

# Liverpool John Lennon Airport

IATA/ICAO CODE: LPL/EGGP  
 CITY: Liverpool  
 COUNTRY: UK

## AIRPORT CONTACT

No changes reported by the airport in 2011  
 Verify information below with the airport

Name:	Andrew Dutton	Andy Gower
Title:	Environmental Manager	Airport Director
Airport:	Liverpool John Lennon Airport	Liverpool John Lennon Airport
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Airport Web Site:	<a href="http://www.liverpoolairport.com">www.liverpoolairport.com</a>	

ELEVATION: 81 ft

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
09/27	2286	09/61	3	60 (including shoulders)

## NOISE ABATEMENT PROCEDURES

See UK AIP for details.

### Noise Abatement Procedures

1. Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

### 2. Reverse Thrust

To minimize disturbance in areas adjacent to the aerodrome, Flight Crews are requested to avoid the use of reverse thrust after landing consistent with safe operation of the aircraft, especially between 2300 and 0600 (local time).

### 3. Aircraft Noise Quota System

Liverpool John Lennon Airport operates and manages a Noise Quota System which is based on the CAA Supplement to the UK AIP, pertaining to the Airport Noise Restrictions Notice for London Heathrow, London Gatwick and London Stansted. The count value for the

takeoff and landing by individual aircraft types is shown in the Annex to the above mentioned Supplement.

- a. The night quota period is between 2300 and 0700 (local time) with the quota count period being between 2330 and 0600.
- b. Operators must supply information appertaining to the noise characteristics (aircraft type, engine type, operating weight and maximum certificated landing or takeoff weight as appropriate) and quota count for all non-exempt aircraft using Liverpool John Lennon Airport, to Airport Operations Tel +44 (0) 151 907 1551 as part of the PPR request process.
- c. Quota Count Operational Restrictions:
  - i. 2300-2330 - Aircraft with quota count of QC8 and QC16 must not be scheduled to takeoff or land;
  - ii. 2330-0600 - Aircraft with quota count of QC8 and QC16 must not takeoff or be scheduled to land;
  - iii. 0600-0700 - Aircraft with quota count of QC16 must not takeoff or be scheduled to land.

Certain exemptions (including emergencies) apply contact the Environmental Manager for a full list of exemptions.

#### 4. Arrivals

Inbound aircraft, other than light aircraft flying under VFR or Special VFR, shall maintain a height of at least 2000 ft above aerodrome level until cleared to descend for landing. Aircraft approaching without assistance from ILS or radar, shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by aircraft using the ILS glide path. It is recommended that aircraft join final approach at not less than 3 nm on runway 27.

#### 5. Departure

- a. Runway 27
  - i. After takeoff all aircraft of more than 5730 kgs (12,500 lbs) MTWA shall climb straight ahead at maximum rate to 1000 ft all before turning
- b. Runway 09
  - i. Between 2300 and 0700 (winter), 2200 and 0800 (summer), Runway 09 will only be available for takeoff when overriding operational considerations necessitate its use, e.g. performance requirements.
  - ii. After takeoff the initial turn onto outbound heading shall be commenced as soon as practicable, but not below 500 ft aal and not before passing the end of the runway.
- c. After completion of the initial turn onto outbound heading, all turbojet

powered aircraft shall reduce power for noise abatement purposes so as to maintain a rate of climb of at least 500 ft per minute at power settings which will ensure progressively decreasing noise levels at point on the ground under the flight path.

## 6. Engine Testing

Aircraft engine testing is subject to the approval of the Airport Authority and shall only be permitted between the hours of 0700 and 2300 (local). Outside these hours engine testing will not be permitted except in an emergency.

## 7. Requirements

These requirements may be departed from to the extent necessary for avoiding immediate danger.

## 8. Continuous Descent Approaches to Runway 09

a. Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times

b. Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.

c. To facilitate these techniques aircraft should be flown no faster than 250 kt from the Speed Limiting Points and below FL 100 and 250-210 kt during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes.

d. ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as possible.

Note: Continuous descent approaches are only available on Runway 09. Runway 27 operations may require prolonged flight at lower altitude for airspace integration. See EGGP AD 2.22 (2) iii.

## CONTINUOUS DESCENT ARRIVALS (CDA)

### Continuous Descent Approaches to Runway 09

a. Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times

b. Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.

c. To facilitate these techniques aircraft should be flown no faster than 250 kt from the Speed Limiting Points and below FL 100 and 250-210 kt during the intermediate approach

phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes.

d. ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as possible.

Note: Continuous descent approaches are only available on Runway 09. Runway 27 operations may require prolonged flight at lower altitude for airspace integration. See EGGP AD 2.22 (2) iii.

AIRPORT CURFEWS

Training flights by turbo-jet powered aircraft shall be subject to the prior approval of the Airport Director. They will not normally be permitted on Sundays before 1000 or after 2000. On other days they will not be permitted between 2300-0700 (winter) 2200-0600 (summer).

- i. All crew training circuits shall be carried out at least 1500 aal
- ii. in other respects, training aircraft shall comply with noise abatement procedures detailed in the UK AIP.

PREFERENTIAL RUNWAYS

Landing 09, takeoff 27. Also see noise abatement procedures above.

OPERATING QUOTA

Aircraft Noise Quota System

Liverpool John Lennon Airport operates and manages a Noise Quota System which is based on the CAA Supplement to the UK AIP, pertaining to the Airport Noise Restrictions Notice for London Heathrow, London Gatwick and London Stansted. The count value for the takeoff and landing by individual aircraft types is shown in the Annex to the above mentioned Supplement.

- a. The night quota period is between 2300 and 0700 (local time) with the quota count period being between 2330 and 0600.
- b. Operators must supply information appertaining to the noise characteristics (aircraft type, engine type, operating weight and maximum certificated landing or takeoff weight as appropriate( and quota count for all non-exempt aircraft using Liverpool John Lennon Airport, to Airport Duty Manager Tel +44 (0) 151 907 1551 as part of the PPR request process.
- c. Quota Count Operational Restrictions\*

i.	2300-2330	Aircraft with quota count of QC/8 and QC 16 must not be scheduled to take-off or land.
ii.	2330-0600	Aircraft with quota count of QC/8 and QC/16 must not take-off or be scheduled to land.

iii.	0600-0700	Aircraft with quota count of QC/16 must not take-off or be scheduled to land.
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\* Certain exemptions (including emergencies) apply contact the Environmental Manager for a full list of exemptions.

#### ENGINE RUN-UP RESTRICTIONS

Aircraft engine testing is subject to the approval of the Airport Authority and shall only be permitted between the hours of 0700 and 2300 (local). Outside these hours engine testing will not be permitted except in exceptional operational circumstances.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

#### NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	2007	Eligibility based on a 63 dB(A) 18 hour noise contour (daytime) and 59 dB(A) noise contour (nighttime). The nighttime noise exposure contour is likely to reduced to 57 and then 55 dB(A) at key stages in the airports planning development.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A
Avigation Easements	-	N/A
Zoning Laws	-	N/A
Real Estate/Property Disclosure Laws	-	N/A
Acquire Land for Noise Compatibility to date	-	N/A
Population within each noise contour level relative to aircraft operations	-	N/A
Airport Noise Contour Overlay Maps	-	Yes
Total Cost of Noise Mitigation Programs to Date	-	N/A
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Liverpool Airport PLC

#### NOISE MONITORING SYSTEM

The noise monitoring and track keeping system was installed in 2002; the system consists of 2 fixed Noise Monitoring Terminals (NMT) and 1 mobile (NMT) used in different locations

for short periods. The NMTs are linked to a central server that collates the noise events at the fixed NMTs with aircraft tracks received from the secondary surveillance radar.

#### FLIGHT TRACK MONITORING SYSTEM

Yes - See information under Noise Monitoring System

NOISE LEVEL LIMITS - [NONE](#)

#### CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

#### CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)