



Noise Monitoring Sub-Committee

Date: Friday, 22 April 2022

Time: 10.30 a.m.

Venue: Microsoft Teams

Contact Officer: Joe D'Henin, Assistant Secretary

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AGENDA

1. APOLOGIES

2. DECLARATION OF INTERESTS

3. CHANGES IN MEMBERSHIP

4. MINUTES OF LAST MEETING (Pages 1 - 12)

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

5. NOISE COMPLAINTS LOG (Pages 13 - 16)

To consider the Noise Complaints Log for the period 1st January 2022 to 31st March 2022, attached.

6. AIRSPACE CHANGE

7. DATE OF NEXT MEETING

The next meeting of the Noise Monitoring Sub-Committee will be 15th July 2022.

8. ANY OTHER BUSINESS

NOISE MONITORING SUB-COMMITTEE

Friday, 21 January 2022

Present:

Norman Elias, Chair
Helen Bradshawe, Environmental Health, Knowsley Council
Jim Candlin, Environmental Health, Cheshire West and Chester Council
David King-Hele, Environmental Health, Wirral Council
Councillor Doreen Knight, Liverpool Council, Speke-Garston Ward
Tony Rice, Disabled Persons
Ian Rushforth, Environmental Health, Liverpool City Council
Councillor Malcolm Spargo, Hale Parish Council
Bob Swann, Chair of Consultative Committee

Liverpool John Lennon Airport

Colin Barnes, Environmental Advisor
Andrew Dutton, Head of Environment

Secretariat

Mike Jones, Secretary
Joe D'Henin, Assistant Secretary

1 APOLOGIES

Apologies for absence had been received from Ian Gaskell from Knowsley Council – Helen Bradshawe was deputising.

2 DECLARATION OF INTERESTS

There were no declarations of interests.

3 CHANGES IN MEMBERSHIP

The Secretary informed the meeting that Liverpool Council had made appointments for the first time since the pandemic began and had appointed to the Sub-Committee Councillors Lynn Hinnigan and Doreen Knight.

4 MINUTES OF LAST MEETING

Resolved - that the minutes of the meeting of the Noise Monitoring Sub-Committee held on 22 October 2021 be agreed as a correct record and signed by the Chair.

5 NOISE COMPLAINTS LOG

Colin Barnes introduced the Noise Log with a comparison of aircraft movements for the period [1st Oct to 31st Dec] from 2019 to 2021. It was noted that there had been an increase in volume from 2020 but this was yet to return to pre-pandemic levels. Colin proceeded to talk through the slides attached, analysing the 13 complaints received during the period. The slides analysed complaint by date, complainants, area, reasons for complaints and comparisons with previous years. The highest number of complaints on a single day peaked at 4. These complaints were associated with the removal of rubber from the runway, which took place at night whilst the runway was not operational. Andrew Dutton explained that alternative rubber removal methods were being considered to mitigate the impact of this procedure, whilst also highlighting that rubber removal should only take place once a year, but was not undertaken in the previous year due to the reduction of movements as a result of the pandemic.

Colin highlighted how no complaints were received in November, whilst it was noted that noise complaints were still down on pre-pandemic levels, potentially due to fewer aircraft movements.

Resolved – that the Noise Log for 1 October to 31 December 2021 be noted.

6 AIRSPACE CHANGE

Andrew Dutton provided an update on the LJLA Airspace Change proposal which remained paused at Stage IV of the Civil Aviation Authority (CAA) CAP1616 process. Andrew indicated how in order to integrate the proposal with surrounding airports (Manchester, Leeds Bradford and East Midlands), conversations were underway with Airspace Change Organising Group (ACOG) and the CAA regarding how the process can be integrated with the other airports, which were currently at earlier stages of the CAP1616 process.

7 DATE OF NEXT MEETING

The next meeting of the Noise Monitoring Sub-Committee will be set at the Consultative Committee meeting in February 2022, but was likely to be 22nd April 2022.

8 ANY OTHER BUSINESS

Environmental Noise Regulations (European Noise Directive)

Andrew Dutton brought to the attention of the Sub-Committee that as the competent authority for aviation, LJLA must produce a Noise Map every 5 years. He set out how the airport was currently in conversations with DEFRA regarding using the year 2021 as a base year for comparison. Whilst noise mapping would reflect positively compared to 2016, due primarily to the

pandemic, this would result in the 2026 noise exposure area looking disproportionately larger.

LJLA's preference was that the noise mapping should take place in 2022 instead, as aviation levels return to pre-pandemic levels. It was stated, however, that this decision ultimately lay with DEFRA, and this would be brought to the next meeting.

It was agreed that the issue Andrew raised would be added to the next Consultative Committee meeting.

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Noise Monitoring Sub Committee

21st January 2022

With over 70 destinations to fly to, where will you go next?
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LiverpoolJohn
LennonAirport 
Faster. Easier. Friendlier.

1

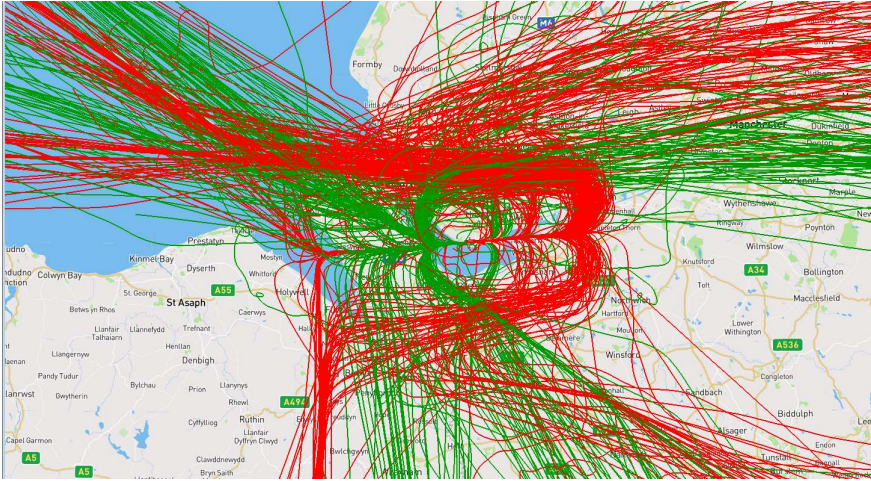


Aircraft Movements Comparison

First week of December
2019, 2020 & 2021

2

2019

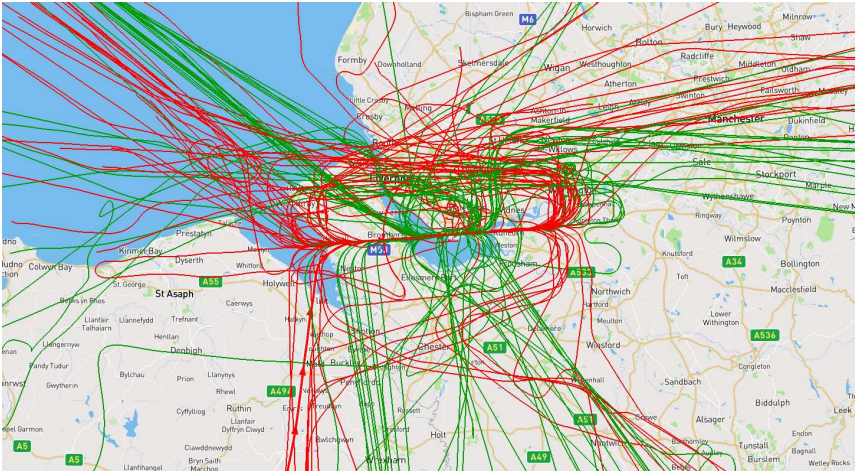


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2020




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2021



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Noise Log
October to December
2021

6

Rolling 36 months movements January 2019 to December 2021

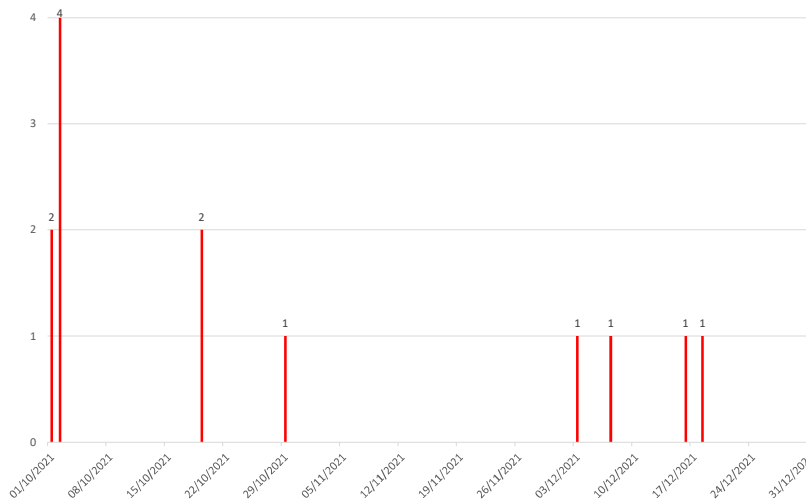
	Club	Commercial	Non Commercial	Other
2021 January	301	502	13	66
February	210	229	15	40
March	389	215	19	34
April	1,702	266	43	81
May	1,825	384	113	85
June	2,245	918	75	150
July	2,082	1,482	134	115
August	2,060	2,085	146	152
September	1,956	1,946	151	141
October	1,686	1,966	122	113
November	1,648	1,563	221	147
December	1,005	1,848	96	119
2020 January	1,767	2,323	131	104
February	1,195	2,374	133	74
March	2,054	1,764	129	97
April	257	131	17	57
May	582	125	22	130
June	353	205	51	140
July	1,298	1,012	152	183
August	2,030	1,979	160	107
September	2,755	1,480	106	124
October	1,892	1,171	73	133
November	643	497	54	81
December	1,481	572	30	114
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	3,345	209	121
September	2,079	3,173	195	102
October	2,450	3,265	174	61
November	1,684	2,359	141	79
December	1,591	2,497	167	75

With over 70 destinations to fly to, where will you go next?
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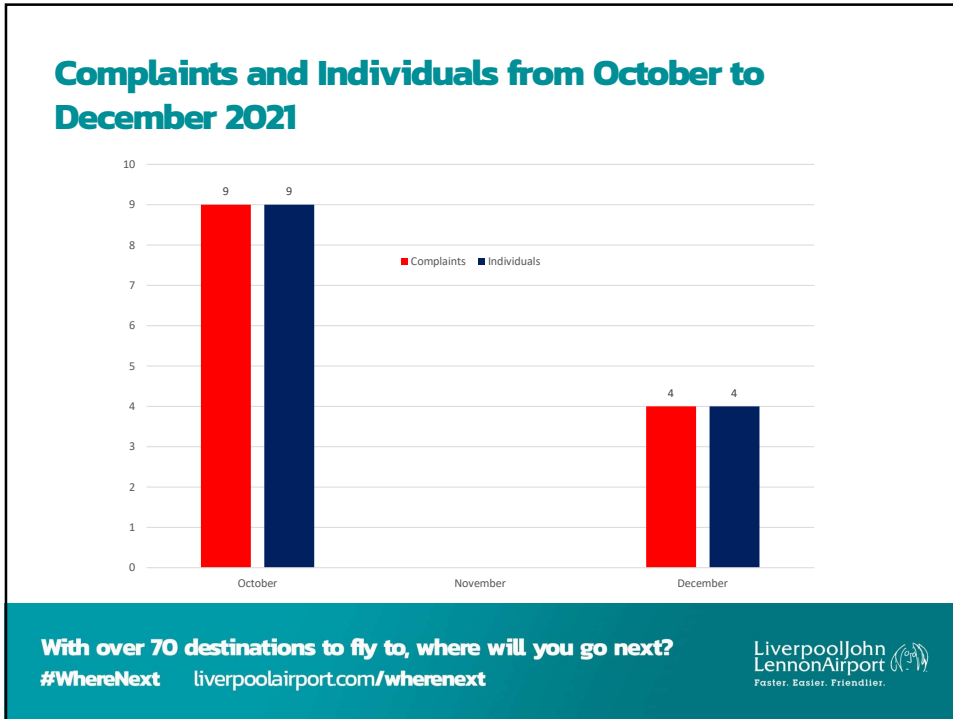
Noise complaints by day 1st October 2021 to 31st December 2021



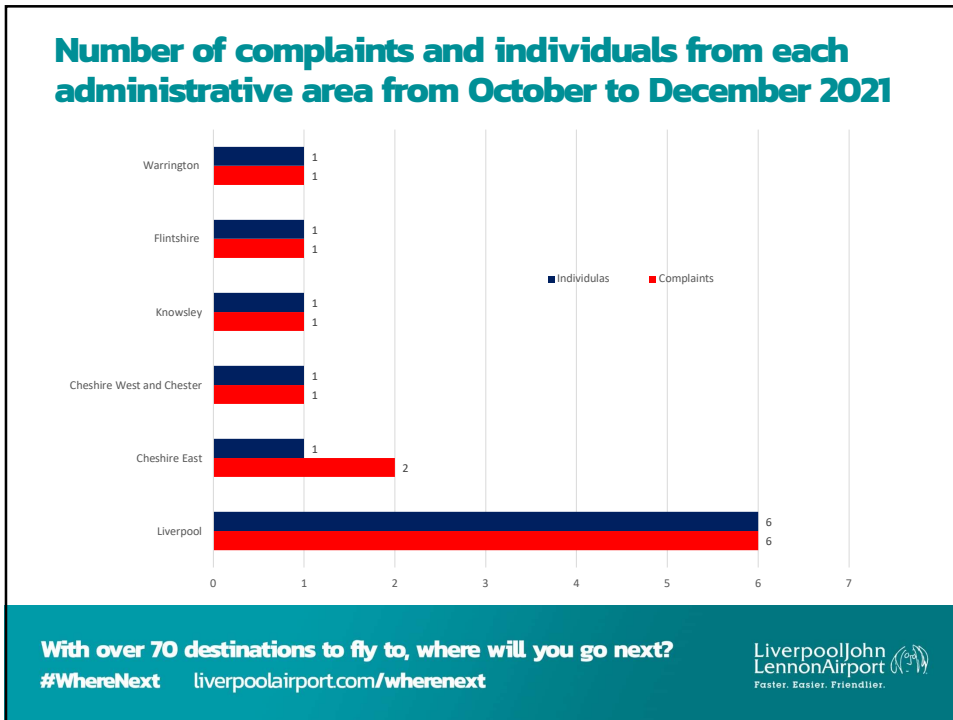
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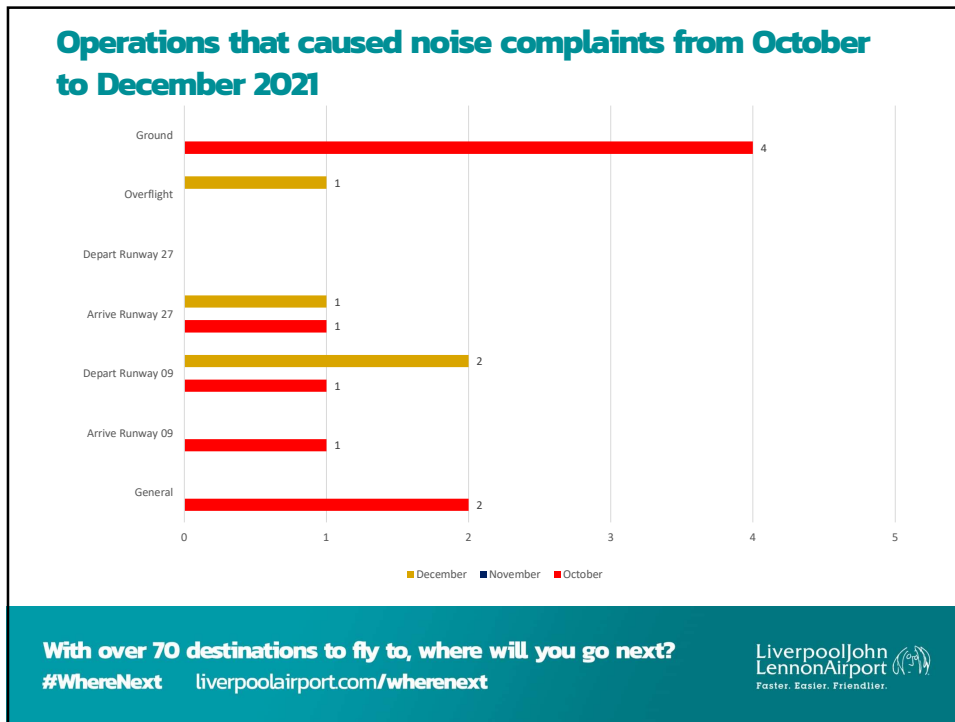
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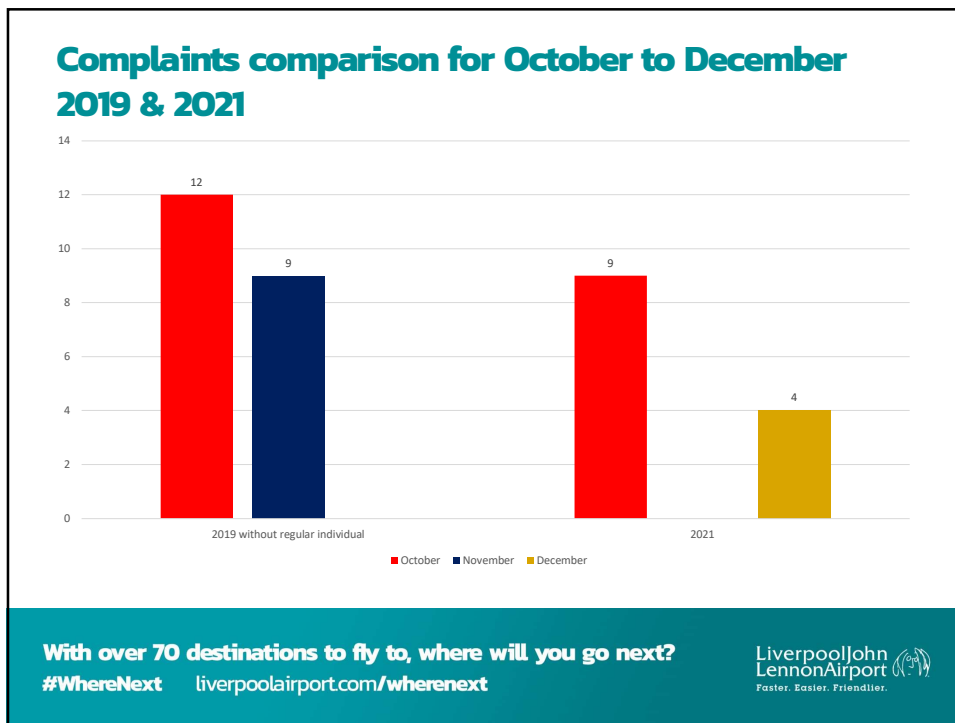
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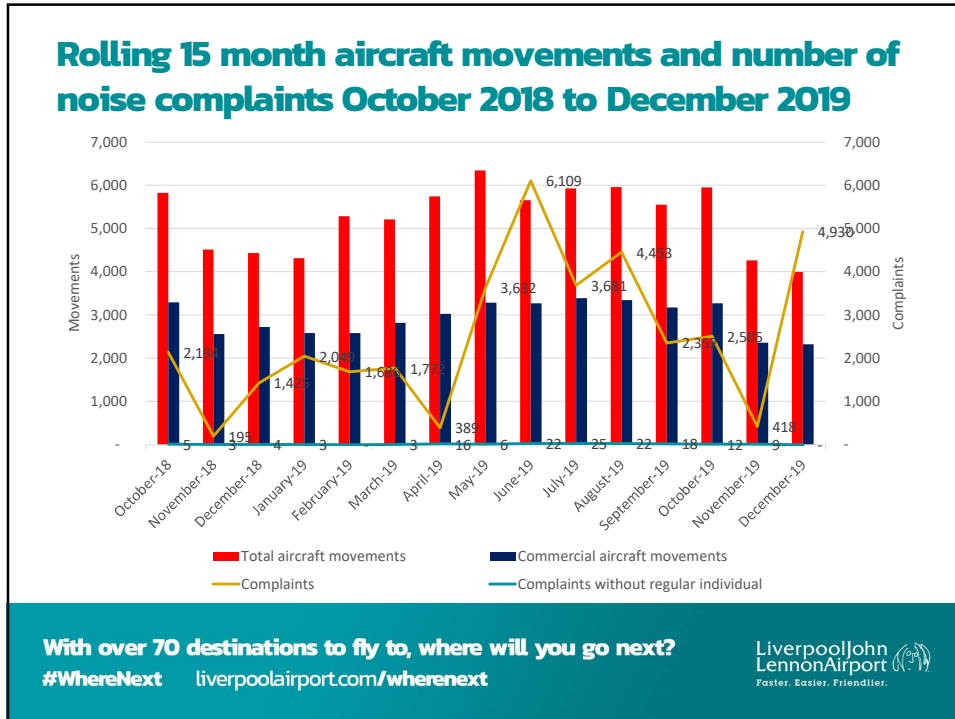
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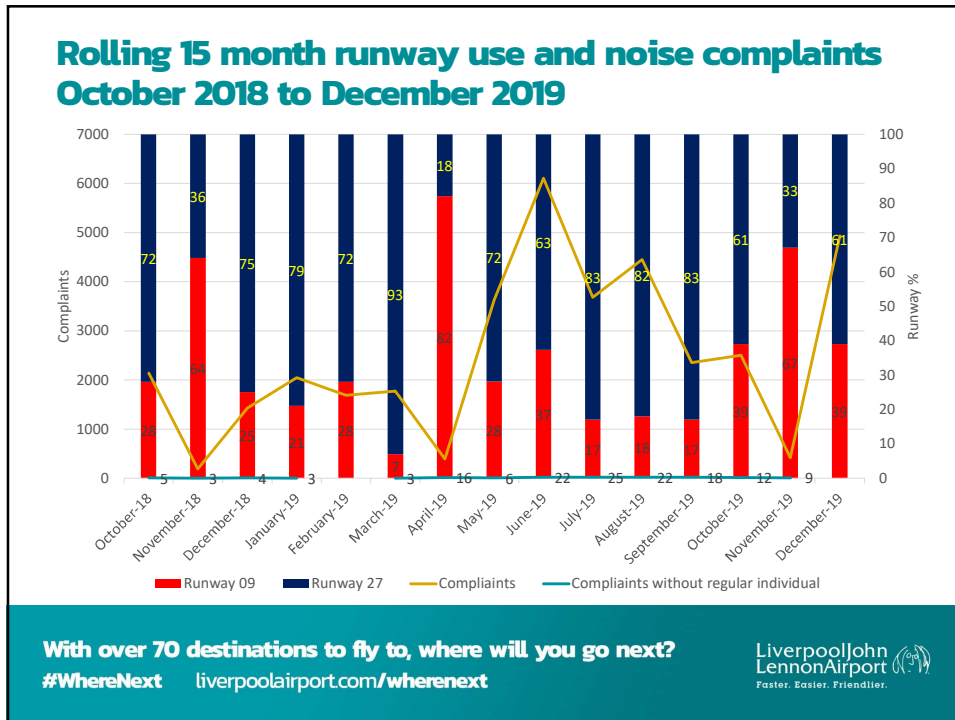
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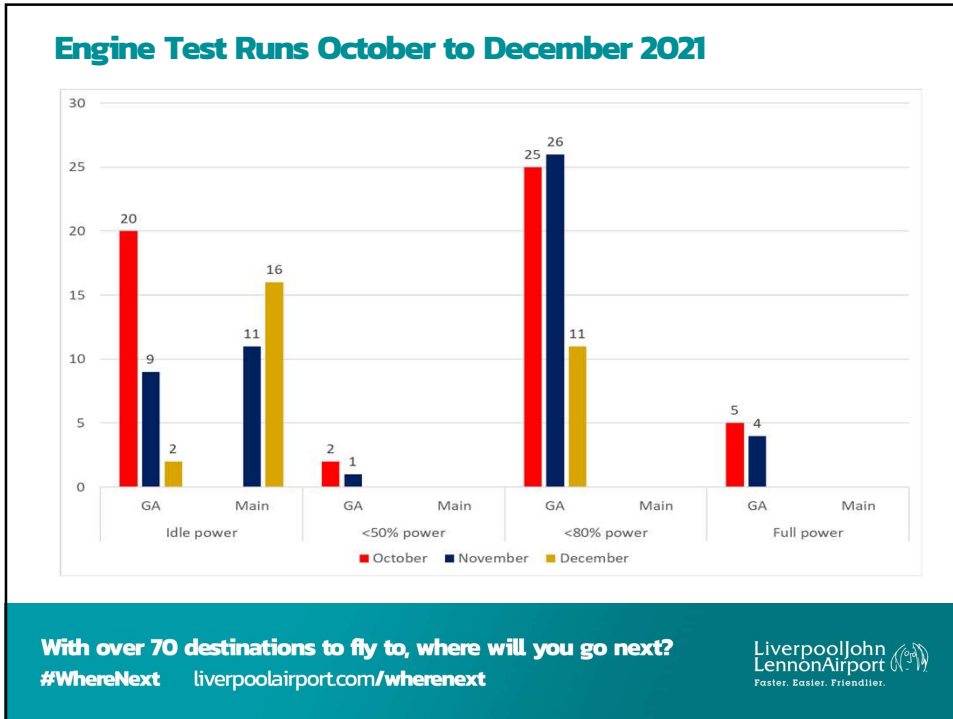
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NOISE COMPLAINTS LOG
LIVERPOOL AIRPORT NOISE MONITORING SUB-COMMITTEE:
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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Runcorn, Halton	06/01/2021	21:40	I am a Field Investigator for MUFON (Mutual UFO Network) and I have been given a case regarding a UFO sighting in Runcorn. Are you able to inform me or direct me to someone who might be able to tell me what aircraft was heading towards Liverpool Airport on 06/01/22 at approximately 21:40.	Ryanair	Arrive Runway 27	Email sent with details of the Ryanair Boeing 737-800 with flight number FR8929 which arrived from Malta on runway 27. As the aircraft passed over Runcorn it was at a height of 1160 feet. The aircraft operated within normal parameters.
Moore, Warrington	08/01/2022	14:20	Awful noise from low flying plane. Loud dragging whistle that lasted a good couple of minutes, was landing gear lowered?	Ryanair	Arrive Runway 27	Email sent with details of the Ryanair Boeing 737-800 with flight number FR9649 which arrived from Wroclaw on runway 27. As the aircraft passed over Moore it was at a height of 1930 feet. The aircraft operated within normal parameters.
Aigburth, Liverpool	13/01/2022	18:17	Aircraft flying very low over house - could hear over TV	Private	Departure Runway 27	Email sent with details of the Private Operator Diamond DA62 with flight number 2SALE which departed to Blackpool from runway 27. As the aircraft passed over Aigburth it was at a height of 1280 feet. The aircraft operated within normal parameters.
Aigburth, Liverpool	02/02/2022	21:24	Loud aircraft noise though it was about to land on house	Ural Airlines	Departure Runway 27	Letter sent with details of the Ural Airlines Airbus A321 with flight number U63744 which departed to Ekaterinburg from runway 27. As the aircraft passed over Aigburth it was at a height of 2790 feet. The aircraft operated within normal parameters.
Aigburth, Liverpool	06/02/2022	22:20	Yet again woken by aircraft noise	Nordwind Airlines	Departure Runway 27 Covid 19 Test Kit Cargo	Letter sent with details of the Nordwind Airbus A330-300 with flight number N49054 which departed to Moscow from runway 27. As the aircraft passed over Aigburth it was at a height of 3760 feet. The aircraft operated within normal parameters.
Aigburth, Liverpool	08/02/2022	23:00	Yet again when trying to get off to sleep woken by aircraft noise - this just can't be right - it is happening more and more often.	National Police Air Service	Overflight	Letter sent with the details of the National Police Air Service Eurocopter EC35 from Hawarden. As the helicopter passed over Aigburth it was at a height of 1070 feet.
Barford St. Johns, Oxfordshire	25/02/2022	20:58	Without prejudice Good evening I would sadly lodge a formal complaint with you due to a aircraft that took off from your airport and for unknown reasons, continues for strange reasons to fly constantly over the same flight path , to a degree this is now becoming annoying . I enclose their flight path to highlight this. I hope you can take action and stop this from happening as this is starting to become so difficult to put up with.	Raven Air	Survey	Email sent with the details of the Raven Air Partenavia P68B with flight number RVR8NG. The P68Bdeaprted from Runway 27 to East Midland Airport. The aircraft carried out several Survey circuits over the Oxfordshire Area.
Mold, Flintshire	09/03/2022	22:00	I am emailing regarding low flying aircrafts over my area at around 10pm to 1045pm each evening. My postal area code is		Arrivals on Runway 09	Email sent to show the number of aircraft that had arrived on runway 09 the previous week and the reasons

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			CH7 4QR please could you advise why this has started up again as I had raised this issue back in 2018 with you.			for aircraft passing over Mold on approach to runway 09.
Bromborough, Wirral	11/03/2022	09:00	I have noticed this week that every arrival into the airport has come in over Wirral/Bromborough, whilst the departures have alternated in their take off routes. I have checked this out on FlightRadar. A while back they were alternating arrival and departure routes. Have you any idea why this has changed.		Arrival on runway 09	Email sent to explain the main reason for a change in the runway orientation is primarily due to wind direction. Aircraft, operate most efficiently and safely by taking off and landing into the wind. Taking off into the wind provides lift and whilst landing into wind assists to control the speed of the aircraft through the air on approach. The airport's preferred mode of operation is runway 27, with aircraft landing over Runcorn, Widnes and Hale Village and taking off towards the Wirral peninsula over the Mersey Estuary, this mode of operation represents approximately 70% of all aircraft movements over the full year. Runway 09 operations are the opposite way around with aircraft aligning with runway 09 at approximately 7 nautical miles (Heswall) and descending on a 3-degree glideslope in a straight line to land on runway 09 and departing towards the east over Hale Village. The decision to change runway orientation is primarily driven by wind direction, but there are other operational factors that can also influence this change (e.g., avoidance of weather). It is difficult for ATC to change runway orientation during busy periods, especially if aircraft are approaching or within the pattern of a specific mode of operation, therefore, the decision to change the orientation of runway use is only made when required.
Hale, Halton	16/03/2022	12:49	I live in Hale Village. I have noticed an increased amount of air traffic noise associated with the greater frequency of flights taking off from the airport over Hale. I would like to know the following: 1) What reasoning, legislation or guidance is used to make the decision to allow more aircraft to take off in the residential area of Hale rather than the industrial end of Speke. 2) Is the fact that more people now live on the new housing estate by the airport in Speke a factor in deciding what direction aircraft take off and land. 3) Kindly provide a breakdown of aircraft numbers and take off/landing directions for the last quarter and in order to		Departures from Runway 09	Letter sent to explain that the decision to use runway 09 for departures is primarily due to wind direction. Aircraft, operate most efficiently and safely by taking off and landing into the wind. Taking off into the wind provides lift and whilst landing into wind assists to control the speed of the aircraft through the air on approach. The airport's preferred mode of operation is runway 27, with aircraft landing over Runcorn, Widnes and Hale Village and taking off towards the Wirral peninsula over the Mersey Estuary, this mode of operation represents approximately 70% of all aircraft movements over the full year. Charts were also provided that showed the runway

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			compare and contrast, the same information for the same quarter in 2019 (pre-pandemic). I understand I can request this information under the Freedom of Information Act, Environmental Information Regulations and INSPIRE Regulations. I do believe there has been a marked increase in the incidents of aircraft taking off over Hale which in turn increases the noise levels to a disturbing level, not to mention the pollution and detriment to the environment. Please provide the requested information within 28 days of the date of this email.			split for December 2018 – February 2019 and the same period in 2021 – 2022. It was explained that the Airport does not fall under the scope of the Freedom of Information Act but Liverpool Airport will reply to any reasonable requests for information and data held by the Airport.
Bromborough, Wirral	21/03/2022	22:03	Low flying aircraft every night passing over my address in Bromborough, Wirral. The noise of the loud low aircraft is ridiculous. I am complaining as I am sick of the noise every night. The airport needs to move its runway or the airport needs to move somewhere else. Not happy at all.		Arrivals on Runway 09	Email sent to explain the main reason for a change in the runway orientation is primarily due to wind direction. Aircraft, operate most efficiently and safely by taking off and landing into the wind. Taking off into the wind provides lift and whilst landing into wind assists to control the speed of the aircraft through the air on approach. The airport's preferred mode of operation is runway 27, with aircraft landing over Runcorn, Widnes and Hale Village and taking off towards the Wirral peninsula over the Mersey Estuary, this mode of operation represents approximately 70% of all aircraft movements over the full year. Runway 09 operations are the opposite way around with aircraft aligning with runway 09 at approximately 7 nautical miles (Heswall) and descending on a 3-degree glideslope in a straight line to land on runway 09 and departing towards the east over Hale Village. The decision to change runway orientation is primarily driven by wind direction, but there are other operational factors that can also influence this change (e.g., avoidance of weather). It is difficult for ATC to change runway orientation during busy periods, especially if aircraft are approaching or within the pattern of a specific mode of operation, therefore, the decision to change the orientation of runway use is only made when required.
Rhyl, Denbighshire	25/03/2022	10:00	I wish to make a complaint about a light aircraft that is a noise and nuisance flying over property in Rhyl particularly LL18 4QA postcode.		Hawarden Aircraft	Letter sent with details of flight with SSR code 5054 which departed Hawarden Airport and carried out a number of

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			From 10.03 am this morning and continuing past the time of this email 10 20am, this craft is performing operations and being a total nuisance with manoeuvres. Please can you provide the log of the craft for me to report to the CAA.			passes over Rhyl at a height of 1700 feet.
Runcorn, Halton	26/03/2022	22:10	I wish to make a formal noise complaint specifically related to Wizz Air aircraft. I completely understood that there would be noise from air traffic when we moved to our property and I have no issues with any other airlines but the noise from Wizz Air aircraft must be 2 or 3 times worse than all other airlines (including those using the same aircraft type). I have no idea why their aircraft are so much louder, but I would be interested to find out, and find a solution to this issue as the noise is affecting our quality	Wizz Air	Arrivals on Runway 27	Letter sent with comparison of easyJet A320 / A321 and Wizz Air A320 / A321 that showed no desirable difference between the two airlines. Letter also included an explanation of the procedure for aircraft approach to Runway 27 over Runcorn.