



Noise Monitoring Sub-Committee

Date:	Friday, 24 January 2020
Time:	10.30 a.m.
Venue:	Cavern Suite - Liverpool Airport L24 1YD

Contact Officer: Mike Jones, Secretary
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AGENDA

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

To approve the minutes of the Noise Monitoring Sub-Committee meeting held on 25 October 2019, attached.
- 4. NOISE COMPLAINTS LOG (Pages 5 - 26)**

To consider the Noise Complaints Log for the period 1 October 2019 to 31 December 2019, attached.
- 5. AIRSPACE CHANGE**

Update and consultation
- 6. ANY OTHER BUSINESS**
- 7. DATE OF NEXT MEETING**

The next meeting of the Noise Monitoring Sub-Committee will be set at the Consultative Committee meeting in February 2020.

19 APOLOGIES

Apologies:

Larry Dack, Speke Estate
Cllr Mary Rasmussen, Liverpool City Council
Dr Ian Rushforth, Environmental Health Liverpool City Council
Cllr Malcolm Spargo, Hale Parish Council
Tony Rice, Disabled Persons Rep
Bob Swann, LYLACC Chairman
Jim Candlin, Environmental Health, Cheshire West and Chester Council
Ian Gaskell Environmental Health Knowsley Borough Council
David King-Hele, Environmental Health, Wirral Council

In Attendance:

Norman Elias, Chairman
Alan Ascott Arch Under the Bridge
Isobel Mason, Environmental Health, Halton Borough Council
Cllr Tricia O'Brien, Liverpool City Council

Liverpool John Lennon Airport

Colin Barnes, Environmental Advisor
Andrew Dutton Head of Environment
Mark Swanton Environment Apprentice

Secretariat

Laura Bootland, Assistant Secretary

20 CHANGES IN MEMBERSHIP

There were no changes in membership to report.

21 MINUTES OF LAST MEETING

DECIDED: That

the minutes of the meeting of the Noise Monitoring Sub-Committee held on 19th July 2019 be agreed as a correct record.

22 NOISE COMPLAINTS LOG

The Sub-Committee considered the Noise Complaints Log, which detailed the complaints received and the responses, for the period July 2019 to September 2019. 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 test runs. The presentation is attached to these minutes.

During the period a total of 10,486 noise complaints had been received, although 10,440 were from one individual and 46 were from the rest of the complainants.

The Sub-Committee discussed the complaints log and the different types individual noise complaints which had been received, this included a breakdown of the different types of complaint and the source of the complaint (type of aircraft). It was noted that 10 complaints were received on one day in August 2019 and that these related to an RAF C17 Globemaster aircraft that flew past the area but did not land at the Airport.

The Committee also discussed the Ukrainian Antonov (AN12) aircraft which had been a regular visitor (cargo) over the last few months. The AN12 is an older aircraft compared to the majority of the LJLA scheduled aircraft movements, it is noisier and it is not helped by its slower speed and size for a prop aircraft. The Committee were informed that the aircraft is used to transport car manufacturing parts and it was suggested that the Airport's Aviation Development team representative could attend a future meeting to explain the importance of the service.

The Sub-Committee commented on the wide geographical spread of the complaints across Liverpool and the wider region. It was confirmed that all of the complaints had been investigated and the flights in question were found to be operating within normal parameters.

DECIDED: That

- I. the Noise Complaints Log for 1st July 2019 to 30th September 2019 be noted.
- II. that the Airport's Commercial Team be invited to the next meeting of the Sub-Committee to explain the importance of the Antonov service to the region.

23 AIRSPACE CHANGE

Andrew Dutton, Head of Environment at the Airport updated members on the process for the proposed changes to airspace at the Airport, the main initial driver being the transition from land-based navigation beacons to satellite based guidance.

The Sub-Committee were advised that the next stage would be the public consultation on the proposal and options. The intention is for the consultation going live in early January 2020, if the Stage 3 Gateway with the CAA is passed in November. The consultation would last for 12 weeks with the final considerations being put forward to the CAA for decision towards the end of summer 2020.

The Sub-Committee were advised to let Andrew Dutton know if there were any organisations that members felt should be consulted. All responses would be added to a citizen's portal on the CAA website as part of the consultation.

In response to questions from the Sub-Committee, it was confirmed that newspapers would be used to advertise the consultation.

DECIDED: That

- I. the update on airspace change be noted.

24 NOISE COMPLAINT MANAGEMENT CHALLENGES

Andrew Dutton, Head of Environment, Liverpool John Lennon Airport spoke to advise the Sub-Committee that he had sought advice from Merseyside Police in reference to the large number of complaints from a single source that is an on-going complaint and that they had begun to be unpleasant.

The Committee agreed that complaints of this nature should not be tolerated and correspondence should not entered into going forwards.

DECIDED: That

- I. The Sub-Committee agreed with the approach and the Airport would stop responding to this complainant going forwards.

25 ANY OTHER BUSINESS

There was no other business.

26 DATE OF NEXT MEETING

The next meeting of the Noise Monitoring Sub-Committee is scheduled for 24th January 2020 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

Chairman

Date

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NOISE COMPLAINTS LOG
LIVERPOOL AIRPORT NOISE MONITORING SUB-COMMITTEE:
Noise Complaint Log October to December 2019

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Hale, Halton	2 nd October 2019	21:32	Extremely noisy aircraft, felt like house was shaking, woke baby	Ryanair	Departing on Runway 09	Letter sent which explained that the aircraft that passed over Hale was a Ryanair Boeing 737 - 800 which departed from runway 09 to Palma de Mallorca. As the aircraft passed over Hale it was at a height of 1179 feet and had an L _{Amax} of 83.4dB at the Hale NMT. The Aircraft was operated within normal parameters.
Hale, Halton	3 rd October 2019	03:50	Woken by aircraft taking off over the village. Can you please advise as I thought there were no night time flights allowed?	Air Caraibes	Departing on Runway 09	Letter sent which explained that the aircraft that passed over Hale was an Air Caraibes A330 which Departed from runway 09 to Linz. As the aircraft passed over Hale it was at a height of 1825 feet and an L _{Amax} of 83.4dB at the Hale NMT. The Aircraft was operated within normal parameters. This was an Ad Hoc football charter flight returning supporters of FC Red Bull Salzburg.
Moore, Warrington	16 th October 2019	20:00	Low flying aircraft - very noisy.	easyJet	Arriving on Runway 27	Letter sent which explained that the aircraft that passed over Moore was an easyJet A319 which arrived on runway 27 from Amsterdam. As the aircraft passed over Moore it was at a height of 1921 feet and an L _{Amax} of 83.7dB at the Hale NMT.
Moore, Warrington	16 th October 2019	20:04	Low flying aircraft- very noisy	Ryanair	Arriving on Runway 27	Letter sent which explained that the aircraft that passed over Moore was a Ryanair Boeing 737 - 800 which arrived on runway 27 from Palma de Mallorca. As the aircraft passed over Moore it was at a height of 1920 feet and an L _{Amax} of 83.6dB at the Hale NMT. The Aircraft was operated within normal parameters.
Warrington, Warrington	19 th October 2019	18:00	Has the landing path into JLA changed over recent months or are planes approaching at a lower altitude over WA4? The noise inside our home has increased significantly to the			Email sent with an explanation that they may notice a difference in the number and altitude of aircraft which you observe in the vicinity of your home depending on the direction of the wind and time of year. There has been no changes to the

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Agenda Item 4

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			point that it sometimes affects getting off to sleep from 10.00 pm onwards. Also, please can you advise what is the night cut off time for flights landing?			way in which aircraft approach runway 27 over Warrington. Aircraft join the final approach at up to 7 – 9 nautical miles fly ILS
Warrington, Warrington	20 th October 2019	07:00	Why are there so many planes flying overhead and low this morning right over our house.			Email sent with an explanation that they may notice a difference in the number and altitude of aircraft which you observe in the vicinity of your home depending on the direction of the wind and time of year. There has been no changes to the way in which aircraft approach runway 27 over Warrington. Aircraft join the final approach at up to 7 – 9 nautical miles fly ILS
Halewood, Knowsley Page 6	21 st October 2019	07:00	A light aircraft continually circling for several minutes over the housing estate where I live which I feel caused nuisance.	Ravenair	Performing training circuits	Email sent with a explanation that aircraft carrying out training circuits to the south but have to perform two circuits to the north to allow for scheduled operation and that aircraft carrying out training circuits do not follow the usual Standard Instrument Departure Routes (SIDS) which aircraft departing would normally follow; instead training aircraft follow a running track pattern, part of this pattern to the north will take the aircraft over Halewood Village. During the training it was necessary on one occasion to have the aircraft hold downwind (Halewood area) in order to create a space large enough to let the scheduled operations take place. The Aircraft was operated within normal parameters.
Minsterley, Shropshire	24 th October 2019	12:00	Letter sent to the Airport having experienced a large increase in air traffic this year and wants to confirm if there had been a change in flight paths as plane tracker does reveal such flights			Letter sent with a detailed explanation that the Airport has not implemented any airspace changes and that the volume of aircraft movements operating to and from Liverpool over the past 12 months has changed little.

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Warrington, Warrington	24 th October 2019	12:00	Regular Warrington complaints MP wrote to the airport including a letter they had sent to them			Letter sent with a detailed explanation that the airport will always seek to answer enquiries raised by theirs or any other MPs constituents concerned about aircraft noise with facts, explanations and objective information about aircraft movements. The regular Warrington complaint over the last 9 months complained 26,018 times – to put this into perspective we had less than 100 complaints from other complaints in the same period. It is not practical to respond to their complaints individually, therefore, with the agreement of the Noise Monitoring Sub-Committee the airport has been recording their complaints and responding on a monthly basis.
Vicars Cross, Cheshire West and Chester	28 th October 2019	06:48	I got woken up this morning with the sound of two easyJet aircraft. Why are they flying directly over a residential city like Chester, when still 7000ft.	easyJet	Departing on Runway 09	Letter sent which explained that the aircraft that passed over Vicars Cross was an easyJet A320Neo which departed on runway 09 to Faro. As the aircraft passed over Vicars Cross it was at a height of 5838 feet. The Aircraft was operated within normal parameters. This aircraft used the 'NANTI' Standard Instrument Departure Route. These are used for Southern departures to UK and European destinations.
Vicars Cross, Cheshire West and Chester	28 th October 2019	06:51	I got woken up this morning with the sound of two easyJet aircraft. Why are they flying directly over a residential city like Chester, when still 7000ft.	easyJet	Departing on Runway 09	Letter sent which explained that the aircraft that passed over Vicars Cross was an easyJet A319 which departed on runway 09 to Nice. As the aircraft passed over Vicars Cross it was at a height of 5915 feet. The Aircraft was operated within normal parameters. This aircraft used the 'REXAM' Standard Instrument Departure Route. These are used for Southern departures to UK and European destinations.

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
St Helens, St Helens	31 st October 2019	09:59	Letter sent to the Airport about planes at a low height over St Helens and that the government is supposed to be against pollution of any kind and we should fix this situation as soon as possible.			Letter sent which explained that there has been no change in procedures or processes in the airports operations that would result in aircraft at a lower altitude in the vicinity of St Helens. However, there are day to day variations that result from the orientation of the runway, weather patterns, interaction with other airports which explain why on some days different communities will see aircraft movement overhead at different altitudes. Also included in the letter was explanation that emissions from aircraft are known to disperse quickly; emissions from aircraft over 1,000 feet above the ground do not affect ground-level local air quality but will contribute to the composition of atmospheric pollutants and gases.
Widnes, Halton	1 st November	09:00	Another Barton 1V departure..... from the published SID. Why Wizz air are even using runway 09 at this time with the wind favouring 27 (190/12) is unknown.	Wizz air		Email sent with a detailed explanation for the historical data for the weather observations and that the direction at the time was 190, this would be classed as straight down the middle and not preferring any runway. Regarding your concerns about the turn, a colleague in Air Traffic Control (ATC) will continue to remind pilots that the turn north bound needs to be complete at 580ft. In the new year Liverpool John Lennon Airport will be undertaking a formal 12 week public consultation about the proposed airspace change that would introduce ENSS SIDs for departing aircraft.
Bebington, Wirral	2 nd November 2019	20:43	I don't have a noise complaint as such, more of a noise query. Since yesterday, the noise from the airplanes that fly over my house has increased pretty noticeably. It sounds like they are flying lower than normal. Could you confirm if there has been a			Email sent with a detailed explanation that they may notice a difference in the number and altitude of aircraft which you observe in the vicinity of your home depending on the direction of the wind. This is because the aircraft take off and land into the wind to make the aircraft more stable whilst landing and provide more lift whilst taking off.

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			change in the ceiling which would cause the planes to fly lower? It's so much louder that I can clock each flight whereas usually I might notice occasionally.			Therefore, when the wind is from the east aircraft will approach to land over the Wirral and that during 2018, 70% of aircraft movements used runway 27 and 30% of aircraft using runway 09 over Wirral.
Thingwall, Wirral	6 th November 2019	05:55	I was woken this morning in my loft bedroom by my house shaking, engine screaming and the plane lighting up the loft at 5.55am, this is a bungalow ! so ridiculously low. It slowly flew over I could hear things moving on the roof.			Sent an Email replying to their concerns and a breakdown of all the flights that operated into Manchester airport and the details of Manchester airport to forward on their concerns.
Halewood, Knowsley	14 th November 2019	16:02	Multiple airplanes have been flying over Halewood housing estate today immediately after take-off at approx. 3000ft causing excessive noise over my home.			Email sent with a detailed explanation that wind in our region comes mainly from the west which explains why far more aircraft use runway 27, taking off to the west over the Mersey Estuary. However, when the wind is from the east and runway 09 is used, the opposite is true with aircraft taking off to the east over Hale Village. It is aircraft departing on runway 09 that caused the disturbance on this occasion. Departing aircraft that pass over Halewood from runway 09 will be using the WALL 2T, BARTN 1T or POL 4T Standard Departure Routes (SIDS).
Halewood, Knowsley	15 th November 2019	07:39	Yet again 2nd day on the run, aircraft taking off and flying low over Halewood housing estate, instead of banking right and going over the river. Excessive aircraft noise from early morning.			See Pervious
Rhyl, Vale of Clwyd	17 th November 2019	12:00	Telephoned about a small aircraft performing acrobat's above his property.	Ravenair		Letter sent which explained that the Airport was unable to determine the height of this aircraft as the transponder on this aircraft does not include

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
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						height data. But could confirm the aircraft was operated by Ravenair. The Airport included a map showing the track of the aircraft over Rhyl.
Hunts Cross, Liverpool	18 th November 2019	12:00	Telephoned about aircraft movements over their property in the pass two months			Email sent with a detailed explanation that wind in our region comes mainly from the west which explains why far more aircraft use runway 27, with aircraft arriving from the east over Runcorn and Hale village and taking off to the west over the Mersey Estuary. However, when the wind is from the east and runway 09 is used, the opposite is true with aircraft arriving to land over the South Wirral area and taking off to the east over Hale Village. It is aircraft arriving on runway 09 that caused the disturbance on this occasion.
Wirral, St Helens	26 th November 2019	09:00	Telephoned to report lights in the sky above St Helens			Email sent which explained that the Airport had two departing aircraft in this time period the first aircraft that passed over St Helens was a Wizz Air A320 which departed on runway 09 to Budapest. As the aircraft passed over St Helens it was at a height of 5771 feet. The Aircraft was operated within normal parameters. The second aircraft that passed over St Helen was a Wizz Air A320 which departed on runway 09 to Bucharest. As the aircraft passed over St Helens it was at a height of 5874 feet. The Aircraft was operated within normal parameters.

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Thingwall, Wirral	27 th November 2019	08:11	I have received a reply from Manchester Airport- interesting that you both have the same flight , but the difference between your flights quoted are 10.000's higher. They deny this could affect the house at the height recorded. In addition to this I would like the aircraft names etc, that thundered over my property at 8.11 Wednesday 27 th November 2019 and shook it- as stated I have roof damage t still needs repair and rain has been quite I am asking you to now check aircraft from 4-7am on 5 th /6 th of November 2019, in case my distress has made me misquote a date, for flights that could possibly be the issue.			Email sent which explained that the aircraft at 08:11 on the 27 th November 2019 was arriving back in the UK from Cancún. As the aircraft passed over Thingwall it was at a height of 6379 feet. The Airport included a map with all the scheduled operations from Liverpool John Lennon Airport on both Tuesday 5 th November and Wednesday 6 th November 2019 between the hours of 04:00 – 07:00. This shows the location of Liverpool Airports operations during this period as requested. The airport also included a copy of its operations database for transparency to show all the operations at Liverpool Airport at these times

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Number of complaints from regular Warrington complainant

	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th	12 th	13 th	14 th	15 th	16 th	17 th	18 th	19 th	20 th	21 st	22 nd	23 rd	24 th	25 th	26 th	27 th	28 th	29 th	30 th	31 st
<u>October</u>	0	0	0	0	0	6	14	57	193	158	275	329	22	6	7	15	50	118	164	246	306	56	78	64	205	52	17	1	0	0	54
<u>November</u>	6	1	5	3	0	0	0	77	0	0	0	0	0	0	15	56	0	34	6	0	0	0	10	0	0	0	16	138	27	15	
<u>December</u>	0	137	49	32	45	182	161	248	240	78	33	24	362	452	190	831	3	45	48	321	23	785	51	118	0	176	18	268	10	0	0

<u>October</u>	2493
<u>November</u>	409
<u>December</u>	4930
<u>Total</u>	7832

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Noise Monitoring Sub Committee

24th January 2020



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Noise Log

October to December 2020

Rolling 15 months movements October 2018 to December 2019

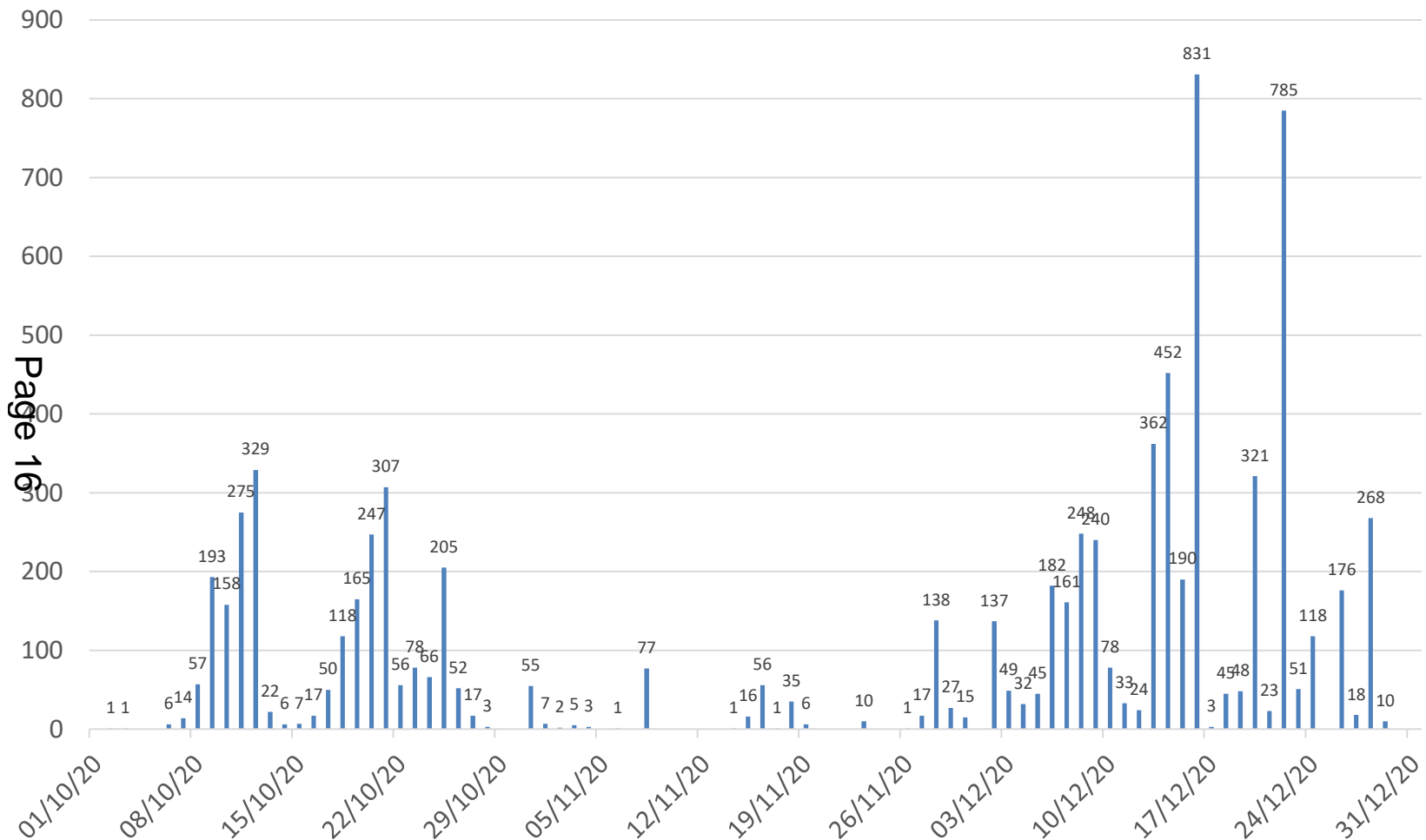
		Club	Commercial	Non Commercial	Other
2018	October	2,354	3,292	112	70
	November	1,744	2,560	131	80
	December	1,480	2,720	191	42
2019	January	1,484	2,579	177	71
	February	2,453	2,579	184	66
	March	2,221	2,819	108	59
	April	2,481	3,023	170	71
	May	2,746	3,285	197	114
	June	2,093	3,272	197	95
	July	2,294	3,386	147	102
	August	2,280	3,346	209	121
	September	2,079	3,173	195	102
	October	2,450	3,265	174	61
	November	1,684	2,359	141	79
	December	1,440	2,323	163	72

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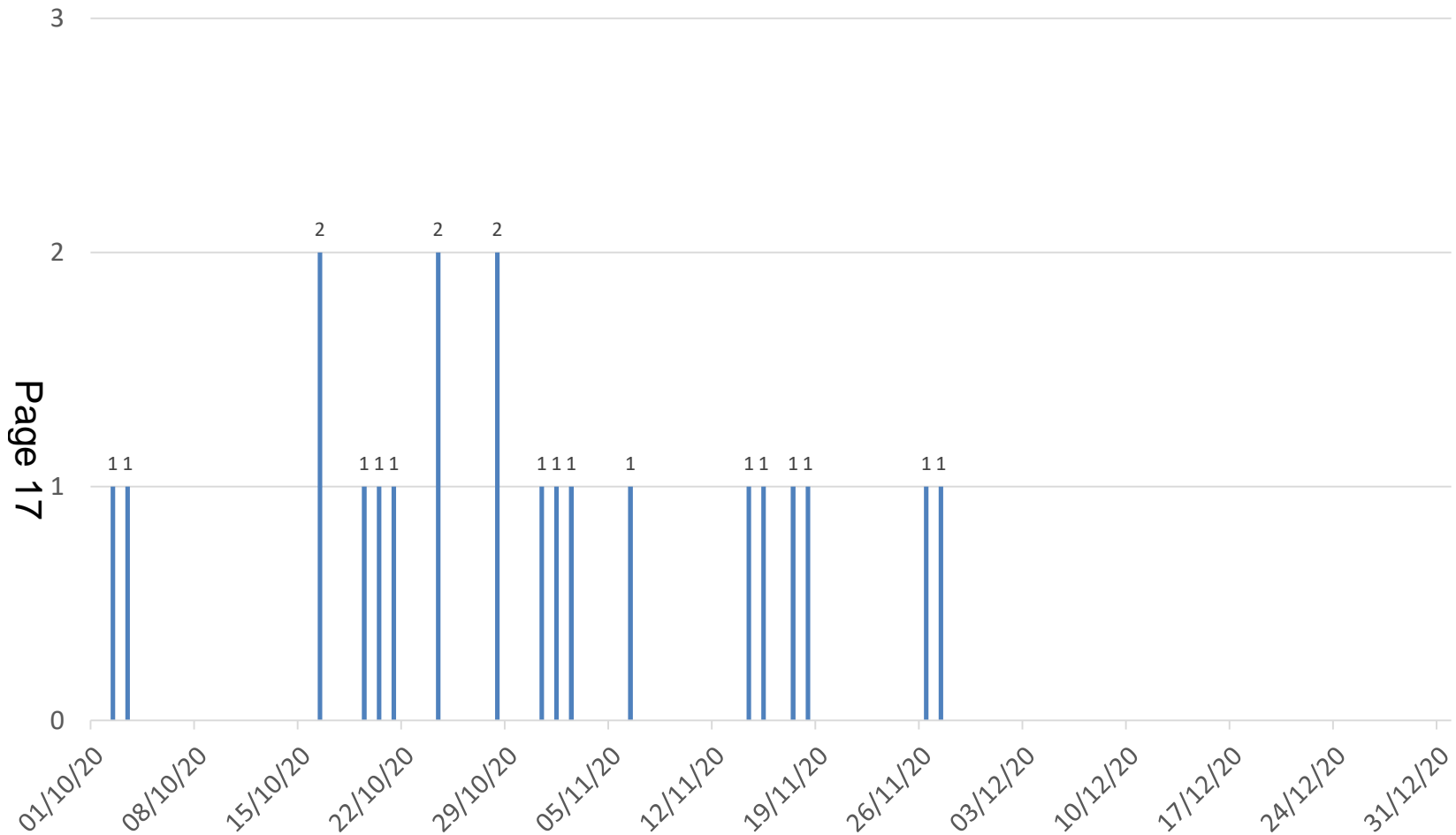
Noise complaints by day 1st October to 31st December 2019



With over 70 destinations to fly to, where will you go next?

#WhereNext liverpoolairport.com/wherenext

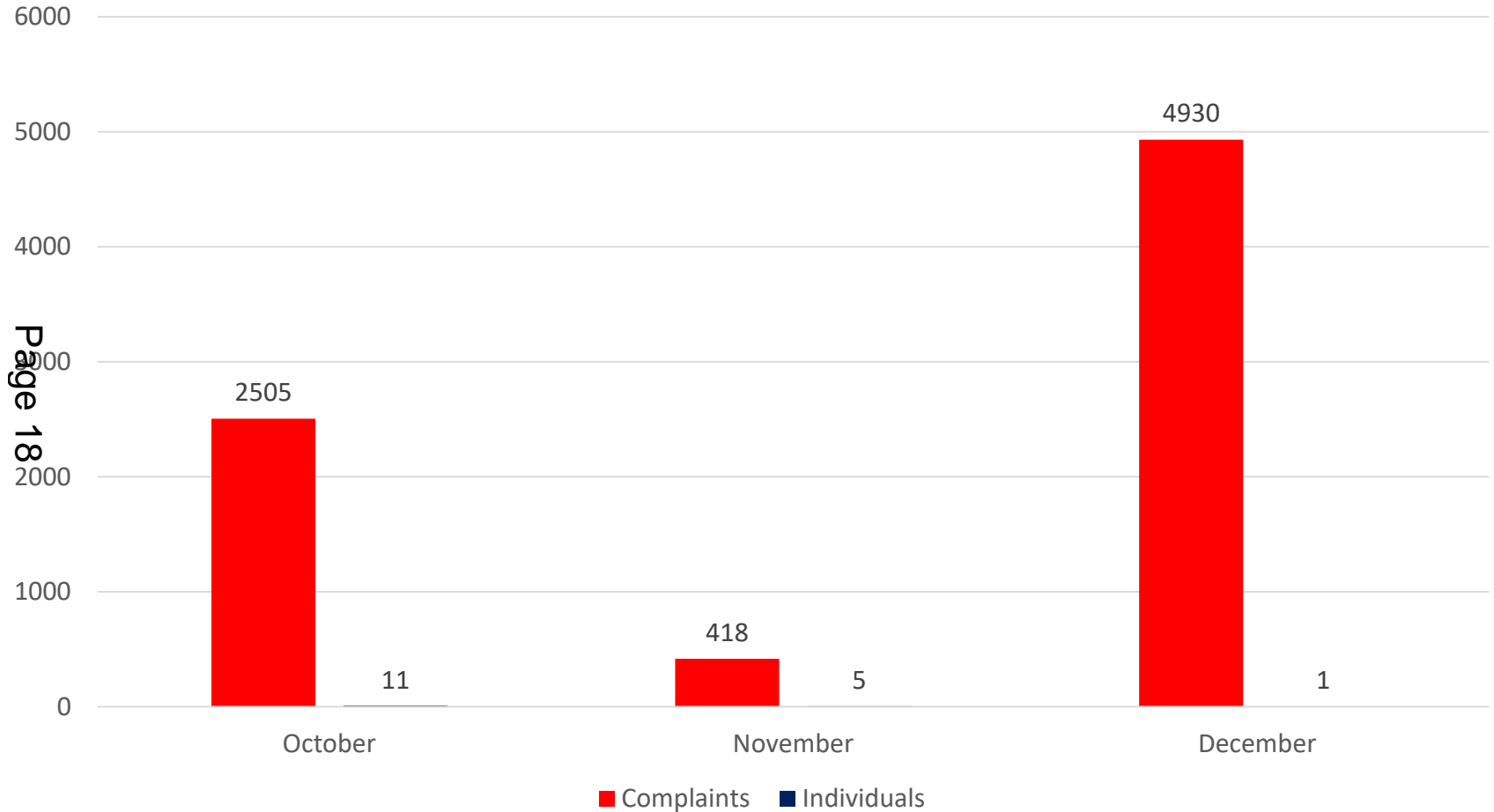
Noise complaints by day 1st October to 31st December 2019 without regular individual



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Complaints and Individuals from October to December 2019

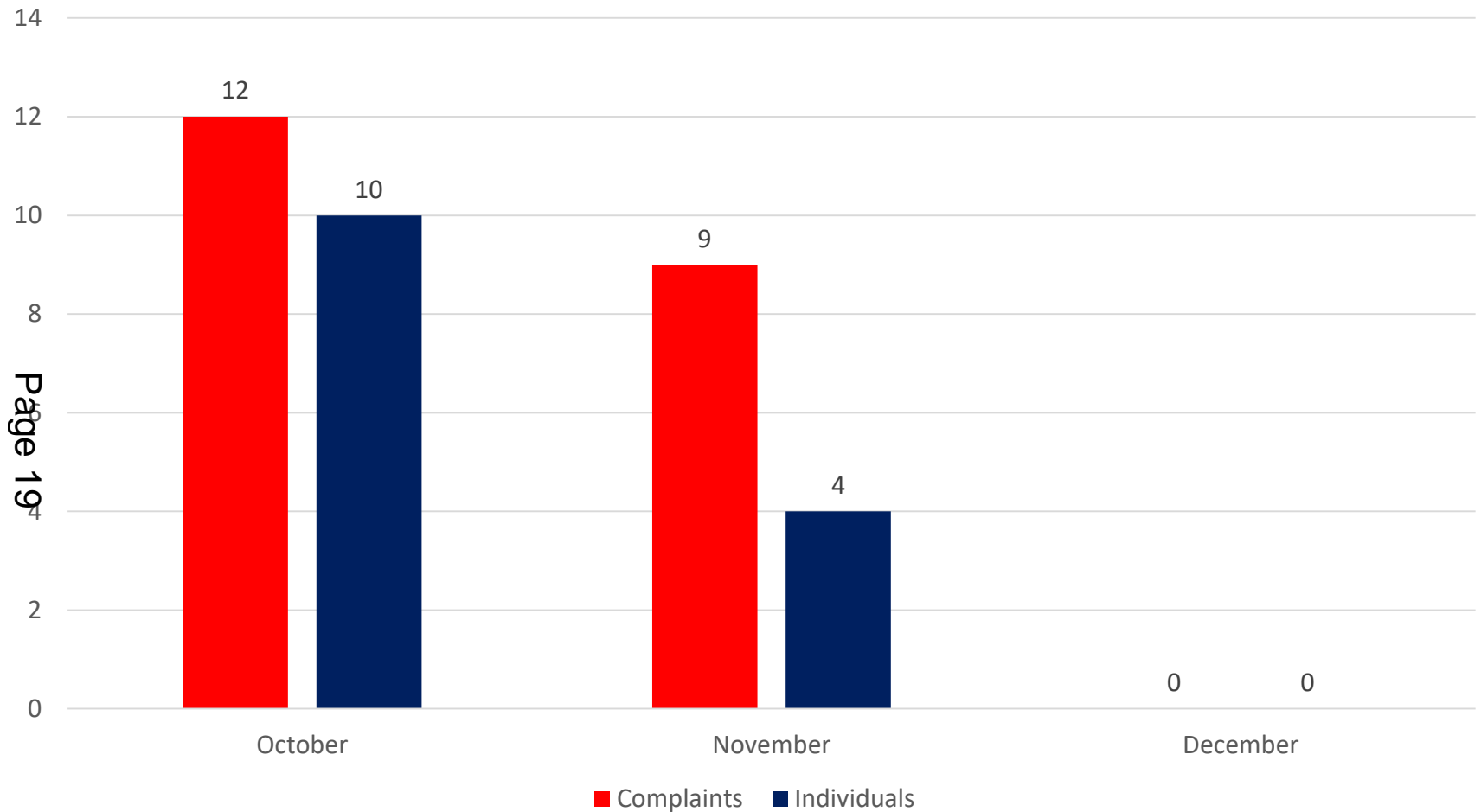


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Complaints and Individuals from October to December 2019 without regular individual

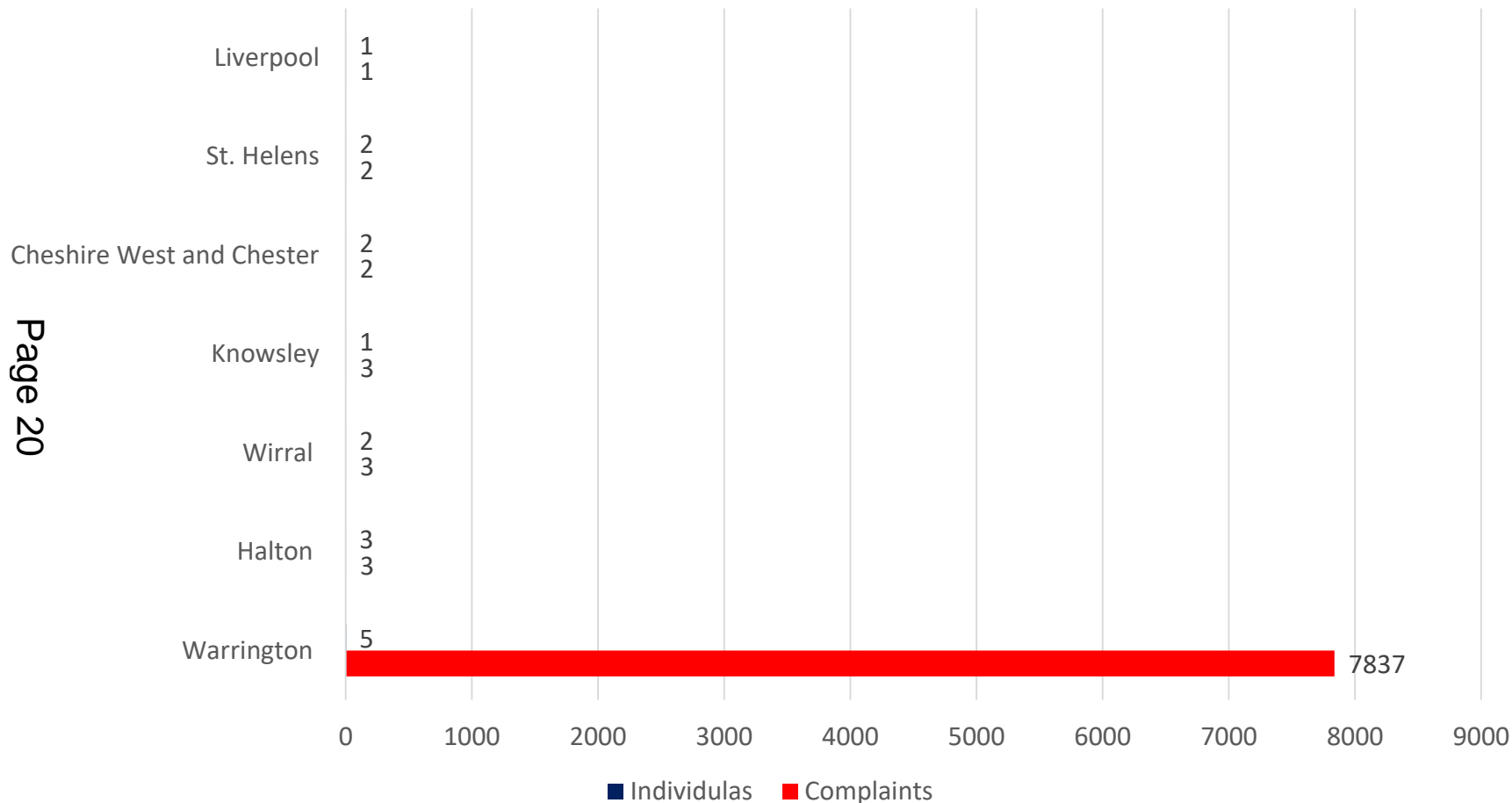


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Number of complaints and individuals from each administrative area from October to December 2019

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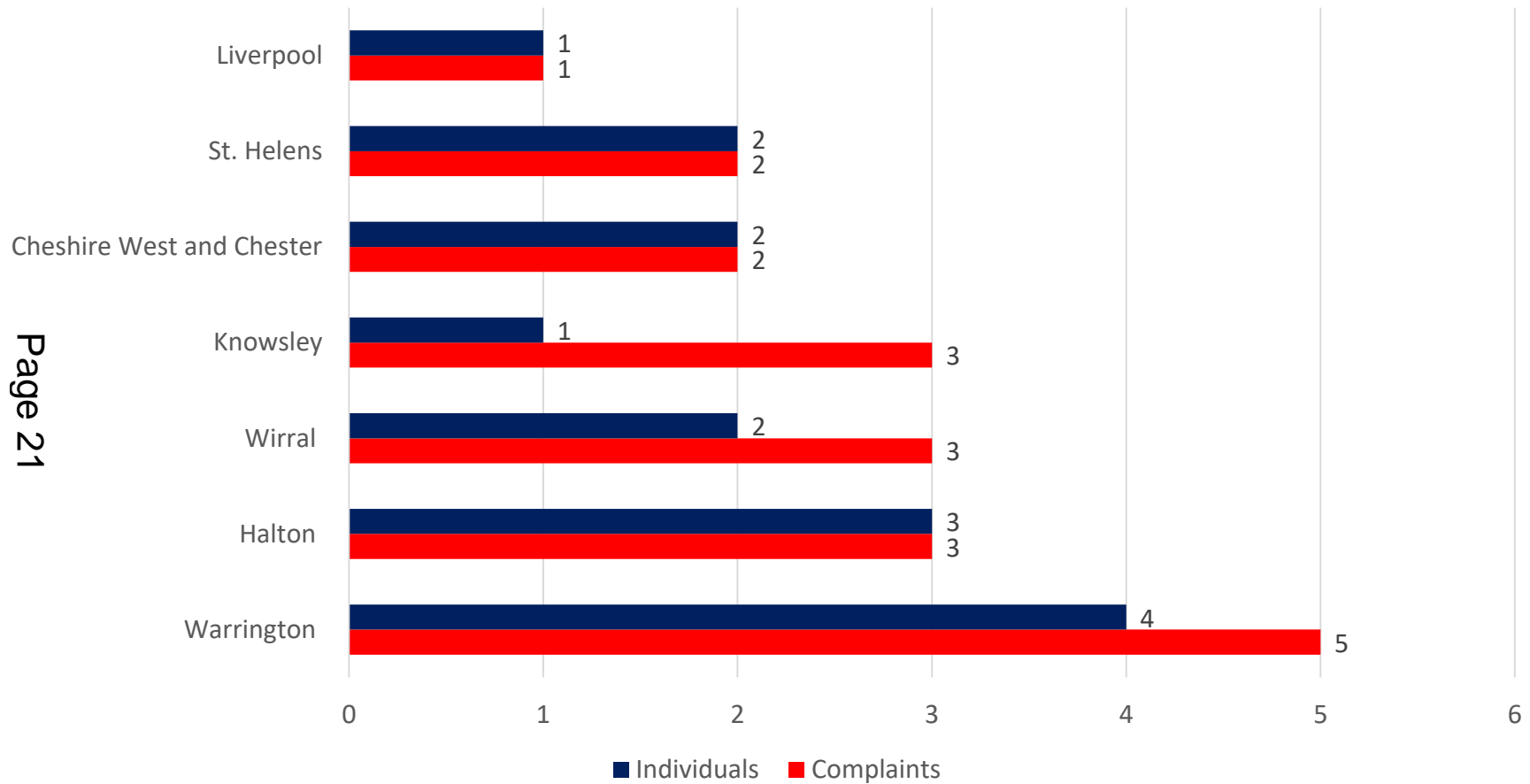


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Number of complaints and individuals from each administrative area from October to December 2019 without regular individual

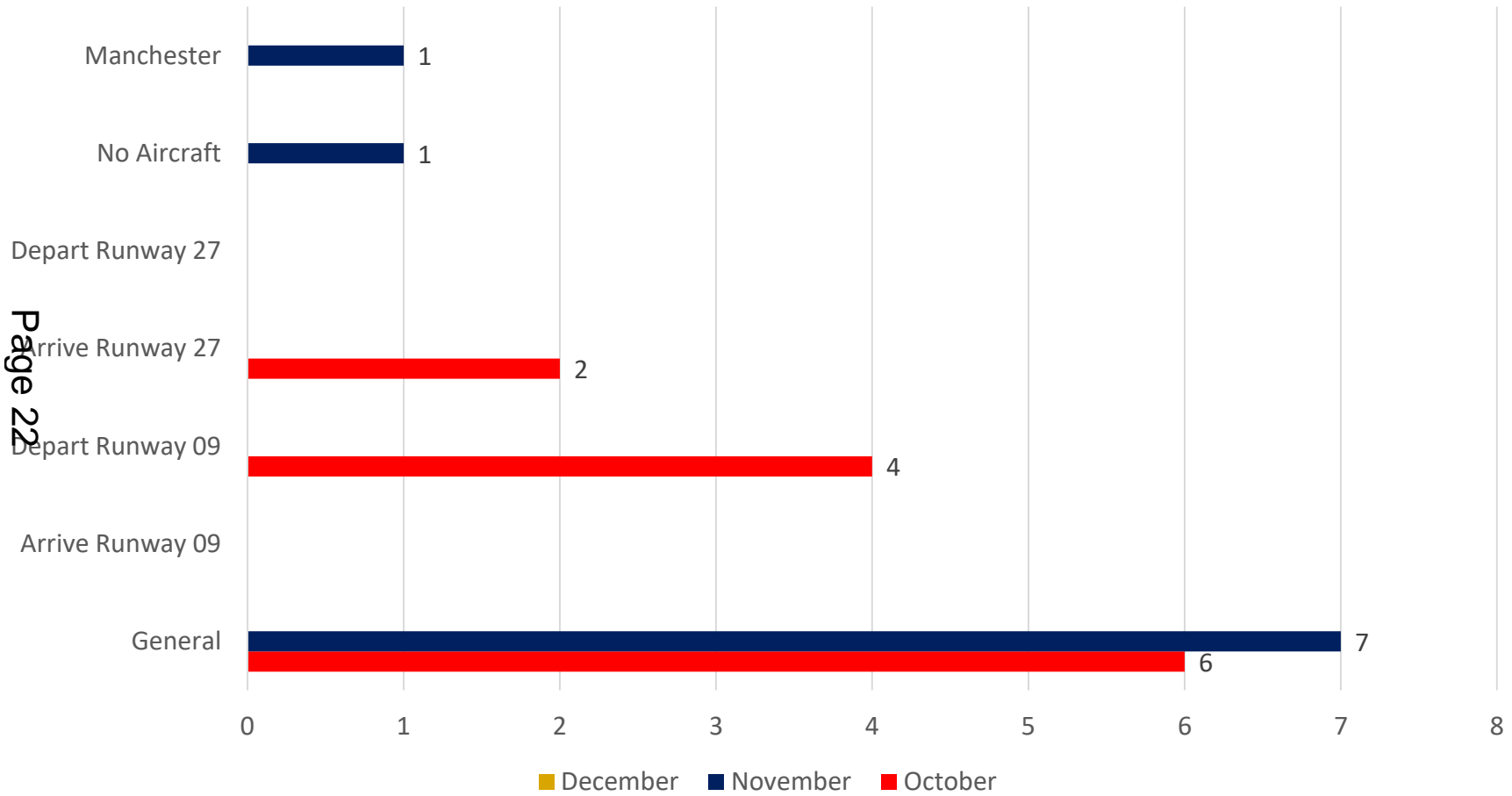
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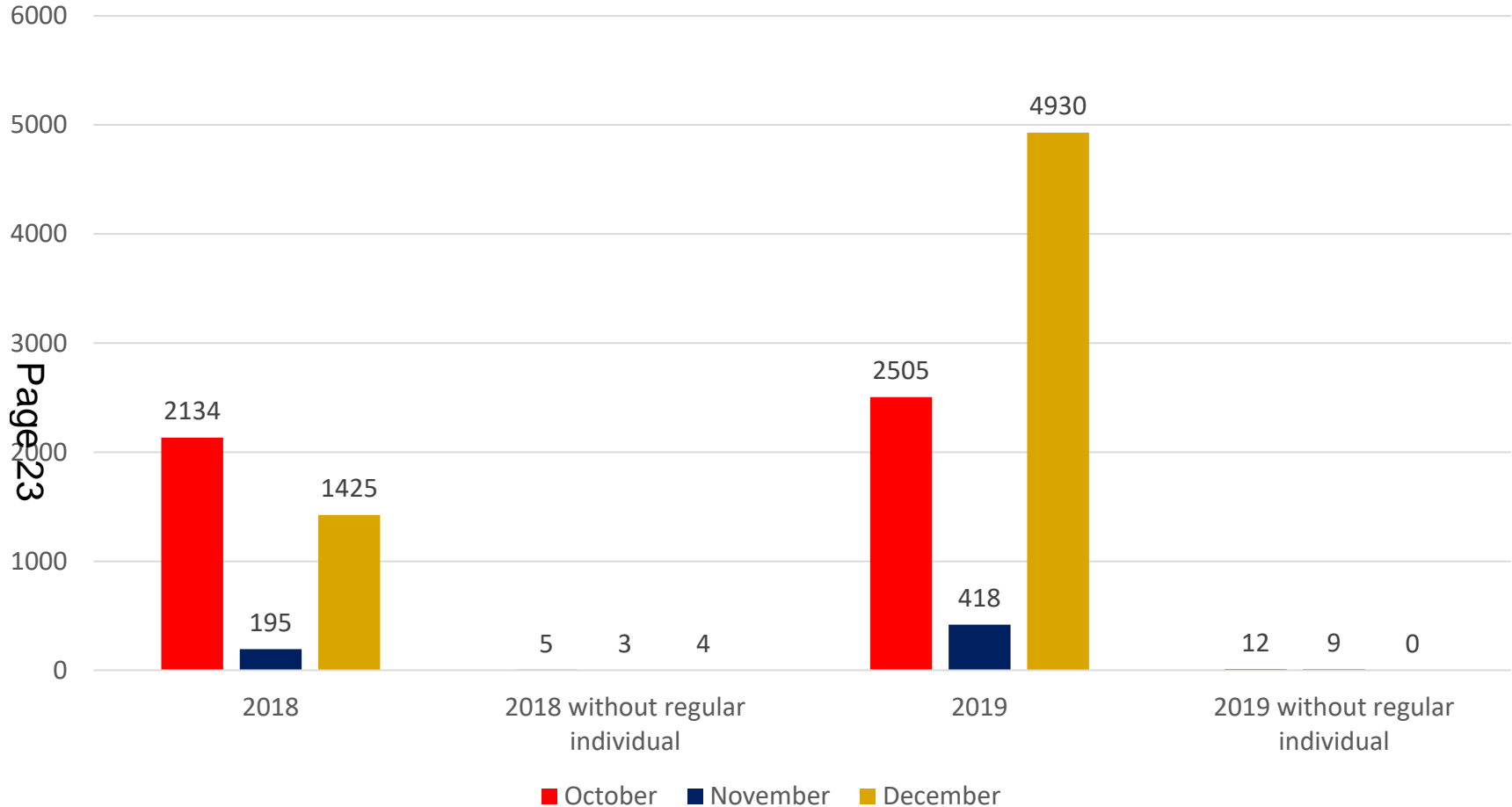
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Operations that caused noise complaints from October to December 2019 without regular individual



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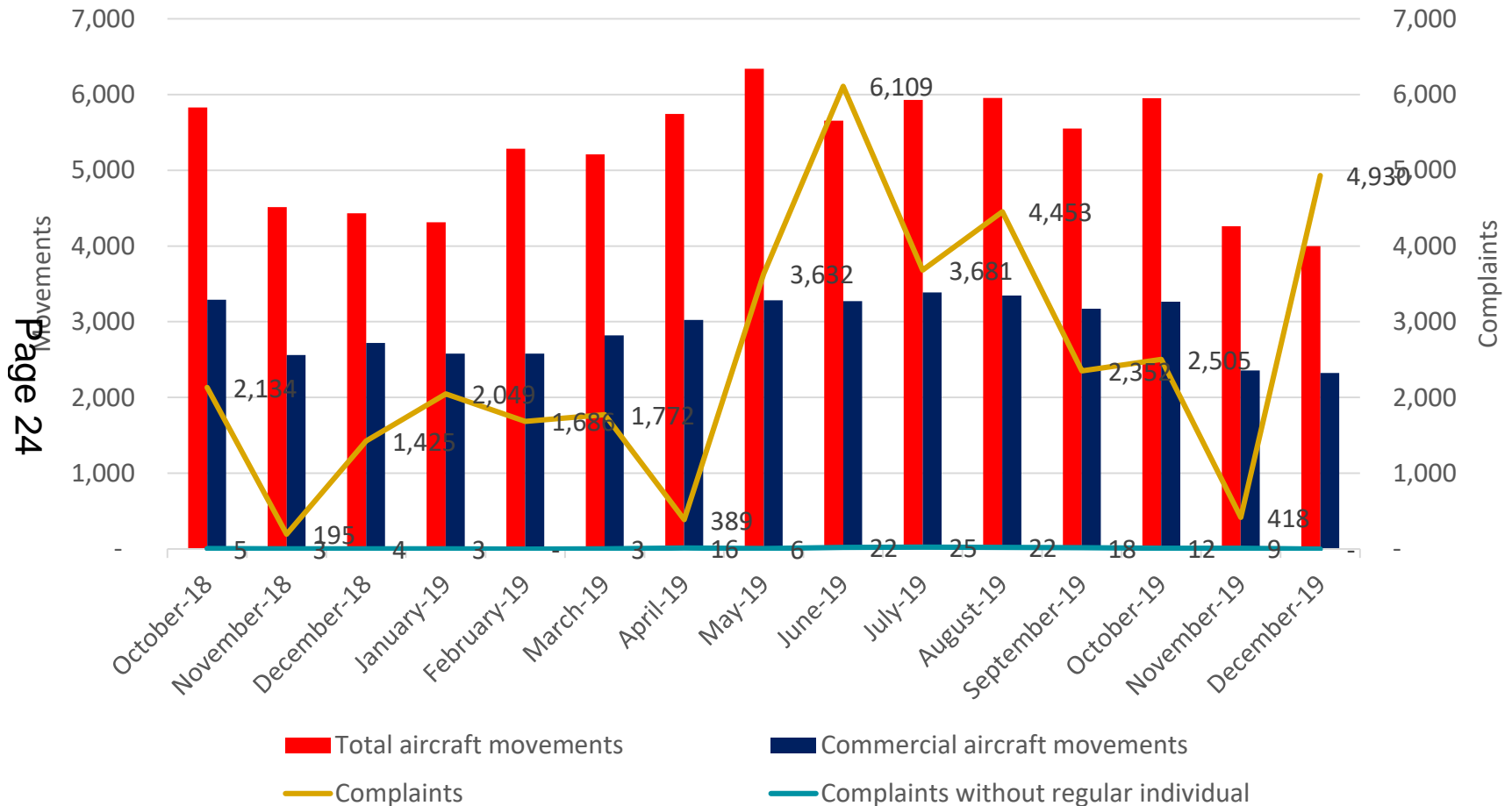
Complaints comparison for October to December 2018 & 2019



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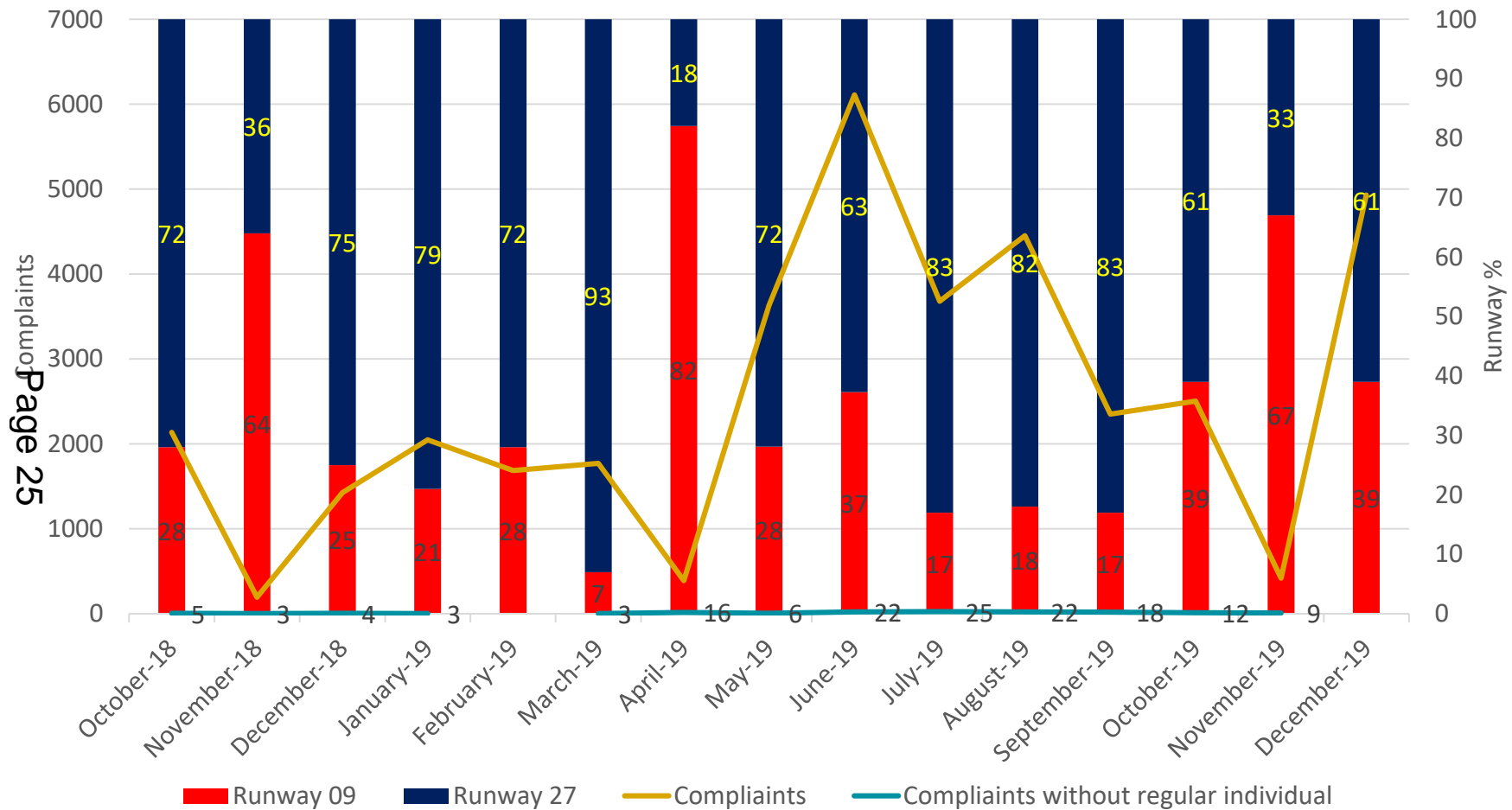
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Rolling 15 month aircraft movements and number of noise complaints October 2018 to December 2019



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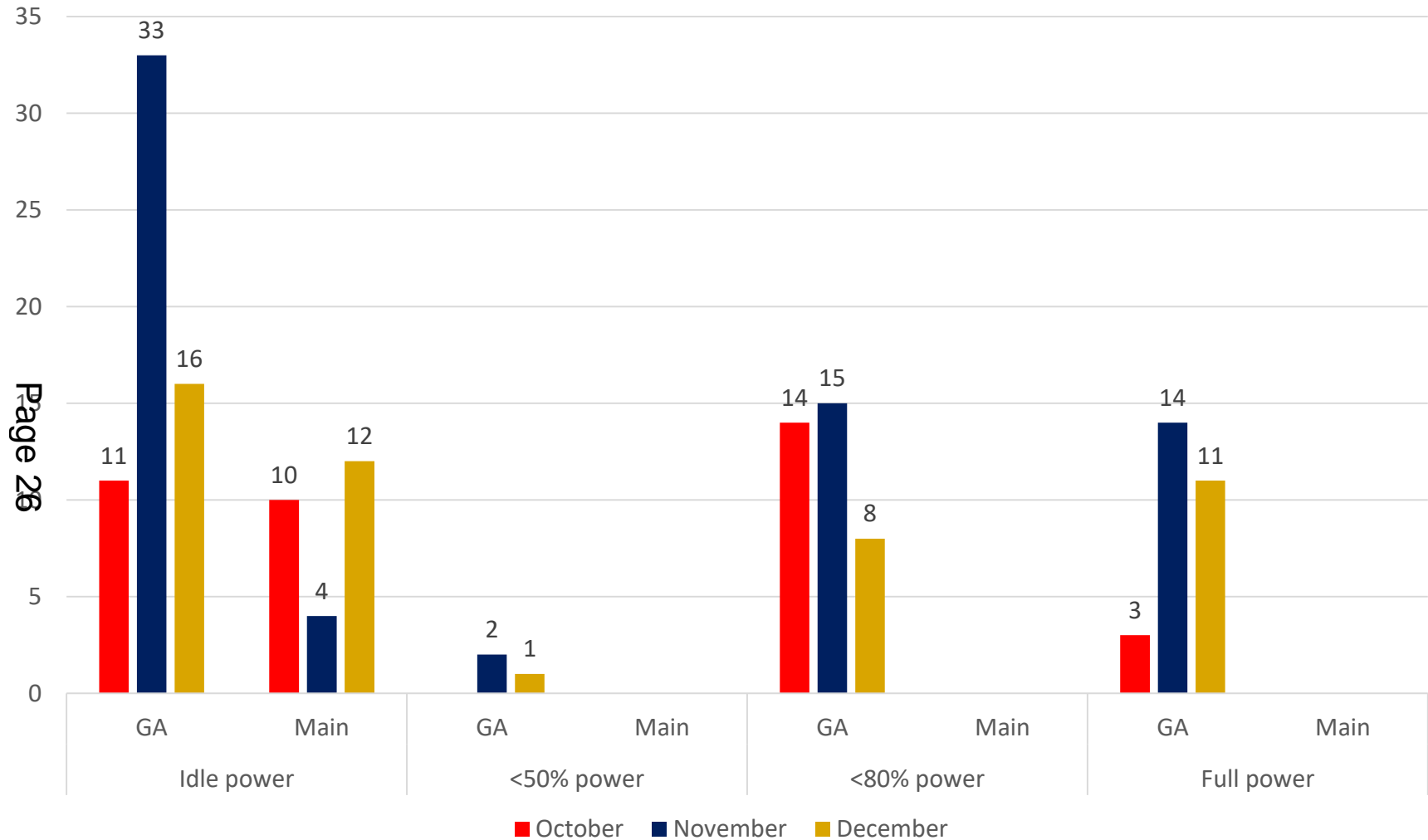
Rolling 15 month runway use and noise complaints October 2018 to December 2019



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Engine Test Runs October to December 2019



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