



## Noise Monitoring Sub-Committee

**Date:** Friday, 20 January 2023

**Time:** 10.30 a.m.

**Venue:** Virtual – Microsoft Teams

**Contact Officer:** Joe D’Henin  
**Tel:** 0151 691 8139  
**e-mail:** josephdhenin@wirral.gov.uk  
**Website:** www.wirral.gov.uk

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## AGENDA

1. **APOLOGIES**
2. **DECLARATION OF INTERESTS**
3. **CHANGES IN MEMBERSHIP**
4. **MINUTES OF LAST MEETING (Pages 1 - 16)**

To approve the minutes of the Noise Monitoring Sub-Committee meeting held on 21 October 2022, attached.

5. **NOISE COMPLAINTS LOG (Pages 17 - 24)**

To consider the Noise Complaints Log for the period 1 October 2022 to 31 December 2022, attached.

6. **AIRSPACE CHANGE**
7. **DATE OF NEXT MEETING**

The next meeting of the Noise Monitoring Sub-Committee will be set at the Consultative Committee meeting in February 2023 but is likely to be 21 April 2023.

**8. ANY OTHER BUSINESS**

## **NOISE MONITORING SUB-COMMITTEE**

Friday, 21 October 2022

### **Present:**

Norman Elias, Passenger Rep and Chair  
Jim Candlin, Cheshire West and Chester Council  
Ian Gaskell, Knowsley Council  
Kate Hughes, Halton Council  
David King-Hale, Wirral Council  
Doreen Knight, Liverpool Council  
Bob Swann, Chair of the LJLACC

### **Liverpool John Lennon Airport**

Andrew Dutton, Head of Environment  
Colin Barnes, Environment and Safeguarding Manager

### **Secretariat**

Mike Jones, Secretary  
Joe D'Henin, Assistant Secretary

#### **1 APOLOGIES**

No apologies had been received in advance of the meeting. Malcom Spargo and Ian Rushforth were unable to join the meeting due to a technical issue with the virtual meeting link.

#### **2 DECLARATION OF INTERESTS**

There were no declarations of interests.

#### **3 CHANGES IN MEMBERSHIP**

There were no changes in membership to report.

#### **4 MINUTES OF LAST MEETING**

**Resolved - That the minutes of the meeting of the Noise Monitoring Sub-Committee held on 15th July 2022 be agreed as a correct record.**

#### **5 NOISE COMPLAINTS LOG**

Colin Barnes, Environment and Safeguarding Manager, introduced the Noise Log for the period 1st July 2022 to 30th September 2022 with a comparison of aircraft movements for the first week of July between 2019, 2020, 2021, and 2022.

An outline of the slides attached was provided, providing a breakdown of the 107 complaints received during the period. The slides analysed complaints by date, complainants, area, reasons for complaints (including flight routes and runways used) and comparison with previous years. The Sub-Committee were informed that the period July to September 2022 saw substantially more complaints than the same period in 2021, which was the result of a large number of complaints from one individual in Wirral. 60 complaints were received in July alone, many of which from the one individual. The majority of complaints related to the departure route from runway 27.

Members of the Sub-Committee asked whether there had been any changes to the departure route from runway 27 that would account for the increased entries from the complainant in Bromborough, and whether the location of these complaints sat directly under the flight route. In response, it was clarified that whilst the complainant's residence did lie under the departure route from runway 27, there had been no changes to the route, with the majority of flights reported travelling to Ireland and the Isle of Man.

## **6 AIRSPACE CHANGE**

Andrew Dutton, Head of Environment, Liverpool Airport provided an update on the Liverpool John Lennon Airport (LJLA) Airspace Change Proposal (ACP). An overview of events relating to the ACP was provided, with the Sub-Committee being informed that LJLA remained paused at Stage IV of the CAP1616 process, and was to be unpausing in the near future, with the ambition of integrating with the other airspace change sponsors in the region.

Whilst the LJLA ACP had been paused, the Airspace Change Organising Group (ACOG) had been established, with the group creating a national Airspace Change Masterplan. ACOG were seeking to coordinate the implementation of the Masterplan and the integration of all the airports and NATS (NERL) airspace change proposals. As a result, consideration was needed as to how LJLA could be aligned with the other airports in its cluster (Manchester, Leeds, East Midlands), which were at earlier stages of the CAP1616 process. It was noted that in order to facilitate this alignment, it was likely that LJLA would proceed back to Stage II. This would involve a re-engagement with stakeholders regarding options, specifically relating to interactions with other sponsors proposals. It was noted a further public consultation could be required, based on any potential changes to the proposal from the original consultation in 2020.

The Sub-Committee were informed that due resource issues with a supplier that had recently come to light, the process outlined was likely to be delayed further. However, LJLA would be writing to members of the LJLA Consultative Committee to inform them on the process for proceeding once a solution had been agreed.

**7 NOISE ACTION PLAN**

Andrew Dutton provided the Sub-Committee with an update of the work in producing a Noise Action Plan in response to the noise modelling work using 2021 as a base year in comparison with 2016. As highlighted in previous meetings, the Department for Environment Food & Rural Affairs (DEFRA) rejected a proposal to use 2022 as a base year for comparison of noise mapping, notwithstanding the impact that travel restrictions caused by the pandemic had on the volume of flights in 2021, and therefore the noise exposure to communities.

The Sub-Committee were reminded that this would lead to a large jump in the area covered by noise contour modelling in 2026. Despite this, LJLA were still required to produce their Noise Action Plan, which needed to include 16 required points, as listed in the appended slides pack, for submission to DEFRA in September of next year. Members of the Sub-Committee were asked to review the 16 required points and suggest additional items they felt should be included. A draft of the plan would be shared with members of the LJLACC, NMSC and local authorities' Environmental Health Departments as part of a formal consultation. Members were asked to give their thoughts on any other stakeholders that should be consulted as part of this process outside of the meeting.

**8 DATE OF NEXT MEETING**

The next meeting of the Noise Monitoring Sub-Committee would be held on the 20th January 2023

**9 ANY OTHER BUSINESS**

There was no other business.

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## Noise Monitoring Sub Committee

21<sup>st</sup> October 2022

With over 70 destinations to fly to, where will you go next?  
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## Aircraft Movements Comparison

First full week of September  
2019, 2020, 2021 & 2022

2



### 2019



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### 2020



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2021

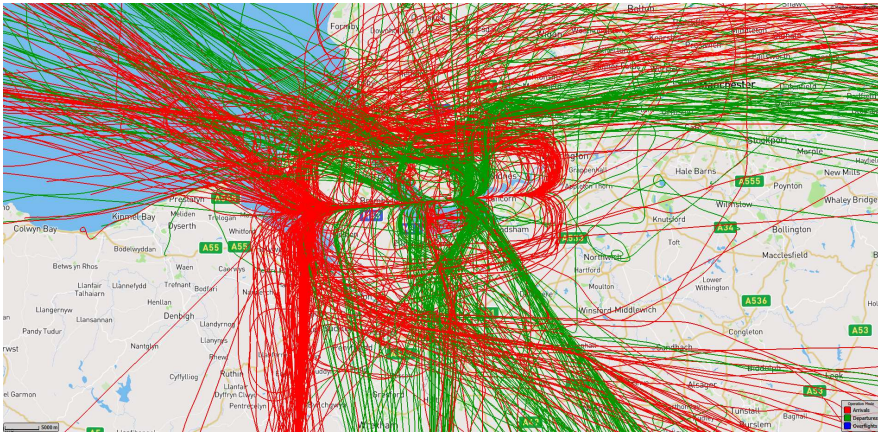


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2022



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### Rolling 21 months movements January 2021 to September 2022

Month	Total	Cargo	Charter	Diverted	GA	Positioning	Scheduled
<b>2022</b>	<b>36,586</b>	<b>298</b>	<b>301</b>	<b>1</b>	<b>15,770</b>	<b>331</b>	<b>19,884</b>
Jan	2,629	58	16		1,363	10	1,182
Feb	2,546	39	27	1	990	32	1,457
Mar	4,018	8	34		1,989	33	1,954
Apr	4,431	10	67		2,073	43	2,238
May	4,417	1	78		1,816	95	2,427
Jun	4,534	78	4		1,899	23	2,530
Jul	4,732	80	30		1,911	45	2,666
Aug	4,747	14	17		2,045	27	2,644
Sep	4,107	10	24		1,526	20	2,527
<b>2021</b>	<b>29,153</b>	<b>208</b>	<b>211</b>	<b>1</b>	<b>15,752</b>	<b>399</b>	<b>12,580</b>
Jan	830	111	12		328	55	324
Feb	481	14	14		252	43	158
Mar	624	4	13		409	34	164
Apr	1,747		30		1,482	41	194
May	2,031	4	12		1,647	18	350
Jun	2,892	1	2		1,974	22	893
Jul	3,308	6	15		1,826	28	1,433
Aug	3,953		23		1,871	29	2,030
Sep	3,736	6	17		1,788	25	1,900
Oct	3,511	10	28		1,544	33	1,896
Nov	3,201	19	22		1,641	27	1,492
Dec	2,839	34	23	1	990	44	1,746

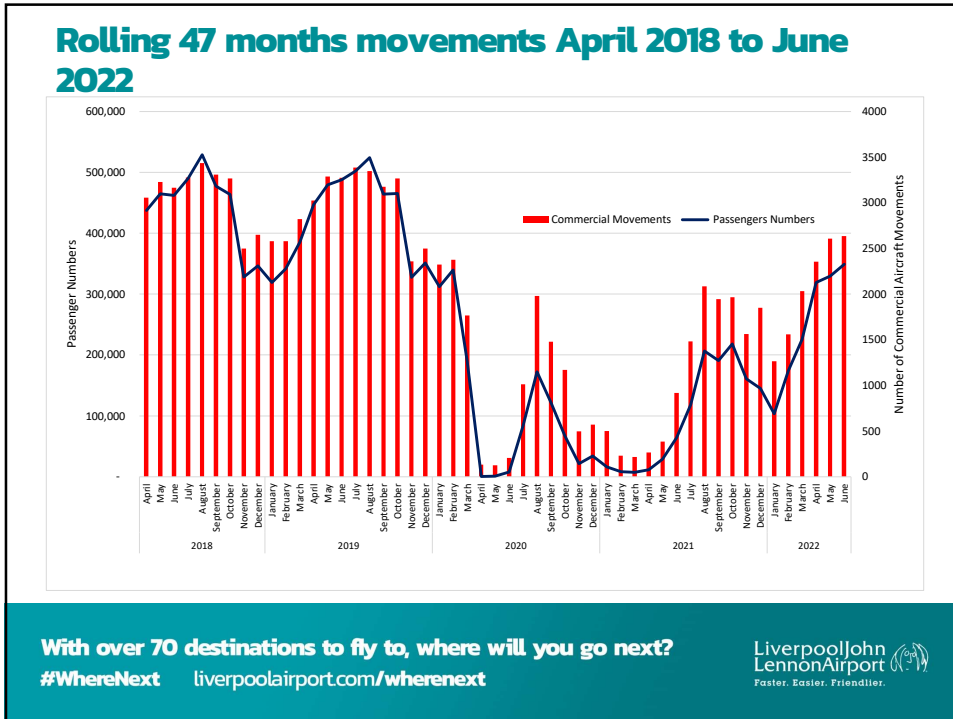
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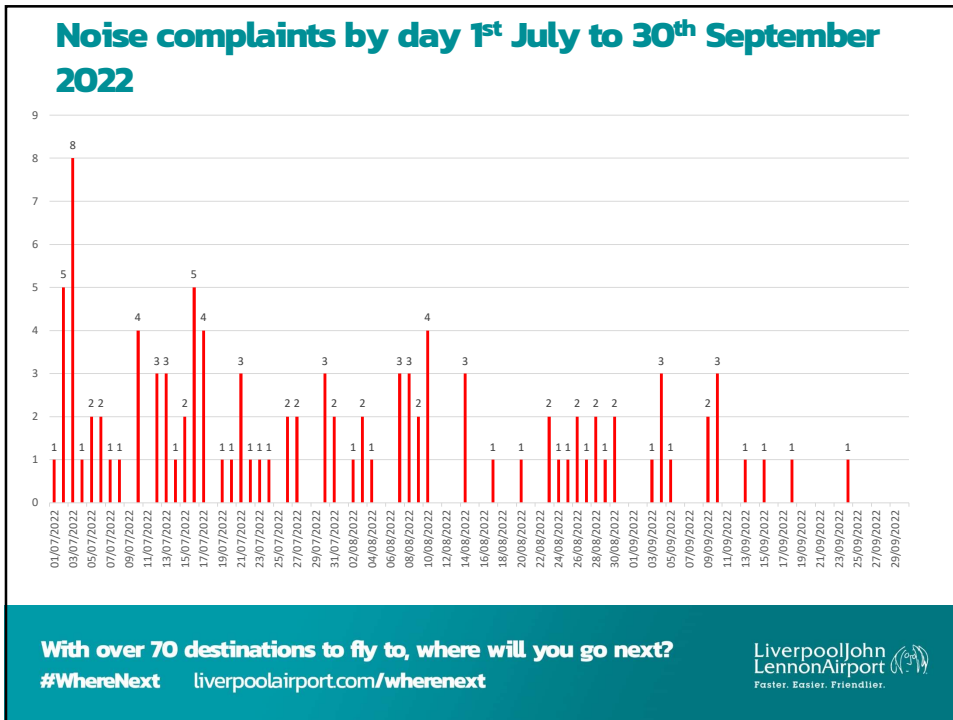


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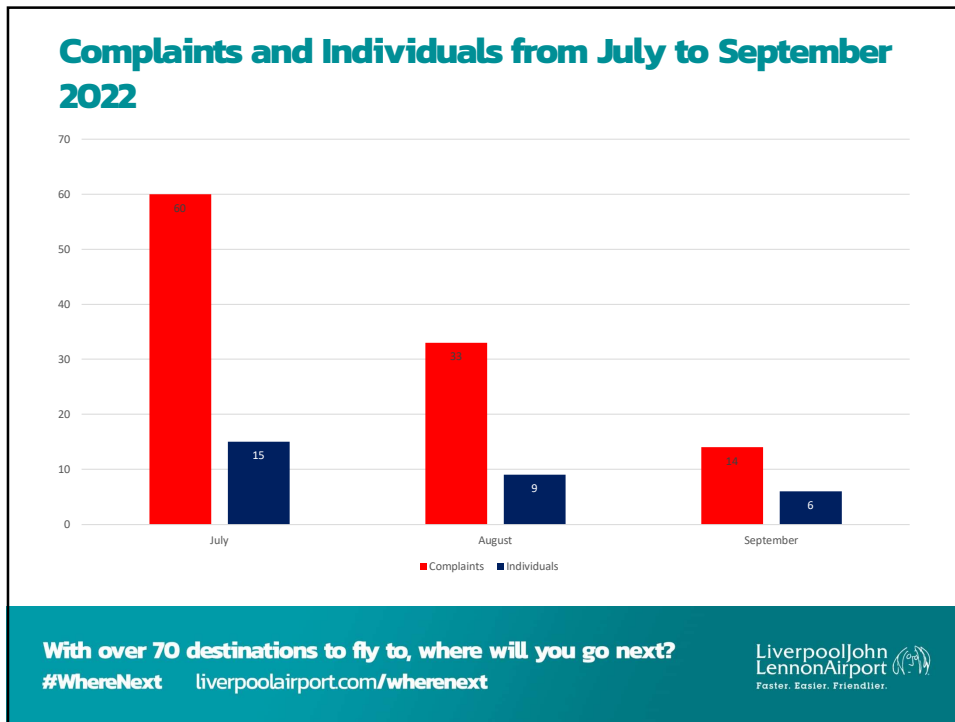
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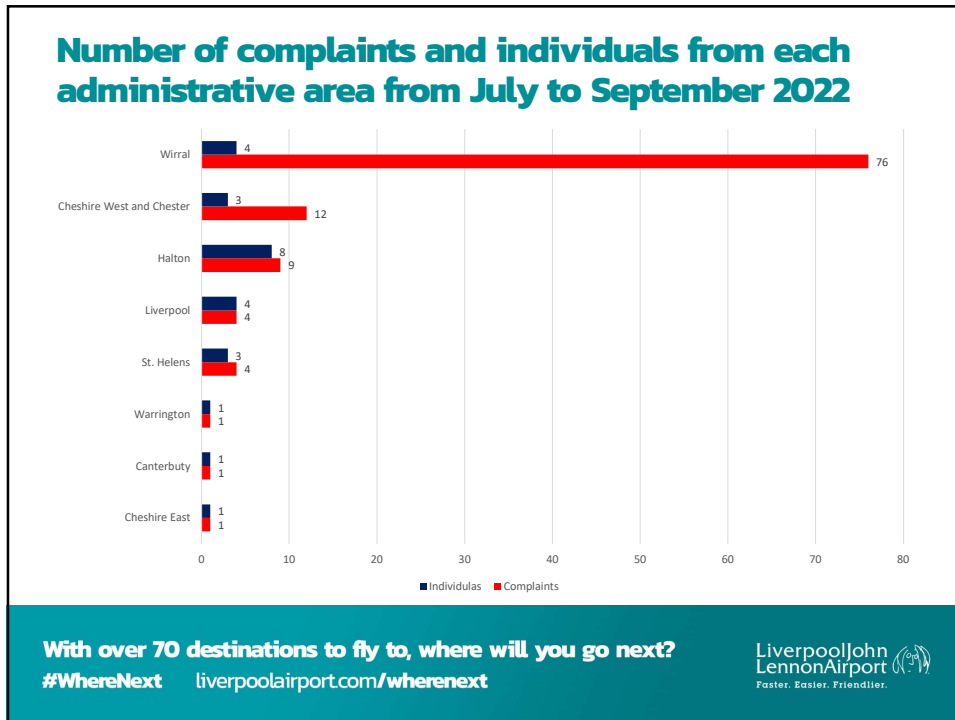
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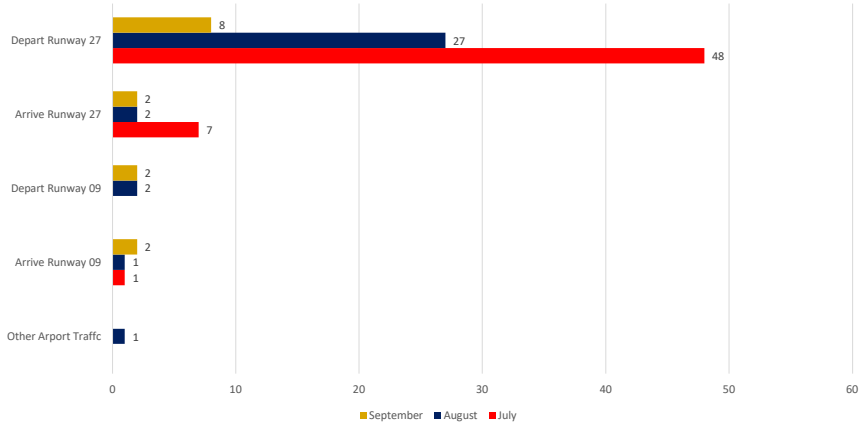


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### Operations that caused noise complaints from July to September 2022

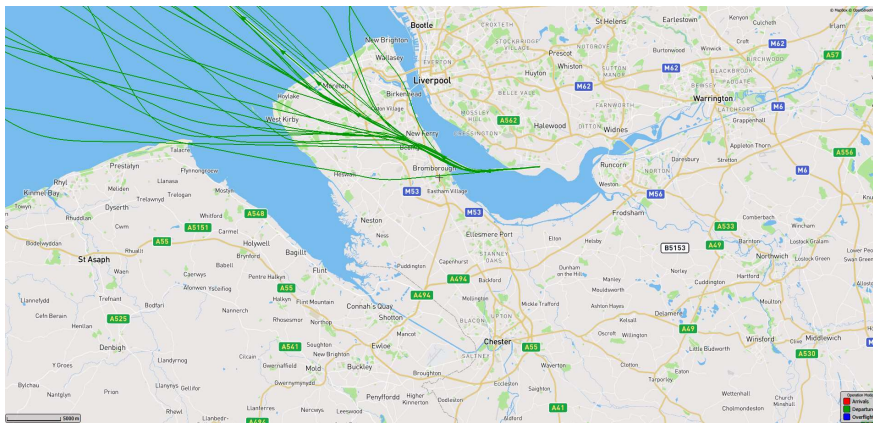


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### Runway 27 Departures using the WALLASEY Standard Departure Route

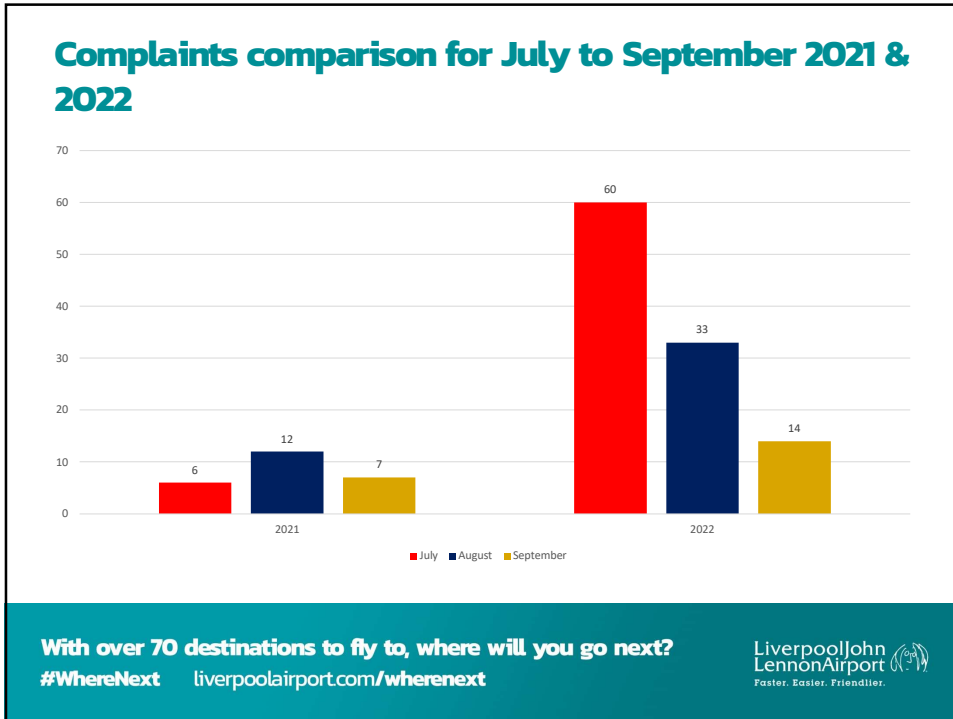


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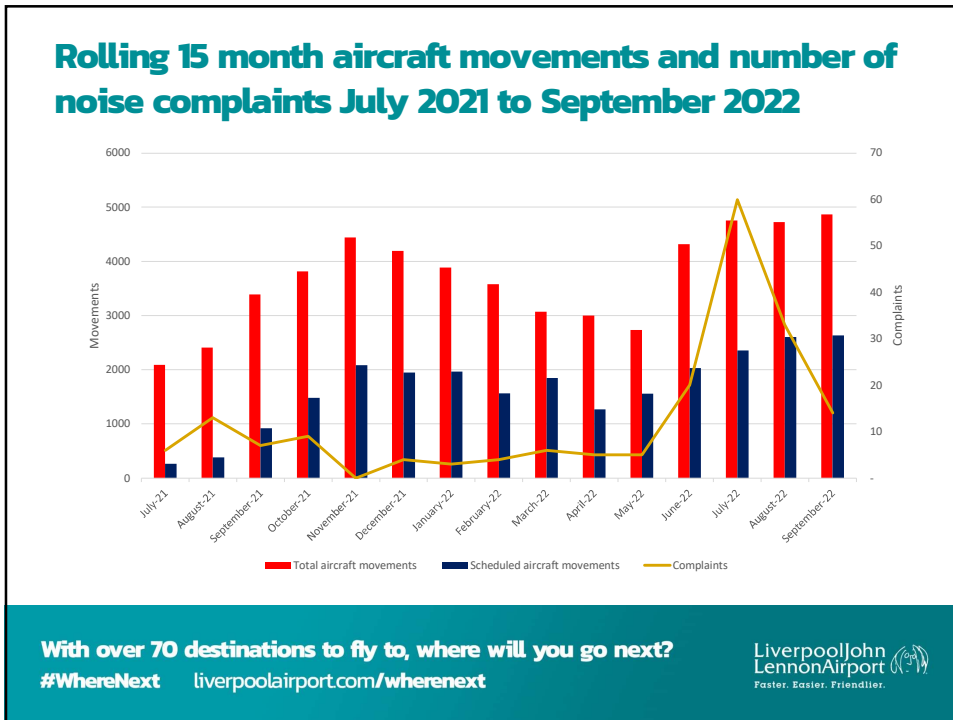


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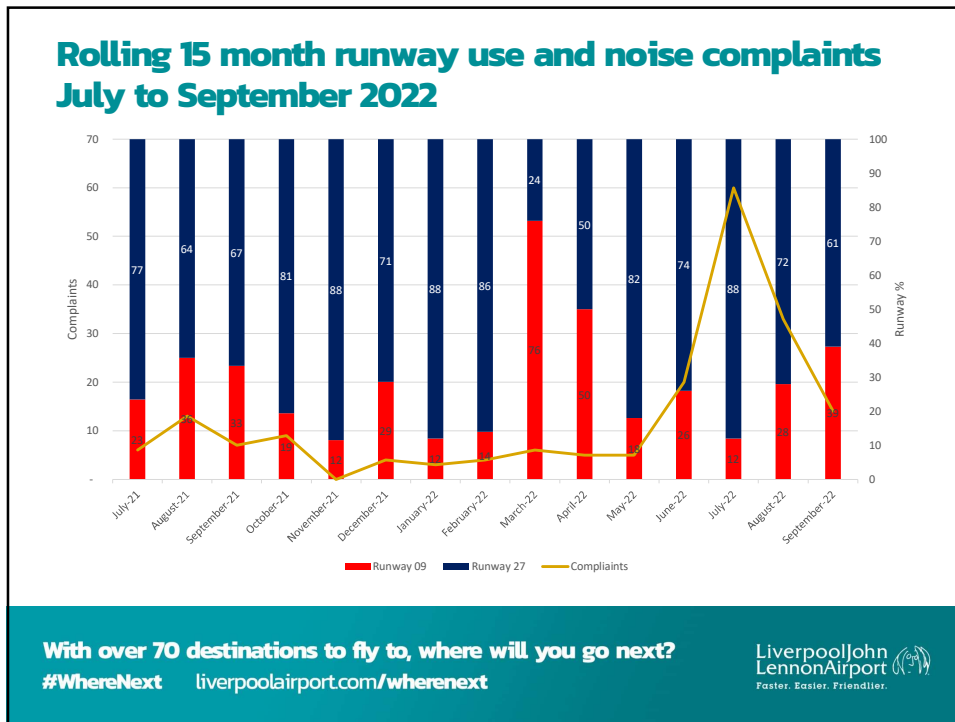




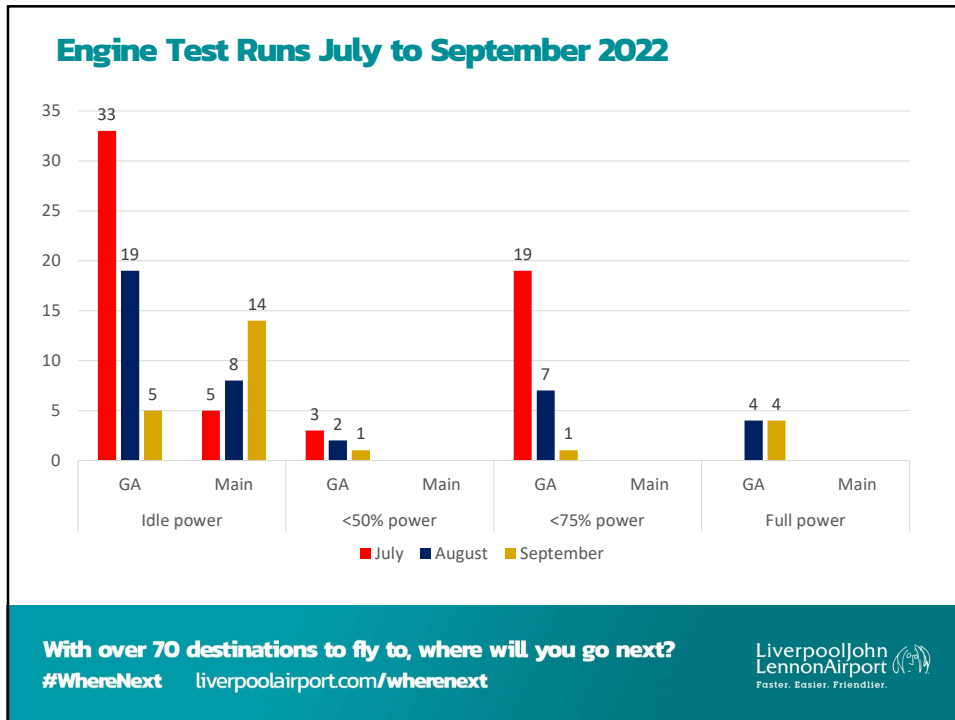
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Department  
for Environment  
Food & Rural Affairs

**Airport Noise Action Plans**

**Guidance for Airport Operators on how to revise  
Noise Action Plans under the Environmental  
Noise (England) Regulations 2006 (as amended)**

**September 2022**

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### What needs to be included in a Noise Action Plan?

2.1 A Noise Action Plan must be drawn up for places near the airport which are affected by noise from airport operations as shown by the results of the noise mapping<sup>6</sup> and meet a number of requirements set out in the Regulations:

- a description of the airport and any other noise sources taken into account;
- the authority responsible;
- the legal context;
- any limit values in place;
- a summary of the results of the noise mapping, including an evaluation of the estimated number of people exposed to noise;
- identification of problems and situations that need to be improved;
- a record of the public consultations that have taken place;
- any noise reduction measures already in force and any projects in preparation;
- long term strategy;
- actions which the airport operator intends to take in the next five years, including measures to preserve quiet areas;
- financial information (if available): budgets, cost-effectiveness assessment, cost-benefit assessment;
- provisions envisaged for evaluating the implementation and the results of the Noise Action Plan; and
- estimates in terms of the reduction of the number of people affected (annoyed, sleep-disturbed, or other).

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**NOISE COMPLAINTS LOG**  
**LIVERPOOL AIRPORT NOISE MONITORING SUB-COMMITTEE:**  
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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Billinge, St. Helens	02/10/2022	17:13	This one also was extremely noisy, sounded like he was reverse thrusting engines, very and we had the football on quite loud. This happens regularly.	easyJet	Arrive Runway 27	Letter sent with details of the easyJet Airbus A319 with flight number EZY7004 which arrived from Amsterdam on runway 27. As the aircraft passed over Billinge it was at a height of 3535 feet. The aircraft operated within normal parameters.
Billinge, St. Helens	02/10/2022	21:11	Another 'reverse thrust' noise incident.	easyJet	Arrive Runway 27	Letter sent with details of the easyJet Airbus A320Neo with flight number EZY7010 which arrived from Amsterdam on runway 27. As the aircraft passed over Billinge it was at a height of 5132 feet. The aircraft operated within normal parameters.
Little Neston, Cheshire West & Chester	07/10/2022	20:19	I have noticed many more flights over my home, CH64 4DA, from before 6.00am until at least 11.00pm, which I find a nuisance. Can you tell me why this is and when the flights will reduce please?	easyJet	Arrive Runway 27	Letter sent with details of the easyJet Airbus A320Neo with flight number EZY7195 which departed to Faro from runway 27. As the aircraft passed over Little Neston it was at a height of 5207 feet. The aircraft operated within normal parameters.
Runcorn, Halton	08/10/2022	03:22	Getting fed up being woke at this time daily. It's affecting my sleep, my health, and my work. 3 o'clock in the morning is ridiculous time for plane to be flying over people's homes	easyJet	Arrive Runway 27	Letter sent with details of the easyJet Airbus A320Neo with flight number EZY7010 which arrived from Faro on runway 27. As the aircraft passed over Runcorn it was at a height of 1220 feet. The aircraft operated within normal parameters.
Billinge, St. Helens	11/10/2022	22:59	Horrendous noise from this flight	Ryanair	Arrive Runway 27	Letter sent with details of the Ryanair Boeing 737-800 with flight number FR9621 which arrived from Vilnius on runway 27. As the aircraft passed over Billinge it was at a height of 6408 feet. The aircraft operated within normal parameters.
Billinge, St. Helens	13/10/2022	23:47	Another noisy strange flightpath	Wizz Air	Arrive Runway 27	Letter sent with details of the easyJet Airbus A321 with flight number W61611 which arrived from Gdansk on runway 27. As the aircraft passed over Billinge it was at a height of 5872 feet. The aircraft operated within normal parameters.
Billinge, St. Helens	16/10/2022	17:06	Another extremely noisy flight just after take-off over a built up area, this never used to happen, Billinge was so peaceful before 2022	easyJet	Depart Runway 09	Letter sent with details of an easyJet Airbus A320 with flight number EZY7009 which departed to Amsterdam from runway 09. As the aircraft passed over Billinge it was at a height of 7924 feet. The aircraft operated within normal parameters.
Billinge, St. Helens	17/10/2022	09:01	A very noisy "reverse thrust" noise this morning	easyJet	Arrive Runway 27	Letter sent with details of an easyJet Airbus A320 with flight number EZY7002 which arrived from Amsterdam on runway 27. As the aircraft passed over Billinge it was at a height of 7165 feet. As this aircraft was between 6000 and 8000 feet it flew a "S" pattern withing Liverpool controlled airspace to reduce the aircrafts altitude before final approach. The aircraft operated within normal parameters.

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**NOISE COMPLAINTS LOG**  
**LIVERPOOL AIRPORT NOISE MONITORING SUB-COMMITTEE:**  
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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Billinge, St. Helens	17/10/2022	21:27	Another extremely noisy easyJet flight right overhead, I was actually watching the football and I thought it was a car exhaust blowing outside the house, that is how loud this was. It's really not acceptable having these flights over a previously quiet, remote residential area?	easyJet	Arrive Runway 27	Letter sent with details of an easyJet Airbus A319 with flight number EZY7004 which arrived from Amsterdam on runway 27. As the aircraft passed over Billinge it was at a height of 3928 feet. The aircraft operated within normal parameters.
Billinge, St. Helens	17/10/2022	22:33	This is getting ridiculous, I need some positive response as to what is going on here, this noise woke me up and is really ruining my life	Ryanair	Arrive Runway 27	Letter sent with details of a Ryanair Boeing 737-800 with flight number FR9647 which arrived from Kraków on runway 27. The aircraft operated within normal parameters.
Billinge, St. Helens	19/10/2022	22:30	Another very noisy easyJet flight, this noise is heard inside and is just obnoxious	easyJet	Arrive Runway 27	Letter sent with details of an easyJet Airbus A320neo with flight number EZY7102 which arrived from İzmir on runway 09. The aircraft operated within normal parameters.
Billinge, St. Helens	20/10/2022	17:14	Extremely loud aircraft this evening, looking at the flightpath, I have to ask why this couldn't of gone out to sea to reach cruising speed instead of going over built up areas?  Money, greed? In front of human mental health?	Ryanair	Depart Runway 27	Letter sent with details of a Ryanair Boeing 737-800 with flight number FR5727 which departed to Kaunas from runway 27. As the aircraft passed over Billinge it was at a height of 10,697 feet. The aircraft operated within normal parameters.
Great Sutton, Cheshire West & Chester	24/10/2022		I am writing on behalf of a constituent who recently contacted me with their concerns at being situated under a flight path for flights to and from Liverpool Airport.  They informed me that they noticed increased frequency in the Spring and is concerned about pollution as well as fuel being dumped as she says there is a strong smell.		Via MP	Letter to explain that Ellesmere Port lies under the departure route known as the NANTI 2T Standard Instrument Departure (SID) which is used by aircraft departing from Runway 27. Runway 27 is used for approximately 70% of all departures from Liverpool Airport. The NANTI 2T SID is one of five SIDS used by departing aircraft depending on their destination. The included map illustrates the tracks of aircraft departing runway 27 via the NANTI 2T SID over a week.  The number of aircraft movements have increased from summer 2020 and 2021 levels, this was because aviation was severely limited by the travel restriction associated with the COVID pandemic. The summer of 2022 saw Liverpool Airport back at approximately 75% of 2019 aircraft movements as the aviation industry recovers from the pandemic; this means there were considerably more aircraft movements than the previous two summers when travel restricted limited aviation activity at LJLA and other UK airports.  In terms of fuel dumping most aircraft which use Liverpool Airport (Airbus A320 family and Boeing 737-800) do not have the ability to dump fuel, as their Maximum Take-Off

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
						Weights (MTOW) is similar to their landing weights. Other aircraft would only seek to dump fuel in an emergency, and permission from ATC would be required to do so and this would be above 7,000 ft over the sea; irrespective of the technical restrictions, given the cost of fuel no airline would be seeking to dump fuel. Liverpool Airport started its ACP process in February 2018. Liverpool Airport paused its ACP in November 2020; as all other ACP sponsors had stopped. LILA will be restarting the ACP process shortly and we hope to provide a revised timetable for our ACP, and we hope your office can re-engage with the process then.
Bromborough, Wirral	24/10/2022	08:09	I have recently come to live in Bromborough to be near family since I am recently widowed and in my mid eighties. I did not know before I came that my house would be directly under a flight path to the airport, and I find the noise of the planes very distressing. I would be glad to know 1.) if there is any way I can know in advance when there are going to be flights directly overhead, as they do not happen every day? If I know in advance I can arrange to be away from Bromborough on the day or week it will be happening, and 2) can you give me any information of any way I can insulate my house from the noise. I already have double glazing.			Email sent to explain that the Runway is one physical strip of tarmac which is 45 meters wide. The runway can either be operated in an east-to-west direction ('Runway 27'), or a west-to-east direction ('Runway 09'). The direction in which Air Traffic Control at the airport operate the runway is decided predominantly but not exclusively by the direction and strength of the wind at that time, it is far safer and efficient for aircraft to take off and land into the wind. The current SIGs does not include any properties in Bromborough.
Little Neston, Cheshire West & Chester	24/10/2022		I have noticed a greatly increased number of flights over head and am greatly disturbed by the noise from early morning until late into the night. My home is in CH64, Little Neston, Wirral. Please can you explain why this change has occurred, when it will stop and also register my complaint? Thank you.			Email sent to explain that there has been no change to the flight procedures for aircraft using Liverpool John Lennon Airport (LILA). The Airport did start a formal process of an airspace change in February 2018, following the Civil Aviation Authority's (CAA) guidance within CAP 1616. The CAP 1616 Airspace Change Proposal (ACP) guidance follows a 7-stage process LILA made the decision to pause its ACP process last year, prior to submission for approval for any proposed changes. No changes can be implemented without approval from the CAA as the regulator.
Speke, Liverpool	29/10/2022	20:18	I would like to note the noise of planes which are extremely loud at night and early morning			Email sent to explain that Liverpool Airport does operate a Sound Insulation Grant Scheme (SIGS) which is available for

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			starting at 4am when a plane is warming up or are preparing to leave and flights from. 6am which wake my son up, I have spoken with council and gotten advice from government they have advised me to contact yourself to see if you do schemes to reduce noise for my house or if there is anything you can do to support my complaint.			residential properties that currently fall within a geographical area exposed to 63 dB LAeq,t=16hours daytime and 59 dB LAeq,t=8hours night time noise contours. A property exposed to either of these levels will be eligible for a Sound Insulation grant. The division of the day and night exposure criteria is intended to cover a greater level of protection against potentially intrusive noise at night for those affected. Unfortunately the SIGS currently does not include any properties in Speke. It currently only extends from the end of runway 27 into Hale Village. The current scheme is based on noise exposure contours; therefore, if the aircraft using the Airport become louder or more frequent, the size and area covered by the noise contours will grow and encompass more properties.
Billinge, St. Helens	31/10/2022	12:09	An odd one today, but very noisy, please see below.	Enter Air	Depart Runway 09	Letter sent with details of an Enter Air Boeing 737-800 with flight number ENT582 which departed to Stavanger from runway 09. As the aircraft passed over Billinge it was at a height of 7657 feet. The aircraft operated within normal parameters.
Billinge, St. Helens	31/10/2022	13:33	Another Enter Air flight straight over the top of us, unpleasant noise again, 2nd from this airline today	Enter Air	Depart Runway 09	Letter sent with details of an Enter Air Boeing 737-800 with flight number ENT523 which departed to Stavanger from runway 09. As the aircraft passed over Billinge it was at a height of 5610 feet. The aircraft operated within normal parameters.
Billinge, St. Helens	31/10/2022	16:09	I thought things had improved over the last couple of weeks but today has been disastrous with regards to noise.	Ryanair	Depart Runway 09	Letter sent with details of a Ryanair Boeing 737-800 with flight number FR6594 which departed to Stockholm from runway 09. As the aircraft passed over Billinge it was at a height of 5199 feet. The aircraft operated within normal parameters.
Ormskirk, East Lancashire	03/11/2022		Can you please confirm if the recent review of flight paths etc has now resulted in flights now being more over in the vicinity of the Ormskirk region and a lot more frequently? I work at home and have noticed recently from only noticing very few flights daily to the distraction now at its worse of every 5 mins or so and much nearer. There also seems to be an increase of late flights which we were rarely aware of previously. This once once a peaceful area and is now becoming less so.			Email sent to show a low number of Liverpool Airport flights passed over the area. Map showed Enroute traffic (domestic traffic as well as transatlantic flights which only pass over UK airspace). Many of the routes use the Wallasey (WAL) VOR-DME for navigation. The VOR DME is a radio beacon that combines a VHF omnidirectional range (VOR) with a distance-measuring equipment (DME). Together, the two measurements allow the receiver aircraft to compute a position fix. The WAL VOR-DME is used.

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Billinge, St. Helens	05/11/2022	22:36	Another very noisy reverse thrust from this flight right overhead	Ryanair	Arrive Runway 27	Letter sent with details of a Ryanair Boeing 737-800 with flight number FR9899 which arrive from Alicante on runway 27. As the aircraft passed over Billinge it was at a height of 6657 feet. The aircraft operated within normal parameters.
Winwick, Warrington	11/11/2022		I've noticed recently that more and more aircraft are flying in the area above my house in Winwick, Warrington, some of which appear to be low. We've lived in the house for nearly 10 years and this is now increasingly common (taking into account the COVID period). Could you share details on the reason for the increase? This morning, there was one plane in particular circa 08:35/40am which was one of the larger ones seen, flying low and very noisy. Is there any reason why this is now occurring?			Letter sent to confirm there has also been no change in procedures or processes in the airports operations that would result in lower or louder aircraft in the vicinity of Winwick, Warrington. Liverpool Airport started an Airspace Change Process (ACP) in 2018. Liverpool Airport has now paused its ACP; in order to progress the design considerations identified during our consultation, we need to wait for neighbouring ACP designs to mature. In due course, we hope to provide a revised timetable for our ACP. Arriving aircraft which may pass over Winwick will mainly be those which are arriving on runway 27. Aircraft approaching Liverpool John Lennon Airport for runway 27 will be directed to one of the two holds, either TIPOD over Liverpool Bay or KEGUN over North Wales. Due to the current capacity at Liverpool John Lennon Airport most aircraft will be radar vectored on a course to intercept the Instrument Landing System (ILS) before they actually reach the holds. When runway 27 is in use most aircraft from the North East will fly to the east of Widnes before turning south to intercept the ILS. Most aircraft intercept the ILS between 4 and 9 nautical miles from the airport. Due to the proximity of Manchester Airport aircraft passing over Warrington on approach to Liverpool John Lennon Airport are instructed to be at 2500 feet or below.
Thingwall, Wirral	28/11/2022	06:15	28 years I have lived at this property- it was bought for its quietness as I have a stressful job- past 10 years have been awful- I know short cutting is done with total disregard to residence of Thingwall by one aircraft company Aer Lingus. I have a retired air sea rescue helicopter pilot brother and an air traffic controller - worked at Manchester Airport sister- I know low flying aircraft- I know my bungalow should not be shaking- - I know I should not be subjected to screaming engines as they decelerate -I know that am not on the flight approach path! I am	Ryanair	Depart Runway 27	Letter sent with details of a Ryanair Boeing 737-800 with flight number FR1443 which departed runway 27 to Dublin. As the aircraft passed over Thingwall it was at a height of 5408 feet. The aircraft operated within normal parameters.

**NOISE COMPLAINTS LOG**  
**LIVERPOOL AIRPORT NOISE MONITORING SUB-COMMITTEE:**  
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Page 22			<p>tired of writing- complaining- for Aer Lingus to abate its flying over Thingwall- then it slowly begin again-no amount of civil aviation intervention sures this inconsideration and stops Aer Lingus short cutting- at all hours depriving residences of sleep- Why is Aer Lingus or any flight coming in at 12 am- 1am- 5.30am - 6.30am etc? Last weekend an aircraft approached over my house at 5.30am- shaking it awfully-when I checked on that day- Liverpool claims not to have an aircraft land- I went to work on 5and half hours sleep and shaken by being woken to screaming engines and house shaking- but then- then Friday 25th low flying - shaking house at 6.30am- my lie in day- nope- 7.30 -Sunday Morning- then this morning-6.15, I am shattered- 3 days solid and less than 8 hrs sleep- no point going to sleep early- flights short cut up to 12 at night. Why is this company allowed to do what it wants, when it wants- we not in direct line from the beacon- from approach to runways. I hear the cement coming off in the roof as it shakes- tiles have been broken- why should I foot this bill. Why can aircraft approach at these times, so low, Wirral is not Liverpool's private flight path!</p> <p>Sort this mess someone will die from the shock and stress of these inconsiderate flights. No company is entitled to subject people to inconsiderate, unnecessary distress, enough. 1/4 mile from my house is over field flight approaches, or approach down the water of the Dee, flying over two main hospitals is not safe</p>			
	Hale, Halton	04/12/2022		<p>Once again there is an utter bombardment of aircraft taking off/ landing over my back garden in Hale Village.</p> <p>As you seem reluctant to answer truthfully my earlier questions and causes for concern, perhaps I should word it in a way that might assist you.</p> <p>"Over the last 10 days from today's date, what percentage of the total aircraft that have</p>		Depart Runway 09

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			<p>departed/arrived at JLA used the Hale Village direction.”</p> <p>I hope that by rewording my question, it will encourage an open and honest answer, because it is clear you have been economical with the truth and the decision to use the Hale Village direction rather than the more industrial direction towards Garston Docks is for reasons other than safety.</p> <p>There is no denying the increased amount of aircraft using The Hale Village airspace. The noise and environmental pollution is at catastrophic levels.</p> <p>As the detriment towards myself and children and the environment has substantially increased of late, I have once again contacted my MP and will push matters further.</p> <p>I look forward to your reply within the next 7 days. Keep my complaints file open, I’m very tenacious.</p>			<p>2nd, 3rd and 4th of December aircraft that departed from runway 09 passed over Hale Village.</p>

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