

PRESENT: Marshall Morris, Chairman
Alan Ascott, ARCH Under the Bridge
Larry Dack, Speke Estate
Norman Elias, Passenger Representative
Bob Swann, Chairman of Consultative Committee
Angus Tilston MBE, Wirral Transport Users Association
Councillor Jeremy Wolfson, Liverpool City Council
Toby Zorn, Environmental Health, Wirral Borough Council
Liverpool John Lennon Airport
Andrew Dutton, |Head of Environment. Liverpool Airport
Colin Barnes, Environmental Advisor, Liverpool Airport
Secretariat
Mike A Jones, Assistant Secretary

16 APOLOGIES

Apologies had been received from:

Martin Doyle, Environmental Health, Cheshire West and Chester Council
Paul Farrell, Environmental Health, Liverpool City Council
Peter Hargreaves, Environmental Health, Cheshire West and Chester Council
Councillor Evelyn Hudson, Hale Parish Council
Councillor Tricia O'Brien, Cressington Ward, Liverpool City Council
Simon Osborne, National Trust
Ian Rushforth, Environmental Health, Liverpool City Council
Councillor Catherine Williams, Hale Parish Council

17 CHANGES IN MEMBERSHIP

There were no changes in membership to report since the last meeting.

18 MINUTES OF LAST MEETING

DECIDED: That

the minutes of the meeting of the Noise Monitoring Sub-Committee held on 15 July 2016 be agreed as a correct record.

19 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 July 2016 to 30 September 2016, but included some online complaints from 28 December 2015 to 22 August 2016 which had not been noted previously but had now been responded to. 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 test runs. The presentation is attached to these minutes.

During the period a total of 31 complaints had been received, with the highest proportion (13, or 42%) linked to arrivals on runway 09. There were also the 21

online complaints, with the highest amount (6) in July. The system for notification of online complaints had not forwarded the complaints from 'back of house' on the website to the Environment team as expected during the period but had since been corrected, so there would be no repetition of the same issue.

Members discussed the contents of the Noise Log and noted that one airline had been using older aircraft and several complaints related to those. The aircraft had been updated since.

Andrew Dutton raised an issue which may result in more complaints in the near future, which was the local effect of a national programme to upgrade navigation beacons, rationalising the national network from 46 beacons to 19. The Wallasey Beacon (near Meols) was being upgraded and retained. Whilst that Beacon was unavailable for maintenance, non-standard departure was being undertaken which may change the number of complaints, as the routes would take aircraft over areas in a different direction and altitude.

DECIDED: That

the Noise Complaints Log for 1 July 2016 to 30 September 2016, and online complaints between 28 December 2015 to 22 August 2016 not previously notified, be noted.

20 FUTURE AIRSPACE STRATEGY

Andrew Dutton updated the Sub-Committee on the Future Airspace Strategy. The existing Airspace infrastructure had been designed in the 1950s and 1960s based on RADAR and radio beacons but since then there had been major changes in volume of flights and technology available. The existing infrastructure would struggle to support the expected increase in air traffic, which was expected to reach near capacity in airspace as a whole by 2030, with 30 minute delays on at least a quarter of flights. The air traffic service NATS had plans to update airspace above 7,000 feet and aimed to consult in 2017 and have a new infrastructure in place by 2022.

Below 7,000 feet was the responsibility of airports. At Liverpool departures tended to climb to 3,000 feet then level off for a period to avoid other traffic passing across the area. It would be possible, using satellite navigation, to climb at a steady rate and on a straighter path, reducing CO₂ emissions and airborne noise impact on more communities. The potential negative impact was that some areas beneath flight paths would receive more aircraft overhead as the tracks became more accurate but the aircraft would be higher for longer increasing the distance from noise source to receptor.

Andrew was willing to talk with any groups which representatives could identify before the process associated with CAP725 (the CAA Guidance on the Application of the Airspace Change Process) started or during it. Local implementation was envisaged for 2019.

21 ANY OTHER BUSINESS

There was no business under this item.

22 DATE OF NEXT MEETING

The next meeting of the Noise Monitoring Sub-Committee is scheduled for Friday 20 January 2016 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

Chairman

Date

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Noise Monitoring Sub Committee

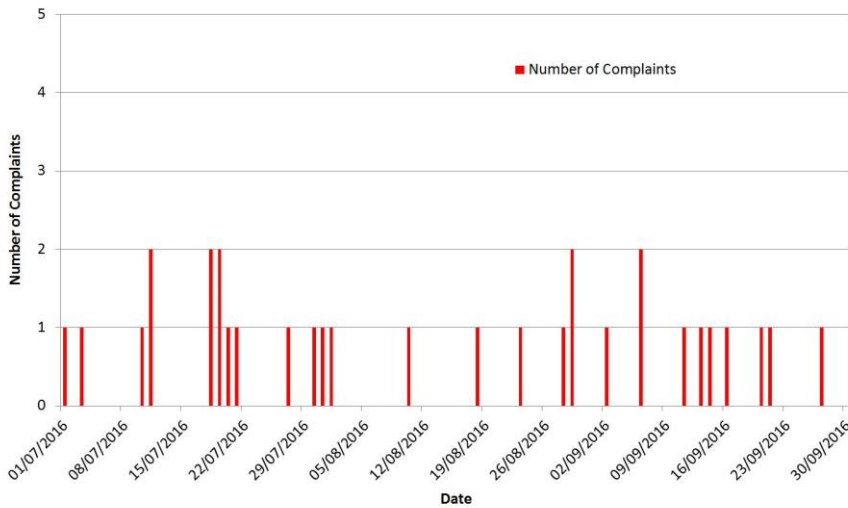
28th October 2016



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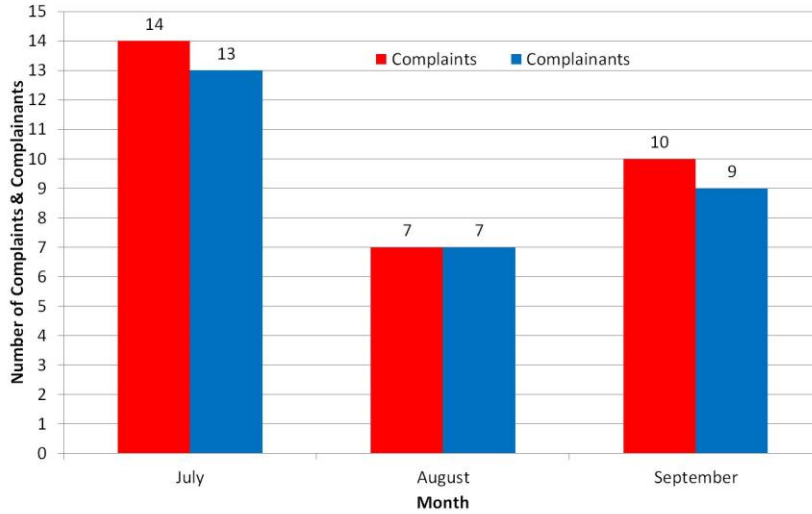
Liverpool John Lennon Airport Noise Complaints By Day 1st July to 30th September 2016



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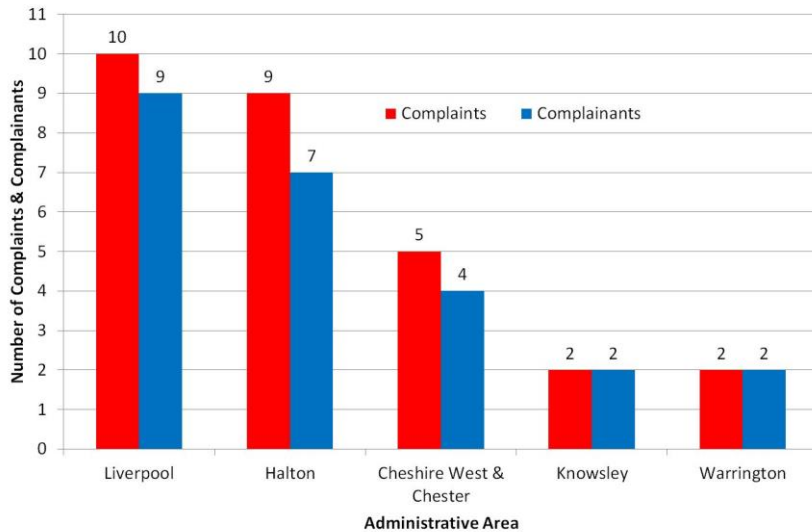
Liverpool John Lennon Airport Complaints and Complainants for 1st July to 30th September 2016



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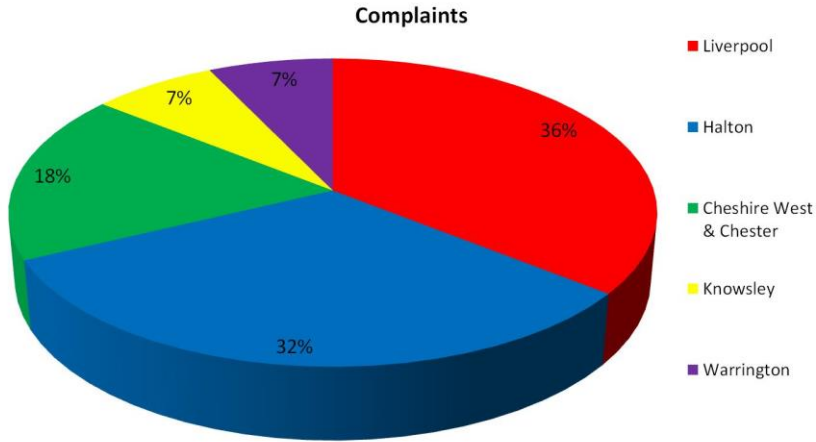
Liverpool John Lennon Airport Complaints and Complainants with Administrative Area for 1st July to 30th September 2016



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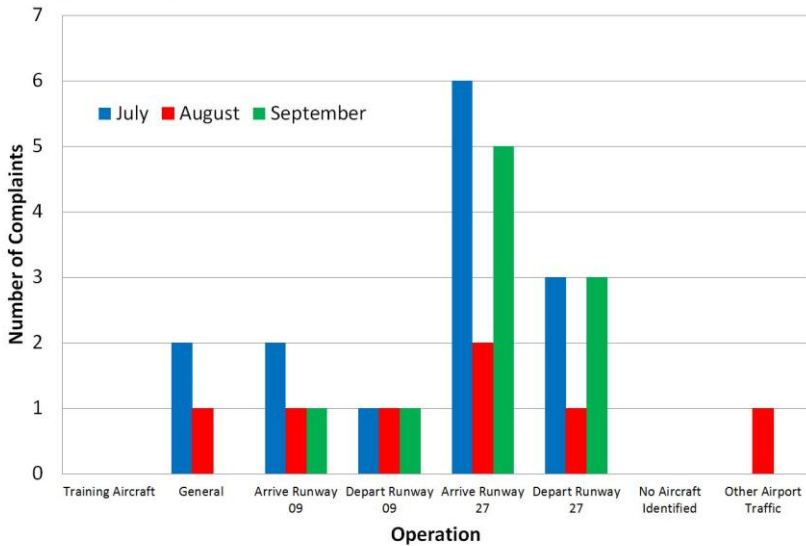
Liverpool John Lennon Airport Percentage of Complaints for Administrative Area 1st July to 30th September 2016



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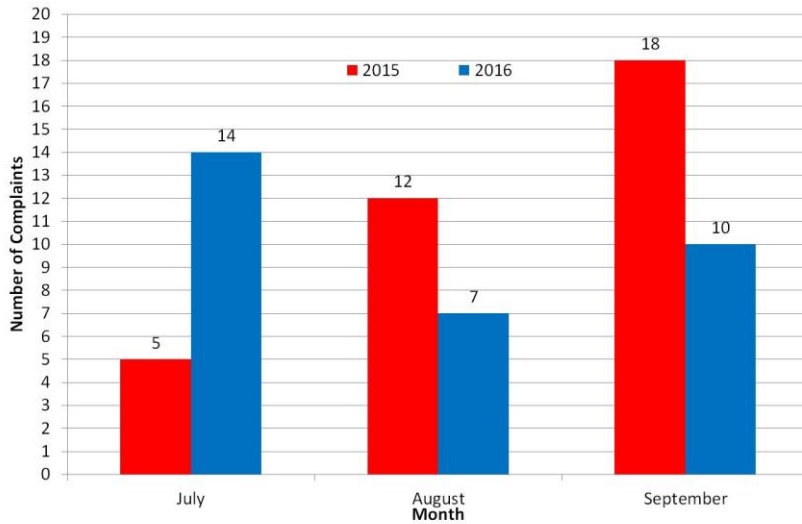
Liverpool John Lennon Airport Operations that caused Noise Complaints for 1st July to 30th September 2016



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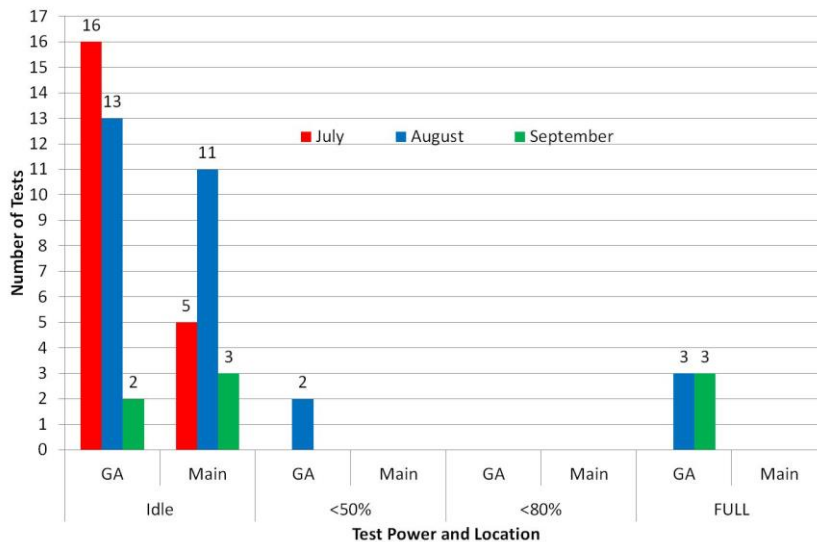
Liverpool John Lennon Airport Complaints Comparison for 1st July to 30th September 2015 & 2016



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Liverpool John Lennon Airport Engine Test Runs 1st July to 30th September 2016



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Missed Complaints

- Dates: Between 28th December 2015 and 18th August 2015

- Numbers: 21 complaints missed

Months	Dec	Feb	Apr	May	Jun	Jul	Aug
	1	2	1	3	1	6	3

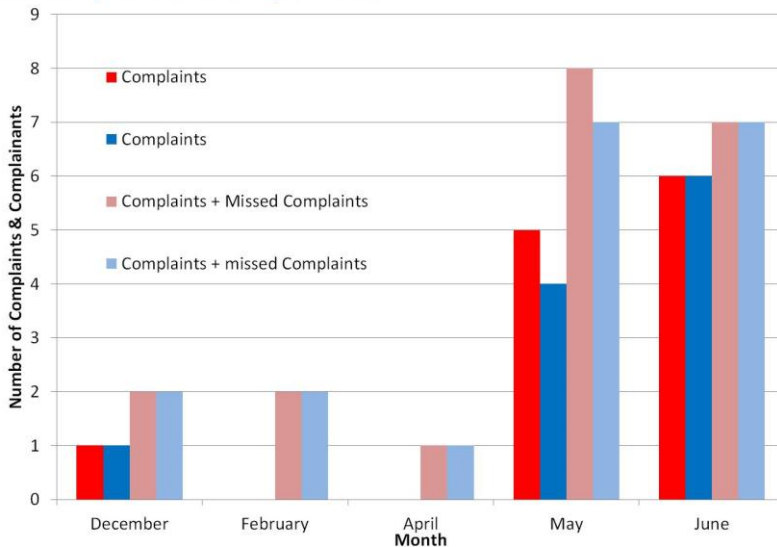
- Cause: Website not sending completed forms to environment@liverpoolairport.com email address

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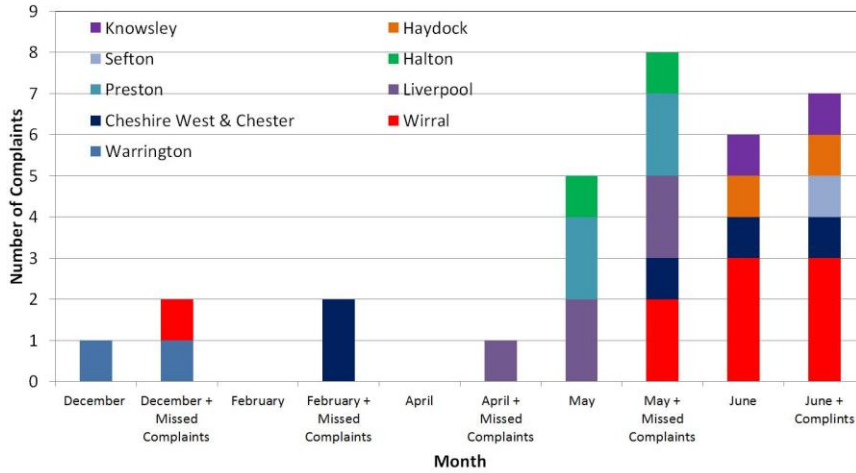
Liverpool John Lennon Airport Missed Complaints December 2015 to June 2016 Complaints and Complainants



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**Liverpool John Lennon Airport Missed Complaints December 2015 to June 2016
Complaints by Administration Area**



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**NATS VHF Omni Range (VOR)
Replacement Programme**

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NATS VOR Replacement Programme

- NATS has historically operated 46 Doppler VHF Omni Range (DVOR) navigation beacons across the UK to provide an en-route navigation service as either stand alone beacons or co-located with Distance Measuring Equipment (DME) beacons. The CAA has approved in principle a reduction in the VOR infrastructure from 46 to 19 sites by 2020.
- Equipment at the retained sites will gradually be replaced and each replacement will result in the facility being unavailable for use for approximately three months with any co-located DME also being unavailable during this period.
- Each beacon is part of a post-World War II ground-based navigation network used for defining airway routes or providing instrument approaches at airports.
- Commercial aviation – which has always funded the upkeep of the VOR beacons – now almost exclusively relies on the use of satellite navigation making the majority of beacons an expensive and unnecessary financial burden.

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WAL VOR

- work commenced on the 11 October 2016 and will last for approximately three months.



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WAL VOR

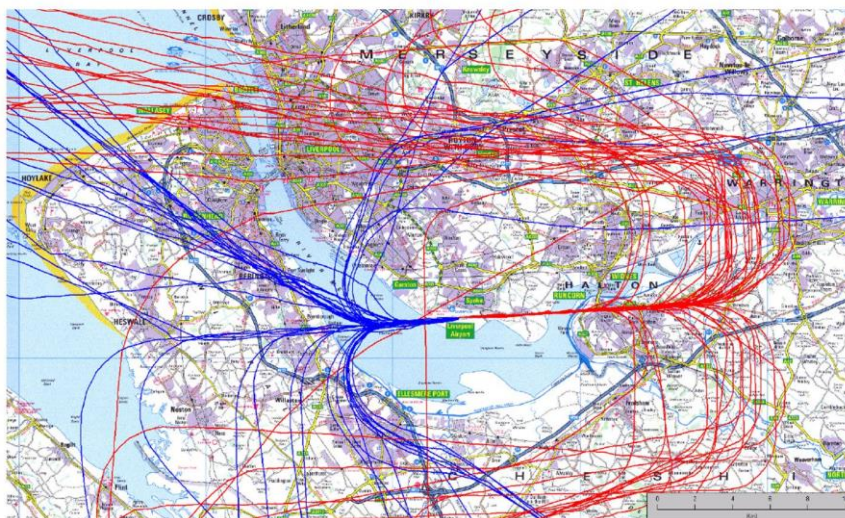
- Liverpool Airport – The WAL outage will have the following impacts on operations at Liverpool airport:
- Departures – All SIDs will be suspended. Non-standard departures have been agreed with NATS and these will also be used in the future should the WAL DVOR ever fail. These procedures closely replicate existing tracks and have been promulgated in a Temporary Operating Instruction (TOI). In due course they will be put into MATS Part 2.
- Arrivals – STARs will be suspended during the replacement period. All inbound aircraft will be individually coordinated on a tactical basis. In the event of holding ATCOs will have to vector the aircraft around the holding positions. Whilst this will increase controller workload, the number of times the hold is used will make it achievable.

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Tracks (19th September 2016)



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Airspace Change

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Airspace Change



Future Airspace Strategy - Creating Airspace Fit for the 21st Century-HD.mp4

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Airspace Change



Future Airspace Strategy - The Need to Modernise UK Airspace-SD.mp4

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