

**Liverpool John Lennon Airport Consultative Committee**  
**Noise Monitoring Sub-Committee**

**Date :** Friday, 15 April 2016  
**Venue :** Cavern Suite\*, Liverpool John Lennon Airport, L24 1YD  
**Time :** 10.30 am

**Agenda**

**1 Election of Chairman**

To elect a Chairman pursuant to paragraph 8.2 of the Constitution.

**2 Election of Deputy Chairman**

To elect a Deputy Chairman pursuant to paragraph 8.2 of the Constitution.

**3 Apologies**

**4 Changes in membership**

Mark Warren represented easyJet and often gave insights from a pilot's perspective but had to step down following a restructure. No replacement is likely.

**5 Minutes of last meeting**

To approve the Minutes of the Sub-Committee held on 15 January 2016.

(Pages 3 - 20)

**6 Noise complaints log**

To consider the noise complaints log for the period 1 January 2016 to 31 March 2016, attached.

(Pages 21 - 24)

**7 Any other business**

**8 Date of next meeting**

The next meeting of the Noise Monitoring Sub-Committee is scheduled for Friday 15 July at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

The following meetings, as agreed by the Consultative Committee, are: 28 October 2016, 20 January 2017

**For further information, please contact:**

Mike A Jones, Assistant Secretary, Tel 01244 975996  
Email: MikeA.Jones@cheshirewestandchester.gov.uk

Date of Publication: 6 April 2016

**\* *The Cavern Suite is on the first floor of the terminal building, beyond the statue of John Lennon.***

*Please park in the Multi-storey Short Stay Car Park opposite to the Terminal Building.*

**NOISE MONITORING SUB-COMMITTEE**

**15 JANUARY 2016  
(10.30 am - 11.10 am)**

PRESENT: Marshall Morris, Chairman  
Alan Ascott, ARCH Under the Bridge  
Larry Dack, Speke Estate  
Norman Elias, Passenger Representative  
Ian Gaskell, Environmental Health, Knowsley Metropolitan Borough Council  
Councillor Evelyn Hudson, Hale Parish Council  
Dr Ian Rushforth, Environmental Health, Liverpool City Council  
Simon Osborne, National Trust  
Councillor Jeremy Wolfson, Liverpool City Council  
Liverpool John Lennon Airport  
Andrew Dutton, Head of Environment  
Colin Barnes, Environmental Advisor  
Secretariat  
Mike A Jones, Assistant Secretary

**23 APOLOGIES**

Apologies had been received from:

Councillor Mary Aspinall	Liverpool City Council, Cressington Ward
Peter Hargreaves	Cheshire West and Chester Council
Isobel Mason	Halton Borough Council
Angus Tilston MBE	Wirral Transport Users Association

**24 CHANGES IN MEMBERSHIP**

There were no changes in membership to report.

**25 MINUTES OF LAST MEETING**

**DECIDED: That**

the minutes of the meeting of the Noise Monitoring Sub-Committee held on 16 October 2015 be agreed as a correct record.

**26 NOISE COMPLAINTS LOG**

The Sub-Committee considered the Noise Complaints Log, which detailed every complaint received and the response to it, for the period 1 October to 31 December 2015. Colin Barnes gave a presentation to members on the Noise Log which included analysis of the number of noise complaints received by date, number of complainants, administrative area and the total number of complaints compared to the previous year. He also detailed the number of engine ground test runs. The presentation attached to these minutes showed the figures in more detail.

During the period the Airport Company received a total of 21 complaints regarding aircraft noise with the highest proportion (9, or 45%) from residents of Cheshire West and Chester mainly linked to arrivals on runway 09. It was noted that no more than 2 complaints had been received on any one day.

Members were concerned that some emails were quite personal and insulting but the officers accepted them as they could appreciate that there was a depth of

feeling over the perception of aircraft noise intrusion in their life and this was how it was expressed.

Over 60% of the complaints concerned aircraft arriving at the Airport. Officers informed members that there was likely to be a review of flightpaths throughout the North of England and Scotland after 2017 as the aviation industry (Air Traffic Service Provider, Airports & Airlines) sought to reduce overall CO2 emission and noise exposure. However, this was unlikely to influence the final approach (6-8 nautical miles) to the runway which would probably remain very similar to previously.

Colin Barnes then gave a presentation about the airport usage and complaints throughout the calendar year 2015. The draft annual report presentation is attached to these minutes. There were around 61,000 aircraft movements during 2015 of which approximately 33,000 were commercial aircraft movements. Night flights (between 2330 and 0600) amounted to approximately 1,000 aircraft movements. An average of 72% of runway use was on runway 27, but it varied from 85% to 66% each month. Over 2015 there was a total of 74 complaints about aircraft noise, the lowest figure since 2001. The highest proportion, 30%, concerned arrivals on Runway 09 and 97% of complaints were responded to within 14 working days.

**DECIDED: That**

the Noise Complaints Log for 1 October to 31 December 2015 be noted, and the analysis of complaints for the whole of 2015 be noted.

**27 ANY OTHER BUSINESS**

The Chairman noted that at the next meeting, which was likely to be on 15 April 2016, the Chairman of the Noise Monitoring Sub-Committee for the next year would be appointed. He had taken the role for 15 years and indicated that he would be willing to let another member take it.

**28 DATE OF NEXT MEETING**

The draft list of meetings for the 2016/2017 year (between Annual General Meetings) of the Noise Monitoring Sub-Committee at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport, were noted as follows:

15 April 2016
15 July 2016
28 October 2016
20 January 2017

The dates would be approved at the Annual General Meeting of the Consultative Committee on 12 February 2015, and would then be notified to Committee members.

Chairman .....

Date .....



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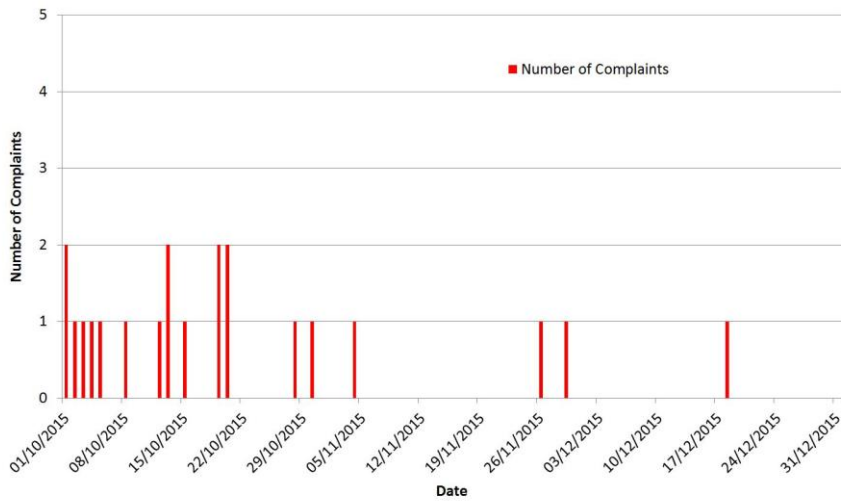
# Noise Monitoring Sub Committee

15<sup>th</sup> January 2016

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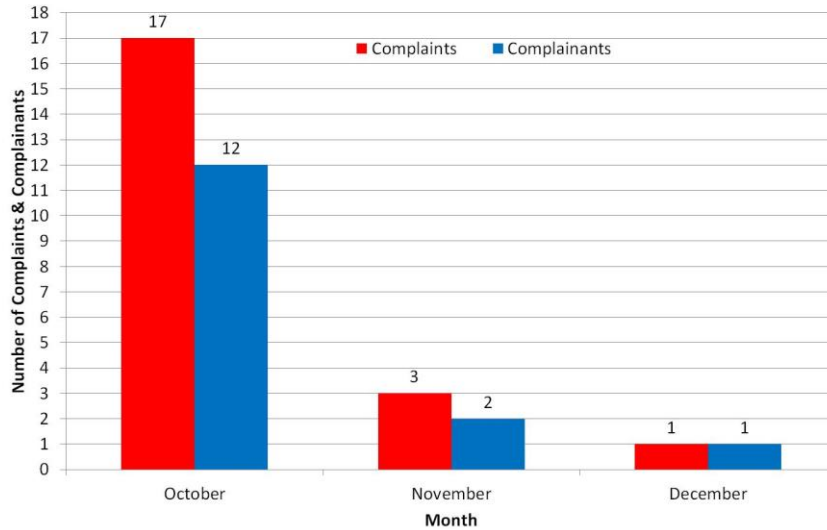
**Liverpool John Lennon Airport Noise Complaints By Day 1st October to 31st December 2015**



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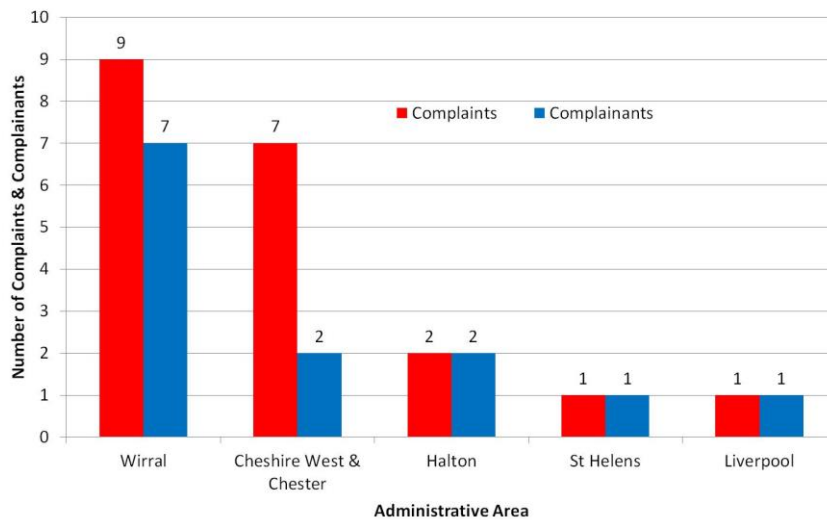
### Liverpool John Lennon Airport Complaints and Complainants for 1st October to 31st December 2015



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### Liverpool John Lennon Airport Complaints and Complainants with Administrative Area for 1st October to 31st December 2015

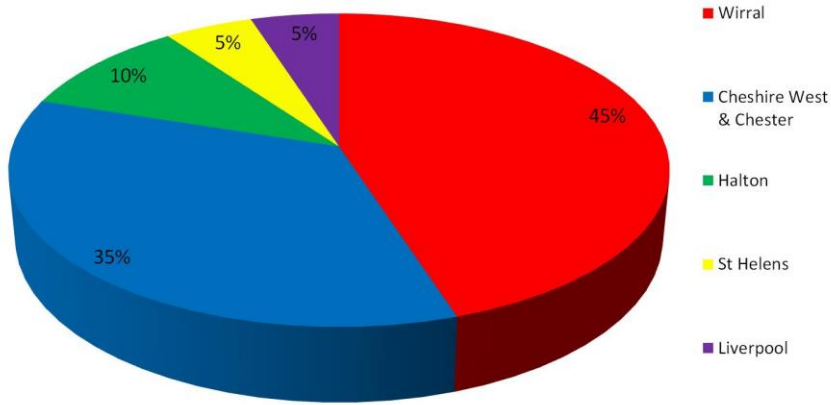


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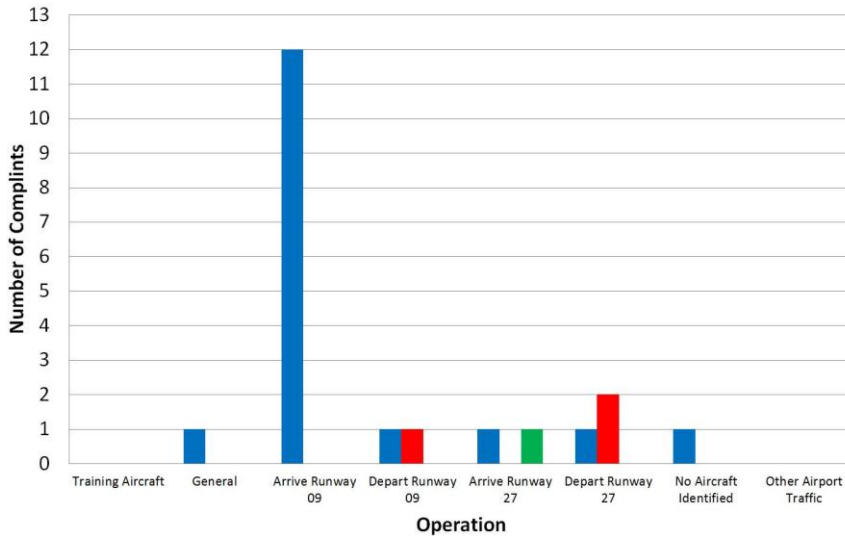
**Liverpool John Lennon Airport Percentage of Complaints for Administrative Area 1st October to 31st December 2015**



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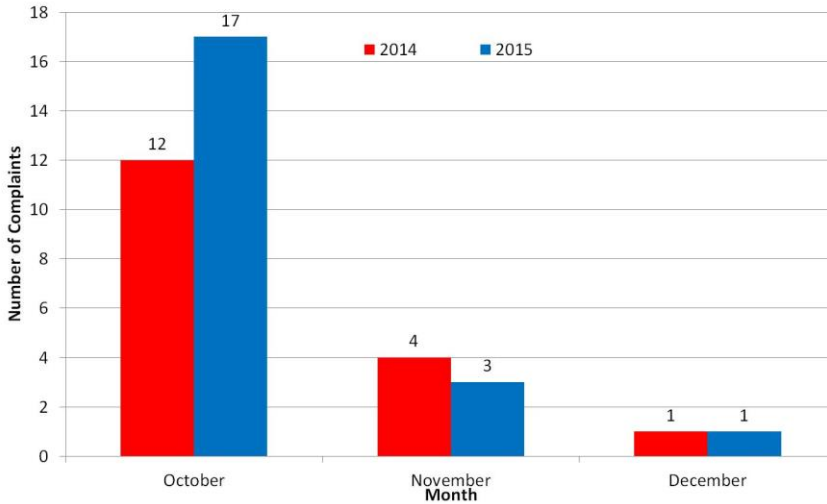
**Liverpool John Lennon Airport Operations that caused Noise Complaints for 1st October to 31st December 2015**



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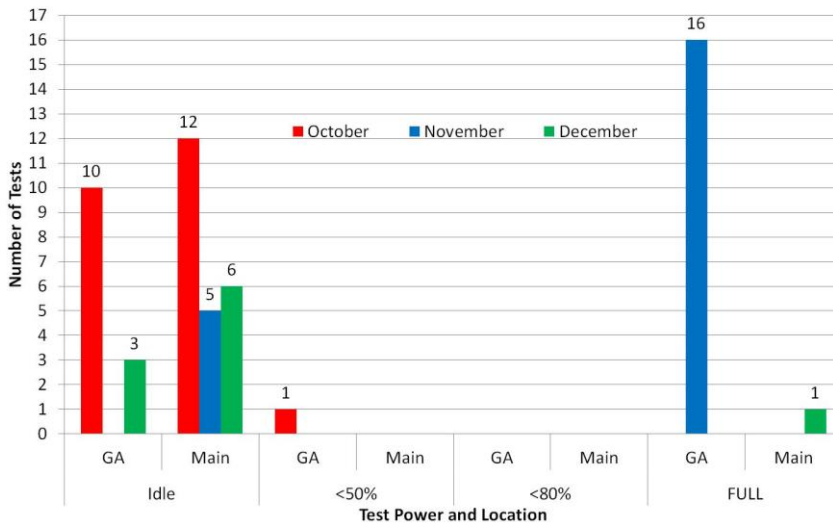
**Liverpool John Lennon Airport Complaints Comparison for 1st October to 31st December 2014 & 2015**



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**Liverpool John Lennon Airport Engine Test Runs 1st October to 31st December 2015**



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# Annual Noise Report

2015

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## Review of Aircraft Movements 2015

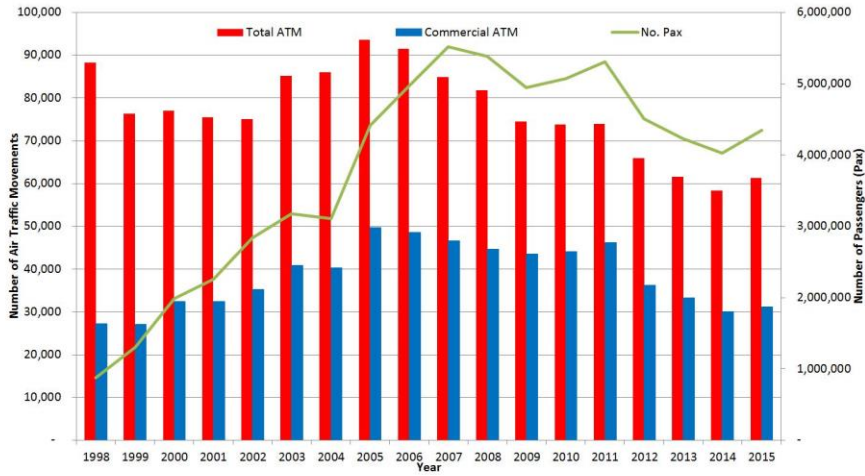
	Club	Commercial	Non Commercial	Other	TOTAL
January	1,211	2,058	119	101	3,489
February	1,813	2,160	123	85	4,181
March	1,886	2,467	138	132	4,623
April	2,313	2,837	122	116	5,388
May	2,403	2,969	134	103	5,609
June	2,940	2,881	71	137	6,029
July	2,479	3,003	110	166	5,758
August	2,857	3,198	104	179	6,338
September	2,765	3,021	110	198	6,094
October	2,399	3,077	99	200	5,775
November	870	2,801	89	119	3,879
December	1,073	2,816	78	117	4,084
<b>Totals</b>	<b>25,009</b>	<b>33,288</b>	<b>1,297</b>	<b>1,653</b>	<b>61,247</b>

The movements are divided into Commercial (paying passenger services and cargo), Non Commercial (private aircraft), Club (private aircraft based at the airport) and Others (military and positioning flights and other miscellaneous aircraft movements).

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### Review of Aircraft Movement (ATM) Type and Passenger (Pax) Numbers from 1999 to 2015

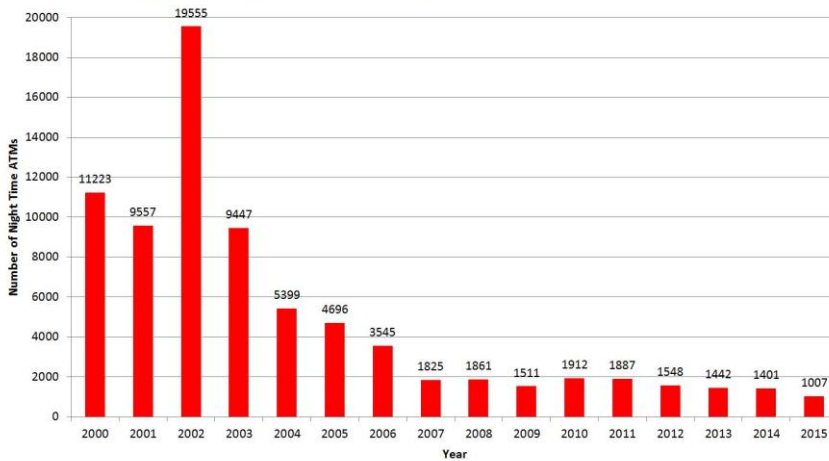


The chart illustrates aircraft movements (both total and commercial) as well as passenger numbers from 1998 to 2015. The number of commercial aircraft movements for 2014 were down by 33% on the peak number in 2005.

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### Number of Night Time (23:30 to 06:00) Aircraft Movements 2000 to 2015

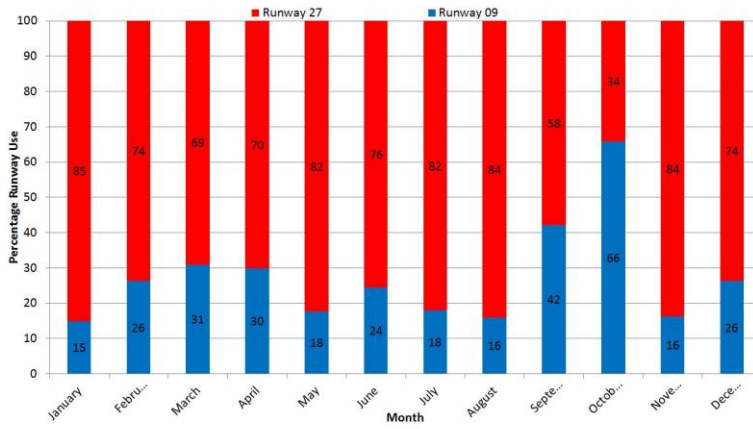


The number of aircraft movements during the night time quota period (23:30 to 06:00) from 2000 to 2015 is shown above. The number of night time aircraft movements for 2015 are down by 95% on the peak year of 2002 when there was a large night time cargo and mail operation at Liverpool John Lennon Airport.

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### Runway Utilisation per Month 2015

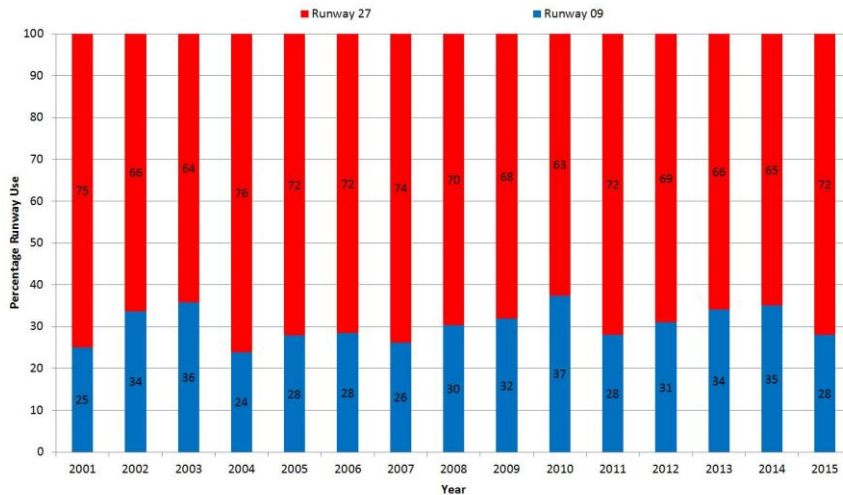


The overall percentage figure for 2015 were runway 09 = 28% and runway 27 = 72%. Runway 09 operations are aircraft arriving (over The Wirral Peninsula) and departing (over Hale Village) to the east. Runway 27 operations are aircraft arriving (over Hale Village) and departing (over the Wirral Peninsula) to the west.

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### Runway Utilisation 2001 to 2015



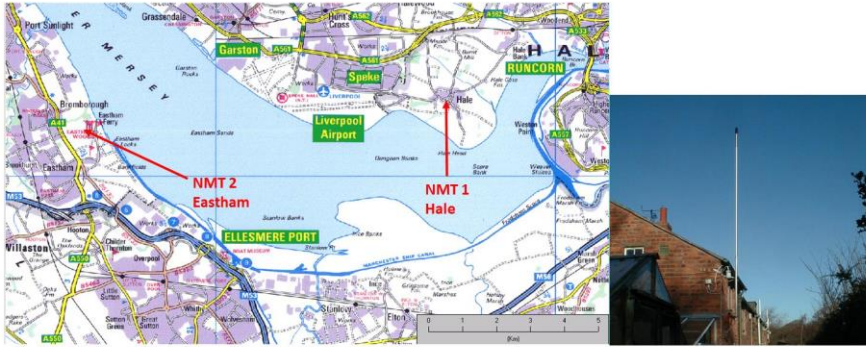
The average for the 2001 to 2015 period shown are runway 09 = 30% and runway 27 = 70%.

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## Noise Monitoring

Airborne aircraft noise is monitored at two fixed Noise Monitoring Terminals (NMT's) at Hale C of E Primary School (NMT 1) to the east of the runway and at Eastham (NMT 2) to the west of the runway. The NMT's measure all relevant acoustical parameters. The acoustical parameters are stored in the Noise Monitoring Terminal (NMT) on a data logger located in the NMT cabinet and the data is collected twice a day.



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## Average Event Annual Noise Levels for Eastham and Hale Noise Monitoring Terminals (NMT) 2015

Airline	Aircraft Type	Runway 09						Runway 27					
		Arrivals (NMT 2 - Eastham)			Departures (NMT 1 - Hale)			Arrivals (NMT 1 - Hale)			Departures (NMT 2 - Eastham)		
		$L_{Aeq}$ dB	SEL dB(A)	$L_{Amax}$ dB	$L_{Aeq}$ dB	SEL dB(A)	$L_{Amax}$ dB	$L_{Aeq}$ dB	SEL dB(A)	$L_{Amax}$ dB	$L_{Aeq}$ dB	SEL dB(A)	$L_{Amax}$ dB
Fly BE	Bombardier Dash 8	68.0	81.2	72.7	65.8	77.6	70.1	71.0	84.0	77.5	61.9	73.1	64.6
easyjet	Airbus A319	70.2	83.9	76.2	68.3	82.1	73.2	75.2	89.2	83.7	65.5	78.8	69.6
easyjet	Airbus A320	69.0	82.7	74.2	71.2	85.8	77.0	74.8	88.8	83.3	66.0	79.3	70.3
Wizz Air	Airbus A320	69.0	82.7	74.2	71.2	85.8	77.0	74.9	89.0	83.0	62.9	74.8	66.1
Ryanair	Boeing 737-800	70.9	84.7	77.0	72.4	86.7	78.1	75.9	90.0	94.4	64.6	77.1	68.4
Blue	Boeing 737-400	72.2	85.9	79.1	75.6	90.6	82.5	78.1	92.3	87.3	64.6	77.9	68.7

$L_{Aeq}$  - Equivalent continuous sound level. The steady dB(A) level which would produce the same A-weighted sound energy over the stated period of time as specified time-varying sound.

SEL - The Single Event Level (SEL) is a measure of aircraft noise from a single event which takes account of the duration as well as the intensity, being the level maintained constantly for a period of one second that would deliver the same A weighted energy as the given noise event.

$L_{Amax}$  - The  $L_{Amax}$  is the maximum noise level measured with slow time weighting and represents the highest level of environmental noise occurring during a correlated noise event.

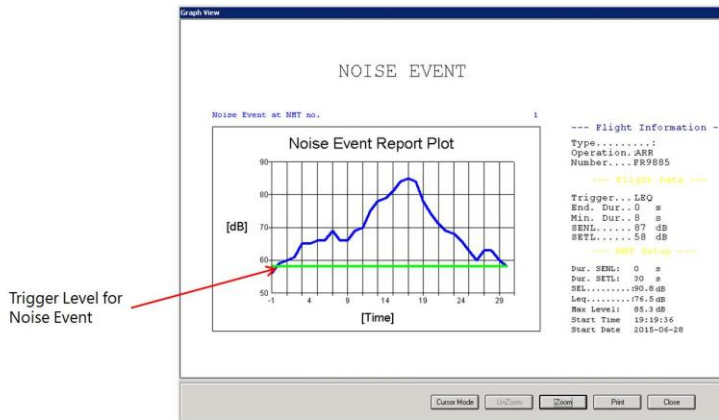
The Noise Levels vary at NMT 1 and NMT 2, because NMT 1 (4.6 km) is located closer to the Airport than NMT 2 (8.5 km).

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## Noise Event Report

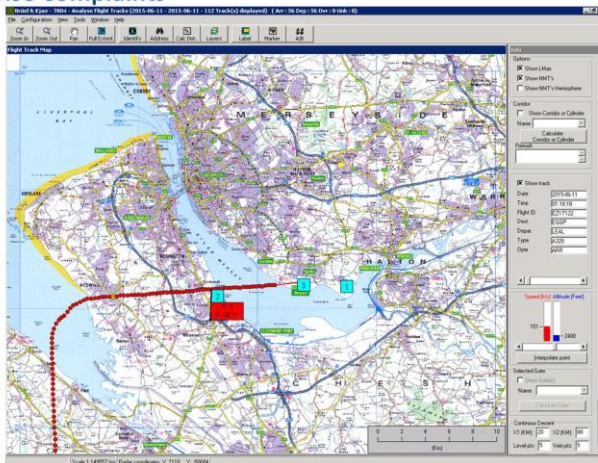
Example of a Noise Event Report form the Noise Monitoring System (NMT 1) for a Ryanair Boeing 737-800 arrival on runway 27.



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## Noise Complaints



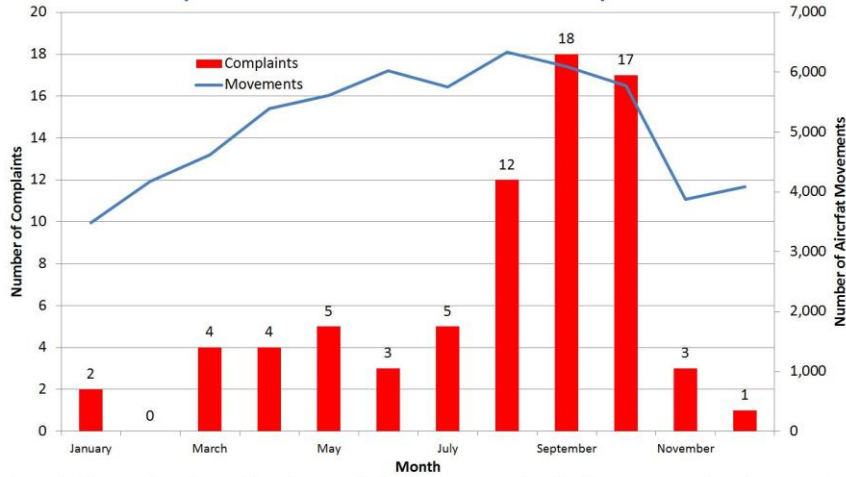
The Airport operates a Noise Complaints Management System to accurately record the nature of the noise complaint made by the local community to the Airport Company, to investigate the potential source of the complaint and to respond to the complainant. A complaint can be made by telephone, letter, email or via the Airport website.

The critical information from the caller includes a description of their concerns, the date, time and location of the event and their contact details. This information is used to investigate the complaint using the Noise Monitoring and Track Keeping System which coordinates Radar aircraft specific information and operational data with information from the Noise Monitoring Terminals.

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**Number of Complaints and Total Aircraft Movements per Month for 2015**

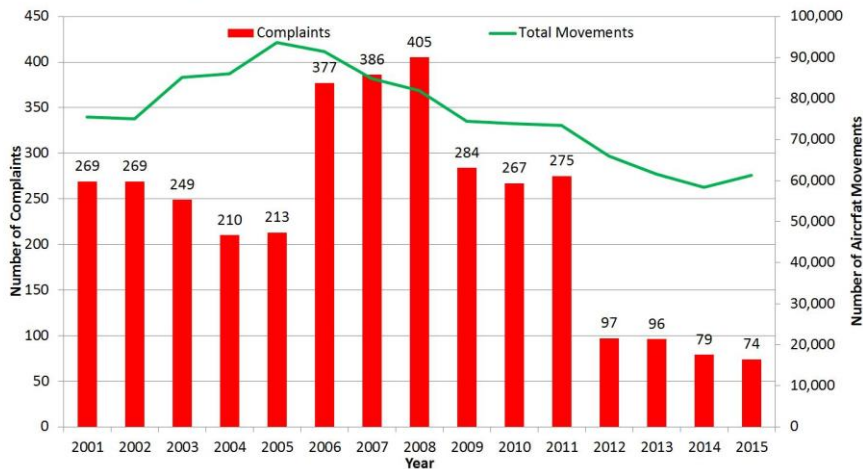


Generally the number of complaints increase during the summer when there are more aircraft movements but this is not always the case as in 2015 where other factors such as the weather and runway orientation can have a bearing on the number of noise complaints and where they originate from that are received by the Airport.

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**Number of Complaints and Total Aircraft Movements 2001 to 2015**



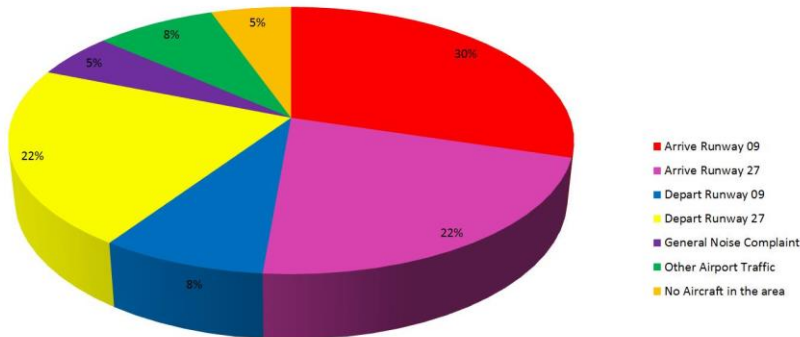
2015 shows a 82% reduction from the peak number of noise complaints in 2008. The absolute number of noise complaints is not a good indicator of actual noise exposure, nor should it be the determining factor in how or what steps can be taken to mitigate noise impacts.

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### Activity which Caused Noise Complaints in 2015

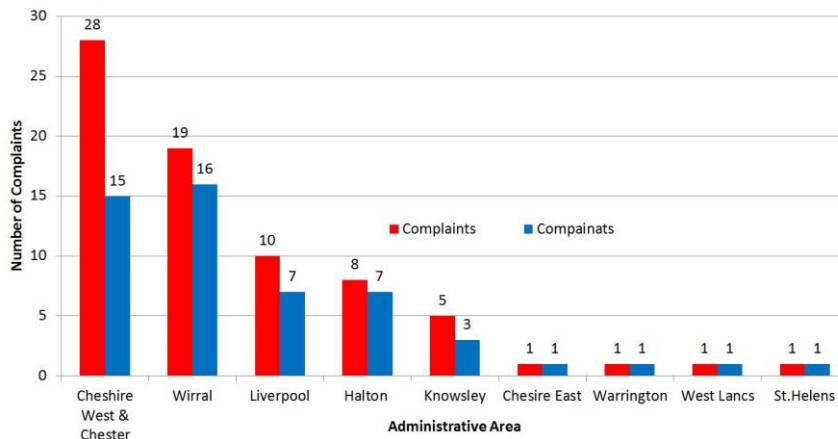


During 2015 30% of complaints were generated by aircraft arriving on runway 09 over the Wirral Peninsula. 22% of complaints were generated by arrivals on runway 27 over Warrington, Runcorn and Hale Village. 22% of complaints were generated by departures from runway 27 over the Wirral Peninsula. Just 8% of complaints made related to departures from runway 09 over Hale Village. 5% of complaints were related to the general operation of aircraft at Liverpool Airport. 8% of noise complaints were associated with aircraft movements from other airports and 5% of complaints related to situations where no aircraft activity was identified at the time of the complaint.

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### Number of Noise Complaints and Complainants for each Administrative Area 2015

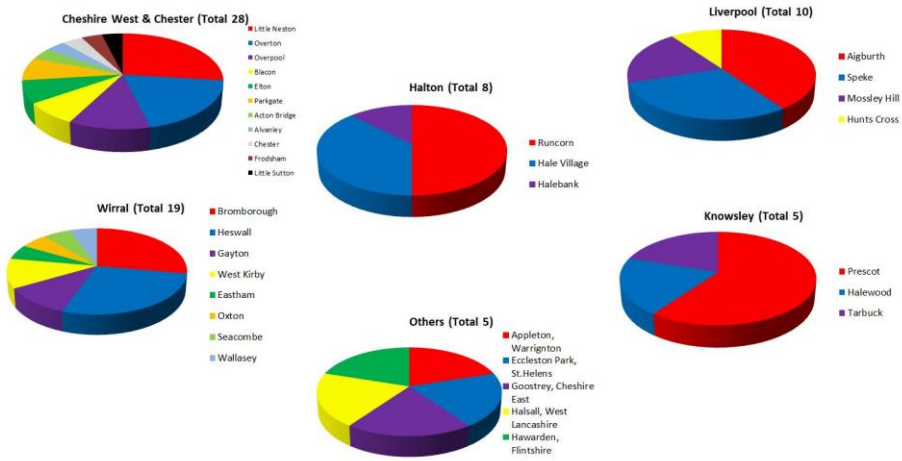


The chart illustrates the number of complaints received from each Local Authority Area and the number of complainants who made the complaints in 2015. 38% of complaints were received from Cheshire West & Chester residents with 26% coming from Wirral residents. Liverpool had 14%, Halton 11%, and Knowsley 8%. Cheshire East, St. Helens, Warrington and West Lancashire all had 1%.

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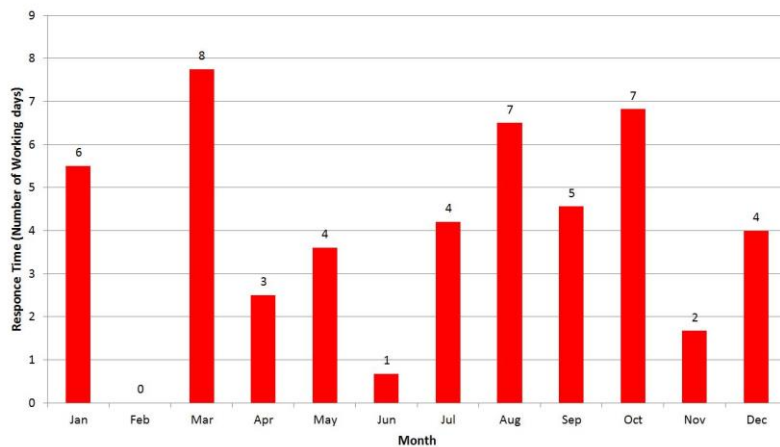
### Number of Complaints Received from each Area of the Administrative Areas in 2015



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### Average response time for Noise Complaints are Received by the Airport in 2015

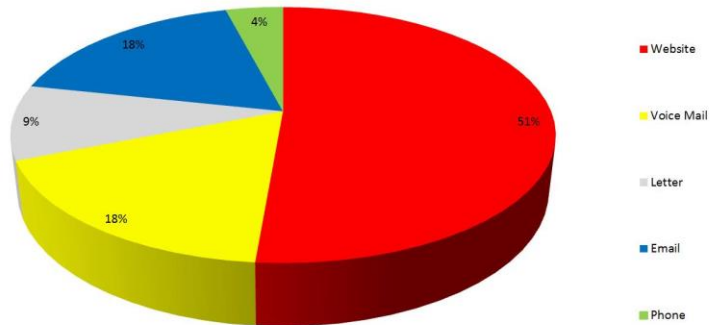


The Airport aims to respond to all noise complaints within 14 working days. During 2015 97% of all noise complaints were responded to within 14 working days.

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### Method by which the Noise Complaints are Received by the Airport in 2015



The chart illustrates the method by which noise complaints were received as a percentage in 2015

Website via: <http://www.liverpoolairport.com/about-ljla/aircraft-noise/>

Voice Mail via: 0151 907 1745

Email via: [environment@liverpoolairport.com](mailto:environment@liverpoolairport.com)

Letter via: Environment Team, Liverpool John Lennon Airport, Liverpool, L24 1YD

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**NOISE COMPLAINTS LOG**  
**LIVERPOOL AIRPORT NOISE MONITORING SUB-COMMITTEE:**  
**Noise Complaint Log January to March 2016**

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
West Derby, Liverpool	13 January		Last 3 days aircraft have been circling Liverpool spreading Chemtrails NOT contrails. It's on You Tube and it's been covered up by the shadow government. These are not passenger aircraft as they have tanks under the wings.			Meeting in which it was explained the aircraft are not using LJA so for further action he would need to contact the CAA. We would watch the You Tube video about Chemtrails.
West Derby, Liverpool	20 January		Please look at the sky now and you can see the Chemtrails. These are not Contrails as this is a conspiracy.			No further action required as complainant does not want information on Contrails.
West Derby, Liverpool	29 January		Aircraft flying spreading Chemtrails in a crisscross pattern to block the sunlight to North West England to affect the agriculture. I have contacted Liverpool City Council Environmental Health who can't help. I want to protect my children and I will kick up ma stink.			Explained that low level cloud is produced by aircraft emissions, the CAA are best placed to help as the regulator.
Hartford, Cheshire West & Chester	14 February		Recently the noise from planes passing overhead has increased causing disturbance - has there been a change to the flight paths? Planes can be seen passing over and the noise is loud.		Arrivals on runway 27	Email sent explaining there has been no change to operating procedures or practises as aircraft approach or depart LJA that would result in an increased number of commercial aircraft over Hartford. The number of aircraft does vary from summer to winter, as there is more demand for air travel in the summer period. The number of overall movements at LJA may rise slightly in 2016 after seven years of passenger number falling after the 2008 financial crash and increased completion from other Airports.
Sutton Manor, St. Helens	10 March		Am not sure why, but these last couple of weeks the noise from aircraft at your airport has become			Email sent to explain there has been no change in procedures or processes in the airports operations that would result in

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
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			really loud. We have lived in this house since 1970 and have never experienced such noise.			more aircraft, lower or louder aircraft in the vicinity of St. Helens. However, there are day to day variations in the orientation of the runway, weather patterns, interaction with other airports which explain why on some days your community will see more aircraft movement overhead than on other days. A explanation of the runway utilisation was also provided as well as explaining that there has been an increase in the number of passengers at Liverpool John Lennon Airport over the last few months with February seeing 22% growth (compared to February 2015), as the percentage load factors on each aircraft has increased and there has been a small increase in the number of aircraft movements. There are more aircraft movements in the summer months than over the winter months. The airport is also slightly busier this year than it was last year after six years of declining passenger numbers.
Oxton, Wirral	11 March		Of late my house seems to be directly under a new flight path for take-off from Liverpool John Lennon airport. Aircraft are flying very low, coming in from the east and ascending in a north westerly direction. There is a constant flow of air traffic and by my estimation more than 4 planes an hour are using this route. As you will appreciate, this is a most disturbing and distressing situation. Could you advise if I can claim compensation for the disturbance and the adverse effect that it is having on		Arrivals & Departures	Email sent to explain there has been no change in procedures or processes in the airports operations that would result in more aircraft, lower or louder aircraft in the vicinity of Oxton. However, there are day to day variations in the orientation of the runway, weather patterns, interaction with other airports which explain why on some days your community will see more aircraft movement overhead than on other days. A explanation of the runway utilisation was also provided as well as explaining that there has been an increase in the

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			my health and wellbeing.			number of passengers at Liverpool John Lennon Airport over the last few months with February seeing 22% growth (compared to February 2015), as the percentage load factors on each aircraft has increased and there has been a small increase in the number of aircraft movements. There are more aircraft movements in the summer months than over the winter months. The airport is also slightly busier this year than it was last year after six years of declining passenger numbers.
Llandrindod, Powys	16 March		Today, we have had at least 5 possibly, 6 passenger jets fly low, over us. We live in an area which is not used, to the best of, our knowledge, as a regular flight path to Cardiff, Bristol or Liverpool airports. The only planes we see are small, local light aircraft from Shobdon or high aircraft creating contrails plus the occasional jet fighter. I am very curious to know why we have had the jet traffic heading west. They may, of course be unconnected with Liverpool airport. I would welcome your comments.			Email send in which it was explained that the area in question is outside our normal sphere of influence for which we gather data. Hence, it is difficult for me to say that the aircraft concerned was or was not arriving or departing from LJLA. We would not expect aircraft approaching LJLA to below 10,000 to 15,000 feet in this vicinity and significantly higher if it was a departing aircraft without further investigations. To the best of our knowledge there has been no change to the airspace that LJLA is responsible for that would lead to aircraft being lower in the mid-Wales border area.

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Complaints without detail: No complaints without detail received.

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