact and should be abandoned.	Yes
The radical increase in air traffic suggested impacts every aspect of life, not least house values!	Yes
It is necessary to minimise the impact on communities and therefore as many of the flight paths as possible should be over water rather than land	No
See comment above. Why would anyone choose to have additional aircraft noise over their property?	No
No we clearly do not want that	Yes

<p>This proposal would further concentrate noise and environmental damage on households withing the Runway 09 approach corridor.</p>	<p>No</p>
<p>Nighttime use should not be allowed/necessary at this provincial airport with no longhaul traffic</p>	<p>No</p>
<p>I'm led to believe that the proposed changes would see a significant increase of flights overhead, resulting in increased noise pollution for residents.</p>	<p>Not Answered</p>

	Not Answered
	Not Answered
	Not Answered

	Not Answered
Increased noise, pollution ,health issues increased risk of major incident	Yes
The noise and environmental pollution would damage my quality of life and that of other inhabitants where I live.	No
Strongly suggest you look at this	No
Wirral residents not informed and proposal will have significant negative impact on noise pollution. Significant impact on spital - night flights especially will impact quality of life	No

see above comment	Yes
Health and mental wellbeing changes, sleepless nights and outdoor extra noise with environmental problems to wildlife and humans	No
The consultation is null and void since it does not include climate change considerations are required by the Paris agreement, as reinforced by the High Court in the case of Heathrow expansion.	Yes
Crossing over at Bromborough and travelling towards New Ferry will increase noise levels above densely populated area and Grade II listed village of Port Sunlight	No
	No
	No

Any increase in environmental impact is unacceptable and should be subject to much more extensive investigation and consultation	No
Dear Sir / Madam My Society has only recently become aware of this consultation. We are especially concerned about the implication for the areas of Bromborough and Eastham in terms of noise and pollution. May we also ask that in view of the present situation with the Pandemic, whether it would be the right thing if this consultation be suspended until something approaching normality returns?	Not Answered
As stated above, the increase in noise is completely unacceptable and will have a detrimental effect	Yes
I object to the increased noise	No
Expansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. This consultation is not about expansion, but the new systems will help enable expansion.	Not Answered

	No
The ultimate aim of the airport is to increase flights and earn more money, this means more aircraft noise and overflying of Wirral residential areas - I strongly object to this	Yes
There is already excessive noise and pollution from LJA in this part of Wirral	Yes

See comments at 10 above	Yes
See comments at 10 above	Yes

See comments at 10 above	Yes
	Not Answered
	No
	No
Increased noise pollution in my area.	Not Answered

	No
The only acceptable changes to noise and 'environmental impacts' are those which stop poisoning our children and our planet. This is an Emergency now.	Yes
Your prooosal will increase noise and pollution over bromborough	Yes
We do not need any further increase in noise levels. Wirral is supposed to be “the leisure peninsular” where Merseysiders can go to enjoy some peace and tranquility, whilst breathing in some fresh air. We do not want to be subjected to aviation pollution.	Yes
East Wirral households are already subject to poor health outcomes compared to other parts of Wirral. Concentrating routes over these areas could make this worse.	No
	Not Answered

Please see my comments on Qu 10 and Qu 12 above.	Yes
I think there should be further consultation and time to discuss with residents	Not Answered

As above	No
The main thrust of these changes have a greater impact on the Wirral South Residents than at present. Increasing the environmental damage to the quality of life they currently have. The planned changes are very disproportionate when consideration is given to the current structure in place which shares the burden of the enviromental impact and damage that an Airport causes . Whilst it's important that we have and support air travel the ultimate responsibility is the duty of care of the operator and the CAA in these matters to not only protect the safety of passengers and crews but also the safety, health and well being of residents on the ground exposed to such operations. To further insure that any changes in operational procedures do not disadvantage any one section of any community.	Yes
AS LONG AS THERE ANRE NOT ANY NIGHT TIME FLIGHTS	No

<p>Wirral Council has to act in the best interests of residents and cannot support actions that may lead to an increase in noise. We also understand as stated above that based on the modelled 2030 data that noise would likely increase if these airspace changes did not take place. The additional benefit that comes from working in partnership with our neighbours in the region including its many resources is not being overlooked. We understand that many of our businesses and residents rely on such infrastructure such as that offered by LJA to better serve our needs, to connect us with wider economies and opportunities across the continent. We recognise that the assumptions which the travel and freight industries have made will be affected by the disruption of economic activity arising from Covid 19. In these circumstances some of the previous assumptions about the pressures on airspace will, along with the response to it, also need to be re-evaluated.</p>	Yes
SID AGGAR AR option could still be improved by reducing the TODA	No

I am already unhappy with the noise from planes flying over Neston. I would like a reduction in noise not an increase	No
It is contrary to the spirit of the government and Cheshire West declaration of a global climate emergency, above all things. The consultation is null and void since it does not include climate change considerations as required by the Paris agreement, as reinforced by the High Court in the case of Heathrow expansion.	No
The Wirral is a leisure peninsula and highly populated. Where there is a workable alternative to the proposals it appears irresponsible to not even consider the these alternatives.	Yes
Air travel is environmentally unsound and should be curtailed, before it is too late.	Yes
A full consultation considering climate change and the natural environment	No

I suggest that, of the routes offered, AR is the best option for my local area.	Yes
The climate change aspects of this proposal have not been adequately covered, appearing as only minor changes in tables. The noise reduction is not large.	Yes

<p>However, the fundamental issue is that all the options are more detrimental to the local population than the flight arrangements currently employed due the unacceptable increase in noise pollution that the new arrangements entail. There is a general perception of this in the South Wirral community but I now have a more specific awareness of the issue following technical input from a contact I have who is well conversed with the aviation industry. However, my understanding is that there is a technical solution to the issue which should satisfy both the needs of the LJLA new instrumentation procedures and ensure the continued well being of all the residents who are overflowed by aircraft emanating from LJLA, I will detail this option at 12 below. As regards the options at paras A.1.1 to A.1.7. options CN CP and CR are unacceptable because one of the takeoff routes overflies the Wirral (option R 27 SID AGGAR) and LJLA have, in consultation with stakeholders already developed a better procedure at R 27 SID AGGAR AR where the route takes off over the Mersey and does not overfly the Wirral. LJLA must be bound by their agreement with stakeholders who represent the South Wirral community, if a C option was nevertheless adopted by LJLA the level of disquiet in the South Wirral and the political repercussions would be considerable. But this does not seem to be a real problem, it seems LJLA are also not keen on the C options in any event and they seem to have been included as a matter of form and for completeness. Option A-N is preferred over option C-N by LJLA and options CP and CR rank 5 and 6 out of 6 in the LJLA preference of alternative schemes. If LJLA drop the C options in short order this would be very well received by the South Wirral community. Of the 3 A options AR is preferable because this option limits the noise pollution for Merseyside residents. The R option (09 SID CAVEN OPTION) loops over the marshes and then back up the Mersey , the N option or P option (09 SID CAVEN) loops over Liverpool and then over the Wirral causing much more noise pollution than option R. It is accepted that the interface with Hawarden traffic may cause some difficulties but I am sure the view of all the Merseyside population is that they would like LJLA to work with and overcome these difficulties to ensure the well being of the communities which surround LJLA.</p>	<p>Yes</p>
<p>Increased noise pollution on Wirral</p>	<p>No</p>

<p>As mentioned earlier, the noise level relates to each aircraft, not an average.</p>	<p>Not Answered</p>
<p>Proposals do NOTHING to reduce noise impact for those of us who live next to the airport and will permanently suffer 72 decibels when you admit above 51 is detrimental to health/wellbeing. Also continue to suffer from fuel emissions which can be tasted in the air, both outside and INSIDE houses. My persistent cough has been non-existent since the airport has been virtually closed during COVID 19. This proves the detrimental effect upon local people's health.</p>	<p>Yes</p>
<p>All options would have serious negative impacts on noise and air quality for Wirral south and beyond, which is unacceptable.</p>	<p>Yes</p>
<p>As above, spread the pain. Go with routes that minimise the noise impact on residents as much as possible. People live here, it's not just about LJLAs business needs!</p>	<p>No</p>

<p>While I welcome any changes that decrease noise and emissions, the overall strategy seems to be to increase traffic and hope that quieter more efficient engines will offset this. In order to address the Climate Crisis, we need to maintain or reduce air traffic as well as benefit from these technological changes.</p>	No
<p>xpansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. This consultation is not about expansion, but the new systems will help enable expansion.</p>	No

Please see my comments on Qu 10 and Qu 12 above.	Yes
I am extremely concerned about the impact of the proposed changes on the pollution levels of the Wirral peninsula. This area is home to a diverse range of wildlife, due to the woodland areas and the coastal environment, which should be protected. Similarly, the noise levels will undoubtedly increase, disrupting the lives of the local, and especially elderly, population.	Not Answered
It would be horrendous for the already busy route n noise increasing.	No

There is overwhelming evidence tgst aircraft noise causes stress and overwhelming evidence thus leads to death due to cardiovascular imps t. Noise is the worst stressor as there is no control.	Yes
Noise is the main considerations as aircraft companies will have environmental targets	Yes
	No
I do not wish this to happen, not for me or for anyone, why would I want to have increased pollution	Yes

I have adressed this issue in my coments in reply to Qu 10 and Qu 12 above.	Yes
	No

I am against any increased noise over my house at CH2 2AL	No
Every one of them has a negative effect on Bromborough. We should be allowed to choose the least negative	No
I have an autistic child an increase in noise pollution would greatly impact her life and well being	No
These proposals do not take into account full environmental impact such as the effect on climate change or biodiversity (for instance how it will affect bird migration routes etc)	Yes
But I can't see a simple explanation of how matters are now where I live and how they might change. So it's not practical to comment.	No

All options will impact Wirral residents adversely vs today. More options of flight paths should be provided but over and above that the narrowing down of flight paths should not be pursued as it has an unfair impact on affected residents	No
Aircraft noise at the moment is enough without an increase in traffic	Yes
See above	No
	Not Answered

	Not Answered

**FASI (N) Comments**

No flights over rural wales

Airport cos of its position causes less noise to neighbours

As above. I object to any expansion of air traffic adjacent to a residential area such as Speke

Consider my previous comments

Keep the old routes but air traffic more efficiently

See above

Your routes don't need to impact on local residents.
close liverpool airport and integrate with manchester expansions
The well-being of the majority of the population should take precedence over increased business proposals.

Not enough information given to make a decision

Not aware of this

Not possible to comment with seeing specific proposals

Change your designs.

LJLA is more committed to making even more money, and not thinking of the people below the flight paths, noise and air pollution.

Do what is best for the environment
leave are green space alone
no comment

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Where is the information on FASI(N)? You have deliberately made the whole process as obscure as possible, in an attempt to stop members of the public participating in it.

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I think it important that a coordinated decision on strategy should be made with Manchester airport under whose TMA Liverpool is situated.
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Does not appear to take proper account of noise nuisance
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Please contact households and businesses affected as I only found this proposal by chance. It has not been publicised are you trying to hide something?

As above



I think it's a good idea and needs to happen, especially in such a congested airspace with Manchester Airport and the MTA. I think the plans are sensible and will be good!

Should be NO expansion

Do not need increase flights. Post Covid19 it is expected to see less air flights.

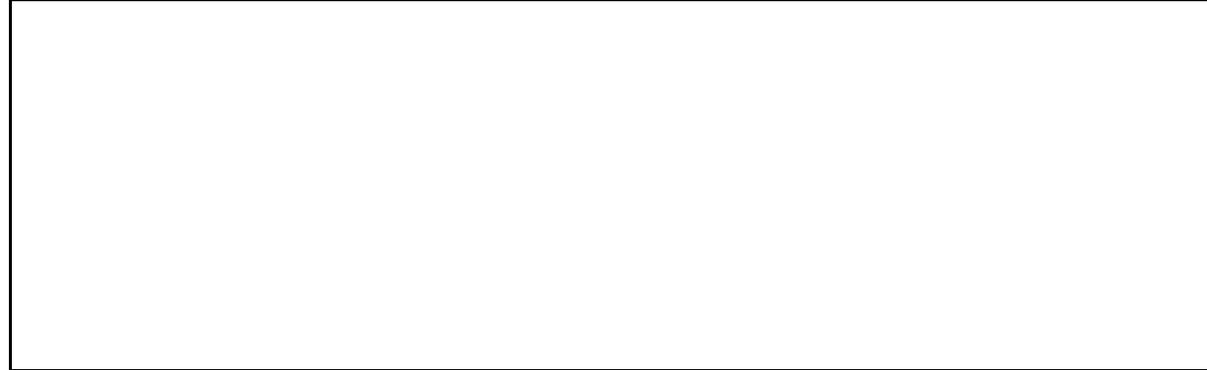
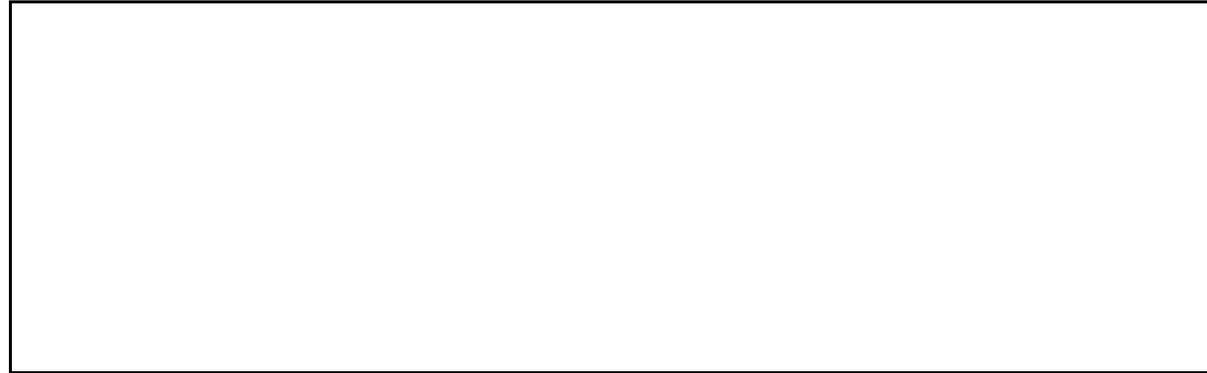
The flights should not be above residential areas.

Just stop encouraging ppl to take unnecessary journeys. We need to stop with the short term, for profit, thinking

Integration of air traffic into such a system Des kills the manpower required and leaves those living below such flight paths to catastrophic failures, especially with an automated control system, highly vulnerable to failure .

Expand Manchester Airport instead.
Lay person are hardly able to make realistic comments
Don't know what that is!



As above. We should be reducing the amount we fly. We should be concentrating on cycling, railways, and if necessary environmentally friendly shipping.

Wet poor consultation do not care what the public feel health issues

Air traffic needs to reduce not increase



you will do whats supports your own aim

FASI(N) should consider the need to meet net zero carbon emissions by 2050 or earlier and if it doesn't LJLA should not support it.

Obviously the noise levels and add to pollution; lessening air quality.

Your public consultation documents seem deliberately obtuse. I could not find reference to this strategy in your 114 page document.

I would if I had time to reflect on what the plans involve at s consultation meeting
Manchester airport supports this region sufficiently well
Consider the same routes





You haven't considered anything but money for your selfs! DONT FIX WHAT IS NOT BROKEN!!

Already. Mentioned

Don't do it.

Consideration to be given to the environment, pollution and population.
Yet again, more flights and noise and pollution

It's bad enough now, if the proposals go ahead noise and aircraft pollution will be much worse

Question is too obscure

The consultation is flawed in that a lot of background knowledge is assumed and a very limited number of options are given.

Reduce the number of flights you operate

Can residents be given the full range of possible flightpaths and not just the limited options in this consultation?

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I think the flight paths should be more widely ranged so that no one geographical line is disproportionately affected.

Flight paths should be over commercial or agricultural areas.



The future and progress of the area need to have this type of connection

You should also be fully committed to the concerns of the public your proposals will have the greatest impact upon.

There is never one solution and planners should have consideration for this delightful part of the country not just their convenience.



I am a layman not a technical expert versed in aeronautical jargon and procedures, etc.

Although I'm not against updated technology - I think this is also an excuse to expand the airport which I am ver much against.

Send the planes somewhere else. We don't want them.

Reduce the no of flights over the Wirral

There needs to be further time and opportunity for both experts and non-expert residents to consider alternative options.

Please propose fair solutions where the impact is shared across Merseyside and surrounding areas and not just by residents across the River Mersey in Wirral South

Consider as much as you like, but this does not mean you have to make changes. I am highly suspicious that this consultation is incomprehensible to the lay person and has been kept secretive from residents who will be affected far more than 'stakeholders'

I feel the consultation has been kept very quiet among the local residents. Hardly anyone i know living on the Wirral are even aware of this consultation. It should of been more widely publicised

Cut back on flights

Health & well being should be more important than business interests.

Leave Wirral alone please

Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic

Health and wellbeing of constituents should be more important than business interests.

Where is the information on FASI (N)? Proposals in documents are far too complicated



Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.

We...do not want any changes

This will effect are lifestyle noise and value to are homes

If you are committed to this you need to consider the increase in activity over the Wirral/Cheshire.

The changes proposed disproportionately impact Wirral.

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Self-interested money based philosophy that is detrimental in long run to people's & planet

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Please consider the very negative impact on Wirral residents, especially with regard to noise pollution, particularly at night. Also please consider the Environmental impact - Climate change/Ozone layer. Maybe its time to put the Environment before Profit!!!
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Leave the approach and departure as they are

It needs to be spread out more as it seems to be currently.

All future routes should be fairly spread across the immediate area, spreading the obvious negative impacts of the airport's traffic.

No flights over rural or suburban areas

The lives of local residents have not been taken into consideration with these new flight paths.

Not Answered

Need to look at routes which are not already affected not add to them.

Change the route

Same as above !!

Use of river Mersey approach/departures

Engage with us in normal english so we can understand what your talking about

there is no future in helping to destroy the plant

there is no future in helping to destroy the plant

Not sure what this is meant to mean to the layperson

Public should always be consulted




FASI designs are out of the experience of almost all of the population. Asking for comments on it is almost fatuous. It is up to LJLA to come up with improvements. We need a reduction in flights, noise and pollution, as well as no concentration of flights over one flight path.

Planes are far too low now flying over our garden we certainly do not want bigger jets and more of them going over I'm sure the people who are planning this wouldn't do it in their own back yards



Not sure what this entails.

consider more routes




see comments below



The future is to reduce air travel. The future lies in trains that connect to heartland Europe.

No



It would be nice to be notified







If your future strategy is about expansion this will have a negative impact regarding noise pollution.  
As your consultation is not about expansion at the moment your new system could enable your intent to expand in the future

Routes must reduce noise and flying over urban areas, not increase them as suggested

Better links to Manchester airport

See answer to 13 above

It appears the strategy enables you to expand in the future causing an increase in noise and air pollution, which we are supposed to be trying to decrease.

This is the first time I have heard of these proposals What has gone wrong with your communications. I only have 5 days to object this is not enough to consider such a major change.



As above


You do not explain what FASI(N) is and the links in your consultation document to engage with other organisations or authorities are not live


If this future strategy planning is to prepare for a an increase in traffic in/out of Liverpool airport then I think it is wrong and completely undermines efforts nationally and internationally to address climate change issue. I believe that we will need to curb and reduce where possible flights, certainly until more environmentally friendly means of doing so are in place. We must begin to take seriously the steps we will will have to take to address the challenges of global climate change.



The airspace strategy has no right to inconvenience residents.

Any changes made or to be made would be absolutely stupid given the current situation regarding Covid19 and climate change.

What does this mean. Public cannot comment properly on things that are not explained to them




Remember the effect it has on local communities mental health.

You are not authorised to deceive the public. Stop it

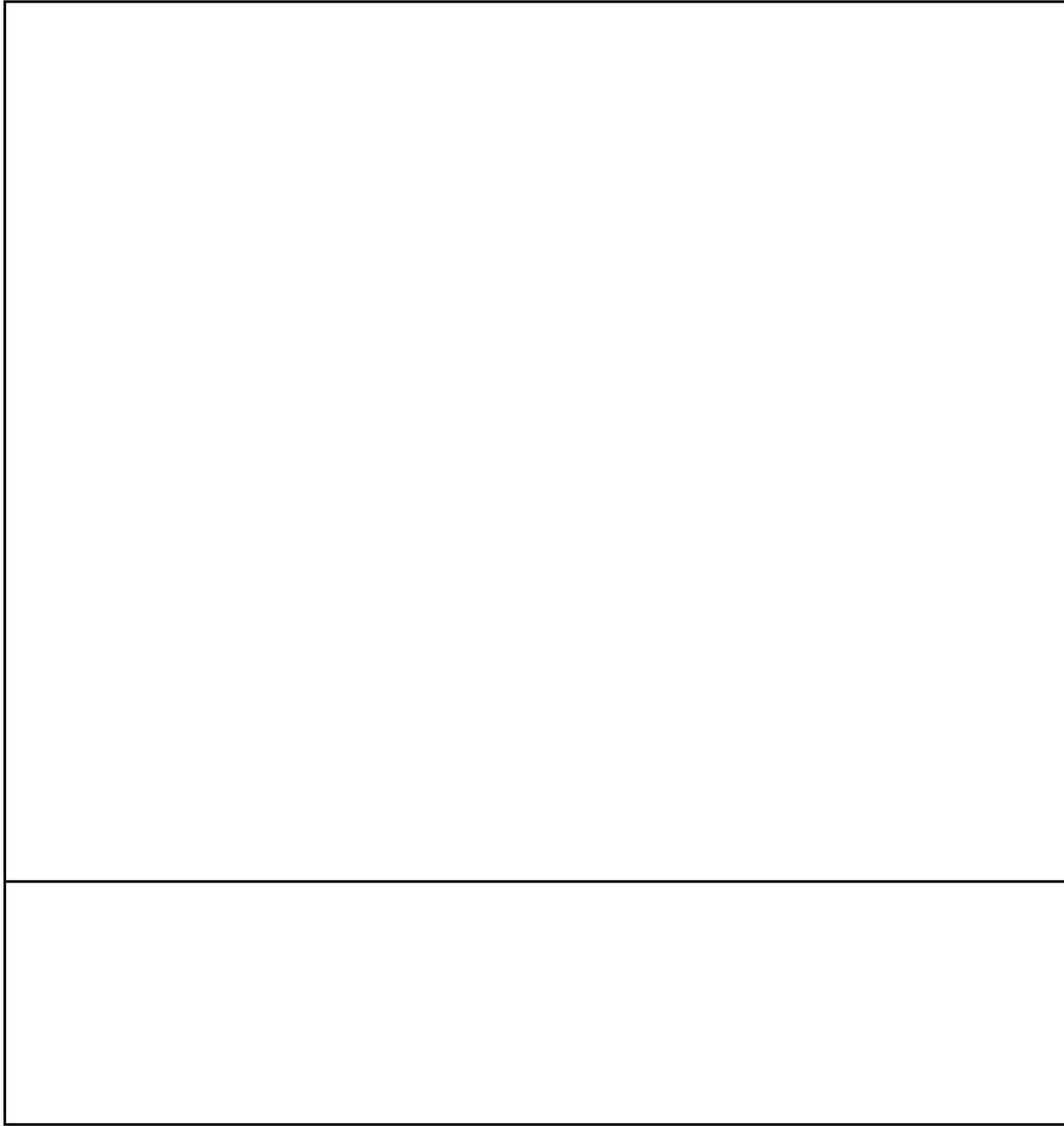
See above

Leave the routes as they are - it is more fair to everyone in the area rather than pushing everything over one area.

Leave well alone don't want it.

My comments are as above, I do not want increased aircraft traffic in the vicinity of my residence

This is a move in the right direction, but it does not go far enough.

this does not help the people of brombough with low flights,greater noise more flights

If LJLA wants to consider routes & proposals I feel they should have a meeting with the families who will be drastically affected by the change of these routes!!!

The consultation gives limited route options, local residents are entitled to wider public meetings and consultations to discuss "pros and cons" and raise their concerns

Manchester Airport is concerned that the proposals fail to make optimum use of airspace, which is inconsistent with the objectives of FASI-N. A full written explanation of the concerns of Manchester Airport have been provided in a letter sent directly to Liverpool John Lennon Airport.

Supporting FASI designs should not take precedence over aircraft noise/pollution exposure in local residential communities.

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See below

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Consider routes that don't affect 1 residential area only. So you could spread the routes. Use the area of the river more as well.

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I need mor information regarding FASI designs to be able to fully understand the need for changes to present routes.

Do it fairly see answer to Q.15

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Take the flight paths away from Wirral by using river flight paths

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As members of the LJA committee and Noise Sub-Committee we would comment as and when specific developments within LJA arise

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where are these future designs you talk about

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see attached pdf

Please share info so I can comment

Aviation is going to fundamentally change in the next fifteen to twenty years, with smaller planes and hybrids. Wouldn't like you crashing out with obsolete infrastructure and costs that get passed on to the public with bailouts.

There is no mention in the consultation document of FASI(N), and how the LJA proposals align with the general FASI(N) proposals. LJA need to make ANY consequences of aligning with FASI(N) clear to all concerned.

I want it stopped Due to noise and pollution and lots of cancer deaths in this area

To 'consider' does not mean you have to conform. Re-evaluate policy and find a better and a less environmentally damaging alternative.

Consider no change. Change for changes sake seems irresponsible and unnecessarily disruptive

Does this include the climate emergency? If not, it needs to do so!

See above, night flight will become problematic. Every option has an impact on the Wirral




Please provide residents in areas which are effected by the proposed changes all the options and not just the limited ones you have provided in the consultation document.

Use the River mersey as an extended runway out to the Irish Sea instead of going over houses in Bromborough Pool & surrounding areas.

It is not clear why the implementation of future FASI designs should require such limited flight paths. Consideration should be given to the impact that this will have on the local environment and residents

Other routes look to be better and offer least worst environmental impacts

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Public consultation is essential. These should be properly advertised within the areas impacted.

Residents not consulted and this will have a major impact on our health and wellbeing.



Evidence based research on the environmental impact of industrialised areas on populations is ongoing. There is no reason to think the negative impact of imposing greater noise and emissions pollution will not be found to have even greater impact on physical and mental health than previously considered.

Keep as much as possible over unpopulated areas
Get some new people who care about the natural world

We have two airports servicing the area Liverpool and Manchester. You should consolidate on Manchester as this will have the high speed rail link to London

Again, plain English please!

Each option has a significantly negative impact on Wirral residents.

Just take note of local people
No choices given residents

This is an arbitrary ambition that has no integrity.

Don't use us as a quick solution to any problems raised as a result of new strategy

Dont commit




The air traffic over spital should not be increased

concerned about the impact on the older generation

The consultation is null and void since it does not include climate change considerations are required by the Paris agreement, as reinforced by the High Court in the case of Heathrow expansion.

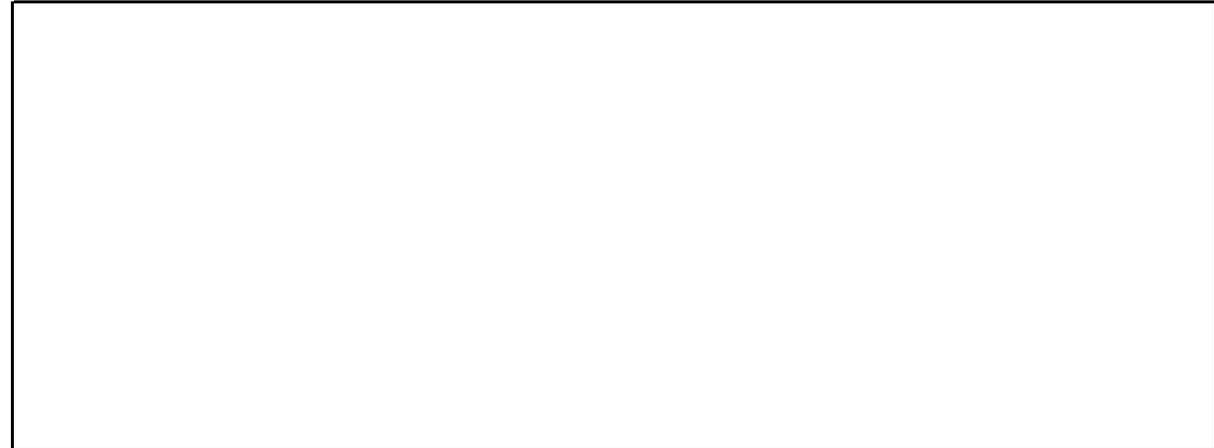
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There must be other routes you can use that would cover industrial and/or commercial areas and not residential
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The whole strategy is wrong, the flight paths should be limited to least densely populated areas in all Merseyside and less flights allowed per 24 hours to save noise, pollution and earth's resources.



See comments at 10 above

See comments at 10 above

See comments at 10 above

See comments at 10 above

If FASI (N) does not have a plan to stop poisoning our children and our planet, then don't support it.  
This is an Emergency now.

Reduce air traffic not increase it

Just use some common sense and keep the air craft away from civilisation.

Aviation safety is of paramount importance. However, my understanding is that FASI N is very flexible in that it allows LJA to design their new proposals in any way possible. LJA are not constrained only to offer options A1.1. to A 1.7. asd per the consultation document. This is a decision LJA have taken for operational reasons. There is room within the FASi N procedures to also address the legitimate concerns of the communities surrounding the LJA. Please see my answers to Qu 10 and Qu 12 above.

I think there should have been more consultation with residents and the time extended for this consultation to allow for discussion and presentations

The options put forward do not take in other options or explain why other options are non viable.

Wirral supports the principles that underpin efficient travel that saves fuel, reduces emissions of all types and ensures the safety of both those who travel and live within the likely boundaries of the flight paths. Effective integration with wider airspace is key to this, however generic national or regional principles should not overrule the needs and features of individual communities and locations, for example topological features, sensitive installations and sensitive communities and thus support the principle of localism.

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I fully understand that the FASI is important. My proposals have no effect on this strategy.

Air travel is environmentally unsound and should be curtailed, before it is too late. These proposals are enablers for future expansion of operations at LJA which will have a negative impact on many thousands of people living in Wirral and Liverpool. It is time that air travel in general is recognised as a major contributor to the Global Climate Crisis and dramatically reduced, rather than expanded. John Lennon would be lying down on your runway to try to get you and the rest of the world to see reason.

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I would want to be consulted on any changes LILA intends to make in future

The airports and airspace should not be expanded. There has been insufficient public consultation on the strategy ;. For example, this is the first time I have been made aware of its name.

However, the fundamental issue is that all the options are more detrimental to the local population than the flight arrangements currently employed due the unacceptable increase in noise pollution that the new arrangements entail. There is a general perception of this in the South Wirral community but I now have a more specific awareness of the issue following technical input from a contact I have who is well conversed with the aviation industry. However, my understanding is that there is a technical solution to the issue which should satisfy both the needs of the LJLA new instrumentation procedures and ensure the continued well being of all the residents who are overflowed by aircraft emanating from LJLA, I will detail this option at 12 below. As regards the options at paras A.1.1 to A.1.7. options CN CP and CR are unacceptable because one of the takeoff routes overflies the Wirral (option R 27 SID AGGAR) and LJLA have, in consultation with stakeholders already developed a better procedure at R 27 SID AGGAR AR where the route takes off over the Mersey and does not overfly the Wirral. LJLA must be bound by their agreement with stakeholders who represent the South Wirral community, if a C option was nevertheless adopted by LJLA the level of disquiet in the South Wirral and the political repercussions would be considerable. But this does not seem to be a real problem, it seems LJLA are also not keen on the C options in any event and they seem to have been included as a matter of form and for completeness. Option A-N is preferred over option C-N by LJLA and options CP and CR rank 5 and 6 out of 6 in the LJLA preference of alternative schemes. If LJLA drop the C options in short order this would be very well received by the South Wirral community. Of the 3 A options AR is preferable because this option limits the noise pollution for Merseyside residents. The R option (09 SID CAVEN OPTION) loops over the marshes and then back up the Mersey , the N option or P option (09 SID CAVEN) loops over Liverpool and then over the Wirral causing much more noise pollution than option R. It is accepted that the interface with Hawarden traffic may cause some difficulties but I am sure the view of all the Merseyside population is that they would like LJLA to work with and overcome these difficulties to ensure the well being of the communities which surround LJLA.



See answers to questions 11, 12 and 13

I trust future proposals will be more widely consulted on with all stakeholders having a clear understanding of what is at stake.

I have not been able to find out enough about this


Aviation safety is of paramount importance. However, my understanding is that FASI N is very flexible in that it allows LILA to design their new procedures in any way possible. LILA are not constrained only to offer options A1.1. to A1.7. as per the consultation document. This is a decision LILA have taken for operational reasons. There is room within the FASI N procedures to also address the legitimate concerns of the communities surrounding LILA. Please see my answers to Qu 10 and Qu 12 above.

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Please consider the people and the environment below the flight paths before profit.

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I truly believe that profits will be put before environmental factors

Aviation security is of paramount importance. However, my understanding is that FASI N is very flexible in that it allows LJA to design their new procedures in any way possible. LJA are not constrained only to offer options A.1.1 to A 1.7. as per the consultation document. This is a decision LJA have made for operational reasons. There is room within the FASI N procedures to also address the legitimate concerns of the communities surrounding LJA. Please see my answers to Qu 10 and Qu 12 above.

I hope that this will mean in future all changes are to reduce the climate and ecological damage airplane travel causes. I do not fly because to the environmental impact and disasterous

I'm baffled! Hence need for a roadshow on Wirral to explain all this.

An increase in aircraft over residential properties would increase pollution and have a negative affect on property values


Reason for objection and suggested mitigation	Reason for objection and suggested mitigation
Noise	
Air pollution	More technological innovation to eliminate jet fuel 'exhaust' pollution ( note I do not agree with the current 'consensus' on CO2, and feel that this 'climate' hysteria is preventing us focusing in mitigating air pollution)
Loud and unbearable	Use the river, or move the airport
Low flying aircraft have plagued Acton Bridge for years and it's time another village took their turn with this noise menace.	Move VEGUN away from Acton Bridge, please!

Noise pollution	Give free air ticket credits as compensation
Pollution noise..	Do it elsewhere
Departure routings RWY 27	Earlier turn, slower speeds, higher acceleration altitudes
Consense about noise	Keep them as they currently are

Stop the changes.	
see above	
Because you are already impacting on our sleep patterns in various seasons.	Proposals that reduce the noise and environmental impact of changes to flight paths.
I have said above why I oppose this proposal we have planes flying over are houses every day and most nights from Airbus we don't need more planes to add to what we already have.	I would ask you to reconsider but it won't help and you will go ahead with the change anyway
Noise and air pollution	

Excessive noise and environmental pollution	Follow the mersey river and out towards the Irish sea for take off and landing
How can I oppose it when I don't know if it will	
n/a	n/a

	Video provided is one of the quieter ones from today (13/2/20)
As stated above, the existing actual flights from the south west occupy a wide band of airspace which lies to the west of the Delamere Park residential area. The proposal for Procedure Combination A-N appears to concentrate flights in a narrower corridor immediately over the residential area, further east than at present. This may be due to the way in which the flight path is depicted or may be an actual planned shift in route, albeit relatively small in the overall scheme. I do not oppose the proposals as a whole which seem sensible and inevitable.	Adjusting Combination A for R27 so that it passes to the west of Delamere Park, over a more sparsely populated area between the settlements of Delamere Park and Norley.

see answers above - route over the estuary	
N/A	N/A
Noise and Enviornental issues	find a more enviornmental friendly way of travelling and reduce the carbon footprint.
Not possible to comment with seeing specific proposals	
The country needs to reduce emissions to help protect planet and the individuals who inhabit it. I have relatives who live under a flight path and noise levels are rediculous and you cannot sit outside and have a conversation. The air will smell horrible.	Decrease plane travel.

Noise and pollution	Fly along the path of the Mersey
I think you will have got the idea from my other answers.	Air & noise pollution
09 departures overlying widnes at low level	Early left or right turns as currently used.

Noise and more contamination in air	Airport near sea could use more area out at sea to lead to runaways not use land line over homes
Have baseline noise levels been taken within several areas in flintshire in Mold, Cilcain, Rhydymwyn ?	Guarantees that air cleanliness will not be adversely affected over south Flintshire and noise levels will not greatly increase
take the run away by speke hall	
No comment	
no comment	no comment

Routes over Halkyn mountain unnecessary.	Route further North
<p>Mainly because LJLA and the CAA are trying to pull the wool over the eyes of roughly 1.5 million people. Also because Liverpool Airport's real problem is its 1950s runway, which makes operation inflexible. The airport is too small to compete with Manchester and should be restricted to British-Isles destinations and turboprop aircraft. In an ideal world, Manchester and Liverpool would have shared an airport at Burtonwood but that ship sailed, long ago. Manchester has won. Liverpool couldn't even protect the land needed to build a railway line to the airport or attract a branch of HS2. Now, we're being told a pack of lies about airport expansion helping the local economy. Peel Holdings should stop living in la-la land. Liverpool has become a dormitory city, west of Manchester. It needs to accept that reality and the part which the City Council played in bringing it about, by demolishing literally half of the place!</p>	<p>A genuine consultation process, starting with the publication in local newspapers and on tge LJLA and CAA web sites of clear route maps and short descriptions of each, and ending with a public inquiry which will accept written submissions. Liverpool should be downgraded to a small regional airport. To do anything else is to throw good money after bad.</p>
Na	


N/A	
Noise!	Alter majority of flights along River Mersey and away from peaceful areas!
Too noisy already ..and low flying summer is dreadful	

Again the height proposed, the increased noise and air pollution over our homes	The noise from the planes is deafening, above our properties they reduce/increase their speed and you can hear the engines screaming as well as the air pollution this causes, the has been even more apparent since the lockdown. Look at flying over the north sea and then overland for liverpool the area it serves
as above	as above



I don't fly and the damage done to the atmosphere would be appalling,	
Should be NO expansion	Should be reductions in air travel
In the context of the global climate emergency, it is shocking that any mention of expanding the aerospace industry. How dare this even be proposed.	No expansion of the airport, why not expand Merseyside's poor infrastructural capacity ? Merseyside has one of the worst air pollution levels in the entire country- it is disgraceful to suggest this would enhance our area.
Environmental reasons	No expansion - plenty of routes in and out of Manchester. There really is no need for expanding the airport or routes

	Close the airport as the world cannot take muchmore flying
Increased noise.	Why not move VERGUN route further south away from the forest and rural areas and onto the line of the dual carriageway where the additional noise will not be as significant. Keep planes at higher level.
Do not need potential increase of flights resulting in increase noise and environmental impact socially and with wildlife	

Unacceptable noise levels will increase over homes.	See previous comments,
All flight paths above residential properties	
Major concerns re climate change. But noise levels will increase as well	Just pause it for now please!
Air flight is not necessary, pollution is not acceptable, (no contract can accept harm)	Make full compensation to stakeholders in an equitable manner, your travellers can then choose to pay for that harm and make any flight without burden of unpaid debt owed to all those harmed.

The amount of pollution from more aircrafts ..noise pollution in wirral	No further runways for more aircraft
Environmental concerns	Invest in other transport methods
Frquently flying too low, result: Excessive noise and reverberation within the air, bouncing off buildings and hard surfaces. flights at night will result in too much air pollution/too many low level flights.	Serious consultation should be carried out to consider alternative routes over less densely populated areas and prohibiting low level flights. Alternatively, expand Manchester Airport much more instead.is required.
noise increase plus possible discharge pollution of aircraft	
Already stated in 3 answers ,please refer to them.	

Because of where I live	Why cant you fly down the river.
the noise level is already bad. plus the environmental effects	none people are more important than money
it is bad for the environment. no increase or mitigation is acceptable. It will cause more air and noise pollution.	None.
Impact on health and wellbeing will be real and significant, even before taking into account wider environmental damage die to climate change. This is reckless and irresponsible.	Air travel is already doing immense damage to the environment. It should be scaled back, not expanded, unless significantly greener options are introduced.

Just don't do it	Just don't do it
Pollution and noise	
I oppose this proposal due to the increased noise, environmental and safety risks that it will bring.	
Increased pollution and noise	No 24/7 flights and use both the old and new proposed flight plan alternately to reduce one area being effected detrimentally

Airport expansion and flying is incompatible with a Zero Carbon economy. We need to be rethinking how our economy works so that we are not at all dependent on the airline industry.	Re-think our food strategy and focus on seasonal and locally grown food. Re-think our transport strategy so as to concentrate on cycling, public transport and environmentally friendly forms of shipping

Air and noise pollution	Stay the same and send more to Manchester
Noise and pollution	Update engines
Concerned about climate crisis	Stop flying

Bad pollution	
Increased noise nuisance and pollution over Bebington	Flight approach more over mersey
Non of these proposals include a climate change analsis wuich is required by UK legislation.	A complete review of the document to include a full climate change analysis as required by the Paris Agreement, and an analysis against the reduction in air travel as mandated by the UK's Climate Change Committee.
Global emissions need to slow not increase	Courts stopped Heathrow
Air travel is environmentally damaging and unsustainable	Improve alternative travel methods

Noise levels, air pollution and property values	
	No expansion can be fully mitigated
Health reasons due to increase in pollution in the area	

It does not support the need to provide a net zero carbon equivalent emissions economy.	Proposals which meet net zero carbon emissions in operation, equipment and infrastructure.
as i said before- noise and pollution	
stop doing what you are proposing life is more important than profit	
As answers to questions 10 and 12 above	Implement measures to meet net zero carbon emissions in air travel by 2050 or earlier.
As q.12	As q.12

Do not move flight paths to lillesutton ellesmere port brombrough etc for above reasons	Find other routes
24 hour flights and increase in traffic will impact negatively on my home and family with increased noise and pollution	
Pollution	
It will impact environmental and add to pollution in my neighbourhood. Causing respiratory problems.	

Environmental concerns	I can see no way to mitigate increased air traffic. However it would be possible to minimise impact on Lpool traffic by adding a rail/tram link to the city.
Increase in noise levels	A fairer distribution of noise rather than concentration. An overall reduction in the number of aircraft. Reduction in night time noise.
Noise levels and emissions	

Air travel needs to be reduced	Reduce the number of flights
Pollution over local area	
Additional air traffic over populated areas	
Noise increases air pollution	
more unacceptable noise, more unacceptable pollution, less quality of life	
Because of the noise levels	Keep the flights the same

Environmental & noise issues	
It does not account for the Paris climate change agreement.	Reduce flights
The increase in noise and pollution	Force airlines to fly quieter more fuel efficient planes and drop number of slots
Local resident. Concerned about increase in noise and air pollution.	Maintain current levels

possible noise and pollution	at the moment, the flight path seems to alternate so on some days the planes travel over Liverpool. This seems fair so we accept that things will change, but we do not want Wirral to shoulder the whole burden of increased air traffic
HOW ABOUT BETTER ADVERTISING SO THAT THE CONSULTATION IS NOT SO SECRETIVE	
Enviromental	
Noise and pollution	

Noise, environment and wildlife disruption	Continue with the same route
A crp idea, destroy a area of the Wirral that has tried so hard to gain for its self!	Keep it the same DONT FIX WHAT IS NOT BROKEN!! Not cause Pollution to the mass across Bromborough
It would increase noise and air pollution for a substantial number of people	Leave things as they are
flight noise is already a nuisance early in the morning in summer, and this will be worse	share routing out more fairly over the region and reduce night flights.
Too much would be concentrated in one area	Spresdvthd flight paths over other areas.
why would you choose to add more air traffic over a suburban area	continue with existing routes, divert over busy already noisy city and industrial areas

Higher more frequent noise levels	
Noise.	Nothing that is practical as I'm not an expert in air traffic. Potentially bank all planes over mersey.
As above	Don't do it. It's not needed.

Noise pollution	Not concentrated flight paths over just one area
The impact on the locality of Bromborough, pollution and the environment.	Consider more environmentally friendly options with less impact on people.
Less flights	Fewer flight paths as possible
The flight path change	Dont change the flight path

It's bad enough now, if the proposals go ahead noise and aircraft pollution will be much worse	Fly the planes over the Mersey or Liverpool waterfront
As above	
Highly defining routes is unfair on residents underneath the flightpath.	Where possible aircraft should pass over the Dee or Mersey during ascent. Ascents should be less rapid overland to reduce engine noise.
As I live in the way of the noise.	For us to move house.
benefit to those currently under flight path who no longer will be have an increased value added to their homes, whilst those who purchased when not under flight path and thus paid a premium will be negatively effected.	Leave it as is
As stated above	

<p>It is impossible to take part in this consultation in any meaningful way with such limited choices available</p>	<p>Offer a further consultation with more options and better choices</p>
<p>Noise and air pollution will increase with more flights.</p>	<p>Limit the total number of flights every day. For example to the average number in 2019.</p>

Noisy and pollution	
More flights & noise over Wirral	
I so t want any more noise or disturbance or risk of accidents and increased pollution in the area.	Status quo

I suspect that the flight changes will facilitate expansion of the airport. I would like to see a reduction in air traffic for the sake of pollution and exploitation of all parts of the planet through mass air travel.	It may be that air fuel will be properly taxed in future, cheap flights will stop and airports maybe over-expanded for the demand.
As above.	

CONSULT CONSULT CONSULT	CONSULT CONSULT CONSULT
Noise and air pollution	
Noise and air pollution	
As my previous	As my previous and reduce the age of aircraft to mitigate fuel burn

For the reasons stated previously - the negative impact on our wildlife, pollution, increased noise.	Please please keep the flight path to the outlined footprint of the peninsula and not impact upon our bird and wildlife - so much has been lost already.
Air/noise pollution	No change to current flight situation
Noise & Air pollution above my home	Conduct a consultation with impacted residents to allow them to better understand these proposals and give assurances
Noise and pollution. We have to change in the future.	Use the River as approach and departure. Not rocket science - just consideration.

I live in an affected area and the noise pollution will disrupt my neighbourhood	Route planes along the Mersey not over quiet country communities!
Any expansion of air travel	
Already increased pollution noise air traffic and low flights across ssp and conservation areas in wirral	Fly on the river line of Wirral only if possible , fly higher across Wirral and not a such an increase as proposed limited increases at most and restricted flying times

I oppose because there is no change to living in Heswall, matters will only get worse.	Put flight paths down the river Mersey.

Oppose expansion	In any case route should be diverted over the Irish Sea.
Why on earth would anyone want an increase in noise and air pollution?	

Far too many flights coming over Wirral	Reduce flights, use alternative routes
See Q12	See Q12
See above.	See above.

<p>I oppose this proposal because the impact will be felt by only Wirral South and not by the broader community</p>	<p>Share the impact across the community. To subject Wirral South, its residents, business and the environment to the noise pollution, risk of an aircraft fatality and the environmental impact is plainly unfair. The burden should be shared by the wider community. That is plain common sense</p>
<p>I object to the complete lack of transparency which is clearly a strategy to implement a change through the back door.</p>	<p>You have made this so difficult to understand that it is impossible to make suggestions.</p>

<p>I am opposed to the increased air traffic noise especially during the summer and also pollution</p>	<p>Why not deirect more flight following the River Mersey so less impact to everyone living around the airport</p>
<p>80% of flights will be over Wirral. This can only have a detrimental effect on Wirral residents.</p>	<p>Flight paths should be dispersed evenly over the whole region.</p>

Pollution over one area, increased noise and disruption	Cut back on flights find alternate paths to make it fair.
All proposals that would result in an expansion of the amount of air travel can not be compatible with the 'Climate Emergency' declared in 2019 by the UK Government, in order to meet its international obligations under the Paris Accords.	
You should be limiting air travel and thinking about your carbon footprint.	Disperse routes so different areas of the Wirral suffer equally. You ought to compensate households affected.
Aviation fuel pollution/noise pollution/noise-all these will increase	Proposals that impact the LEAST on people

Noise, concentration on limited routes	Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.
Nuisance noise	Pick another flight path
No change to current flight paths	
Environmental reasons, inc. noise pollution.	
As above	

Too much noise	
Flights over Wirral	Fly along the river or over areas that benefit from the airport.
Flight route changes	Consult with the representatives of the people impacted by the proposals
Different routes	
Seems to concentrate impact on specific areas. The air and noise pollution would be highly detrimental to the heath, quality of life and property values of families like mine on the concentrated flight path. I am on the edge of Eastham Country Park on Woodyear Road and we already suffer disproportionately from air and noise pollution due to proximity to the A41 and M53 and the terminal at Eastham.	The route should not be concentrated but varied to spread the detrimental impact.

Noise pollution, air pollution	A concentration on proposal that impact the least on the health of the Wirral population
80% of the flight paths will go over my house, childrens school, our main green area for recreation (Eastham woods). There will be no escaping the noise pollution.	Go on flight paths already used or go over the river
As I live on the Wirral and planes pass overhead my house and my parents daily, I cannot believe that there is a Public Consultation, which I have only found out about on 21st April! Given the airport has been closed for much of the time, how did you expect people to get to know about this?	We need information couched in plain speak which gves the information we need.
Environmental concerns and impact on Bromborough and Wirral South	A new consultation process is needed that engages properly with the people of Wirral

Adverse impact on small residential teas.	Disperse the routes.
I am in the proposed new flight path. This will not only be detriment to the environment but also to the health of the community	

Increased noise	I'm not an aviation engineer. It's not my job to figure it out.
The traffic that goes over my house is bad enough now. More traffic will be horrendous	
<ul style="list-style-type: none"><li>• Night flights will be most problematic, and concerns should be raised about any intention to increase these over Wirral</li></ul>	Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.
Already said.	Fairer distribution of lower level flight routes

I do not want any more air traffic over my area	Use the flight path up and down the river
Noise	2or 3 different routes
Noise pollution etc	
Noise and this is my home	
Flight paths increasing activity over the Wirral	Re think flight paths to significantly reduce activity down to levels more consistent with current circumstances. If not it is likely there will be complaints and compensation sought as house prices are likely to be affected.
Residential area should be avoided to protect life	Flight path should be over none residential areas. There is a river that runs parallel with the airport.

Currently we experience high volume of aircraft noise in Bromborough. I would like a reduction in noise pollution by using Chester Wales for some of the routes.	As above
The flight paths appear to drastically increase across areas of Wirral that are densely populated and over areas of natural beauty.	Please keep or lower the % of flights currently using this route to a minimum and look at alternative paths that go over much less densely populated areas that will have less environmental impact.increase this route and limit the size of aircraft that are permitted to use the path currently 30% of flights operate on.
Because of the noise impact.	Keep the current flightpaths. You are changing for commercial, not environmental, reasons.
More traffic and pollution over my house	Fly over the sea or not at all

Money greed based	Green agenda
See previous comments	

Noise and pollution	Review alternative flight paths
Leave well alone.	
Pollution over wirral -	why cant the planes be run up over the river
Noise	

Please see above	Rerouting of future and existing flights to ensure reduced impact on Merseyside's current noise and pollution levels

Narrower flightpaths seem much more unfair on those affected.	It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic
Worry about noise over my property. This could also potentially devalue my property.	
Living under the approach and departure flight paths I do not see why we should suffer any more disturbance	I cannot see what you can do apart from moving them away from my are that would help
Too many flights over bromborough	Have more flight patterns to avoid one area having too many

It would create more noise and impact via noise	As above
Night flights will be the most problematic and any increase should be avoided.	Reduce night flights v
Increased noise and air pollution	You have purposely made the consultation documents lengthy and difficult to understand, not a good PR strategy

Noise	None
More flights in the airspace over my house.	Routes should be spread across the immediate area more evenly.
Noise	Multiple routes
The impact it will have on our home life cannot be put into words, it already is pitted with the constant noise of aircraft flying over our homes at all hours of the day and night	Flight paths go out to sea not across the Wirral
It will caused increased noise pollution and environmental damage	

Noise and environmental pollution	
It's a disgrace. It's an increase in air traffic, air pollution, noise, impact on local wildlife and birds, wellbeing of local community. Yet again the minions have No Say!!!!!!!!!!!!	Abolish this proposal!
Noise and air pollution in an area were we seem to have high levels of chest complaints which this will effect...	U don't know the answer but hope u find an alternative
Not Answered	Not Answered
The amount of flights.	Asa above stop flying over houses at nigh.
This will have a impact on house prices in South Wirral, aircraft noise will get worse. Individuals should be able to sleep with their windows open and. It have to keep them closed in the summer overnight due to early morning planes. Air traffic has increased massively over the last 18 years.... anymore planes flying over my house will be unbearable.	Send them down the Mersey to gain altitude away from build up areas,

<p>I oppose to the addition of more noise and pollution in this area with this proposal causing an addition of 80%</p>	<p>Look at other flight paths</p>
<p>You change the route</p>	
<p>We already have enough air traffic at the moment. If you concentrate 80% of air traffic on one route it will have a negative impact on our health and well-being. Also the value of our homes will decrease</p>	<p>Do not expose people to such high volumes of air traffic</p>

Noise and air pollution	Altenate routes over sea rather than land and residential areas if they have to. Go. Over wirral south then higher altitude if this would lessen the noise
As above	
Noise and air pollution	
For every reason I mentioned above , Do not understand why people insist on destroying what little good we have left in this country	
Noise and air traffic	Use the route of the River Mersey to fly in and out.

Noise pollution	
Noise and pollution	
Impact on quality of life reduction in house in prices	Use the river as the flight path
	As above
Increase noise	Leave as is
See 13	

See answers above	There has been a lack of information and consultation over such significant changes. Full information should be provided to residents impacted by these changes and they should then have a chance to comment further
I live under the flight path	Route aircraft over the river.
Increased noise	Flights remain as they are
Unfair balance over the possible routes and extremely short consultation period considering they haven't changed since the 1950s	Spread the traffic evenly
All	Improve the current plans

I think of future generations not profit	Reduction of aircraft and flights
Noise and pollution levels across the Wirral	Move flights to the river line as much as possible

For reasons stated	
See above	see above

noise	keep the paths over liverpool we do not want lja pollution and noise
	Reduced air traffic
Impact the air and noise pollution would have on residence and wildlife. In an already heavily polluted air from main roads and motorways as well as 30%of current flight routes	To keep current flight routes as they are
I do not want 80% of flights to and from Speke flying over my home in South Wirral	Spread the flights over numerous paths

As previous answers

Fly up the river instead of over houses?

Noise pollution

Due to the C routes having a detrimental impact on Wirral residents

Less routes over the Wirral area

As it would have a negative impact on my families living environment

Noise

Leave the flight path as it is

Increase in noise and air pollution. Increased environmental impact overall.	Reduce flights. Approach and take off over river to reduce noise to residents.
Proportionate increase in activity across one route	Increase in activity across one route is too high for the local area. This needs to be reduced.
Low flying large aircraft	Change your proposals to make routes go over less residential areas
The increase in flight traffic is too significant an increase from today and an unfair burden on the residents	
Flight path over home	Stay as they are currently

Increased air traffic / noise & environmental impact	keep flight paths as they are
Do not want an increase in noise and pollution in my area	
Significant increase in flights significant increase in noise level	
I don't want to be breathing in your fumes.	Don't fly near my house.

Again, it is unclear how an area will be adversely affected. Due to current covid-19 situation, more worry over incidents such as these are not necessary.	As detailed in section 12. Please review information.
Increased air and noise pollution	Do not increase the percentage of air traffic being routed over the Wirral
No increase	
Noise & Air pollution	Less flights over this route , split it up a bit over different areas or keep it as it is now

Reasons above	No change to current procedures
Because of the impact on the area both day and night	leave things alone
Narrower flight paths will be more unfair on those affected	Keep flight paths as widely dispersed as possible to reduce impact on residents

Noise	Don't make it worse for us in South wirral how would you like it?
Increase noise	Share the flight paths across Merseyside
Alternative routes to avoid increase	
Noise and air pollution.	
See 12	Spread disruption across more areas to even this out.

Increased noise and pollution.	Direct more traffic over water when inbound and outbound.
as in question 12	keep flights over the river
The preferred combination change will increase flights over densely populated areas.	An alternative combination suggested but not preferred in the consultation document, A-R, will have a lower impact.
Unfair to Eastham Residents	

<p>insufficient and inadequate consultation</p>	<p>local residents not informed and consulted with; open days held at airport only, should also have been held on Wirral; coronavirus means word of mouth has not been a way of informing local people about these proposals; local elected representatives not consulted with</p>
<p>This is totally unacceptable given the global climate and ecological emergency. Any modifications should be carried out with the goal of reducing environmental impact, not increasing it (as the proposed changes will)</p>	<p>Not making the proposed changes</p>
<p>Eastman already has a disproportionate noise and air pollution level with both the A41, M53 and Gas terminal. Increased air traffic would only add to an existing area of high air and noise pollution.</p>	

Noise impact on the health and well being of my family	
Because it will effect my families whole lifestyle and mental health with having increased noise, pollution over my house.	Keep to what you already do.

<p>Because it is unfair. It interferes with our quality of life now when there are special occasions with a huge amount of extra flights.</p>	
<p>1. Increased pollution (noise and emission) through increased frequency and bundling of flights in my area.</p>	<p>Wrong strategy at the wrong time. Contraction of flight travel should be the long term aim. NO INCREASE IN FLIGHTS OVER EASTHAM/BEBINGTON.</p>
<p>Noise pollution in my local area. Increase in emissions across proposals.</p>	
<p>N/A</p>	<p>N/A</p>

Unfair burden of load over already disadvantaged zone	Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.
Because of increased noise and pollution	

Already have a lot of noise from the planes and don't want more or night flights happening to wake us up.	
As above the quality of living in a noisy environment and potential aviation fuel dumping	Stick to the current flight paths or compulsory purchase our houses at the market value and pay for relocation to an area outside of your flight path proposal

<p>This proposal would increase noise and pollution levels in our area to a completely unacceptable level.</p>	<p>Spread air traffic routes across a wider area to minimise the impact on a particular area.</p>
<p>Stop the changes</p>	
<p>Will impact where I live</p>	
<p>Planes flying over my house</p>	
<p>Focus heavily in one area</p>	<p>Share flight paths across other airports in region and flight paths shared going to one airport</p>

I oppose because you're ruining people health and sleep already	Do not fly over land, there's literally no need for you to fly over wirral as a land mass

As stated above	As stated above
Not enough info	
I oppose on the grounds of excess noise due to increase in air traffic and the air pollution that will come with this proposal.	

There will be significant increase in flights over Wirral which will impact on Wirral residents	
Approach N, P and R already creates too much noise over Spital and Bromborough. It is also noted that the route taken is further North than it should be. What are you going to do to correct the mistake with the approaches N,P and R.	ensure approaches follow agreed route and are not closer to Spital than they are supposed to be.
We shouldn't have to be put in a position whereby this effects our lovely environment.	Leave it as it is or try to find a route which doesn't impact people's environment as per this proposal
Extra noise and pollution	

Noise disruption	Alter route to provide minimum disruption
See answer 13	
Any change must ensure routes avoid any increase in noise or other forms of pollution in any areas, and must reduce these overall	All routes should only ensure flight paths are over the Mersey estuary and not over land..
Noise and air pollution	
Noise and pollution	

Noisy enough already	None
Already noted alternatives avoid residential areas	

Flying more flights over tranmere already noisy	
Different route not over houses	Down Rover Mersey
The proposal appears to involve a large increase in flights over the Wirral. This is an area of residence, and also countryside. Increasing flight noise in both day and night is not acceptable.	


<p>It is a matter of great concern that LJA should continue with their consultation during what was declared a Public Health Emergency of International Concern by the World Health Organisation on 30th January 2020, and a pandemic on 11th March 2020. The UK like so many other places has been in a state of lockdown since 23rd March and most people's attention has been focused elsewhere. The consultation appears to have been subject to very little public scrutiny, or circulated among the local communities of the between 1.5 and 2.24 million people in the Liverpool city region, nor apparently have the implications for public and environmental health from increased air pollution over local communities in the highly and densely populated conurbations, from the exhausts of approximately 62,000 low flying aircraft arriving and departing yearly in a web of loops, been discussed or examined by local media, whose attention has been focused almost solely on the SARS-CoV-2 (or COVID-19) pneumonia pandemic.</p>	<p>Extend your public consultation until after lockdown and after social distancing measures have been removed, publicise it in newspapers and television and have a proper public debate where related evidence can be presented in a timely fashion and live up to the name of the musician, poet and artist (John Lennon) whose name you have either been given or appropriated.</p>
<p>Increased noise over home</p>	<p>Mitigation- keep the early left or right turn SID's, away from bromborough. Give aircraft radar heading departures if necessary. With increased traffic- slot aircraft and take the financial hit instead of the residents taking a quality of life hit</p>
<p>I live on the flight path</p>	
<p>Already said that</p>	

Change the routes to ensure no particular groups of residents are more harshly impacted than others. This is clearly not the case under the current proposals.	Change and balance out the routes in a fairer way.
Noise and Pollution	n/a

The noise. Sleep disturbed, house devalued.	Not flying between 10pm and 6 pm
Because of the route over bebington	Route up the mersey
See reasons given above.	
Spread out the paths	

Grossly unfair to change all flight paths to go over one area	Use the river as a path as much as possible? Spread the flight paths over a number of areas to mitigate the impact on one area
it would change forever the peaceful existence that is the right of every person in line with their human rights	No mitigation would give people under the flight path a peaceful life, which is the right of every human being
Yes	As The airport sits at the edge of the river then the alternative should to include this as the main approach. Safe for residents in case of any accidents and lease noise. It's down to the airport to change as well.

Proposals will have detrimental and far reaching impact on Wirral residents	

Lack of impact assessment on which to properly comment. If it means that Wirral South now take 80% of flights rather than 30% then very unfair.

see my comments in s12

see my comments in s12

No need to change things	None

Wider paths around the region on not just predominantly Wirral as suggested.  
Also, may I add, this consultation is set up in a way that people would need to be an aviation, environmental expert.. not very fair to the public wanting to have a voice!

As above

See above

All traffic will fly over Bromborough ingoing and outward how can that be fair to the health of the citizens of Wirral	
Noise to the local population.	Spread the routes to lessen the impact.

<p>I don't agree with an expansion of routes or increased traffic. We have all of the negatives but none of the positives. We can get to Manchester more quickly than Liverpool Airport but we will have the increased noise and air pollution over our homes.</p>	
<p>We already have enough noise and air pollution in the Bromborough area.</p>	<p>More flights over river and industrial areas</p>
<p>A sham consultation.</p>	<p>Defer until the virus crisis is over.</p>
<p>more noise and pollution</p>	<p>leave it as it is</p>

<p>I oppose the proposal because there is an unacceptable increase in noise pollution over the Wirral</p>	<p>The consultation has received very little publicity on the Wirral, nothing in the local press. Even the local Wirral Borough Council (WBC) officers were unaware of the consultation until a couple of days ago. Why are WBC not stakeholders representing the residents ? The Wirral residents were not given the opportunity to attend the consultation meetings. A new consultation is needed offering a wider range of options particularly including taking off and landing over the river Mersey. I would like an assurance that night flights are not increased. Due to the proximity of the residential communities near LJA there should be zero night flights anyway. Night flights should be stopped. The proposed change in navigation systems results in a narrower flightpath impinging more on Wirral residents, the flight path options should be dispersed as much as possible to reduce the impact on residents.</p>
<p>See above</p>	<p>Approach and landing patterns which overfly the river or industrial areas as far as possible</p>
<p>During the Corona lockdown there have been virtually no planes passing over and the peace and quiet is just lovely.</p>	<p>I believe there are other routes airlines could take on their pathway to Liverpool airport.</p>

It is pushing too much air traffic over one area - ie above where I live in Bromborough. Leave it as it is - spread out more fairly.

LEAVE IT UNCHANGED

Leave well alone

noise and frequency

leave as it is

<p>Increased noise and pollution that would significantly alter my enjoyment of my surroundings, in my house, my garden and my local area.</p>	<p>No ideas apart from rerouting along river away from Wirral</p>
<p>This proposal comes at exactly the wrong time, when agencies and firms need to re-think their future strategies. There is no evidence at all that the proponents of this scheme have understood the seriousness of the climate emergency.</p>	<p>Include a far more rigorous environmental impact statement, designed to make airport operations carbon neutral within the next five years.</p>
<p>Additional Noise over Wirral</p>	<p>Option A over option C</p>

No comment to make	NA
Due to the noise pollution to residents and environmental impact. We, as residents have also not been informed about these plans.	Already mentioned.

In terms of noise & environmental impact, there are far too many negative consequences for Wirral residents.

Of the options suggested, A-R seems to have the least impact on Wirral residents. It is important to add comments that show that:

- the options do not offer an acceptable degree of choice
- Can residents be given the full range of possible flightpaths and not just the limited options in this consultation?
- each option has a significantly negative impact on Wirral residents
- C options impact on residents in Wirral more than A options
- R options may offer “least worst” environmental impacts
- P options look especially bad
- Expansion of any sort is likely to have negative impacts on Wirral residents in terms of noise pollution. This consultation is not about expansion, but the new systems will help enable expansion.
- Night flights will be most problematic, and concerns should be raised about any intention to increase these over Wirral.
- Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.

its bad with the low flights and noise,we do not require any more	close the airport that would help,we know you will go a head with what ever you
I oppose because of the added pollution & noise that will affect our family, and our enjoyment of our garden & surrounding areas.	The alterations to vary the routes so no one area is affected like Bromborough would be by 80% of flights.

See previous answers	See previous answers
Proposals have not been widely published and look like they are being "sneaked in" under the radar.	The consultation should be postponed indefinitely at least during the present national crisis.
Find a different flight path	

A full written explanation of the concerns of Manchester Airport have been provided in a letter sent directly to Liverpool John Lennon Airport	Manchester Airport requests that further detailed work is undertaken with aviation stakeholders to identify proposals that make optimum use of airspace, consistent with the requirements of CAP1616

Air travel is becoming environmentally unacceptable. If the industry does not respond it will become completely marginalised	Take off and turn left or right over the river. Approach less of an issue due to lower power
This is a ridiculous question	The whole area should share the traffic as it does now
Air pollution and the noise is already affecting us.	Use sea or countryside areas, or spread the routes so it doesn't affect only one area. Also use the river or sea area rather than residential zones.

As stated I do not believe that sufficient local consultation has been carried out .	Open days at local town halls would help resident to fully understand the impact of your proposals and assist LJLA to reach equitable solutions.
Unfair concentration of flights over South Wirral, daytime AND at night.	An fair and equal balance across Merseyside Totally unacceptable to have a concentration of noise and pollution in South Wirral affecting quality of life, mental health & personal wellbeing.

Avoid Wirral coastline and alter altitude and acceleration.	Use river as flight paths
As stated in 12 the consultation document is disingenuous as it is based on current traffic and takes no account of the airports plans to significantly increase traffic.	Redo Consultation.

	Less fights
see above	see above
Increased pollution in the area	No

Noise and pollution	
You consider residents and damage to their property and their hearing. The river lands itself to a natural flight path.	
I live in Bromborough	
Noise pollution and pollution from fuel burning	

I dont think sufficient consultation has been vcarried out. If this was subject to a a legal challenge then I doubt it would pass	
As above	
Noise air pollution	No
Because I dont want you to kill my 4 year old son	Na stay as they are

see attached pdf	see attached pdf
Amount of air traffic and noise generation plus other environmental damages directly affecting me.	Consult on what may be acceptable to affected households rather than offering fixed solutions.
Your plans are based on expansion, as we all know aviation in its current form is unsustainable. Sooner or later if the aviation industry does not change, Governments will start to legislate against them.	It's not about growth, you already paid too much. It's about sustainability ....

Ongoing noise pollution and a lack of any nighttime curfew on flights, especially in the summer months when traffic is at its highest, should take a much higher position in the considerations being shown so far	Introduce a nighttime curfew for flights arriving and departing LJLA inline with other CAA controlled airports in the UK.
Air traffic pollution is bad for our environment	Less air traffic (cheap flights for short breaks), improved fuel/fuel efficiency & cleaner quieter engines
As above the airspace and impact over residential land should be avoided where possible	The route should U turn south and not north, then the route would be over non residential land
I want it stopped Due to noise and pollution and lots of rear cancer deaths in this area	No expansion to airport
Please see Q13	Any changes should be shared equally, not to the detriment of one area over another but as stated previously, it is essential that any change make improvement for all

<p>It damages the environment and pushes routes through areas which are currently not affected by excessive flight use. We do not need more frequent flights and flights that will impact more areas. We need less!</p>	
<p>The obvious concentration of flights over Bromborough and Eastham</p>	<p>The need for this change is unproven, a route along the mersey out to the irish sea and onwards has not been discussed</p>
<p>Aviation is responsible for a lot of CO2 emissions.</p>	<p>Fewer flights, not more.</p>
<p>Increased low lever flights over the Wirral. Comments see above.</p>	<p>Leave flight paths as they are. Consider climate change and enviromental issues. These proposals appear to have been designed to exclude the public</p>

As above	As above
Noise and pollution	Keep the paths as they are
Noise	Do it over liverpool

<p>This procedure has been smuggled through under the cover of Coronavirus, without letting the people of Wirral know about it, knowing that with Corvid-19 taking up most people's time and concern, they will not be able to learn about the proposed route or mobilise action against it. This consultation should therefore be considered fraudulent and rerun once the Coronavirus pandemic is over.</p>	<p>Re run this consultation after the Coronavirus pandemic is over. Otherwise you will be accused of trying to profit from a pandemic to distract people and smuggle in new flightpaths while people are distracted and unable to object due to lockdown and other pandemic related issues. Adding an extra two weeks of consultation during the peak of the pandemic is not appropriate.</p>
<p>I oppose because 80% is huge and unacceptable.</p>	<p>Use your knowledge to propose plan that doesn't hugely impact on peoples lives in this area.</p>
<p>Once again you are asking a question that cannot be resolved by adding more noise and pollution into our daily lives.</p>	<p>What is wrong with using the river Mersey as a fight corridor.</p>

<p>A 50% increase in number of flights over Wirral South and Rock Ferry is not acceptable.</p>	<p>Narrower and more widely dispersed flight paths so that one area does not suffer most of the impact.</p>
<p>Additional Flight Paths over my house would increase noise pollution.</p>	<p>Use the River mersey as an extended runway out to the Irish Sea instead of going over houses in Bromborough Pool &amp; surrounding areas.</p>
<p>Due to the negative impact on noise pollution and the environment for the areas where the new flight paths will be intensified</p>	<p>Retain a diverse flight path system to mitigate the effect of air traffic on local areas</p>
<p>Noise &amp; Environmental Impacts</p>	<p>There are other flight paths that offer less impact, we need to see full list!</p>

<p>We should be cutting down on air travel anyway.</p>	
<p>Already too much noise above us, can they not come in over the North Sea?</p>	
<p>Noise over the Spital area which is a rural area</p>	
<p>The changes will severely impact noise and pollution levels in the area.</p>	<p>Of the options suggested, A-R seems to have the least impact on Wirral residents. Furthermore, further dispersal of flight paths to dilute the frequency of noise over one area.</p>
<p>Increasing one narrower flight path</p>	<p>Needs to be shared across Wirral</p>

Keep Liverpool airport the size it is

Fairly share the flight paths

Noise

Noise and air pollution over parkgate and neston	There are none that can be made for the substantial impact to quality of the area
Negative impact on physical and mental health of residents	Ensure routes avoid Wirral and address noise pollution over Merseyside.
Noise & environment	
Noise grounds	
Quality of life	

See above	
Noise and pollution	Use airspace over the sea, there is plenty of it locally..
My house is under your proposed route	MP intervention
I opposed, as stated, because the increase in flights will pollute the environment plus it will cause incredible levels of noise pollution in my neighbourhood. I suffer from a rare incurable illness and sleep is vital to me. I don't want more noise for this reason. It is also appalling that an increase in flights should also be considered when pollution levels are so high.	There are no mitigating circumstances for an increase in flights.

Noise and air pollution	Reduce the problem to affected housing by taking planes along the river.
The same questions over and over! - please see above comments. But I will repeat it here in summary: Total lack of meaningful consultation with those affected, deliberately confusing consultation document, lack of transparency.	If my questions above were answered clearly, then we might have a chance of making more meaningful suggestions, but as it is we are in the dark. My suggestion would be that you come clean about the whole thing as to what it really means, write to all the affected residents in plain English as to what it all means, put some options forward, again in easy to understand terms, and have a postal vote on the options, overseen by an independent third party.
Proposed flight-paths are required to be known so more positive alternatives may be considered.	

Lack of available options, lack of time for considered responses, lack of communication- most people have not been informed.	A much wider consultation needs to be implemented and time taken. Seems to be rushed through while people have got other things on their minds.
Increase noise affecting quality of life	None
Fly down the river	Fly down the river
Forced on Wirral residents	Divide it out more fairly

I believe air traffic should be being significantly reduced as a contribution to protecting our planet from devastating environmental change.	Proposed significant traffic reductions.
Massive increase in aircraft activity in our area	Maintain aircraft activity closer to the status quo in the Spital area
I expressed myself as 'Neutral'	I would have preferred a more widely dispersed range of flight paths so as to reduce the impact on the communities most affected. Concentrating the flights as described in all options will focus the impact on a set number of communities
Additional noise over my property	Don't change the current procedures.
I've already said	Don't alter

<p>This proposal would further concentrate noise and environmental damage on households withing the Runway 09 approach corridor.</p>	<p>Airport should maximise aircraft approach / landing along the Mersey. If flying over Wirral is necessary then the width of corridors should be as wide as possible to minimise disruption for any households. There should be no night flights during the night.</p>
<p>I believe the proposals have not been presented so that the general public can understand the possible impact to their local area. Also, I believe that not enough effort has been made to publish the proposal information to all possibly affected residents.</p>	<p>Present change proposal information so residents can easily understand the impact for their local area. Also, greater effort, such as posting letters, should be made so that all residents of the surrounding areas are aware of the proposal and consultation process.</p>


I lived on the existing flight path and it is just about bearable, to increase this from 30 to 80 % is unacceptable, regarding noise, pollution, and increase of major incident.	Leave it as it is. Have lots of different flight paths so one area is not saturated. Close the airport
lack of consultation and options. Impact on noise pollution Especially re night flights Narrow flight path	Consultation extended and Wirral residents included. Wider range of options not just those in consultations. Keep flight paths widely dispersed to minimise impact on residents

As already commented	
Flight path goes over my garden/house	Certain height changes in flights with different airlines /pilots. Could the height in altitude be a specific level to give a safe landing eg. Higher than existing now. Hundreds of feet make a massive impact to noise levels.
The consultation is null and void since it does not include climate change considerations are required by the Paris agreement, as reinforced by the High Court in the case of Heathrow expansion.	Now is not the time for airport expansions.
Crossing over at Bramborough and travelling up to New Ferry - C routes	Route AN

Environmental impact	Far more extensive consultation and information required.
The noise from the increase in volume of air traffic is completely unacceptable	Find another route to use
Night flights will be most problematic, and concerns should be raised about any intention to increase these over Wirral.	Narrower flightpaths seem much more unfair on those affected. It would be better to keep flightpaths as widely dispersed as possible to reduce the impact on residents, although any increase in disturbance anywhere is problematic.

The very narrow flight paths unfair to those affected

Wider flightpaths fairer

Noise, pollution and saving the of earths resources.

Stricter adherence to agreed flight paths and less flights.

Flights will be at a low altitude over this area created great noise disturbance and pollution

Routes be planned to avoid the Wirral or at least have minimum altitude restrictions

See comments at 10 above

realign the runway along side the River Mersey or Close LJA and integrate with Manchester airport expansions.

See comments at 10 above

realign the runway along side the River Mersey or Close LJA and integrate with Manchester airport expansions.

See comments at 10 above	realign the runway along side the River Mersey or Close LJA and integrate with Manchester airport expansions.
Flying is too environmentally damaging to be frequently used. It is the quickest, cheapest way to cause lots of harm; and it's becoming socially unacceptable. There is no way that aircraft can become less damaging - biofuels have their impacts too. A litre of oil has enough energy to sustain four humans for a day as food, but as aviation fuel?	Look at your assets, your infrastructure and people; look at the needs of the community, even nature, around you. Consult - imagine what could be with considerably less flying.

	Find a route with less population density
The planet cannot cope with increased emissions.	Show your road map to Carbon zero before 2030.
Noise and pollution	Reduce flights 2nd fly up the river not over Wirral
The U.K. has signed up to, and acknowledged that we have a climate change emergency. Increasing the number of aircraft and flights is completely alien to what we are trying to achieve. LJLA should be looking at consolidating their flight schedules and collaboration with other local airports in order to reduce this burden, and improve the health of the local population.	Involve all UK airport authorities in a combined effort to manage this issue more sensibly.
Standard Instrument Departure route of RWY27	Consider turn along Mersey River prior to crossing Wirral coastline or delay turns to Dee Estuary would lessen impact on populated areas. Also use higher acceleration altitudes

<p>I oppose the proposal because it entails an unacceptable increase in noise pollution over the Wirral and Merseyside in general</p>	<p>Please see my answers to Qu 10 and Qu 12 above. On landing I would like to see aircraft start their descent as late as possible within safety constraints to ensure that as much as possible of the landing trajectory takes place over the river Mersey allowing the river to absorb most of the noise. Also I would like an assurance that night flights will be stoppoed over the Wirral. A few passengers benefit at the expense of the whole South Wirral community. If this was done this would be gresatly appreciated by the South Wirral community. Overall, the proposals involve a considerable increase in noise pollution over the Wirral . If the new procedures could be modified to ensure no increase or ideally a reduction in noise levels I would support the revised procedures and I would expect the Wirral community would also then support them. I have made suggestions on how this might be done in my response to Qu 10 and Qu 12 above.</p>
<p>I think there should have been more consultation with residents and the time extended for this consultation to allow for discussion and presentations</p>	

<p>It would increase noise pollution.</p>	<p>Reduce number of flights out of John Lennon airport.</p>
<p>Firstly, the consultation has not been carried out in a fit and proper manor for such a important change that will have far reaching impacts on all communities in the path of the air corridors proposed. Two, as a resident living under the flight path for this airport I have not been informed in a right and proper manor of these changes. Only finding out by word of mouth on the 24th April 2020 that such a consultation was in process. Three, the proposed changes by LJA seem more about the management o air traffic based on financial grounds rather than safety.</p>	<p>An extension to the Consultation on the grounds of the failure by LJA to properly inform Residents and Business effected by an very important change to their way of life. Proper and full public meetings in the areas that will be effected by these changes prior to returning to the final questionnaire in the consultation process.</p>

<p>Ultimately this consultation has been difficult to understand and interpret. Whilst we appreciate that complex acoustic modelling on this scale will never be simple, the format and style of the consultation will likely prevent many residents not versed in such areas from providing any meaningful response. The presentation is not user friendly and requires more objective interpretation and additional narrative around the impacts of the specific options but instead the reader is left to interpret the data. In addition the data contained in the annexes is not useful for understanding the impact on specific communities and whilst we are all in this together, elected members and officers must act in the best interests of their own residents/constituents which is difficult to do when the data is not split down across geographical areas. The consultation also offers little in the way of real choice. We understand the constraints around wider airspace, safety and the initial options approach conducted in previous years, however the consultation feels restricted with only a small choice of options, all of which have negative impacts on parts of the Borough. In reference to the advances in technology that do indeed result in more accurate and adhered to paths. In reality it is not clear as to what the spatial tolerance would in fact be. For example would a pilot have discretion to operate parallel to the prescribed path within a tolerance of say 500m laterally? This would in theory blur the defined lines and reduce the number of times particular households are frequently perceived to be overflown based on the overflight perception angles of 48.5 degrees (figure 71). It is understood that this would somewhat mirror current practice. Clarification is needed to enable consultees to be clear on whether the instrumentation may or may not permit operation within those tolerances.</p>	<p>See above</p>
<p>too much concentration over Wirral esp Wirral South</p>	<p>SID AGGAR AR option could still be improved by reducing the TODA</p>

<p>Directly contradictory to tackling climate change</p>	
<p>The main reason is the environment, we need to look for ways to look after our planet in every way, the aerospace industry is one of the main contaminants; until the moment alternative energies are implemented in the aerospace industry, any causes that threaten the environment such as airport gradual expansions then should be completely stopped; its not an option, the planet we live in should come first, always.</p>	<p>Introduction of alternative energies in the aerospace industries would make a big difference, but until this happens, I oppose to any sort airport planning.</p>
<p>Noise</p>	<p>As above. Allow the initial turn to begin mid -river and allow aircraft to continue climbing as is the case presently. Reducing the length of TODA will allow this turn and will have a negligible effect on operators.</p>
<p>Thousands and thousands of people living in all the areas surrounding LJLA will be adversely affected by the expansion proposals which will inevitably follow these changes.</p>	<p>It is time that air travel in general is recognised as a major contributor to the Global Climate Crisis and dramatically reduced, rather than expanded. John Lennon would be lying down on your runway to try to get you and the rest of the world to see reason.</p>
<p>This should be made more public and climate change must be considered</p>	<p>A full consultation considering climate change is required</p>

Preparing way for expansion of airspace	

Flights over Wirral

Increased noise pullution on Wirral

Increase in noise levels,	leave current routes
Noise and fuel pollution	Only allow aircraft which emit the lowest fuel and noise pollution. Reduce daily number of flights and hours the airport can operate
Noise and Air Pollution will increase and be concentrated over Wirral south and Bebington	Reduce daily air traffic to a previous average and increase the number of approaches to the airport


<p>I oppose the proposal because it entails an unacceptable increase in noise pollution over the Wirral and Merseyside in general.</p>	<p>Please see my answers to Qu 10 and Qu 12 above. On landing I would like to see aircraft start their descent as late as possible within safety constraints to ensure that as much as possible of the landing trajectory takes place over the River Mersey allowing the river to absorb most of the noise. Also I would like an assurance that night flights will be stopped over the Wirral. A few passengers benefit at the expense of the whole of the South Wirral community. If this was done this would be greatly appreciated by the South Wirral community. Overall the proposals involve a considerable increase in noise pollution over the Wirral. If the new proposed procedures could be modified to ensure no increase, or ideally a reduction in noise levels I would support the revised procedures and I would expect the Wirral community would also then support them. I have made suggestions on how this might be done in my response to Qu 10 and Qu 12 above.</p>
<p>I strongly oppose the proposed alterations, primarily due to the increase in the pollution levels of the Wirral peninsula and the increased noise which may disrupt the peaceful lives of our residents. Now more than ever, we should be considering ways to mitigate the effects of climate change for the benefit of everybody, therefore increasing flights and changing flight routes will only add to the pressures the environment is already suffering from.</p>	<p>The current flight paths seem to be more than appropriate and I propose they are kept how they are.</p>
<p>Noise</p>	<p>Leave as is</p>

<p>Superhighway is unethical causing hellish unbearable conditions. I ,ive right under this proposed route. In 2015 you changed to fly over Heswall..they are influential and opposed...at the time I had increase in noise. But went to work to get away...now myself and so many have no escape. It seems to be a route that is over a more working class less affluent area. Hoping for less opposition.</p>	<p>Aircraft are flown in equal measure in all directions from airport..but mostly over Least populated areas ..if possible. Nit one superhighway.</p>
<p>Pollution</p>	<p>There is none and I do not have to produce any. It is clear that the consultation was not adequately advertised and the document was made so complicated that most people would be unable to finish it let alone understand it.</p>

<p>I oppose the proposal because it entails an unacceptable increase in noise pollution over the Wirral and Merseyside in general. Also the proposals are not transparent and they are misleading because no comparison has been made with the existing procedures. The residents of South Wirral are generally not aware how detrimental the changes are to the South Wirral community compared to the existing procedures. Also there has been little publicity about the proposals in the South Wirral community. The consultation exercise should be done again showing a comparison with existing procedures and ensuring adequate publicity in the South Wirral area.</p>	<p>Please see my answers to Qu 10 and Qu 12 above. On landing I would like to see the aircraft start their descent as late as possible within safety constraints to ensure that as much as possible of the landing trajectory takes place over the river Mersey allowing the river to absorb most of the noise. Also I would like an assurance that night flights will be stopped over the Wirral. A few passengers benefit at the expense of the whole of the South Wirral community. If this was done this would be greatly appreciated by the South Wirral community. Overall the proposals involve a considerable increase in noise pollution over the Wirral. If the new proposed procedures could be modified to ensure no increase, or ideally a reduction in noise levels I would support the revised procedures and I would expect the Wirral community would also support them. I have made suggestions on how this could be done in this paragraph and in my response to Qu 10 and Qu 12 above.</p>

<p>Please see previous answers</p>	
<p>Bromborough is particularly damaged by the proposals</p>	<p>Disperse the flight paths. They are too concentrated over one path</p>
<p>There are no climate change or environment impact studies apart from noise pollution</p>	<p>Do the studies and put together proposals to cut pollution and carbon budget</p>
<p>I just need to have it properly explained so that I can understand the impact on me as a local resident living under one of the existing flight paths.</p>	

Due to adverse impact on Wirral residents with far greater number of flights likely to pass overhead vs the situation today

Longer consultation process with more options presented. Disperse the flight paths to share the impact more fairly, not concentrate over one area


Uploads	Date
Not Answered	13/01/2020

Not Answered	13/01/2020
Not Answered	14/01/2020

Not Answered	14/01/2020
Not Answered	15/01/2020
Not Answered	15/01/2020
Not Answered	15/01/2020
Not Answered	16/01/2020
Not Answered	16/01/2020
Not Answered	16/01/2020
Not Answered	17/01/2020

Not Answered	17/01/2020
Not Answered	17/01/2020
Not Answered	18/01/2020
Not Answered	19/01/2020
Not Answered	30/01/2020
Not Answered	31/01/2020
Not Answered	08/02/2020
Not Answered	09/02/2020

Not Answered	09/02/2020
Not Answered	12/02/2020
Not Answered	
<a href="https://consultations.airspacechange.co.uk/liverpool-john-lennon-airport/airspace-transition/consultation/download_file?squid=question-2019-11-21-2052842075-filesubquestion&amp;user=ANON-KDJA-Z4RJ-4">https://consultations.airspacechange.co.uk/liverpool-john-lennon-airport/airspace-transition/consultation/download_file?squid=question-2019-11-21-2052842075-filesubquestion&amp;user=ANON-KDJA-Z4RJ-4</a>	
Not Answered	
Not Answered	
Not Answered	







Not Answered	

Not Answered	
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Not Answered	

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LJLA Response	CAP 1616 Categorisation
The new Transition VEGUN will concentrate traffic further east than currently, further away from this location so will reduce the noise impact. This route represents the shortest overland route from the en-route airways network to the IAF for Runway 09 approach. Aircraft will be descending at a lower power setting and will be above 3,000 ft whilst overland.	B
The proposed procedures should not increase the noise at this location but should decrease it, with aircraft being at a higher altitude than currently.	B
The respondent supported the proposal but provided no additional comments.	B
Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. Proposal is not about the use of technology to eliminate emissions. Not likely to be any significant change in noise or pollution due to consultees location (less than 1 nautical mile adjacent to the runway).	B
The respondent did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.	B
Not technically or operationally feasible to have all arriving and departing flights over the river to the west of the airport. Consultees location just over 1 nautical mile on the extended centreline of the runway so unlikely any significant changes to noise or pollution as a result of this proposal.	B
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.	A

<p>Introduction of new routes as part of area network design aims to be more efficient with less air traffic vectoring and more efficient climb and descent profiles to reduce noise.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Not likely to be any significant change in noise or pollution due to consultees location (less than 1 nautical mile adjacent to the runway).</p>	B
<p>The respondent provided no additional comments.</p>	B
<p>Noise assessments have been carried out to a range of 40 nautical miles from the airport, which includes all areas of the Wirral. Government policy states that noise contours only need to be displayed where the average noise exceeds 51dBA (by day) or 45 dBA (by night). This location will remain below these thresholds with the introduction of the new procedures. 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.</p>	B
<p>All of our options are assessed as having a noise benefit versus the current situation and a number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>The current Wallasey SID takes traffic directly over the Bebington area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Any turns before the Wirral shoreline would have greater impact on the Bebington and Birkenhead areas. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	B
<p>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. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>The respondent did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B

<p>The closest aircraft to this location will be above 10,000 ft and descending on the Transition procedure so minimal noise impact. More likely to be affected by Manchester traffic.</p>	<p>B</p>
<p>The respondent did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>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. All of our options are assessed as having a noise benefit versus the current situation.</p>	<p>B</p>
<p>The respondent supports the proposals and provided no additional comments.</p>	<p>B</p>
<p>Not possible to design a tighter turn to the south (PANS-OPS limitation). The Runway 09 SID CORKA option to the north is designed to go between Widnes and Warrington.</p>	<p>B</p>
<p>The new TEMP2 SID will replace the current NANTI SID, which directs traffic over the area referred to. The new procedures will result in aircraft departing from Runway 09 overflying this area, which currently does not occur. However, this could be one, two or three procedures depending on the options chosen, and aircraft will be at least 5,000 ft at this location. 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.</p>	<p>B</p>
<p>The location is close to VEGUN which is the position where the aircraft will, leave the en-route network. At the start of the Transition, aircraft will be at a minimum height of 6,000 ft and will have just started descending so will have a low power setting.</p>	<p>B</p>
<p>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.</p>	<p>A</p>

<p>Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. The new routes are not in addition to, but will replace the existing procedures. Consultees postcode location less than 1.5 nautical miles on the extended centreline of the runway so the position of the aircraft will not change as a result of introducing new procedures. Unlikely any significant changes to noise or pollution as a result of this proposal.</p>	B
<p>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.</p>	A
<p>The new TEMP2 SID will replace the current NANTI SID, which directs traffic over the area referred to. The new procedures will result in aircraft departing from Runway 09 overflying this area, which currently does not occur. However, this could be one, two or three procedures depending on the options chosen, and aircraft will be at least 5,000 ft at this location. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	B
<p>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. This change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	B
<p>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. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>The respondent provided no additional comments.</p>	B
<p>The respondent supports the proposals and provided no additional comments.</p>	B
<p>The respondent supports the proposals and provided no additional comments.</p>	B

<p>This area represents the IAF for a T-bar approach to Runway 27. Currently overflowed 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.</p>	A
<p>The impact on Frodsham by any Runway 09 departures will be assessed during the PIR.</p>	B
<p>Eastham will experience less overflight under the new procedures, although some SID options for Runway 09 overfly but at or above 5,000 ft. Should be minimal change for Runway 27 departures or Runway 09 arrivals in that location.</p>	B
<p>New procedures should increase the altitude of aircraft over the affected area. Eastham will experience less overflight under the new procedures, although some SID options for Runway 09 overfly but at or above 5,000 ft. There is likely to be minimal change for Runway 27 departures or Runway 09 arrivals due to location.</p>	B
<p>The respondent supports the proposals and provided no additional comments.</p>	B
<p>This area represents the IAF for a T-bar approach to Runway 27. Currently overflowed and the new route will concentrate traffic at the eastern side of the current swathe; concentrated flight paths is a feature of the more accurate navigation. 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.</p>	A
<p>The respondent provided no additional comments.</p>	B

<p>Location currently extensively overflown by aircraft both arriving and departing the airport. New procedures should concentrate routes further south of this location and improved height profiles should reduce noise impact.</p>	<p>B</p>
<p>The proposals are not solely about addressing climate change. A number of the combinations provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>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.</p>	<p>A</p>
<p>The respondent supports the proposals and provided no additional comments.</p>	<p>B</p>
<p>The respondent supports the proposals and provided no additional comments.</p>	<p>B</p>
<p>The proposal are not solely about climate change issues although a number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>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 will the detail necessary to make informed choices or comments. The proposals are all contained within the Consultation Document.</p>	<p>B</p>
<p>The proposal are not solely about climate change issues although a number of combinations will provide positive environmental benefits over current procedures. The reduction in air transport movements is outside the scope of this proposal.</p>	<p>B</p>

<p>The location is less than 8 nautical miles from the runway, on the extended centreline, where aircraft need to be lined up to carry out the approach to land. The new approach procedure will not change the track the aircraft fly from current procedures. It is not technically or operationally feasible for commercial aircraft to follow the route of the river when making an approach.</p>	<p>B</p>
<p>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 change the way aircraft fly the procedures by introducing PBN routes which will improve the resilience and redundancy of operations at LJLA but will also improve efficiencies that will help protect any future growth. The introduction of PBN routes is intended to reduce the environmental impacts felt by local residents, where possible. Aircraft on approach will follow the same routing as currently so this location will not see a change, or increase, in air traffic as a result of these changes. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	<p>B</p>
<p>The respondent did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>The new routes are designed so that aircraft will follow them more precisely without the need for ATC vectoring.</p>	<p>B</p>
<p>Objection specifically to the CORKA option that routes over Widnes, this would be mitigated should this option not be chosen. Further work will be conducted post this consultation to ensure that there is equitable integration between LJLA and Manchester procedures such that the procedures will not be subject to ATC intervention.</p>	<p>B</p>
<p>The respondent supports the proposals and provided no additional comments.</p>	<p>B</p>

<p>Location is 3.5 nautical miles on the extended centreline for the approach to the prominent runway in use; not operationally possible to avoid overflight as aircraft on approach will follow the same routing as currently so this location will not see a change, or increase, in air traffic as a result of these changes. The new departures may increase the impact on this location as aircraft will be further away from the airport before turning. This is a constraint on the design parameters that the designers must work to. It is not technically or operationally feasible to keep aircraft over the sea or follow the route of the river to the airport.</p>	B
<p>The new VEGUN Transition procedure will concentrate traffic further to the east of the current arrival procedure and should reduce the noise impact on this location. Aircraft will be descending on arrival so will have lower power setting and new procedures should allow for a continuous descent to further reduce the impact. Aircraft will be above 4,000 ft so there should be no adverse impact on local air quality.</p>	B
<p>The respondent supports the proposals and provided no additional comments.</p>	B
<p>The respondent did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>The respondent support the proposals and commented that the procedures chosen should be the best for the environment. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Not likely to be any significant change in noise or pollution due to consultees postcode location (less than 1 nautical mile adjacent to the runway).</p>	B
<p>The respondent supports the proposals and provided no additional comments.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. All options have a Net Present Value (NPV) benefit in terms of health. Not likely to be any significant change in noise or pollution due to consultees location (less than 1 nautical mile adjacent to the runway).</p>	B

<p>The Transition VEGUN will be flown by traffic arriving from the south, leaving the en-route airways structure to carry out an approach for Runway 09. Aircraft will be descending to 4,000 ft in this location prior to reaching the IAF for the approach. The new route will direct traffic further east than the current arrivals, avoiding overflight of the Clwydian Range and Dee Valley AONB. It is not technically or operationally feasible for aircraft to follow the routes of the River Dee or River Mersey.</p>	B
<p>The notion of a 'roundabout' in the sky is an unrealistic option both operationally and practically. The Wirral is not large enough, or unpopulated enough to create 2 corridors for traffic inbound and outbound and you would still require routes that facilitate operations from both ends of the runway. 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.</p>	B
<p>The respondent supports the proposals and provided no additional comments.</p>	B
<p>The respondent supports the proposals and provided no additional comments.</p>	B

The new procedures, designed in collaboration with FASI-N sponsors, aims to reduce completely the need for controller intervention. Aircraft will follow these procedures, which also include, where possible, continuous climb and descent operations.

B

Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable.

B

All of our options are assessed as having a noise benefit versus the current situation.

B

<p>Aircraft should be the same height or higher on the proposed procedures than currently flown.</p>	<p>B</p>
<p>Hawarden traffic will continue to be controlled by LJA ATC so coordination will be maintained. The reciprocal routes (AGGER and CORKA) have been designed to accommodate all types of aircraft and will provide vertical deconfliction as part of the procedure. The FASI(N) programme will ensure Manchester TMA coordination.</p>	<p>B</p>
<p>The respondent provided no additional comments.</p>	<p>B</p>
<p>The respondent supported our preferred option based on the impact the other options would have on the respondent's location.</p>	<p>B</p>
<p>This area represents the IAF for a T-bar approach to Runway 27. Currently overflowed 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. Not technically or operationally feasible to follow the route of the River Mersey.</p>	<p>A</p>
<p>This location represents the point where aircraft approaching Runway 05 at Manchester Airport begin their approach descent. Aircraft approaching LJA will be over 3 nautical miles away from this point and at or above 3,000 ft so will have minimal noise impact. If Manchester are operating on Runway 05, Liverpool approaches to Runway 27 will follow the alternate VEGUN Transition to the north of the airport.</p>	<p>B</p>

This area is currently overflowed by aircraft both arriving at and departing from Liverpool Airport. Under the proposed procedures, only the alternate VEGUN Transition will overfly this area, aircraft will be descending at a lower power setting and will be at 5,000 ft, or above. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.

B

The proposed procedures that require an early turn at low level are required to avoid substantive built-up areas. Departures from Runway 09 are unable to extend further east due to the proximity of the Manchester Control Area. Departures to the west and south from Runway 27 turn over less populated areas above 4,000 ft.

B

Although the proposal is not solely about climate change issues or use of technology to eliminate emissions, a number of combinations will provide positive environmental benefits over current procedures.

B

The respondent supports the proposals and provided no additional comments.

B

The respondent provided no additional comments.

B

The respondent supports the proposals and provided no additional comments.	B
The respondent supports the proposals and provided no additional comments.	B
The respondent supports the proposals and provided no additional comments.	B
The proposal is not solely about climate change issues although a number of combinations will provide positive environmental benefits over current procedures. Expansion is not the driver for this change, but expansion does not necessarily mean reduced environmental benefits.	B
The proposal is not solely about climate change issues although a number of combinations will provide positive environmental benefits over current procedures.	B
Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts.	B
Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits to the majority in terms of noise and emissions, wherever possible.	B
Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits to the majority in terms of noise and emissions, wherever possible.	B

The respondent supports the proposals and provided no additional comments.	B
This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits to the majority. Those options with the lowest environmental impacts will be chosen unless operational safety would otherwise be compromised.	B
The final proposal for the new routes will be selected following the analysis of the consultation responses. However, arrival routes from the west and south of your location will continue to pass south and north of your specific location but at altitudes above 5,000 ft. 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. Your location is approximately 2.5 nautical miles north of the furthest extent of the 51dBA <sub>L<sub>Aeq</sub></sub> 16hr contour which, as explained in the consultation documentation, is the level above which noise is considered to be a nuisance during the day. In your location the noise level will be below this.	B
The respondent provided no additional comments.	B
This area represents the IAF for a T-bar approach to Runway 27. Currently overflowed 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.	A
This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.	B
Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. 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.	B

All of our options are assessed as having a noise benefit versus the current situation.	B
This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed as described in the consultation document environmental assessments. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable.	B
This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed as described in the consultation document environmental assessments. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable.	B
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. The change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed as described in the consultation document environmental assessments. A number of combinations will provide positive environmental benefits over current procedures.	B
This change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.	B
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. This change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.	B
This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.	B

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Investment in alternative transport methods and infrastructure is a government and not LJA option.</p>	<p>B</p>
<p>This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. This change is about modernising airspace routes as required by international obligations. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever operationally possible. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable.</p>	<p>B</p>
<p>The respondent provided no additional comments.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. 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.</p>	<p>B</p>
<p>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. The change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	<p>B</p>

<p>The planned preferred departure routes from Runway 27 do plan to route along the river in a northerly direction, or due west south of Bebington. Runway 09 departures would pass well north of Bebington. Arrivals for Runway 27 would pass west and north of Bebington and arrivals for Runway 09 would all be south of Bebington. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. The position and direction of the routes is largely determined by the requirements for joining the en-route airways network. It is not practicable for all aircraft to route over Liverpool before joining the airways network.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Respondent's location is close to the Runway 27 departure routes, but the planned routes will divert a proportion of this traffic north along the river rather than over the Wirral peninsula.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations, as described in the consultation document environmental assessments. This is not about facilitating airport expansion or increasing night flights but about changing the way aircraft fly the procedures.</p>	<p>B</p>
<p>This is not about facilitating airport expansion or increasing traffic but about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	<p>B</p>
<p>The content of this consultation is driven by the requirements of the Regulator to ensure full disclosure of all the facts in order to provide stakeholders with the detail necessary to make informed choices or comments. This change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable to minimise the number of people significantly affected by aircraft noise, in line with the Government's environmental objectives.</p>	<p>B</p>

<p>This change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	B
<p>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. The change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable.</p>	B

<p>The change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	B
<p>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. The change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	B
<p>Thank you for your response regarding policy decisions that can only be made by the UK governmental representatives. This change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	B

<p>This change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable.</p>	<p>B</p>
<p>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. The change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	<p>B</p>
<p>The respondent provided no additional comments.</p>	<p>B</p>
<p>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. The change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments.</p>	<p>B</p>
<p>This change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	<p>B</p>
<p>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. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	<p>B</p>
<p>This change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	<p>B</p>

<p>This change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	<p>B</p>
<p>This change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	<p>B</p>
<p>Overall Neutral response with support for A-N and objection to C-R and C-N, reason for support for AN is that this exposes Bebington to less noise/pollution. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	<p>B</p>
<p>Environmental assessment has been undertaken for each combination demonstrating an overall benefit with the proposals versus what happens today. Proposal offers a reduction in emissions associated with traffic at LJLA.</p>	<p>B</p>
<p>The respondent did not provide any additional information to their objection to the proposals.</p>	<p>B</p>
<p>This proposal is not about increasing traffic but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	<p>B</p>
<p>This proposal is not about increasing traffic but about maintaining current capacity and result in overall benefit in terms of noise and emissions. Proposal does not involve alternative travel methods; the assessment has been undertaken for each combination demonstrating an overall benefit with the airspace proposals versus what happens today.</p>	<p>B</p>

<p>Proposal assessed to result in overall benefit in terms of noise and emissions. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable.</p>	<p>B</p>
<p>This proposal is not about increasing traffic but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	<p>B</p>
<p>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. The proposal is not about increasing traffic but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	<p>B</p>
<p>This respondent does not live locally and would not be directly affected by the proposals. The proposal is not solely about climate change issues although a number of combinations will provide positive environmental benefits over current procedures. Proposal is to enable increased accuracy and efficiency of air traffic at LJLA and has been assessed to result in overall benefit in terms of noise and emissions.</p>	<p>B</p>
<p>This proposal is not about increasing traffic but about maintaining current capacity. 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. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	<p>B</p>
<p>Respondent supports the proposal with no further comment offered.</p>	<p>B</p>
<p>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. Proposal assessed to result in overall benefit in terms of noise and emissions and all options have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>
<p>This proposal is not about increasing traffic but about maintaining current capacity. Proposed changes have considered how routes can be designed to avoid built up areas in The Wirral as far as is practicable e.g. taking routes through the gaps between towns/villages where constraints allow.</p>	<p>B</p>
<p>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. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	<p>B</p>

<p>The proposal is not about climate change issues although a number of combinations will provide positive environmental benefits over current procedures. Expansion is not the driver for this change, but expansion does not necessarily mean reduced environmental benefits. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	B
<p>The position and direction of the routes is largely determined by the requirements for joining the en-route airways network and the proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	B
<p>Proposal assessed to result in overall benefit in terms of noise and emissions, and Net Present Value (NPV) shows an associated benefit in terms of health versus today's baseline.</p>	B
<p>Second response from same individual (row 149) - comments addressed in other response but individual combination preferences not included.</p>	B
<p>This proposal is not about increasing traffic but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	B
<p>This initiative is part of an ICAO requirement to introduce PBN routes and modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. This proposal is not about increasing traffic but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	B
<p>The respondent provided no additional comments.</p>	B

<p>Second response from same individual (row 155) - comments addressed in other response but individual combination preferences not included.</p>	<p>B</p>
<p>Proposal assessed to result in overall benefit in terms of noise and emissions, and Net Present Value (NPV) shows an associated benefit in terms of health versus today's baseline.</p>	<p>B</p>
<p>This proposal is not about increasing traffic but about maintaining current capacity. Proposed changes have considered how routes can be designed to avoid built up areas as far as is practicable e.g. taking routes through the gaps between towns/villages where constraints allow. It is not possible to have routes only over the sea due to the location of the airport.</p>	<p>B</p>
<p>This proposal is not about increasing traffic but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions, and Net Present Value (NPV) shows an associated benefit in terms of health versus today's baseline.</p>	<p>B</p>
<p>This initiative is part of an ICAO requirement to introduce PBN routes and modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposal assessed to result in overall benefit in terms of noise and emissions. The preferred option avoids the Bebington area.</p>	<p>B</p>
<p>This proposal is not about increasing traffic but about maintaining current capacity. Proposed changes have considered how routes can be designed to avoid built up areas as far as is practicable e.g. taking routes through the gaps between towns/villages where constraints allow. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>This proposal is not about increasing traffic but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions, and Net Present Value (NPV) shows an associated benefit in terms of health versus today's baseline.</p>	<p>B</p>
<p>This initiative is part of an ICAO requirement to introduce PBN routes and modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. This proposal is not about increasing traffic but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions, and Net Present Value (NPV) shows an associated benefit in terms of health versus today's baseline.</p>	<p>B</p>

<p>This proposal is not about increasing traffic but about maintaining current capacity. This initiative is part of an ICAO requirement to introduce PBN routes and modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	<p>B</p>
<p>This proposal is not about increasing traffic but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	<p>B</p>
<p>This proposal is not about increasing traffic but about maintaining current capacity. This initiative is part of an ICAO requirement to introduce PBN routes and modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposal assessed to result in overall benefit in terms of noise and emissions including to people living in The Wirral.</p>	<p>B</p>
<p>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. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	<p>B</p>
<p>The change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	<p>B</p>
<p>Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. Consultation was open since 13th January and after the lockdown 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April. This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity. 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; dispersal of flight paths was not possible due to airspace constraints. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	<p>B</p>
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	<p>B</p>
<p>Respondent supports the proposal with no further comment offered.</p>	<p>B</p>

Respondent supports the proposal with no further comment offered.	B
This proposal is not about increasing traffic but about maintaining current capacity. 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. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable.	B
This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions.	B
This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures.	B
It is not technically or operationally feasible to have all aircraft flying along the River Mersey. Proposed changes have considered how routes can be designed to avoid built up areas as far as is practicable. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.	B
This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions.	B
This proposal is not about increasing traffic but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions, and Net Present Value (NPV) shows an associated benefit in terms of health versus today's baseline.	B
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. Proposed changes have considered how routes can be designed to avoid built up areas in The Wirral as far as is practicable. Not technically or operationally feasible to follow the route of the river to the Irish Sea. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.	B

<p>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. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	<p>B</p>
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	<p>B</p>
<p>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. Proposal assessed to result in overall benefit in terms of noise and emissions, and Net Present Value (NPV) shows an associated benefit in terms of health versus today's baseline.</p>	<p>B</p>
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity. Proposal assessed to result in overall benefit in terms of noise and emissions.</p>	<p>B</p>
<p>The respondent supports the proposals and provided no additional comments.</p>	<p>B</p>
<p>A number of combinations will provide positive environmental benefits over current procedures, whilst also introducing an added benefit to airlines in terms of reduced likelihood of delays; thus reducing fuel burn and associated emissions.</p>	<p>B</p>
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>

<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>The Consultation was opened on 13th January and was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. After the lockdown on 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April.</p>	<p>B</p>
<p>Not operationally possible to have all arriving and departing flights over the river to the west of the airport. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>The respondent provided no additional comments.</p>	<p>B</p>
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>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. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>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. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>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. A number of combinations will provide positive environmental benefits over current procedures. Aircraft should be the same height or higher on the proposed procedures than currently flown.</p>	<p>B</p>

<p>Concentrated flight paths is a feature of the more accurate navigation; dispersal of flight paths was not possible due to airspace constraints. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All options are assessed as having a noise benefit versus the current situation.</p>	B
<p>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. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>This change is part of an ICAO requirement to introduce PBN routes and modernising the airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Eastham will experience less overflight under the new procedures, although some SID options for Runway 09 overfly but at or above 5,000 ft. Should be minimal change for Runway 27 departures or Runway 09 arrivals due to location.</p>	B
<p>This change is part of an ICAO requirement to introduce PBN routes and modernising the airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Aircraft on approach will follow the same routing as currently so this location will not see a change, or increase, in arriving air traffic as a result of these changes. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>Second response from same individual (row 176) - comments addressed in other response but individual combination preferences not included.</p>	B
<p>This change is part of an ICAO requirement to introduce PBN routes and modernising the airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures.</p>	B

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. This respondent's location is close to the Runway 27 departure routes, but the planned routes will divert a proportion of this traffic north along the river rather than over the Wirral peninsula. Aircraft on approach will follow the same routing as currently so this location will not see a change, or increase, in air traffic approaching Runway 09 as a result of these changes. There may be an increase in aircraft noise where this respondent resides although it is anticipated to be less than 51dBAL<sub>Aeq</sub> which, as explained in the consultation documentation, is the level above which noise is considered to be a nuisance during the day.</p>	B
<p>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. A number of combinations will provide positive environmental benefits over current procedures. Eastham will experience less overflight under the new procedures, although some SID options for Runway 09 overfly but at or above 5,000 ft. Should be minimal change for Runway 27 departures or Runway 09 arrivals due to location. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. The proposal is not about climate change issues although a number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>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. A number of combinations will provide positive environmental benefits over current procedures. Eastham will experience less overflight under the new procedures, although some SID options for Runway 09 overfly but at or above 5,000 ft. Should be minimal change for Runway 27 departures or Runway 09 arrivals due to location.</p>	B
<p>Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures. Eastham will experience less overflight under the new procedures, although some SID options for Runway 09 overfly but at or above 5,000 ft. Should be minimal change for Runway 27 departures or Runway 09 arrivals due to location.</p>	B

<p>Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. There may be an increase in aircraft noise where this respondent resides although it is anticipated to be less than 51dBAL<sub>Aeq</sub> which, as explained in the consultation documentation, is the level above which noise is considered to be a nuisance during the day.</p>	B
<p>Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	B
<p>A number of combinations will provide positive environmental benefits over current procedures. Eastham will experience less overflight under the new procedures, although some SID options for Runway 09 overfly but at or above 5,000 ft. Should be minimal change for Runway 27 departures or Runway 09 arrivals due to location. Not technically or operationally possible to have all arriving and departing flights over the river to the west of the airport.</p>	B
<p>The proposal are not about climate change issues although a number of combinations will provide positive environmental benefits over current procedures. Expansion is not the driver for this change, but expansion does not necessarily mean reduced environmental benefits.</p>	B
<p>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. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>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. A number of combinations will provide positive environmental benefits over current procedures. Eastham will experience less overflight under the new procedures, although some SID options for Runway 09 overfly but at or above 5,000 ft. Should be minimal change for Runway 27 departures or Runway 09 arrivals due to location.</p>	B
<p>Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	B

<p>A number of combinations will provide positive environmental benefits over current procedures. Not operationally possible to have all arriving and departing flights over the river to the west of the airport.</p>	<p>B</p>
<p>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. This change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	<p>B</p>
<p>A number of combinations will provide positive environmental benefits over current procedures. Not operationally possible to have all arriving and departing flights over the river to the west of the airport, and a less rapid climb would prolong the impact of the noise on a larger population. 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. Concentrated flight paths is a feature of the more accurate navigation; dispersal of flight paths was not possible due to airspace constraints. 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.</p>	<p>B</p>
<p>Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation and a number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>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. This change is about the way that aircraft fly the procedures and aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All options are assessed as having a noise benefit versus the current situation and this location should experience less overflight as a result of the changes.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>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. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>

<p>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 change the way aircraft fly the procedures by introducing PBN routes which will improve the resilience and redundancy of operations at LJLA but will also improve efficiencies that will help protect any future growth. The intention is to reduce the environmental impacts felt by local residents wherever 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. It is not possible to have routes only over the sea due to the location of the airport and proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. 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.</p>	<p>A</p>
<p>Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Not technically or operationally feasible to have all arriving and departing flights over the river to the west of the airport and proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments; the change has been in progress, under the regulated process for nearly 2 years and has involved engaging with the local councils throughout.</p>	<p>B</p>
<p>The respondent supports the proposals.</p>	<p>B</p>
<p>The respondents support the proposals and provided no additional comments.</p>	<p>B</p>

A number of combinations will provide positive environmental benefits over current procedures.	B
The respondents did not provide any additional information to the objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.	B
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 hours of operation of the airport will not change as a result of this proposal.	B
A number of combinations will provide positive environmental benefits over current procedures. The hours of operation of the airport will not change as a result of this proposal.	B
The respondents did not provide any additional information to their response to the proposals. A number of combinations will provide positive environmental benefits over current procedures.	B
The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.	B
This change is part of an ICAO requirement to introduce PBN routes and modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures.	B

<p>The LJLA preferred option seeks to reduce the number of residents exposed to day time and night time noise, by reducing the number of homes overflown. All of our options are assessed as having a noise benefit versus the current situation.</p>	<p>B</p>
<p>Although this respondent prefers Option A-R, for operational reasons, this option is not the LJLA preferred option. Option A-N still aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions. This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. 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 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 will the detail necessary to make informed choices or comments.</p>	<p>B</p>
<p>Liverpool City Region has secured significant growth over the past 10 years with this increased economic activity positively affecting demand for services at LJLA. This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to this demand. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The preferred option A-N aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions. 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 will the detail necessary to make informed choices or comments.</p>	<p>B</p>
<p>The LJLA preferred option seeks to reduce the number of residents exposed to day time and night time noise, by reducing the number of homes overflown. The LJLA preferred Option A-N seeks to deliver both noise benefits and to reduce the number of emissions.</p>	<p>B</p>
<p>Careful consideration was given to reducing overflight of residential areas during the development of the options. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operation reasons why residential areas cannot be completely avoided. It is not technically or operationally feasible to route all procedures over the sea.</p>	<p>B</p>

<p>The Consultation was opened on 13th January and was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. After the lockdown on 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April.</p>	B
<p>Liverpool City Region has secured significant growth over the past 10 years with this increased economic activity positively affecting demand for services at LJLA. This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to this demand. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The preferred option A-N aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions.</p>	B
<p>Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The preferred option A-N aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions.</p>	B
<p>The respondent provided no additional comments.</p>	B
<p>Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The preferred option A-N aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions.</p>	B
<p>Second response from same individual (row 243) - comments addressed in other response but individual combination preferences not included.</p>	B
<p>Very careful consideration was given to reducing overflight of residential areas during the development of the options. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. This initiative is part of an ICAO requirement to introduce PBN routes that use satellite navigation. It is not possible to have routes only over the sea due to the location of the airport.</p>	B

<p>Thank you for your response. The changes are proposed to meet regulatory requirements and to try to reduce the number of residents exposed to noise, whilst reducing emissions due to improvements in technology.</p>	<p>B</p>
<p>Very careful consideration was given to reducing overflight of residential areas during the development of the options. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. It is not technically possible to design routes that follow the footprint of the peninsula and there are often operational reasons why residential areas cannot be completely avoided.</p>	<p>B</p>
<p>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. Very careful consideration was given to reducing overflight of residential areas during the development of the options. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided.</p>	<p>B</p>
<p>Very careful consideration was given to reducing overflight of residential areas during the development of the options. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts in order to provide stakeholders with the detail necessary to make informed choices or comments.</p>	<p>B</p>
<p>Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	<p>B</p>
<p>Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided.</p>	<p>B</p>

<p>Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	<p>B</p>
<p>Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The preferred option A-N aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions.</p>	<p>B</p>
<p>Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The preferred option A-N aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions.</p>	<p>B</p>
<p>Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. Unfortunately, Bromborough lies directly to the west of the Airport, so inevitably it will encounter aircraft overflight.</p>	<p>B</p>
<p>Liverpool City Region has secured significant growth over the past 10 years with this increased economic activity positively affecting demand for services at LJLA. This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to this demand. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The preferred option A-N aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions. Increased climb rates and smoother descent rates will all help to minimise aircraft noise; this proposal is seeking to support flight profiles that allow for this. It is not technically or operationally feasible to have all aircraft following the route of the river to the Irish Sea.</p>	<p>B</p>
<p>All of our options are assessed as having a noise benefit versus the current situation. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The preferred option A-N aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions.</p>	<p>B</p>

<p>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. Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. Unfortunately, Bromborough lies directly to the west of the Airport, so inevitably it will encounter aircraft overflight. The preferred option AN aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions.</p>	B
<p>Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. This postcode location lies outside of the predicted 51dBA noise contour area and is unlikely to be overflowed by the proposed procedures.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. Unfortunately, Bromborough lies directly to the west of the Airport, so inevitably it will encounter aircraft overflight.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The preferred option A-N aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions. Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. There are often operational reasons why residential areas cannot be completely avoided. Unfortunately, Bromborough lies directly to the west of the Airport, so inevitably it will encounter aircraft overflight.</p>	B
<p>Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. Not technically or operationally feasible to follow the route of the river to the Irish Sea. Aircraft on approach to Runway 09 will follow the same routing as currently so this location will not see a change, or increase, in air traffic as a result of these changes.</p>	B

<p>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 change the way aircraft fly the procedures by introducing PBN routes which will improve the resilience and redundancy of operations at LJLA but will also improve efficiencies that will help protect any future growth. The introduction of PBN routes is intended to reduce the environmental impacts felt by local residents, where possible. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. It is not possible to have routes only over the sea due to the location of the airport.</p>	B
<p>This respondent has commented about the process and about not having been directly consulted previously. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. The respondent has indicated that Option A-R presents the least impact. Very careful consideration was given to reducing overflight of residential areas during the development of the options. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. Whilst A-R appears to deliver the most environmental benefits, there are operational reasons why this cannot be considered by the Airport. Option A-N, the LJLA preferred option, also aims to deliver benefits by reducing the number of residents exposed to day and night time noise.</p>	B
<p>Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. Concentrated flight paths is a feature of the more accurate navigation; dispersal of flight paths was not possible due to airspace constraints. Whilst Option A-R appears to deliver more benefits by reducing noise exposure to more residents, it would severely restrict the operational output to the Airport, by holding aircraft on the ground longer. Therefore, the LJLA preferred option is A-N, which also aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions. 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</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The preferred option A-N aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions.</p>	B

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. 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 changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The preferred option A-N aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions.</p>	B
<p>Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The LJA preferred option A-N seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>The respondent has objected but did not provided any additional comments.</p>	B
<p>The Consultation was opened on 13th January and was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. After the lockdown on 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April.</p>	B
<p>Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. Concentrated flight paths is a feature of the more accurate navigation; dispersal of flight paths was not possible due to airspace constraints. Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. There are often operational reasons why residential areas cannot be completely avoided and this is the case with Option A-R. The LJA preferred Option A-N aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions. The Consultation was opened on 13th January and was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. After the lockdown on 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April.</p>	B

<p>It is not true that 80% of all flights will overfly a single location. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. 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 but this proposal also aims to support better climb and descent profiles that will help to reduce noise and fuel burn.</p>	<p>B</p>
<p>Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The LJA preferred option A-N seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. Whilst Option A-R appears to deliver the most environmental benefits, there are strong operational reasons why this option cannot be taken forward. Although satellite based procedures appear to concentrate flight tracks, these proposal also aim to support better climb and descent profiles that will help to reduce noise and fuel burn.</p>	<p>B</p>
<p>This respondent has objected to the conduct of the consultation and complains of a lack of transparency. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The respondent's preferred option is A-R, which appears to deliver the most environmental benefits overall. However, there are operational reasons why this option is not preferred by the Airport. The LJA preferred option A-N also aims to deliver environmental benefits compared to the current flight profiles.</p>	<p>B</p>

<p>This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. The consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. The respondent's preferred option is A-R, which appears to deliver the most environmental benefits overall. However, there are operational reasons why this option is not preferred by the Airport. The LJA preferred option A-N also aims to deliver environmental benefits compared to the current flight profiles. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	B
<p>Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The LJA preferred option A-N seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. Whilst Option A-R appears to deliver the most environmental benefits, there are strong operational reasons why this option cannot be taken forward. Although satellite based procedures appear to concentrate flight tracks, these proposal also aim to support better climb and descent profiles that will help to reduce noise and fuel burn.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The LJA preferred option A-N seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. Whilst Option A-R appears to deliver the most environmental benefits, there are strong operational reasons why this option cannot be taken forward. Although satellite based procedures appear to concentrate flight tracks, these proposal also aim to support better climb and descent profiles that will help to reduce noise and fuel burn. 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 will the detail necessary to make informed choices or comments.</p>	B

<p>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. Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The LJLA preferred option A-N seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>Liverpool City Region has secured significant growth over the past 10 years with this increased economic activity positively affecting demand for services at LJLA. This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to this demand. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All of our options are assessed as having a noise benefit versus the current situation. All options have a Net Present Value (NPV) benefit in terms of health. 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. Consultation was widely published in social media, print media, libraries and online media. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	B

<p>Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The LJA preferred option A-N seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. Whilst Option A-R appears to deliver the most environmental benefits, there are strong operational reasons why this option cannot be taken forward. Although satellite based procedures appear to concentrate flight tracks, these proposal also aim to support better climb and descent profiles that will help to reduce noise and fuel burn. 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 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. Consultation was widely published in social media, print media, libraries and online media. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	B
<p>This proposal is not about increasing traffic but about maintaining current capacity. This address is close to the extended centreline for the airport and so there is no change with traffic on final approach, however departures from Runway 27 will turn later than they do currently so not overhead Eastham and other populated parts of the Wirral (i.e. they turn in the gap between Neston and Willaston. Similarly arrivals to Runway 09 today do overfly this area, whereas our preferred proposal is for aircraft to turn onto final approach over the River Dee.</p>	B
<p>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. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This proposal is not about increasing traffic but about maintaining current capacity. The preferred proposal will move the flight path away from Eastham and over lower populated areas.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. Preferred option turns aircraft up the River Mersey rather than fly over Bromborough so the residents should benefit.</p>	B
<p>Preferred option turns aircraft up the River Mersey rather than fly over Bebington so the residents should benefit. All proposed options are assessed as having a Net Present Value (NPV) benefit in terms of health. Resident has supported option A-R they have not said why. A-R results in more traffic overflying Bebington but is assessed to have a marginally lower emissions than the preferred options but the low emissions are unlikely to be realised due to operational delays outlined in the consultation report.</p>	B

<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. All of our options are assessed as having a noise benefit versus the current situation. Resident has supported option A-R they have not said why. A-R results in more traffic overflying Bebington but is assessed to have a marginally lower emissions than the preferred options but the low emissions are unlikely to be realised due to operational delays outlined in the consultation report.</p>	<p>B</p>
<p>All options are assessed as having an overall noise benefit versus current baseline.</p>	<p>B</p>
<p>Preferred option A-N turns aircraft above the River Mersey instead of over areas of Bebington and also turns aircraft over the River Dee. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	<p>B</p>
<p>The respondent has said we should "consult with the representatives of the people"; we assume that means Wirral Council, representatives of which attended the open day and have responded to our consultation. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	<p>B</p>
<p>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. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation. Resident has supported option A-R they have not said why. A-R results in more traffic overflying Bromborough but is assessed to have a marginally lower emissions than the preferred options but the low emissions are unlikely to be realised due to operational delays outlined in the consultation document.</p>	<p>B</p>
<p>All of our options are assessed as having a noise benefit versus the current situation. All have a NPV benefit in terms of health. Resident has supported option A-R they have not said why. A-R results in more traffic overflying Eastham versus our preferred option but is assessed to have a marginally lower emissions than the preferred options but the low emissions are unlikely to be realised due to operational delays outlined in the consultation report. Concentrated flight paths is a feature of the more accurate navigation but this proposal also aims to support better climb and descent profiles that will help to reduce noise and fuel burn.</p>	<p>B</p>

<p>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. Our preferred option reduces flights over Bromborough but resident has objected to this and supported A-R which is the worst in terms of the flight paths being concentrated over the Wirral. Leaving the flight paths as they are today means more traffic overflies the Wirral and in particular Bromborough.</p>	B
<p>Wirral Councillor to Bebington quotes '80% of traffic will be over the Wirral' - this is incorrect and in fact the options all seek to reduce the impact on the Wirral - our preferred option turns aircraft early up the River Mersey to avoid areas around Bebington, Eastham and Bromborough. All options have been assessed as having a positive Net Present Value (NPV) benefit in terms of health and well being and all have a benefit in terms of noise and emissions versus the current operations. 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.</p>	B
<p>Resident makes reference to the '80% of traffic over the Wirral' misinformation. Resident supports option A-R which results in more traffic overflying Bromborough whereas our preferred option A-N reduces the impact on the Wirral areas. Our preferred option turns traffic over the River Mersey to avoid Bebington and Bromborough areas. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. It is not technically or operationally feasible to have all aircraft flying along the River Mersey.</p>	B
<p>Resident complains that they didn't know about the consultation until 21st April and that information was too complex. This is unfortunate. The consultation has been open since Jan 13th and was well publicised via the Wirral Councillors (airport consultative committee) and on a range of social media, print media including local papers distributed in the Wirral and on Radio Merseyside. We have had a steady flow of responses from the Wirral throughout the consultation. 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.</p>	B
<p>Bromborough councillor has supported option A-R despite this having the biggest impact on their area. Our preferred option seeks to reduce the impact on the Wirral. A steady flow of responses from the Wirral postcodes suggests we have reached this area. 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; dispersal of flight paths was not possible due to airspace constraints. 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.</p>	B
<p>Resident has objected to the proposals but supported A-R despite this having the greatest impact on their area. Our preferred option seeks to reduce impact on this area and all proposals are assessed as having benefits in terms of noise and emissions compared with the baseline.</p>	B

<p>Resident has objected on the basis of concentrated routes overflying built up areas - proposal has aimed to avoid built up areas and sensitive areas where practicable. Concentrated flight paths is a feature of the more accurate navigation but this proposal also aims to support better climb and descent profiles that will help to reduce noise and fuel burn. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	<p>B</p>
<p>Resident has objected to the proposals but supported A-R despite this having the greatest impact on their area. Our preferred option seeks to reduce impact on this area and all proposals are assessed as having benefits in terms of noise and emission compared with the baseline.</p>	<p>B</p>
<p>Resident has objected with no comments. Our preferred option seeks to reduce the impact on the Bromborough area of this respondent's postcode.</p>	<p>B</p>
<p>Resident has objected with no comments. Our preferred option seeks to reduce the impact on the Birkenhead area of this respondent's postcode.</p>	<p>B</p>
<p>Resident has objected with no comments. Our preferred option seeks to reduce the impact on the Bromborough area of this respondent's postcode.</p>	<p>B</p>
<p>Resident has objected with no comments. Our preferred option seeks to reduce the impact on the Bromborough area of this respondent's postcode.</p>	<p>B</p>
<p>Resident has objected to the proposals but supported A-R despite this having the greatest impact on their area. Our preferred option seeks to reduce impact on this area and all proposals are assessed as having benefits in terms of emissions compared with the baseline. Routes have avoided noise sensitive areas as much as practicable.</p>	<p>B</p>
<p>Second response from same individual (row 396) - comments addressed in other response but individual combination preferences not included.</p>	<p>B</p>

<p>Resident has objected to the proposals but supported A-R despite this having the greatest impact on their area. Our preferred option seeks to reduce impact on this area and all proposals are assessed as having benefits in terms of noise compared with the baseline. We have introduced an early turn on SID AGGER to maintain aircraft tracks above the River Mersey which should help this resident. It is not technically or operationally feasible to route all procedures over the sea.</p>	B
<p>Unfortunately this resident has incorrectly perceived information that all flights will now fly over Eastham. This is not true. Eastham should experience little change as they are currently very close to the extended centreline. Our preferred option turns departures via SID AGGER early to avoid the Eastham area. 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. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>Resident has objected to the proposals but supported A-R despite this having the greatest impact on their area. Our preferred option seeks to reduce impact on this area and all proposals are assessed as having benefits in terms of noise and emissions compared with the baseline.</p>	B
<p>This resident has supported our proposal and supported our preferred option; also strongly supporting our other options but gave no reason for their response.</p>	B
<p>Resident concerned about concentrated flight paths and night disturbance. They have supported A-R despite this option having a greater impact than our preferred option A-N. They have objected to A-N but strongly objected to the others. Our proposals are all assessed to have a benefit in terms of noise (day and night) versus the baseline but unfortunately the more accurate nature of navigation will concentrate the flights along the lines. We have tried to ensure that the tracks avoid built up areas where possible, especially with SID AGGER turning up the River Mersey instead of over Bebington in the area of this respondent's postcode. 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.</p>	B
<p>Resident objects on basis of one area being unfairly affected, but does not live in the affected area; not stating to which area they refer. They do not say which area they are referring to. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B

<p>Resident has objected to the proposals but supported A-R despite this having the greatest impact on their area. They do not give any reasons. Our preferred option seeks to reduce impact on this area and all proposals are assessed as having benefits in terms of noise and emissions compared with the baseline.</p>	B
<p>Resident has objected on grounds of noise and perceived increase of aircraft over their home. Our preferred option seeks to reduce impact on this area and all proposals are assessed as having benefits in terms of noise and emissions compared with the baseline. The hours of operation of the airport will not change as a result of this proposal.</p>	B
<p>Resident suggests we use the river - our preferred option includes SID AGGER route up the River Mersey, turning aircraft to follow the river and avoid the Wirral areas. It is not technically or operationally feasible to have all aircraft flying along the River Mersey. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise.</p>	B
<p>The respondent's postcode, in Eastham, should see little change on account of being close to the extended runway centreline. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>Resident of Bebington is concerned about noise - preferred option includes SID AGGER which turns aircraft up the River Mersey to avoid Bebington. 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. All options are assessed as having a benefit in terms of noise versus the baseline. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>Resident in Eastham which should see little change on account of being close to the extended runway centreline. All options are assessed as having a benefit in terms of noise versus the baseline.</p>	B
<p>Resident perceives that there will be an increase in traffic over the Wirral whereas the proposal has sought to reduce impact on the built up areas in the Wirral and tracks pass between Willaston and Neston in the area of this respondent's postcode. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>Resident of Eastham may see little change due to location near extended centreline. Resident suggests using the river - we have used the River Mersey in our preferred option (SID AGGER) and sought to avoid overflight of built up areas in our proposals. It is not technically or operationally feasible to have aircraft following the route of the River Mersey.</p>	B

Resident has objected but supported A-R - they have not given a reason.	B
Resident has supported the proposal but asked for a reduction in noise. All options are assessed as having a benefit in terms of noise compared with baseline. It is not possible to distribute more of the noise over the Chester/North wales area due to the location of the airport and orientation of the runway.	B
Resident has objected on misinformation that 80% of traffic will fly over the Wirral. We have sought to avoid built up areas and tranquil areas as part of our proposals. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.	B
The respondent has not provided any additional comments.	B
The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. Our proposed options have all been assessed as having a benefit to local residents in terms of reducing noise and emissions through making our operations more efficient. Yes this will have operational and commercial benefit to the airport but also to airlines. Our proposals also align with the need to modernise the whole of the UK airspace. Our proposals have sought to avoid built up areas where possible. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments and was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.	B
Resident has objected on grounds of pollution. All of our proposed options have been assessed as having an reduction in emissions versus the baseline. It is not technically or operationally feasible to route all procedures over the sea.	B

<p>Resident has objected on misinformation that 80% of traffic will fly over the Wirral. Residents in Eastham unlikely to experience much change due to location near extended centreline. Our proposals are assessed as having an Net Present Value (NPV) benefit in terms of health and wellbeing versus the baseline.</p>	<p>B</p>
<p>Our proposed options have all been assessed as having a benefit to local residents in terms of reducing noise and emissions through making our operations more efficient. Yes this will have operational and commercial benefit to the airport but also to airlines. Our proposals also align with the need to modernise the whole of the UK airspace and make it more efficient and lower impact on the environment.</p>	<p>B</p>
<p>No reasons given for objection - resident has supported A-R but no reason is given</p>	<p>B</p>
<p>Our preferred option A-N is aimed at reducing impact on the Bromborough area as far as possible. Yes flight paths will be more concentrated due to accurate navigation. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	<p>B</p>
<p>Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. Our proposal aims to reduce the environmental impact of the airport through more efficient routes.</p>	<p>B</p>
<p>Difficult to determine the reasons for objecting, no mitigation is suggested by respondent.</p>	<p>B</p>
<p>The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures..</p>	<p>B</p>

<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. The current Wallasey SID takes traffic directly over the Bebington area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	<p>B</p>
<p>The current Wallasey SID takes traffic directly over the Bebington area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	<p>B</p>
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. Very careful consideration was given to reducing overflight of residential areas during the development of the options. The current Wallasey SID takes traffic directly over the Bebington area; the new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. Although satellite based procedures appear to concentrate flight tracks, these proposal also aim to support better climb and descent profiles that will help to reduce noise and fuel burn. 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 will the detail necessary to make informed choices or comments.</p>	<p>B</p>
<p>It is not technically or operationally feasible to have all aircraft flying along the River Mersey. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. 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 will the detail necessary to make informed choices or comments. The Consultation was opened on 13th January and was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. After the lockdown on 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April.</p>	<p>B</p>
<p>The current Wallasey SID takes traffic directly over the Bebington area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	<p>B</p>
<p>The current Wallasey SID takes traffic directly over the Bebington area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	<p>B</p>

<p>The current Wallasey SID takes traffic directly over the Bebington area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	<p>B</p>
<p>It is not technically or operationally feasible for procedures to follow the routes of the River Mersey or River Dee. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All options have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. 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 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.</p>	<p>B</p>
<p>The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>

<p>The current Wallasey SID takes traffic over this postcode location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Although satellite based procedures appear to concentrate flight tracks, these proposal also aim to support better climb and descent profiles that will help to reduce noise and fuel burn. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. 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 hours of operation of the airport will not change as a result of this proposal. 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 will the detail necessary to make informed choices or comments.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>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. Although satellite based procedures appear to concentrate flight tracks, these proposal also aim to support better climb and descent profiles that will help to reduce noise and fuel burn. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>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. 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 current Wallasey SID takes traffic directly over the Bebington area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>Second response from same individual (row 395) - comments addressed in other response but individual combination preferences not included.</p>	B

<p>The current Wallasey SID takes traffic directly over parts of Birkenhead. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	B
<p>The change to the routes may increase the proportion of aircraft overflying this location. However, the location is beyond the extent of the 51dBAL<sub>Aeq</sub> 16hr contour which, as explained in the consultation documentation, is the level above which noise is considered to be a nuisance during the day. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. The change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. Concentrated flight paths is a feature of the more accurate navigation but this proposal also aims to support better climb and descent profiles that will help to reduce noise and fuel burn. The hours of operation of the airport will not change as a result of this proposal. 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.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. 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.</p>	B
<p>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. A number of combinations will provide positive environmental benefits over current procedures. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>The respondent did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B

<p>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. A number of combinations will provide positive environmental benefits over current procedures. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>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. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>The current Wallasey SID takes traffic over this postcode area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. It is not technically or operationally feasible to route all procedures over the sea.</p>	B
<p>This proposal is about changing the way aircraft fly the procedures. The intention is to reduce the environmental impacts felt by local residents where this is possible. A number of combinations will provide positive environmental benefits over current procedures.</p>	B

<p>The current Wallasey SID takes traffic directly over the Bebington area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. All of our options are assessed as having a noise benefit versus the current situation. All have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. Consultation was widely published in social media, print media, libraries and online media. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The hours of operation of the airport will not change as a result of this proposal. A number of combinations will provide positive environmental benefits over current procedures and all have a Net Present Value ( NPV) benefit in terms of health.</p>	B
<p>The respondents did not provide any information to their submission. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>This proposal is about changing the way aircraft fly the procedures, the hours of operation of the airport will not change as a result of this proposal. Resident's location is approximately 4 nautical miles on the approach to Runway 09. Aircraft on the approach will follow the same routing as currently. Aircraft departing Runway 27 may overfly this location, depending on which route they are departing on.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The hours of operation of the airport will not change as a result of this proposal. Not technically or operationally feasible to follow the route of the river to the Irish Sea. A number of combinations will provide positive environmental benefits over current procedures.</p>	B

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable.</p>	B
<p>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. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. The current Wallasey SID takes traffic directly over the Bebington area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	B
<p>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 but this proposal also aims to support better climb and descent profiles that will help to reduce noise and fuel burn. 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 current Wallasey SID takes traffic directly over the Bebington area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. This proposal aims to support better climb and descent profiles and aircraft will have reached a greater altitude before turning, which should reduce the noise impact. Aircraft on approach will follow the same routing as currently so this location will not see a change, or increase, in arriving air traffic as a result of these changes.</p>	B
<p>It is incorrect that 80% of traffic will be concentrated on one route. This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures and aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Aircraft on approach will follow the same routing as currently so this location will not see a change, or increase, in arriving air traffic as a result of these changes. 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. Consultation was widely published in social media, print media, libraries and online media. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B

<p>The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>Regulatory requirements on the design of procedures would prevent earlier turns being made. Slower speeds would increase the noise impact. This proposal also aims to support better climb and descent profiles that will help to reduce noise and fuel burn. It is not possible to have routes only over the sea due to the location of the airport and proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. All of our options are assessed as having a noise benefit versus the current situation and all have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over the current situation.</p>	<p>B</p>
<p>The current Wallasey SID takes traffic directly over the Bebington area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	<p>B</p>
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The proposal is about changing the way aircraft fly the procedures. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	<p>B</p>
<p>It is not technically or operationally feasible to have all aircraft flying along the River Mersey. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. All of our options are assessed as having a noise benefit versus the current situation. All have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>The current Wallasey SID takes traffic directly over this postcode area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. Consultation was widely published in social media, print media, libraries and online media. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	B
<p>The current Wallasey SID takes traffic over this postcode area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. Not technically or operationally feasible to follow the route of the river to the Irish Sea. All of our options are assessed as having a noise benefit versus the current situation and all have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>It is not technically or operationally feasible to follow the route of the river to the Irish Sea. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>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. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>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. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	B

<p>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 but this proposal also aims to support better climb and descent profiles that will help to reduce noise and fuel burn. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All of our options are assessed as having a noise benefit versus the current situation. It is not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	B
<p>This proposal is about changing the way aircraft fly the procedures and modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>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. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. 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 current Wallasey SID takes traffic directly over this postcode area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments.</p>	B
<p>The current Wallasey SID takes traffic directly over this postcode area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral, avoiding routes overflying built up areas as far as is practicable. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. This initiative is part of an ICAO requirement to introduce PBN routes, one of the features of which is more accurate navigation and route following. All of our options are assessed as having a noise benefit versus the current situation and all have a Net Present Value (NPV) benefit in terms of health.</p>	B

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. The current Wallasey SID takes traffic directly over the Bebington area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>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. This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. 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 current Wallasey SID takes traffic over this postcode area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. Not technically or operationally feasible to follow the route of the River Mersey.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. It is not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. 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 current Wallasey SID takes traffic over this postcode area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. Not technically or operationally feasible to follow the route of the River Mersey.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All of our options are assessed as having a noise benefit versus the current situation and all have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>The MAP will only be used should an aircraft be unable to land off an approach. It is an emergency procedure that is rarely used. The Hold has been placed over the sea to minimise the impact on residents, whilst being in a position that will allow the aircraft to be re-positioned to carry out a further approach. Airspace restrictions prevent the Hold being placed further away from the coast.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>It is incorrect that 80% of traffic will be concentrated on one route. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. The proposed departure crosses The Wirral over an open area adjacent to low rise commercial properties. Crossing further South would mean transiting over the Eastham Oil Refinery at relatively low level and the Hooton Biomass Plant and associated venting stack which is not possible due to the excessive climb gradient required.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B

<p>This consultation is being conducted in accordance with 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. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The current Wallasey SID takes traffic directly over this postcode area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. It is not practicable or feasible to have all routes only over Liverpool.</p>	B
<p>This change is about changing the way aircraft fly the procedures and modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. 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 current Wallasey SID takes traffic directly over the Bebington area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	B
<p>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. This area is currently overflown by aircraft departing from Runway 27. The proposed SID is further to the east so this area will see less overflight than currently. Aircraft will join the approach to Runway 09 over the Dee estuary which will also reduce overflight of this area. All of our options are assessed as having a noise benefit versus the current situation and all have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The preferred option A-N aims to deliver benefits by reducing the number of residents exposed to day time and night time noise, and offers reduced emissions. Increased climb rates and smoother descent rates will all help to minimise aircraft noise; this proposal is seeking to support flight profiles that allow for this.</p>	B
<p>A Wirral Councillor speaking to Bebington residents quoted '80% of traffic will be over the Wirral' - this is incorrect and in fact the options all seek to reduce the impact on the Wirral. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B

<p>Very careful consideration was given to reducing overflight of residential areas during the development of the options, including overflight of the Mersey Estuary. The LJA preferred option A-N seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. Whilst Option A R appears to deliver the most environmental benefits, there are strong operational reasons why this option cannot be taken forward. Although satellite based procedures appear to concentrate flight tracks, these proposal also aim to support better climb and descent profiles that will help to reduce noise and fuel burn. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. The current Wallasey SID takes traffic directly over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. The current Wallasey SID takes traffic directly over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral.</p>	B
<p>Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable e.g. taking routes through the gaps between towns/villages where constraints allow. Not technically or operationally possible to have all arriving and departing flights over the river to the west of the airport.</p>	B
<p>The respondents did support combinations A-N, A-P and A-R. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable e.g. taking routes through the gaps between towns/villages where constraints allow. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>The respondents did support combination A-N, objecting to combination C, which would have the greatest impact on the resident's area. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. Consultation was open since 13th January and after the lockdown 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. The change is about changing the way the aircraft fly the procedures and the proportion of aircraft flying over this location is not expected to change significantly as a result of these changes. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable e.g. taking routes through the gaps between towns/villages where constraints allow. All have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>
<p>LJLA will continue to work closely with Hawarden to evaluate the impact the new procedures will have on Hawarden operations and will continue to work together to develop operational procedures that are mutually beneficial and agreed by both parties.</p>	<p>B</p>
<p>The respondents did support combination A-R. This initiative is part of an ICAO requirement to introduce PBN routes; at the same time, the intention is to bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. The current Wallasey SID takes traffic directly over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral.</p>	<p>B</p>
<p>The respondents did not provide any additional information to their support for the proposals.</p>	<p>B</p>

<p>Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. Consultation was open since 13th January and after the lockdown 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April. This is not about facilitating airport expansion or increasing traffic but modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Aircraft should be the same height or higher on the proposed procedures than currently flown. This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity. Very careful consideration was given to reducing overflight of residential areas during the development of the options. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operational reasons why residential areas cannot be completely avoided. Aircraft on approach will follow the same routing as currently so this location will not see a change, or increase, in arriving air traffic as a result of these changes.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. The current Wallasey SID takes traffic directly over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals.</p>	B

<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>The respondents did support combination A-R. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and Net Present Value (NPV) shows an associated benefit in terms of health versus today's baseline.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals, but did support combination A-R.</p>	B
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>The respondents did support combination A-R. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All options have a Net Present Value (NPV) benefit in terms of health versus today's baseline.</p>	B
<p>The respondents did not provide any additional information to their support for the proposals A-N, C-N and A-P.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. Net present value shows an associated benefit in terms of health versus today's baseline.</p>	B

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. Net Present Value (NPV) shows an associated benefit in terms of health versus today's baseline.</p>	B
<p>A Wirral Councillor speaking to Bebington residents quoted '80% of traffic will be over the Wirral' - this is incorrect and in fact the options all seek to reduce the impact on the Wirral. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>The change to the routes may increase the proportion of aircraft overflying this location. However, the location is beyond the extent of the 51dBAL<sub>Aeq</sub> 16hr contour which, as explained in the consultation documentation, is the level above which noise is considered to be a nuisance during the day. The change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations.</p>	B
<p>The respondents did support combination A-R. A Wirral Councillor speaking to Bebington residents quoted '80% of traffic will be over the Wirral' - this is incorrect and in fact the options all seek to reduce the impact on the Wirral. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. Net Present Value (NPV) shows an associated benefit in terms of health versus today's baseline.</p>	B
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. The current Wallasey SID takes traffic directly over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral.</p>	B
<p>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. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable.</p>	B

<p>The respondents did support combination A-R. A Wirral Councillor speaking to Bebington residents quoted '80% of traffic will be over the Wirral' - this is incorrect and in fact the options all seek to reduce the impact on the Wirral. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. The hours of operation of the airport, or the amount of night traffic, will not change as a result of this proposal.</p>	<p>B</p>
<p>The respondents did not provide any additional information to their objection to the proposals, but did support combination A-R.</p>	<p>B</p>
<p>The respondents did support combination A-R. 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 will the detail necessary to make informed choices or comments. Consultation was widely published in social media, print media, libraries and online media. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. 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. The amount of night traffic will not change as a result of this proposal. The current Wallasey SID takes traffic directly over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral.</p>	<p>B</p>
<p>The respondents did support combination A-R. 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 will the detail necessary to make informed choices or comments. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Concentrated flight paths is a feature of the more accurate navigation; dispersal of flight paths was not possible due to airspace constraints. 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 amount of night traffic will not change as a result of this proposal.</p>	<p>B</p>
<p>The respondents did not provide any additional information to their objection to the proposals.</p>	<p>B</p>
<p>The respondents did not provide any additional information to their objection to the proposals.</p>	<p>B</p>

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. The current Wallasey SID takes traffic directly over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. The proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable.</p>	B
<p>The respondents did not provide any additional information to their support for the proposals, and also strongly support proposal A-N.</p>	B
<p>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. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>The respondents did support combination A-R. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable e.g. taking routes through the gaps between towns/villages where constraints allow. This location is currently overflown by aircraft following the REXAM SID. The proposed new departure route should keep aircraft east of this location.</p>	B
<p>The respondents did not provide any additional information to their support for the proposals, and also strongly support proposal A-N.</p>	B
<p>The respondents did support combination A-R. 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. This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B

<p>The respondents did support combination A-R. A Wirral Councillor speaking to Bebington residents quoted '80% of traffic will be over the Wirral' - this is incorrect and in fact the options all seek to reduce the impact on the Wirral. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. It is not technically or operationally possible to have all arriving and departing flights over the river to the west of the airport. Aircraft on approach will follow the same routing as currently so this location will not see a change, or increase, in air traffic as a result of these changes.</p>	B
<p>The respondents did support combination A-R. Not operationally possible to have all arriving and departing flights over the river to the west of the airport. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. The current Wallasey SID takes traffic directly over the respondent's location. The new SID is slightly longer but avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. The amount of night traffic will not change as a result of this proposal.</p>	B
<p>The respondents did support combination A-R. 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. Concentrated flight paths is a feature of the more accurate navigation but this proposal also aims to support better climb and descent profiles that will help to reduce noise and fuel burn and aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. There will be no change to the airport's operating hours as a result of this proposal.</p>	B
<p>The respondents did support combination A-R. The proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures.</p>	B

<p>The respondents did support combination A-R. A Wirral Councillor speaking to Bebington residents quoted '80% of traffic will be over the Wirral' - this is incorrect and in fact the options all seek to reduce the impact on the Wirral. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals.</p>	B
<p>Liverpool City Region has secured significant growth over the past 10 years with this increased economic activity positively affecting demand for services at LJLA. This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to this demand. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. 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. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>A Wirral Councillor speaking to Bebington residents quoted '80% of traffic will be over the Wirral' - this is incorrect and in fact the options all seek to reduce the impact on the Wirral. This location is currently extensively overflowed by aircraft following the NANTI SID on departure from Runway 27. The proposed new routes will remain clear of this area, with the exception of Runway 09 departures which may come close, but will be above 5,000 ft at this point. This should produce a reduction in the noise impacts in this area.</p>	B

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. This location is currently extensively overflown by aircraft following the NANTI SID on departure from Runway 27. The proposed new routes will remain clear of this area, with the exception of Runway 09 departures which may come close, but will be above 5,000 ft at this point. This should produce a reduction in the noise impacts in this area. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A Wirral Councillor speaking to Bebington residents quoted '80% of traffic will be over the Wirral' - this is incorrect and in fact the options all seek to reduce the impact on the Wirral. This location is currently extensively overflown by aircraft following the NANTI SID on departure from Runway 27. The proposed new routes will remain clear of this area, with the exception of Runway 09 departures which may come close, but will be above 5,000 ft at this point. This should produce a reduction in the noise impacts in this area.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. Not operationally possible to have all arriving and departing flights over the river to the west of the airport. The current Wallasey SID takes traffic directly over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	B
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. Net Present Value (NPV) shows an associated benefit in terms of health versus today's baseline. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. 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 current Wallasey SID takes traffic directly over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral.</p>	B

<p>Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. Consultation was open since 13th January and after the lockdown 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. The proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable by routing up the less densely populated area of the Wirral to the west of the M53 motorway. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Consultation was widely published in social media, print media, libraries and online media. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>The respondents did support combination A-R. 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; dispersal of flight paths was not possible due to airspace constraints. The proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable by routing up the less densely populated area of the Wirral to the west of the M53 motorway.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. All of our options are assessed as having a noise benefit versus the current situation. All have a Net Present Value (NPV) benefit in terms of health. This location is currently extensively overflowed by aircraft following the NANTI SID on departure from Runway 27. The proposed new routes will remain clear of this area, with the exception of Runway 09 departures which may come close, but will be above 5,000 ft at this point. This should produce a reduction in the environmental impacts in this area.</p>	B

<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. Although satellite based procedures appear to concentrate flight tracks, these proposal also aim to support better climb and descent profiles that will help to reduce noise and fuel burn. 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 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 will the detail necessary to make informed choices or comments. Consultation was widely published in social media, print media, libraries and online media. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. The amount of night traffic will not change as a result of this proposal.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>The respondents did support combination A-R. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals, but did support combination A-R.</p>	B
<p>The respondents did support combination A-R. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. This location is currently extensively overflowed by aircraft following the NANTI SID on departure from Runway 27. The proposed new routes will remain clear of this area, with the exception of Runway 09 departures which may come close, but will be above 5,000 ft at this point. This should produce a reduction in the environmental impacts in this area.</p>	B

<p>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. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The current Wallasey SID takes traffic directly over this postcode area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	B
<p>Overall neutral, but with support for A-N, C-N and A-R. This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>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. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All of our options are assessed as having a noise benefit versus the current situation. The amount of night traffic will not change as a result of this proposal.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>A Wirral Councillor speaking to a Bebington resident quoted '80% of traffic will be over the Wirral' - this is incorrect and in fact the options all seek to reduce the impact on the Wirral. 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. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. This location is currently overflown by aircraft following the NANTI SID on departure from Runway 27. The proposed new routes will remain clear of this area, with the exception of Runway 09 departures which may come close, but will be above 5,000 ft at this point. This should produce a reduction in the environmental impacts in this area.</p>	B

<p>The respondents did support combination A-R. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>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. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable and all of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>The respondents did support combination A-R. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. This location is currently overflown by aircraft following the NANTI SID on departure from Runway 27. The proposed new routes will remain clear of this area, with the exception of Runway 09 departures which may come close, but will be above 5,000 ft at this point. This should produce a reduction in the environmental impacts in this area</p>	B
<p>Resident has objected with no comments given however they have supported A-R with no reasons given.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This location is currently overflown by aircraft following the NANTI SID on departure from Runway 27. The proposed new routes will remain clear of this area, with the exception of Runway 09 departures which may come close, but will be above 5,000 ft at this point. This should produce a reduction in the environmental impacts in this area. All options are assessed as having a Net Present Value (NPV) benefit in terms of health.</p>	B

<p>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. It is not technically or operationally feasible to have all aircraft flying along the River Mersey and totally avoid the Wirral land mass. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. The current Wallasey SID takes traffic directly over this postcode area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise (including night noise) benefit over the current situation along with a corresponding Net Present Value (NPV) benefit in terms of health.</p>	B
<p>Resident has supported the proposals and has not stated a preference for any of the options; it is implied that the visual intrusion is welcome.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. The current Wallasey SID takes traffic directly over this postcode area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. All options have been assessed as having a noise benefit compared to the baseline.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>It is not operationally possible to have all traffic routing in and out over Runcorn and it is not technically or operationally feasible to have all aircraft flying along the River Mersey. The proposed designs have sought to avoid built up areas in Runcorn and the Wirral as far as is practicable and our preferred option minimises the impact on the Wirral. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. The current Wallasey SID takes traffic directly over this postcode area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise (including night noise) benefit over the current situation along with a corresponding Net Present Value (NPV) benefit in terms of health.</p>	B

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority. Our options have sought to spread out the impact and avoid built up areas and aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>The respondents did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>Resident has objected on the grounds that they didn't have enough information to compare the options. Our consultation documentation included maps and images pertaining to aircraft routes taken today.</p>	<p>B</p>
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise (including night noise) benefit over the current situation. 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.</p>	<p>B</p>
<p>Resident is objecting on ground of noise and low flying aircraft. This postcode is within 2 nautical miles of the extended centreline for Runway 27 so they may see aircraft on take-off or landing. SID 09 AGGER passes over Garston but at about 4-5,000 ft with all other routes avoiding this area.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>Our preferred option A-N turns aircraft up the River Mersey to avoid Bebington, but it is not technically or operationally feasible to have aircraft follow the route of the river. The current Wallasey SID takes traffic directly over the Bebington area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact. All of our options are assessed as having a noise benefit versus the current situation.</p>	<p>B</p>

<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The hours of operation of the airport or the number of night flights will not change as a result of this proposal. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise (including night noise) benefit over the current situation.</p>	B
<p>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. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>The respondent did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>Our proposal is aimed at providing more accurate routes through the use of satellite navigation. Our preferred option includes SID AGGER which turns up the River Mersey to avoid the Wirral, although it is not technically or operationally feasible to have all aircraft follow the route of the river. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable, but aircraft on approach need to be aligned with the runway from approximately 8 nautical miles to perform a safe, stabilised approach.</p>	B
<p>The respondent supports our proposal on the grounds that 'things are better than they've ever been' and the emissions and noise are unavoidable. The change seeks to bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	B
<p>Resident has objected and the resident's postcode is under the transition procedure for arrivals from the south to 09 and the departure to the south from Runway 27 - however on both procedures aircraft will be at around 5000ft as they pass over this postcode.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B

<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the environmental impacts felt by local residents where this is possible. All of our options are assessed as having a noise benefit versus the current situation.</p>	<p>B</p>
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the environmental impacts felt by local residents where this is possible. Our preferred option includes SID AGGER which turns up the River Mersey to avoid the Wirral, although it is not technically or operationally feasible to have all aircraft follow the route of the river. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable and all of our options are assessed as having a noise benefit versus the current situation.</p>	<p>B</p>
<p>It is not true that one area will get 100% of the traffic. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about the way aircraft fly the procedures and it offers the airport the opportunity to seek to reduce the environmental impacts felt by local residents where this is possible. All of our options are assessed as having a noise benefit versus the current situation.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Our preferred option includes SID AGGER which turns up the River Mersey to avoid the Wirral, although it is not technically or operationally feasible to have all aircraft follow the route of the river. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>
<p>A Wirral Councillor speaking to Bebington residents quoted '80% of traffic will be over the Wirral' - this is incorrect and in fact the options all seek to reduce the impact on the Wirral. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>

<p>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. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>The respondent provided no additional comments.</p>	B
<p>Resident has responded as Neutral overall but objected to most options. They have supported A-R as they perceive this to have the lowest impact on the Wirral however our position is that A-N has the fewest routes over the Wirral. They have suggested using the new technology with the old routes - this is not possible as the new technology makes routes more accurate and the points at which our traffic enters and leaves the upper airways are changing in line with UK airspace modernisation; we have to move our routes in order to enter and leave the airways at the new waypoints.</p>	B
<p>Resident objects on grounds of noise and says we should 'take off and land into the wind as its' - aircraft will continue to take off and land into the wind and this determines the runway directions in use on any given day. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>Resident has objected on grounds of noise experienced in Bebington - our preferred option includes a route which turns aircraft over the River Mersey and seeks to avoid Bebington. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. It is not technically or operationally feasible for aircraft to follow the route of the River Dee and the proposed SID WAL is over the rural part of the Wirral to the west of the M53.</p>	B
<p>This proposal is not about adding extra routes but about replacing the current procedures with routes that rely on satellite technology. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All options have a Net Present Value (NPV) benefit in terms of health and wellbeing.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the environmental impacts felt by local residents where this is possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B

<p>The resident's postcode is below the transition for arrivals from the south to Runway 27 with aircraft at around 4,000 ft over this location. The current Wallasey SID takes traffic close to this postcode area. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral to the west of the M53 motorway.</p>	<p>B</p>
<p>Our preferred option includes the departure from Runway 27 turning up the River Mersey to avoid Bromborough. Unfortunately Bromborough is on the final approach segment for arrivals from Runway 09 and this segment cannot change as it needs to align to the runway. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable and it is not technically or operationally feasible to follow the route of the river to the Irish Sea. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation and all options have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>
<p>Our proposals offer a noise benefit but the location of this resident means that they may see little change as they are on the extended centreline of the runway. The proposal also aims to support better climb and descent profiles that will help to reduce the noise impact, specifically of departing aircraft. It is not operationally possible to have all aircraft route over Runcorn; aircraft arriving to the prominent runway in use will fly over Runcorn.</p>	<p>B</p>
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All of our options are assessed as having a noise benefit versus the current situation.</p>	<p>B</p>
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. This resident is located close to the runway extended centreline and this location will not see a change, or increase, in air traffic noise as a result of these changes.</p>	<p>B</p>
<p>The resident has have objected overall but not provided further comments for the choices of procedure.</p>	<p>B</p>

<p>Due to the location of this resident relative to the runway alignment they are unlikely to experience significant change however we have included in our preferred option a route that turns over the river as they suggest before turning over Liverpool to route east, which could reduce the number of departures immediately over this area. Not technically or operationally feasible to have routes that follow the route of the River Mersey to the Irish Sea.</p>	B
<p>The respondent did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>The respondent did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	B

<p>Resident objects on safety grounds from Tranmere oil refinery - our preferred option, SID 27 AGGER AR, flies up the River Mersey abeam the location of this refinery however aircraft will be at around 4,000 ft rather than 1,000 ft as the resident suggests. 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. Resident also objects on grounds relating to our consultation taking place during a global pandemic. Our consultation has been live since Jan 13th and was extended for 18 days when lockdown was announced. Our consultation has been widely published on social media, print media including in the Wirral and via libraries and other media.</p>	<p>B</p>
<p>We have included in our preferred option a procedure that avoids departures over this area and turns aircraft over the River Mersey before turning over Liverpool to route east. Unfortunately due to the relative location of this area to the runway centreline it is not possible to make any further practical flightpath avoiding of the area. The introduction of new routes is about removing the requirement for Air Traffic vectoring to improve the efficiency of operations by minimising delays and allowing more efficient interfaces with adjacent air traffic organisations, which will also offer environmental benefits.</p>	<p>B</p>
<p>Due to this residents location close to the runway centreline they are unlikely to experience change however our preferred option A-N does turn traffic over the River Mersey before turning over Liverpool to route east to provide some avoidance of this location.</p>	<p>B</p>
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. Concentrated flight paths is a feature of the more accurate navigation and is likely to result in avoiding overflight of this location. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>

<p>The respondent did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. The hours of operation of the airport will not change as a result of this proposal. Although our proposals are assessed to have an overall benefit in terms of day and night noise versus the current baseline, this location is close to the extended runway centreline and is unlikely to experience much change.</p>	<p>B</p>
<p>The respondent did not provide any additional information to their objection to the proposals. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>The change to the routes may increase the proportion of aircraft overflying this location. However, the location is beyond the extent of the 51dBAL<sub>Aeq</sub> 16hr contour which, as explained in the consultation documentation, is the level above which noise is considered to be a nuisance during the day. Better climb profiles will mean aircraft will have reached a greater altitude before turning, which should reduce the noise impact. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable.</p>	<p>B</p>
<p>Liverpool City Region has secured significant growth over the past 10 years with this increased economic activity positively affecting demand for services at LJLA. This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to this demand. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>

<p>This change is not about increasing traffic or changing the airport's operating hours but about modernising the airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. The hours of operation of the airport will not change as a result of this proposal. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise (including night noise) benefit over the current situation.</p>	B
<p>There are technical design reasons why an early right turn after departure on Runway 27 may not be possible, although this route is the airport's preferred option due to the less impact on parts of the Wirral. Option C is included as a fully compliant alternative. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>Second response from same individual (row 179) - comments addressed in other response but individual combination preferences not included.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals, but did support combination A-R.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>The respondents did not provide any additional information to their support for the proposals.</p>	B
<p>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; dispersal of flight paths was not possible due to airspace constraints. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B

<p>The respondents did not provide any additional information to their objection to the proposals, but did support combination A-R. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>It is not technically or operationally feasible to have all aircraft flying along the River Mersey. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All of the routes do not go over one area. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	<p>B</p>
<p>It is not technically or operationally possible to have all arriving and departing flights over the river to the west of the airport. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. Aircraft will overfly this location at approximately 5,000 ft, descending on the arrival transition, so will have reduced power resulting in less noise.</p>	<p>B</p>
<p>It is not technically or operationally possible to have arriving and departing follow the route of the river to the west of the airport. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>
<p>The respondents did not provide any additional information to their objection to the proposals, but did support combination A-R.</p>	<p>B</p>

<p>The respondents did not provide any additional information to their objection to the proposals, but did support combination A-R.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals, but did support combination A-R.</p>	B
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. It is not technically or operationally possible to follow the route of the river to the west of the airport and proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. 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.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures.</p>	B

<p>A Wirral Councillor speaking to Bebington residents quoted '80% of traffic will be over the Wirral' - this is incorrect and in fact the options all seek to reduce the impact on the Wirral. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. 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; dispersal of flight paths was not possible due to airspace constraints. 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 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 will the detail necessary to make informed choices or comments. The consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals, but did support combination A-R.</p>	B
<p>The introduction of the PBN Approach procedure is likely to be flown more accurately than current procedures so will result in a concentration of traffic. However, the existing approach procedures and the option of carrying out a visual approach will still be available, if required.</p>	B

<p>The respondents did not provide any additional information to their objection to the proposals, but did support combination A-R.</p>	<p>B</p>
<p>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. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>
<p>The respondents did not provide any additional information to their objection to the proposals. The current Wallasey SID takes traffic directly over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral.</p>	<p>B</p>
<p>The respondents did not provide any additional information to their objection to the proposals, but did support combination A-R.</p>	<p>B</p>

<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. Concentrated flight paths is a feature of the more accurate navigation; dispersal of flight paths was not possible due to airspace constraints. 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 hours of operation of the airport or the number of night flights will not change as a result of this proposal. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation and all have a Net Present Value (NPV) benefit in terms of health. 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.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. It is not true that one area will get all of the traffic and aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation and all have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>The respondents did support combination A-R. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B

<p>The respondents did not provide any additional information to their objection to the proposals, but did support combination A-R.</p>	<p>B</p>
<p>It is not true that all inbound and outbound traffic will overfly Bromborough. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>
<p>The respondents did not provide any additional information to their objection to the proposals, but did support combination A-R.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. 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 change to the routes may increase the proportion of aircraft overflying this location. However, the location is beyond the extent of the 51dBAL<sub>Aeq</sub> 16hr contour which, as explained in the consultation documentation, is the level above which noise is considered to be a nuisance during the day. Better climb profiles will mean aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	<p>B</p>
<p>This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>

<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The current Wallasey SID takes traffic directly over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral.</p>	B
<p>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; dispersal of flight paths was not possible due to airspace constraints. 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 current Wallasey SID takes traffic directly over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral.</p>	B
<p>Not technically or operationally possible to have all arriving and departing flights over the river to the west of the airport. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. Consultation was open since 13th January and after the lockdown 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the environmental impacts felt by local residents where this is possible. This proposal is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B

<p>Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. Consultation was open since 13th January and after the lockdown 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable and a number of combinations will provide positive environmental benefits over current procedures. The preferred option for the Runway 09 SID CAVEN is to route aircraft to the north of the airport, between Widnes and Warrington, although overflight of the Wirral would be necessary after CAVEN due to the joining requirements for the en-route network. Aircraft will be above 5,000 ft at this point. Not technically or operationally feasible to follow the route of the River Mersey. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>It is not technically or operationally feasible to have all aircraft flying along the River Mersey. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable.</p>	B
<p>Not operationally possible to have all arriving and departing flights over the River Mersey. The approach to Runway 09 will line aircraft up with the runway over the Dee estuary but it is not possible to design a route that follows the route of the river. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All of our options are assessed as having a noise benefit versus the current situation.</p>	B

<p>This change will not direct all traffic over the same area. 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 changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the environmental impacts felt by local residents where this is possible. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the environmental impacts felt by local residents where this is possible. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. There are often operational reasons why residential areas cannot be completely avoided. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures which are required to meet regulatory requirements whilst offering the airport the opportunity to seek to reduce the environmental impacts felt by local residents where this is possible. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the environmental impacts felt by local residents where this is possible. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The airport's operating hours will not change as a result of this proposal. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise (including night noise) benefit over the current situation.</p>	B

<p>It is not technically or operationally possible to have all arriving and departing flights over the river to the west of the airport. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures and all options have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>
<p>Resident supports the proposal with specific support for A-N and C-N.</p>	<p>B</p>
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the environmental impacts felt by local residents where this is possible. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation.</p>	<p>B</p>
<p>The proposal is not about climate change issues but about changing the way aircraft fly the procedures. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. Net Present Value (NPV) shows an associated benefit in terms of health versus today's baseline.</p>	<p>B</p>
<p>Respondent supports option A against option C, which would have a greater impact in terms of noise and pollution on the Wirral.</p>	<p>B</p>

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The change to the routes may increase the proportion of aircraft overflying this location. However, the location is beyond the extent of the 51dBAL<sub>Aeq</sub> 16hr contour which, as explained in the consultation documentation, is the level above which noise is considered to be a nuisance during the day. Better climb profiles will mean aircraft will have reached a greater altitude before turning, which should reduce the noise impact. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>The respondents did not provide any additional information to their objection to the proposals, but did support combination A-R.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The current Wallasey SID takes traffic close to this postcode location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	B
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. 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 number of aircraft overflying this location will not triple.</p>	B

This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Concentrated flight paths is a feature of the more accurate navigation; dispersal of flight paths was not possible due to airspace constraints. The hours of operation of the airport will not change as a result of this proposal. 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. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. Net Present Value (NPV) shows an associated benefit in terms of health versus today's baseline.

B

The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The current Wallasey SID takes traffic close to this postcode location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.

B

<p>Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The current Wallasey SID takes traffic over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral.</p>	<p>B</p>
<p>The respondents did not provide any additional information to their objection to the proposals.</p>	<p>B</p>
<p>Resident's location is under 4 nautical miles on the approach to Runway 09. Aircraft on the approach will follow the same routing and height profile as currently. Aircraft departing Runway 27 may overfly this location, depending on which route they are departing on but this proposal aims to support better climb and descent profiles that will help to reduce noise and fuel burn. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations.</p>	<p>B</p>
<p>Resident has objected on the grounds of noise and emissions associated with a perceived 50% increase in traffic with 80% of all traffic going over where they live. We believe this is based on misinformation circulating the Wirral communities. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>
<p>The respondents generally supported for the proposals, but objected to A-N and C-R. Resident's location is approximately 4 nautical miles on the approach to Runway 09. Aircraft on the approach will follow the same routing and height profile as currently. Aircraft departing Runway 27 may overfly this location, depending on which route they are departing on but this proposal aims to support better climb and descent profiles that will help to reduce noise and fuel burn. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations.</p>	<p>B</p>

<p>Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures and not involve a huge increase in any particular area. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Concentrated flight paths is a feature of the more accurate navigation; dispersal of flight paths was not possible due to airspace constraints. 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 will the detail necessary to make informed choices or comments. The consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. Consultation was open since 13th January and after the lockdown 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April.</p>	B
<p>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. The change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>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. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations.</p>	B
<p>The respondent did not provide any additional information to their objection to the proposals.</p>	B
<p>It will take time to address and resolve the potential issues raised by both Manchester Airport and NATS, 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. Further detail on the response to Manchester Airport will be included in the Consultation Report document.</p>	A
<p>Resident understands that there will be an increase from 30% to 80% of all traffic going over where they live. We believe this is based on misinformation circulating the Wirral communities and is not true. The resident objects to option C on the grounds that the SID AGGER would have a detrimental effect on the Wirral, which LJA agrees with. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. The current Wallasey SID takes traffic directly over the respondent's location. The proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable.</p>	B

<p>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. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>Not technically or operationally possible to have all arriving and departing flights over the river to the west of the airport. The proposal is not about climate change issues although a number of combinations will provide positive environmental benefits over current procedures. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. Consultation was open since 13th January and after the lockdown 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April.</p>	B
<p>Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. Consultation was open since 13th January and after the lockdown 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures.</p>	B
<p>It is not technically or operationally possible to have all arriving and departing flights over the river to the west of the airport. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>The resident objected to combination C, based on the negative impact it would have on the Wirral. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B

<p>The VEGUN (CC05) Transition is the only transition route that passes close to Northop Hall, and this procedure will only be used when LJLA are operating on Runway 27 whilst Manchester Airport are operating on Runway 05. Aircraft will be above 5,000 ft and descending in this location so will have a reduced power setting. The predictability of the new route will mean less dispersion of arrival traffic, so less chance of any overflight of this location than under the current procedures. 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. The Consultation was opened on 13th January and was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. After the lockdown on 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable but, for example, routing over Bromborough golf course would result in aircraft turning over Eastham with a greater noise impact and numbers overflown. The Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. Consultation was open since 13th January and after the lockdown 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April.</p>	<p>B</p>
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. 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; dispersal of flight paths was not possible due to airspace constraints. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>

<p>The respondent did not provide any additional information to their objection to the proposals, but did support combination A-R.</p>	<p>B</p>
<p>It is not technically or operationally possible to have all arriving and departing flights over the river to the west of the airport. 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 proposal will not double the amount of traffic flying over the Wirral. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The proposal also aims to support better climb and descent profiles that will help to reduce noise and fuel burn.</p>	<p>B</p>
<p>Noise and environmental impact assessments have been carried out for both current and potential flight paths, and although these proposals are not about facilitating airport growth, the figures used for the assessments have included a potential growth potential. The proposals assessed will result in an overall benefit in terms of noise and emissions to the area around the airport as a whole.</p>	<p>B</p>
<p>It is not technically or operationally possible to have all arriving and departing flights over the river to the west of the airport. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Proposed changes have considered how we can avoid routes overflying these built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The current Wallasey SID takes traffic over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The current Wallasey SID takes traffic directly over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral.</p>	<p>B</p>

<p>The safety of air travel remains just as high with these new proposals as without. In terms of public health, a number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. Net Present Value (NPV) shows an associated benefit for all options in terms of health versus today's baseline.</p>	B
<p>Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. All of our options are assessed as having a noise benefit versus the current situation. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The hours of operation of the airport will not change as a result of this proposal. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The current Wallasey SID takes traffic over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>The respondent did not provide any additional information to their support for the proposals.</p>	B
<p>Thanks for the support of the C-N and A-N proposals, this shall be taken into account when selecting the ideal flight paths to take forward.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. It is not technically or operationally possible to have all arriving and departing flights over the river to the west of the airport. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation. All have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations, as described in the consultation document environmental assessments. The change to the routes may increase the proportion of aircraft overflying this location. The location is just beyond the extent of the 51dBAL<sub>Aeq</sub> 16hr contour which, as explained in the consultation documentation, is the level above which noise is considered to be a nuisance during the day. Better climb profiles will mean aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	B

<p>The respondent did not provide any additional information to their objection to the proposals. All of our options are assessed as having a noise benefit versus the current situation.</p>	<p>B</p>
<p>This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. This change is about modernising airspace routes as required by international obligations. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever operationally possible. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. Government policy states that noise contours only need to be displayed where the average noise exceeds 51dBA (by day) or 45 dBA (by night). This location will remain below these thresholds with the introduction of the new procedures.</p>	<p>B</p>
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All of our options are assessed as having a noise benefit versus the current situation.</p>	<p>B</p>
<p>The respondent did not provide any additional information to their objection to the proposals.</p>	<p>B</p>
<p>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. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>

<p>This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments; the change has been in progress, under the regulated process for nearly 2 years and has involved engaging with the local councils, including Wirral Council, throughout. Representatives of the Council have attended the open day and have responded to our consultation. The consultation (originally scheduled to end on 9th April) was extended due to Covid-19 to 27th April. A number of combinations will provide positive environmental benefits over current procedures. Option R concentrates traffic departing from Runway 09 over areas of Runcorn and Weston. The operational issues associated with managing traffic against Hawarden traffic include delays to aircraft on the ground and in the air; additional fuel burn is associated with delays to aircraft both on the ground and in the air and this would mean the environmental benefits of the proposal would not be realised. Noise modelling was conducted using the Aviation Environmental Design Tool (AEDT) and the displayed results are in accordance with the regulatory guidance, as required by the CAA. This consultation is being conducted in accordance with regulatory requirements and 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. We have followed the robust process outlined in CAP1616 which required us first to consider a comprehensive list of options which were then reduced to the 6 shortlist options based on detailed assessment against the regulatory constraints, design principles, environmental and noise impact, including avoiding sensitive areas in so far as practicable. The Consultation was opened on 13th January and was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. Prior to the lockdown on 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April. All options are assessed as having a noise benefit versus the current situation and a number of combinations will provide positive environmental benefits over current procedures. All have a Net Present Value ( NP)V benefit in terms of health. The hours of operation at the airport would not change as a result of these changes. Although satellite-based procedures appear to concentrate flight tracks, these proposals also aim to support better climb and descent profiles that will help to reduce noise and fuel burn.</p>	B
<p>Your comments are gratefully received and this is the consultation to which you refer. The proposal is not about climate change issues or use of technology to eliminate emissions although a number of combinations will provide positive environmental benefits over current procedures. Expansion is not the driver for this change, but expansion does not necessarily mean reduced environmental benefits. All of our options are assessed as having a noise benefit versus the current situation. All have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>Expansion is not the driver for this change, but expansion does not necessarily mean reduced environmental benefits. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B

<p>Expansion is not the driver for this change, but expansion does not necessarily mean reduced environmental benefits. This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. Aircraft on approach will follow the same routing as currently so this location will not see a change, or increase, in air traffic as a result of these changes. All of our options are assessed as having a noise benefit versus the current situation. All have a NPV benefit in terms of health. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	B
<p>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. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>The proposal is not about climate change issues or use of technology to eliminate emissions. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>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. The position and direction of the routes is largely determined by the requirements for joining the en-route airways network. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever operationally possible.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. Expansion is not the driver for this change, but expansion does not necessarily mean reduced environmental benefits. All of our options are assessed as having a noise benefit versus the current situation. All have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures.</p>	B

<p>The proposal is not about climate change issues or use of technology to eliminate emissions although a number of combinations will provide positive environmental benefits over current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations, as described in the consultation document environmental assessments. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. It is not technically or operationally feasible to have all aircraft flying along the River Mersey. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. All of our options are assessed as having a noise benefit versus the current situation. All have a Net Present Value (NPV) benefit in terms of health. The current Wallasey SID takes traffic over the respondent's location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral.</p>	<p>B</p>
<p>The proposal is not about climate change issues or use of technology to eliminate emissions although a number of combinations will provide positive environmental benefits over current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>The proposal does not plan to increase the number of flights over your home during the day, at night or to fly lower than currently. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The hours of operation of the airport will not change as a result of this proposal and aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	<p>B</p>
<p>The respondent did not provide any additional information to their objection to the proposals.</p>	<p>B</p>

<p>The respondent did not provide any additional information to their objection to the proposals.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. The current Wallasey SID takes traffic over this postcode location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. Flying the aircraft at slower speeds could increase the noise, not decrease it. The proposal aims to support better climb and descent profiles that will help to reduce noise and fuel burn. All of our options are assessed as having a noise benefit versus the current situation.</p>	<p>B</p>
<p>It is not technically or operationally feasible to have all aircraft flying along the River Mersey. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. All of our options are assessed as having a noise benefit versus the current situation.</p>	<p>B</p>
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Aircraft on approach to Runway 09 will follow the same routing as currently so this location will not see a change, or increase, in air traffic as a result of these changes. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. The current Wallasey SID takes traffic over this postcode location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. All of our options are assessed as having a noise benefit versus the current situation. Not technically or operationally feasible to have routes that only fly over Liverpool.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. The current Wallasey SID takes traffic over this postcode location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral.</p>	<p>B</p>

<p>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. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>The Consultation was opened on 13th January 2020 and was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. After the Covid-19 lockdown on 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April.</p>	B
<p>The proposal does not plan to increase the number of flights over the area of the respondent's postcode to 80%. In fact, the proposed routes will reduce the number of flights over your location. The current Wallasey SID takes traffic close to this postcode location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>It is not technically or operationally feasible to have aircraft following the route of the River Mersey. 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; dispersal of flight paths was not possible due to airspace constraints. The hours of operation of the airport will not change as a result of this proposal and aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Not all of the proposed flights route over the Wirral and 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 current Wallasey SID takes traffic over this postcode location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. All of our options are assessed as having a noise benefit versus the current situation.</p>	B

<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. Expansion is not the driver for this change, but expansion does not necessarily mean reduced environmental benefits. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The hours of operation of the airport will not change as a result of this proposal and there are no proposals to increase flights over the Wirral by 30%, 50% or 80% as suggested by the respondent. The current Wallasey SID takes traffic over this postcode location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. 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 will the detail necessary to make informed choices or comments.</p>	<p>B</p>
<p>It is not technically or operationally feasible to follow the route of the River Mersey to the Irish Sea. The current Wallasey SID takes traffic over this postcode location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral, reducing the amount of noise at this location. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. All of our options are assessed as having a noise benefit versus the current situation.</p>	<p>B</p>
<p>This initiative is part of an ICAO requirement to introduce PBN routes and concentrated flight paths is a feature of the more accurate navigation; dispersal of flight paths was not possible due to airspace constraints but aircraft will still be distributed across different flight paths, similar to today, based on the direction of travel. At the same time, the intention is to reduce the environmental impacts felt by local residents where this is possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments and was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	<p>B</p>

<p>The introduction of new procedures will not drastically increase the number of aircraft over this location but will be similar to the current situation. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. This location is currently overflowed by aircraft following the NANTI SID on departure from Runway 27. The proposed new routes will remain clear of this area, with the exception of Runway 09 departures which may come close, but will be above 5,000 ft at this point. This should produce a reduction in the noise impacts in this area. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. The area of Spital is currently overflowed by departing aircraft but should see a reduction in the number of flights as the proposed Runway 27 SID WAL will not overfly this area. This proposal also aims to support better climb and descent profiles that will help to reduce noise and fuel burn. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>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; dispersal of flight paths was not possible due to airspace constraints although different route options remain available to aircraft, depending on the direction of travel so the distribution of traffic will be similar to current procedure. The hours of operation of the airport or the number of night flights will not change as a result of this proposal. 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. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>This proposal will not increase the number of flights in this area from 30% to 80%. This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation. All options have a Net Present Value (NPV) benefit in terms of health. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments.</p>	B

<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. 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 area of Spital is currently overflowed by departing aircraft but should see a reduction in the number of flights as the proposed Runway 27 SID WAL will not overfly this area. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments.</p>	B
<p>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 proposal is about the way the aircraft fly the procedures. All of our options are assessed as having a noise benefit versus the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>The respondent did not provide any additional information to their objection to the proposals.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. The procedures have been designed to avoid, where possible, built-up residential areas. All of our options are assessed as having a noise benefit versus the current situation. All have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflowed compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. 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 will the detail necessary to make informed choices or comments.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. All of our options are assessed as having a noise benefit versus the current situation.</p>	B

<p>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. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>The proposed procedures will introduce continuous climb and descents which will reduce the impact of noise. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>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. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operation. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. The area of Spital is currently overflown by departing aircraft but should see a reduction in the number of flights as the proposed Runway 27 SID WAL will not overfly this area. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All have a Net Present Value (NPV) benefit in terms of health.</p>	B

<p>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; dispersal of flight paths was not possible due to airspace constraints. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>It is not technically or operationally possible to use the Mersey Estuary for routes; in order to reach the unpopulated Irish Sea area, some aircraft will have to overfly the Wirral. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>Aircraft on approach will follow the same routing as currently so the Wirral will not see a change, or increase, in air traffic as a result of these changes. A number of combinations will provide positive environmental benefits over current procedures.</p>	B

<p>The change from ground-based navigation aids to PBN as a means of navigation will ensure that the aircraft follow the routes more precisely, thus reducing the impact on the Spital area. It is not technically or operationally possible to fly along the river. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>The preferred option A-N will not significantly change the number of flights that fly over the Wirral as the proportion of flights departing and arriving from certain directions will not change. Similarly, there is no plan to change the times of day that flights arrive at or depart from the airport. This proposal is about changing the way aircraft fly the procedures and selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. The consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>Traffic will not be concentrated over the Wirral and the distribution of traffic will be similar to that experienced under current procedures. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>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 will the detail necessary to make informed choices or comments. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B

<p>This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. Aircraft will not be restricted to just one route and will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Our preferred option seeks to reduce impact on this area and all proposals are assessed as having benefits in terms of noise compared with the baseline.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>
<p>The proposal should reduce, not increase the number of flights in the postcode location of the respondent. It is not technically or operationally possible to have all routes flying along the river. All of our options are assessed as having a noise benefit versus the current situation. All have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>
<p>The respondent did not provide any additional information to their objection to the proposals.</p>	<p>B</p>
<p>The respondent did not provide any additional information to their objection to the proposals.</p>	<p>B</p>
<p>Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All of our options are assessed as having a noise benefit versus the current situation. All options have a Net Present Value (NPV) benefit in terms of health. 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 will the detail necessary to make informed choices or comments. Consultation was widely published in social media, print media, libraries and online media. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	<p>B</p>

<p>The proposal is not about climate change issues or use of technology to eliminate emissions although a number of combinations will provide positive environmental benefits over current procedures. Expansion is not the driver for this change, but expansion does not necessarily mean reduced environmental benefits. The hours of operation of the airport will not change as a result of this proposal. 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 will the detail necessary to make informed choices or comments. All of our options are assessed as having a noise benefit versus the current situation and all have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. Concentrated flight paths is a feature of the more accurate navigation, the intention is to reduce the environmental impacts felt by local residents where this is possible. The hours of operation of the airport will not change as a result of this proposal. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>The introduction of the proposed procedures will not increase the number of flights to 80% in the location of the resident's postcode; Spital should see a reduction in the number of flights as the Runway 27 SID WAL will not overfly this area.</p>	B
<p>The resident acknowledges that Runway 27 combination C would be highly invasive to residents of the Wirral, supporting options A-N and A-R. 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; dispersal of flight paths was not possible due to airspace constraints. It is not technically or operationally feasible to have all aircraft following the route of the River Mersey. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>This location is currently extensively overflown by aircraft following the NANTI SID on departure from Runway 27, the proposed routes do not. The introduction of the proposed procedures will see a reduction in noise at this location. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. The Consultation Document was available to view online via the CAA airspace portal.</p>	B
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B

<p>It is not operationally possible for commercial aircraft to carry out an approach procedure to land on Runway 09 along the River Mersey. Aircraft on approach will follow the same routing as currently so the respondent's postcode location will not experience a change, or increase, in air traffic as a result of these changes. The hours of operation of the airport will not change as a result of this proposal. 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 will the detail necessary to make informed choices or comments.</p>	B
<p>The resident acknowledges that Runway 27 combination C would be highly invasive to residents of the Wirral, supporting the preferred option A-N. The hours of operation at the airport would not change as a result of these changes.</p>	B
<p>The proposed changes would not see a significant increase in the overflight of this area and should, in fact, reduce the number of aircraft overflying. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. 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 will the detail necessary to make informed choices or comments. Consultation was widely published in social media, print media, libraries and online media. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	B

<p>All of our options are assessed as having a noise benefit versus the current situation. The figure of 14,000 represents the number of people deemed to be exposed to an average day noise of 51dBA and includes not only some residential areas in Bebington, but areas around the airport (Speke, Garston and Hale) and parts of Runcorn. Figure 43 in the Consultation Document shows that the 51dBA noise contour only covers a small part of Bebington and the vast majority of the population of Bromborough, Bebington Rock Ferry and Eastham lie outside of this contour. As previously described, the figure of 14,000 is the number of people inside the 51dBA daytime noise contour and includes residential areas around the airport. This is less than the number of people (16600) who would be inside this noise contour under baseline conditions (Table 6 in section 11.1). The figure of 11,343 from the table in A1.3 represents the total number of people who may experience an increase in daytime noise as a result of implementing combination C-N, against the baseline figures. This is not related to the numbers experiencing average daytime noise of 51dBA, but should be compared to the number of people (39560) who may experience a reduction in noise as a result of implementing this combination. Noise contours are portrayed in 3 dB intervals, in accordance with CAP1616a Airspace Design: Environmental requirements technical annex. We have followed the robust process outlined in CAP1616 which required us first to consider a comprehensive list of options which were then reduced to the 6 shortlist options based on detailed assessment against, amongst other things, the regulatory constraints. The declared runway distances at LJLA means that the Runway 27 SID AGGER AR does not conform to all of the regulatory constraints and hence Runway 27 SID AGGER needed to be included as a fully compliant back-up. However, the AGGER AR procedure mimics the conventional procedure currently flown and we are building a strong case for this to be accepted. Noise modelling was conducted using the Aviation Environmental Design Tool (AEDT), as required by the CAA. All the data used in the modelling has been made available to the CAA for validation as part of this process. The Consultation was opened on 13th January and was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. After the lockdown on 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April. 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. The new procedures, designed in collaboration with FASI-N sponsors, aims to reduce completely the need for controller intervention. Aircraft will follow these procedures, which also include continuous climb and descent operations.</p>	B
<p>The respondent did not provide any additional information to their objection to the proposals.</p>	B
<p>The respondent did not provide any additional information to their objection to the proposals.</p>	B

<p>The respondent did not provide any additional information to their objection to the proposals.</p>	<p>B</p>
<p>The introduction of the proposed procedures will not increase the number of flights to 80% in the respondent's postcode area; Spital should see a reduction in the number of flights as the Runway 27 SID WAL will not overfly this area. Not technically or operationally feasible to follow the route of the river to the Irish Sea. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. Consultation was widely published in social media, print media, libraries and online media. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations, as described in the consultation document environmental assessments.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. This area of Spital is currently overflown by departing aircraft but should see a reduction in the number of flights as the proposed Runway 27 SID WAL will not overfly this area. Concentrated flight paths is a feature of the more accurate navigation but this proposal also aims to support better climb and descent profiles that will help to reduce noise and fuel burn. The hours of operation of the airport will not change as a result of this proposal. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever operationally possible. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. Consultation was widely published in social media, print media, libraries and online media. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	<p>B</p>

<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. These proposal also aim to support better climb and descent profiles that will help to reduce noise and fuel burn; aircraft should be higher than on current procedures. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All options have a Net Present Value (NPV) benefit in terms of health. Consultation was widely published in social media, print media, libraries and online media and consultees were given the opportunity to respond via post.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. This proposal also aims to support better climb and descent profiles that will help to reduce noise and fuel burn. All of our options are assessed as having a noise benefit versus the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>The respondent specifically objects to Runway 27 Combination C based on the adverse affect it would have on residential areas in the Wirral, supporting the LJA preferred combination A-N. It is not technically or operationally feasible to have all aircraft following the route of the River Mersey.</p>	B
<p>The respondent provided no additional comments.</p>	B
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. The respondent is not local and will not be impacted by the proposed changes.</p>	B

<p>The proposal is not about climate change issues and a number of combinations will provide positive environmental benefits over current procedures. 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.</p>	<p>B</p>
<p>The Consultation opened on 13th January and was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. After the lockdown on 23rd March, the consultation (originally scheduled to end on 9th April) was extended to 27th April. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>
<p>Spital and Bebington are currently extensively overflown by aircraft departing on SID Wallasey. Aircraft departing on the proposed SID WAL will completely avoid this area providing positive environmental benefits over current procedures. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. Careful consideration was given to reducing overflight of residential areas during the development of the options. The preferred option seeks to reduce the number of residents exposed to both day time and night time noise, and also aims to reduce emissions. There are often operation reasons why residential areas cannot be completely avoided.</p>	<p>B</p>
<p>The respondent objects to increased noise in residential areas and supports options A-N and A-P, which will provide positive environmental benefits over current procedures. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Concentrated flight paths is a feature of the more accurate navigation; dispersal of flight paths was not possible due to airspace constraints. 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 hours of operation of the airport will not change as a result of this proposal. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>

<p>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. This change is about modernising airspace not about expanding the numbers of flights. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. 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; dispersal of flight paths was not possible due to airspace constraints. 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 change to the routes may increase the proportion of aircraft overflying this location. However, the location is beyond the extent of the 51dBAL<sub>Aeq</sub> 16hr contour which, as explained in the consultation documentation, is the level above which noise is considered to be a nuisance during the day. Better climb profiles will mean aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	<p>B</p>
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. The introduction of the new PBN approach procedures will result in more aircraft following the prescribed routes, lining up on the approach path over the River Dee estuary prior to overflight of the Wirral on final approach. It is not technically or operationally feasible for aircraft to follow the routes of the River Dee. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable.</p>	<p>B</p>
<p>The current Wallasey SID takes traffic directly over the respondent's postcode location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. These proposals also aim to support better climb and descent profiles that will help to reduce noise and fuel burn. Aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	<p>B</p>

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 change the way aircraft fly the procedures by introducing PBN routes which will improve the resilience and redundancy of operations at LJLA but will also improve efficiencies that will help protect any future growth. The introduction of PBN routes is intended to reduce the environmental impacts felt by local residents, where possible. Not operationally possible to have all arriving and departing flights over the river to the west of the airport, or to change the position of the runway . Consultees location less than 1.5 nautical miles on the extended centreline of the runway so unlikely any significant changes to noise or pollution as a result of this proposal. Not technically or operationally feasible to follow the route of the river to the Irish Sea.

B

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 change the way aircraft fly the procedures by introducing PBN routes which will improve the resilience and redundancy of operations at LJLA but will also improve efficiencies that will help protect any future growth. The introduction of PBN routes is intended to reduce the environmental impacts felt by local residents, where possible. Not operationally possible to have all arriving and departing flights over the river to the west of the airport, or to change the position of the runway . Consultees location less than 1.5 nautical miles on the extended centreline of the runway so unlikely any significant changes to noise or pollution as a result of this proposal. Not technically or operationally feasible to follow the route of the river to the Irish Sea.

B

<p>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 change the way aircraft fly the procedures by introducing PBN routes which will improve the resilience and redundancy of operations at LJLA but will also improve efficiencies that will help protect any future growth. The introduction of PBN routes is intended to reduce the environmental impacts felt by local residents, where possible. Not operationally possible to have all arriving and departing flights over the river to the west of the airport, or to change the position of the runway . Consultees location less than 1.5 nautical miles on the extended centreline of the runway so unlikely any significant changes to noise or pollution as a result of this proposal. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	B
<p>The respondent commented on the environmental impact of aviation in general and provided no comments relating to this proposal.</p>	B
<p>The respondent notes that the new procedures will produce less variation in the flightpaths and will have relatively little affect on the respondent's postcode location.</p>	B
<p>The respondent did not provide any additional information to their objection to the proposals.</p>	B
<p>The respondent's postcode location is not currently overflown and won't be under the new procedures and unlikely to experience an increase in noise.</p>	B

<p>All departures and arrivals will not follow the same, single route. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>The proposal is not about climate change issues but is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. It is not technically or operationally feasible to have all aircraft flying over the River Mersey. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. It is not technically or operationally feasible to have all aircraft flying along the River Mersey. Proposed changes have considered how we can avoid routes overflying built up areas as far as is practicable but it is inevitable that, given the location of the airport, some populated areas will be overflown. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>The preferred options for Runway 27 SID AGGER and Runway 09 CAVEN is to avoid the densely populated areas of the Wirral and provide positive environmental benefits over current procedures. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>It is not true that 80% of all departures will be over the Bebington area. This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. An early turn over the river would increase the impact of noise in residential areas of the Wirral. The use of the Dee Estuary is likely to increase the numbers overflown due to the requirements of the en-route network that the procedures join to.</p>	B

All of our options are assessed as having a noise benefit versus the current situation. The respondent objects to Runway 27 combination C based on the significant negative impact, specifically Runway 27 SID AGGER, would have on the Wirral. LJLA would also prefer not to implement the proposed C option Runway 27 SID AGGER. The routing aircraft take after reaching point CAVEN will be the same, regardless of the option chosen. Aircraft will be above 5,000 ft as they cross the Wirral and therefore noise pollution is likely to be minimal. Aircraft departing on the current Wallasey SID are able to turn over the River Mersey and make their way to the current WAL position. However, this route involves overflight of residential areas of Bebington, New Ferry, Woodhey, Prenton, Woodchurch, Upton and Saughall Massie. The proposed route would cross residential parts of Bromborough, turning over the rural location to the north of Raby Mere, avoiding overflight over Clatterbridge Hospital, and routing through the less-densely populated area of the Wirral. Our assessments show that the new proposals all have a positive noise benefit over the current situation, but Option R concentrates traffic departing from Runway 09 over areas of Runcorn and Weston. The operational issues associated with managing traffic against Hawarden traffic include delays to aircraft on the ground and in the air; additional fuel burn is associated with delays to aircraft both on the ground and in the air and this would mean the environmental benefits of the proposal would not be realised. 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. This consultation is being conducted in accordance with regulatory requirements and 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. We have followed the robust process outlined in CAP1616 which required us first to consider a comprehensive list of options which were then reduced to the 6 shortlist options based on detailed assessment against the regulatory constraints, design principles, environmental and noise impact, including avoiding sensitive areas in so far as practicable. Not technically or operationally feasible to follow the route of the river to the Irish Sea.

B

This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. The Consultation was opened on 13th January and was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.

B

<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>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. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	B
<p>It is not technically or operationally feasible to follow the route of the river to the Irish Sea. This proposal is not about changing the operational hours of the airport.</p>	B

<p>As stated in the consultation document, all of the combinations proposed will increase the daytime noise for some residents across the whole area. However, the number of people who experience a reduction in daytime noise is far greater for each case. Although satellite-based procedures appear to concentrate flight tracks, this proposal also aim to support better climb and descent profiles that will help to reduce noise and fuel burn. The hours of operation at the airport would not change as a result of these changes and there are no plans to increase traffic during the night time period. The points at which traffic joins the en-route network are determined by national air traffic services and traffic flow to and from LJLA need to integrate with this network, as well as with the procedures of neighbouring airports, specifically Manchester. Expansion is not the driver for this change, but expansion does not necessarily mean reduced environmental benefits. Noise modelling was conducted using the Aviation Environmental Design Tool (AEDT) and the displayed results are in accordance with the regulatory guidance, as required by the CAA which include consideration of any changes in the anticipated traffic levels ten years after the implementation of new procedures. All of our options are assessed as having a noise benefit versus the current situation. All have a Net present Value (NPV) benefit in terms of health. This consultation is being conducted in accordance with regulatory requirements and 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. We have followed the robust process outlined in CAP1616 which required us first to consider a comprehensive list of options which were then reduced to the 6 shortlist options based on detailed assessment against the regulatory constraints, design principles, environmental and noise impact, including avoiding sensitive areas in so far as practicable. There would be no pilot discretion in the prescribed paths flown. The route management will be controlled by the aircraft's Flight Management System, which is inherently accurate, and produces the concentrated flight paths that are features of PBN routes.</p>	B
<p>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; particularly in regard to rates of climb. An early turn on SID TEMP2 and crossing further south would mean transiting over the Eastham Oil Refinery at relatively low level and the Hooton Biomass Plant and associated venting stack which is not possible due to the excessive climb gradient required. All of our options are assessed as having a noise benefit versus the current situation.</p>	B

<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. This location is currently overflown by aircraft following the REXAM SID. The proposed new departure route should keep aircraft east of this location, reducing the level of noise in this area. A number of combinations will provide positive environmental benefits over current procedures.</p>	B
<p>The proposal is not about climate change issues or use of technology to eliminate emissions although a number of combinations will provide positive environmental benefits over current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.</p>	B
<p>The preferred SID AGGER is designed so that the aircraft turn over the River Mersey, and avoid the Wirral. Designing the WAL and TEMP2 SIDs to turn in the same location would result in overflight of residential areas of Birkenhead and Ellesmere Port. In addition, an early turn on SID TEMP2 and would mean transiting over the Eastham Oil Refinery at relatively low level and the Hooton Biomass Plant and associated venting stack which is not possible due to the excessive climb gradient required. The routes have been designed to fly over the least populated areas of the Wirral to minimise the impact of noise. 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; particularly in regard to rates of climb. All of our options are assessed as having a noise benefit versus the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>The proposal is not about climate change issues although a number of combinations will provide positive environmental benefits over current procedures. Airport expansion is not the driver for this change, but expansion does not necessarily mean reduced environmental benefits. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. The proposal is not about climate change issues although a number of combinations will provide positive environmental benefits over current procedures. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments.</p>	B

<p>This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever operationally possible. Consultation was widely published in social media, print media, libraries and online media. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	B
<p>This proposal is not about increasing traffic or expanding the airport but about maintaining current capacity whilst introducing efficiencies that will help protect any future growth in response to demand. Air travel expansion and a growth in passenger numbers is not the prime aim of this proposal. However, growing passenger numbers does not necessarily correlate with increasing environmental impacts. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline.</p>	B

All of our options are assessed as having a noise benefit versus the current situation. The respondent objects to Runway 27 combination C based on the significant negative impact, specifically Runway 27 SID AGGER, would have on the Wirral. LJLA would also prefer not to implement the proposed C option Runway 27 SID AGGER. The routing aircraft take after reaching point CAVEN will be the same, regardless of the option chosen. Aircraft will be above 5,000 ft as they cross the Wirral and therefore noise pollution is likely to be minimal. Aircraft departing on the current Wallasey SID are able to turn over the River Mersey and make their way to the current WAL position. However, this route involves overflight of residential areas of Bebington, New Ferry, Woodhey, Prenton, Woodchurch, Upton and Saughall Massie. The proposed route would cross residential parts of Bromborough, turning over the rural location to the north of Raby Mere, avoiding overflight over Clatterbridge Hospital, and routing through the less-densely populated area of the Wirral. Our assessments show that the new proposals all have a positive noise benefit over the current situation, but Option R concentrates traffic departing from Runway 09 over areas of Runcorn and Weston. The operational issues associated with managing traffic against Hawarden traffic include delays to aircraft on the ground and in the air; additional fuel burn is associated with delays to aircraft both on the ground and in the air and this would mean the environmental benefits of the proposal would not be realised. 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. This consultation is being conducted in accordance with regulatory requirements and 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. We have followed the robust process outlined in CAP1616 which required us first to consider a comprehensive list of options which were then reduced to the 6 shortlist options based on detailed assessment against the regulatory constraints, design principles, environmental and noise impact, including avoiding sensitive areas in so far as practicable.

B

LJLA acknowledges the respondent's view that the C options would increase the noise pollution on the Wirral. The aim is to select the combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible.

B

<p>Consultation was widely published in social media, print media, libraries and online media and included an 'easy read' format. Councils were contacted directly prior to and at the launch of the consultation and several reminders and announcements were made throughout the consultation relating to public events and the deadline. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. All of our options are assessed as having a noise benefit versus the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>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. Not likely to be any significant change in noise or pollution due to consultees location (less than 1 nautical mile adjacent to the runway). All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. This change is about modernising airspace routes as required by international obligations. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever operationally possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>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; dispersal of flight paths was not possible due to airspace constraints. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B

<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. This location is currently overflown by aircraft following the REXAM SID. The proposed new departure route should keep aircraft east of this location, reducing overflight and the level of noise in this area. The noise levels remain below the level at which noise is considered to be a nuisance.</p>	B
<p>The VEGUN (CC05) Transition is the only transition route that overflies Wirral South, and this procedure will only be used when LJA are operating on Runway 27 whilst Manchester Airport are operating on Runway 05. This location is less than 5 nautical miles on the extended centreline to Runway 09; aircraft on approach will follow the same routing as currently. The change to the departure routes may increase the proportion of aircraft overflying this location. However, the location is beyond the extent of the 51dBAL<sub>Aeq</sub> 16hr contour which, as explained in the consultation documentation, is the level above which noise is considered to be a nuisance during the day. Better climb profiles will mean aircraft will have reached a greater altitude before turning, which should reduce the noise impact.</p>	B

<p>All of our options are assessed as having a noise benefit versus the current situation. The respondent objects to Runway 27 combination C based on the significant negative impact, specifically Runway 27 SID AGGER, would have on the Wirral. LJLA would also prefer not to implement the proposed C option Runway 27 SID AGGER. The routing aircraft take after reaching point CAVEN will be the same, regardless of the option chosen. Aircraft will be above 5,000 ft as they cross the Wirral and therefore noise pollution is likely to be minimal. Aircraft departing on the current Wallasey SID are able to turn over the River Mersey and make their way to the current WAL position. However, this route involves overflight of residential areas of Bebington, New Ferry, Woodhey, Prenton, Woodchurch, Upton and Saughall Massie. The proposed route would cross residential parts of Bromborough, turning over the rural location to the north of Raby Mere, avoiding overflight over Clatterbridge Hospital, and routing through the less-densely populated area of the Wirral. An early turn on SID TEMP2 would mean transiting over the Eastham Oil Refinery at relatively low level and the Hooton Biomass Plant and associated venting stack which is not possible due to the excessive climb gradient required. Our assessments show that the new proposals all have a positive noise benefit over the current situation, but Option R concentrates traffic departing from Runway 09 over areas of Runcorn and Weston. The operational issues associated with managing traffic against Hawarden traffic include delays to aircraft on the ground and in the air; additional fuel burn is associated with delays to aircraft both on the ground and in the air and this would mean the environmental benefits of the proposal would not be realised. 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. This consultation is being conducted in accordance with regulatory requirements and 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. We have followed the robust process outlined in CAP1616 which required us first to consider a comprehensive list of options which were then reduced to the 6 shortlist options based on detailed assessment against the regulatory constraints, design principles, environmental and noise impact, including avoiding sensitive areas in so far as practicable.</p>	<p>B</p>
<p>The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	<p>B</p>
<p>The respondent's postcode location is currently overflowed by aircraft following the SID Wallasey. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. This change is about selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, including this location. All of our options are assessed as having a noise benefit versus the current situation.</p>	<p>B</p>

<p>The proposal is not to create 'super highways' and the distribution of the direction of traffic flow is not expected to change from the current situation. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. The current Wallasey SID takes traffic over this postcode location. The new SID avoids this area with traffic routing up the less densely populated area of the Wirral. All of our options are assessed as having a noise benefit versus the current situation and all options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. All of our options are assessed as having a noise benefit versus the current situation.</p>	B
<p>The respondent provided a neutral response with no additional comments.</p>	B
<p>The proposal are not about climate change issues although a number of combinations will provide positive environmental benefits over current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. It is not technically or operationally feasible to follow the route of the river to the Irish Sea. Sharper turns would require higher engine power settings, increasing the noise impact. This location is currently overflown by aircraft following the NANTI SID on departure from Runway 27. The proposed new routes will remain clear of this area which should produce a reduction in the environmental impacts in this area.</p>	B

<p>All of our options are assessed as having a noise benefit versus the current situation. The respondent objects to Runway 27 combination C based on the significant negative impact, specifically Runway 27 SID AGGER, would have on the Wirral. LILA would also prefer not to implement the proposed C option Runway 27 SID AGGER. The routing aircraft take after reaching point CAVEN will be the same, regardless of the option chosen. Aircraft will be above 5,000 ft as they cross the Wirral and therefore noise pollution is likely to be minimal. Aircraft departing on the current Wallasey SID are able to turn over the River Mersey and make their way to the current WAL position. However, this route involves overflight of residential areas of Bebington, New Ferry, Woodhey, Prenton, Woodchurch, Upton and Saughall Massie. The proposed route would cross residential parts of Bromborough, turning over the rural location to the north of Raby Mere, avoiding overflight over Clatterbridge Hospital, and routing through the less-densely populated area of the Wirral. An early turn on SID TEMP2 would mean transiting over the Eastham Oil Refinery at relatively low level and the Hooton Biomass Plant and associated venting stack which is not possible due to the excessive climb gradient required. Our assessments show that the new proposals all have a positive noise benefit over the current situation, but Option R concentrates traffic departing from Runway 09 over areas of Runcorn and Weston. The operational issues associated with managing traffic against Hawarden traffic include delays to aircraft on the ground and in the air; additional fuel burn is associated with delays to aircraft both on the ground and in the air and this would meant the environmental benefits of the proposal would not be realised. LILA 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. This consultation is being conducted in accordance with regulatory requirements and 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. We have followed the robust process outlined in CAP1616 which required us first to consider a comprehensive list of options which were then reduced to the 6 shortlist options based on detailed assessment against the regulatory constraints, design principles, environmental and noise impact, including avoiding sensitive areas in so far as practicable. Not technically or operationally feasible to follow the route of the river to the Irish Sea.</p>	B
<p>There is no intention to increase the number of flights over the respondent's postcode area to one every 4 minutes. The new WAL SID avoids this area with traffic routing up the less densely populated area of the Wirral which should produce a reduction in the noise impacts in this area. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. Not technically or operationally feasible to follow the route of the River Mersey.</p>	B

<p>The proposal are not about climate change issues although a number of combinations will provide positive environmental benefits over current procedures. Environmental assessments have been carried out in accordance with the guidance in CAP1616. The respondent's postcode location is in a residential area of Chester; any overflight close to this location by aircraft from LJA will be from departing aircraft above 5,000 ft, or arriving aircraft above 3,000 ft and descending at lower power setting.</p>	<p>B</p>
<p>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. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. Those options with the lowest environmental impacts will be chosen unless operational safety would otherwise be compromised.</p>	<p>B</p>
<p>The respondent's postcode location is currently extensively overflown by aircraft following the NANTI SID on departure from Runway 27. The proposed new routes will remain clear of this area, with the exception of Runway 09 departures which may come close, but will be above 5,000 ft at this point. This would produce a reduction in the noise impacts in this area.</p>	<p>B</p>
<p>The proposal are not about climate change issues although a number of combinations will provide positive environmental benefits over current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. A number of combinations will provide positive environmental benefits over current procedures.</p>	<p>B</p>
<p>Consultation was widely published in social media, print media, libraries and online media. Councils were contacted directly and several reminders and announcements were made throughout the consultation relating to public events and the deadline. 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 will the detail necessary to make informed choices or comments. The changes are required to meet regulatory requirements and it offers the airport the opportunity to seek to reduce the number of residents exposed to aircraft noise. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	<p>B</p>

<p>This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible; this entails minimising the numbers of people overflown compared to current operations. 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 noise levels in the respondent's postcode location will be below the level at which noise is considered to be a nuisance.</p>	B
<p>This is not about facilitating airport expansion or increasing traffic but about changing the way aircraft fly the procedures. 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; this entails minimising the numbers of people overflown compared to current operations. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation.</p>	B
<p>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. Aircraft will still follow different flight paths depending on their direction of travel and the distribution of traffic will be similar to current procedures. This change is about modernising airspace by selecting a combination of future routes that will bring positive environmental benefits in terms of noise and emissions to the majority, wherever possible. There is no intention to stack aircraft over the respondent's postcode location. A number of combinations will provide positive environmental benefits over current procedures and all of our options are assessed as having a noise benefit over the current situation. All options have a Net Present Value (NPV) benefit in terms of health.</p>	B
<p>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 change the way aircraft fly the procedures by introducing PBN routes which will improve the resilience and redundancy of operations at LJLA but will also improve efficiencies that will help protect any future growth. The introduction of PBN routes is intended to reduce the environmental impacts felt by local residents, where possible. Although satellite-based procedures appear to concentrate flight tracks, these proposal also aim to support better climb and descent profiles that will help to reduce noise and fuel burn. All of our options are assessed as having a noise benefit versus the current situation and all have a Net present Value (NPV) benefit in terms of health. 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 will the detail necessary to make informed choices or comments. Government policy states that noise contours only need to be displayed where the average noise exceeds 51dBA (by day) or 45 dBA (by night). Details of the environmental analysis and an explanation of how the assessment was completed can be found in the Full Options Appraisal at the Consult Gateway on the CAA portal.</p>	B

<p>The respondent supports the airport's preferred combination A-N.</p>	B
<p>This initiative is part of an ICAO requirement to introduce PBN routes and forms part of the Airspace Modernisation Strategy, which sets out a new shared objective between the Civil Aviation Authority and the Department for Transport for modernising airspace to deliver quicker, quieter and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace. These proposals aim to support better climb and descent profiles that will help to reduce noise and fuel burn and make the route network more efficient than currently. This consultation is being conducted in accordance with regulatory requirements in order to provide full disclosure of the facts to enable stakeholders to make informed choices or comments. The chosen combination of future routes will bring positive environmental benefits in terms of noise and emissions to the majority, wherever operationally possible.</p>	B
<p>Location is 5.5 nautical miles on the extended centreline for the approach to the prominent runway in use; not operationally possible to avoid overflight as aircraft on approach will follow the same routing as currently so this location will not see a change, or increase, in air traffic as a result of these changes.</p>	B
<p>The respondent supported the proposal but provided no additional comments.</p>	B

Possible Procedure Amendments
Nil
Possible tweak further south & east to avoid overflight but minimal opportunity due to location of he town of Northwich and the Manchester CTR.

Nil

Possible tweak further south & east to avoid overflight but minimal opportunity due to location of he town of Northwich and the Manchester CTR.

Nil

Possible tweak further south & east to avoid overflight but minimal opportunity due to location of the town of Northwich and the Manchester CTR.

Nil

Nil

Nil

Nil

Nil

Nil

Possible tweak further south & east to avoid overflight but minimal opportunity due to location of he town of Northwich and the Manchester CTR.

Nil

Nil

Nil

Nil

Possible tweak further south & east to avoid overflight but minimal opportunity due to location of he town of Northwich and the Manchester CTR.

Nil

Nil

Nil

Possible tweak further south & east to avoid overflight but minimal opportunity due to location of the town of Northwich and the Manchester CTR.

Nil

Possible tweak further south & east to avoid overflight but minimal opportunity due to location of the town of Northwich and the Manchester CTR.

Nil

Nil

Nil

Nil

Nil

Nil



Nil

Nil

Nil

Nil

Possible tweak further south & east to avoid overflight but minimal opportunity due to location of the town of Northwich and the Manchester CTR.

Nil

Extend the Runway 27 MAP on runway heading until over the Dee Estuary before turning north to the Hold.

Nil

Nil
Nil
Nil

Nil

Nil
Nil
Nil
Nil

Nil

LJLA designs will be reviewed against the maturing designs for Manchester Airport's ACP to ensure alignment and compatibility.

Nil

Nil

Nil

Nil