

Liverpool John Lennon Airport Consultative Committee

Noise Monitoring Sub-Committee

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

Agenda

1 Apologies

2 Changes in membership

3 Minutes of last meeting

To approve the Minutes of the Sub-Committee held on 16 October 2015, attached.

(Pages 3 - 16)

4 Noise complaints log

To consider the noise complaints log for the period 1 October to 31 December 2015 and consider the annual summary for the whole of 2015.

(Pages 17 - 26)

5 Any other business

6 Date of next meeting

The next year of meetings of the Noise Monitoring Sub-Committee will be determined at the Consultative Committee meeting scheduled for 12 February 2016 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport. The **provisional** dates are as follows:

22 April 2016
15 July 2016
21 October 2016
20 January 2017

For further information, please contact:

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 Email: MikeA.Jones@cheshirewestandchester.gov.uk
 Date of Publication: 8 January 2016

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

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

NOISE MONITORING SUB-COMMITTEE**16 OCTOBER 2015
(10.30 am - 10.55 am)**

PRESENT: Marshall Morris, Chairman
 Councillor Mary Aspinall, Liverpool City Council Cressington Ward
 Larry Dack, Speke Estate
 Norman Elias, Passenger Representative
 Peter Hargreaves, Environmental Health, Cheshire West and Chester Council
 Councillor Evelyn Hudson, Hale Parish Council
 Sean Jackson, Environmental Health, Knowsley Metropolitan Borough Council
 Dr Ian Rushforth, Environmental Health, Liverpool City Council
 Wendy Salisbury, Environmental Health, Halton Borough Council
 Angus Tilston MBE, Wirral Transport Users Association
 Mark Warren, easyJet
 Councillor Catherine Williams, Hale Parish Council
 Councillor Jeremy Wolfson, Liverpool City Council
 Toby Zorn, Environmental Health, Wirral Borough Council
Liverpool John Lennon Airport
 David Briggs, Head of Customer Care, Terminal and Landside Operations
 Colin Barnes, Environmental Advisor
Secretariat
 Mike A Jones, Assistant Secretary

16 APOLOGIES

Apologies had been received from:

Ian Gaskell	Environmental Health, Knowsley Metropolitan Borough Council
Simon Osborne	National Trust

17 CHANGES IN MEMBERSHIP

There had been no changes in membership since the last meeting.

18 MINUTES OF LAST MEETING**DECIDED: That**

the minutes of the meeting of the Noise Monitoring Sub-Committee held on 17 July 2015 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 2015 to 30 September 2015. Colin Barnes gave a presentation to members on the Noise Log which included analysis of the number of noise complaints received by date, number of complainants, administrative area and the total number of complaints compared to the previous year. He also detailed the number of test runs. The presentation is attached to these minutes.

During the period a total of 35 complaints had been received, with the highest proportion (14, or 40%) from Cheshire West and Chester Council's area, mainly linked to the use of runway 27.

Members discussed the contents of the Noise Log and noted the variance in the subjects – several RAF aircraft, people using tracking information online and complaints from areas for the first time.

DECIDED: That

the Noise Complaints Log for 1 July 2015 to 30 September 2015 be noted.

20 INTERIM FEEDBACK FROM GNSS CONSULTATION

Colin Barnes gave feedback on the consultation which the Civil Aviation Authority (CAA) required regarding the proposed implementation of the Global Navigation Satellite System at Liverpool John Lennon Airport, in the form of a presentation. The presentation is attached to these minutes.

The consultation closed on 14 October 2015 and had involved 92 groups being consulted, with a 53% response rate overall. Of those, 68% indicated that there would be no impact on them, 95% had no concerns, 72% indicated that there would be no change to the local air quality or community noise exposure, and 28% thought there would be minor improvement.

There was overwhelming support and no objections.

The next stage was the CAA decision on adoption on 5 February 2016.

DECIDED: That

the update be noted.

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 15 January 2016 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

Chairman

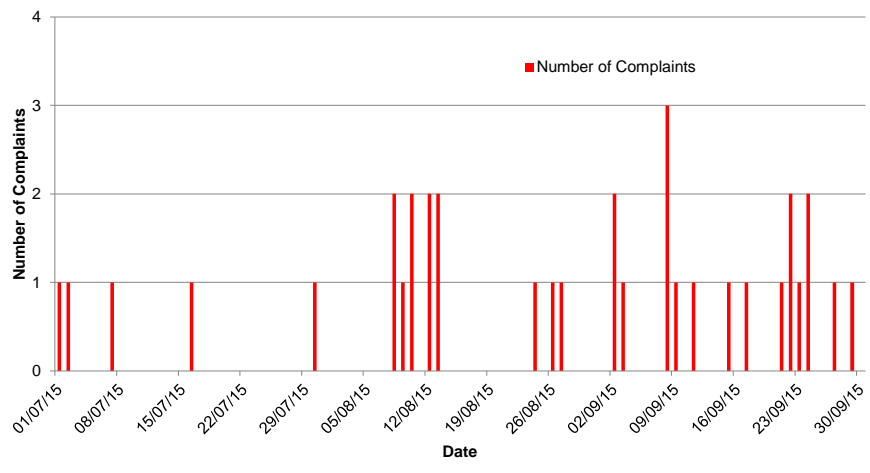
Date

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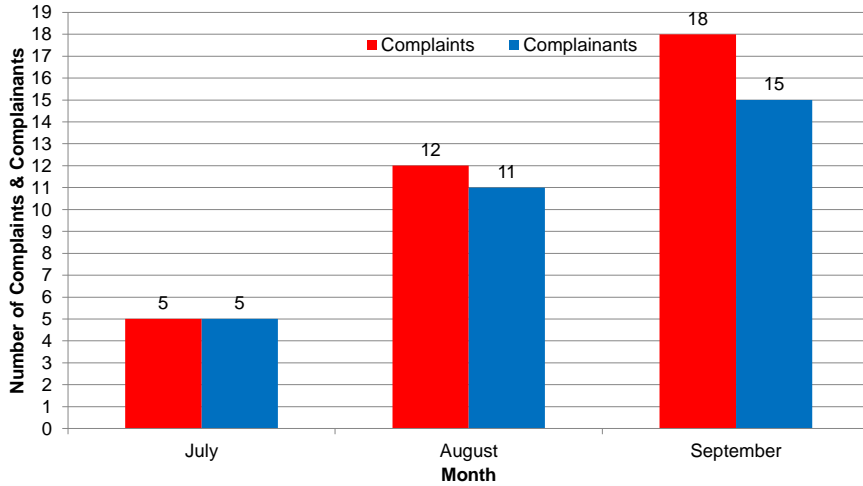


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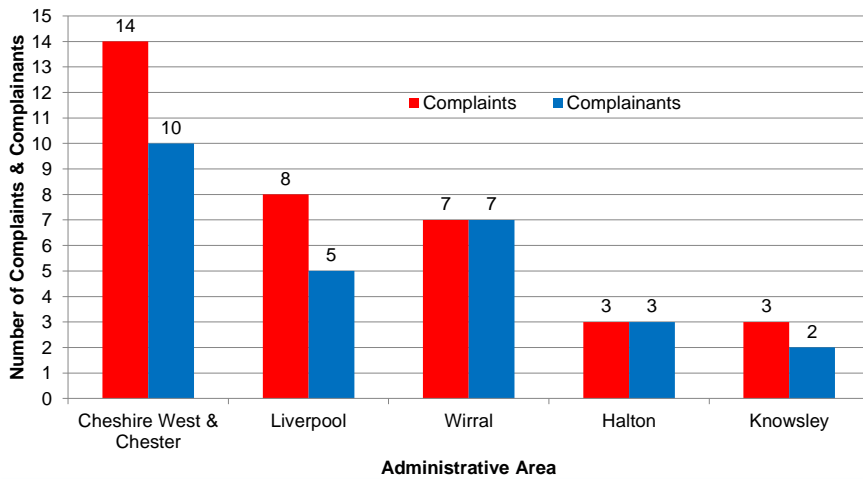
Liverpool John Lennon Airport Noise
Complaints By Day 1st July to 30th September 2015



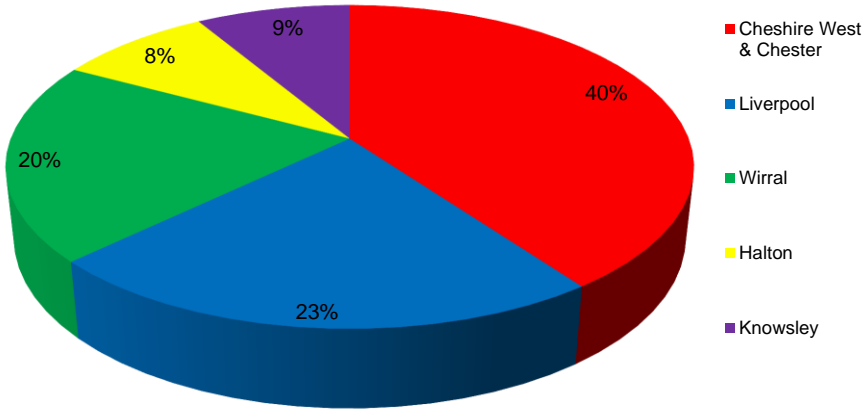
Liverpool John Lennon Airport Complaints and Complainants
for 1st July to 30th September 2015



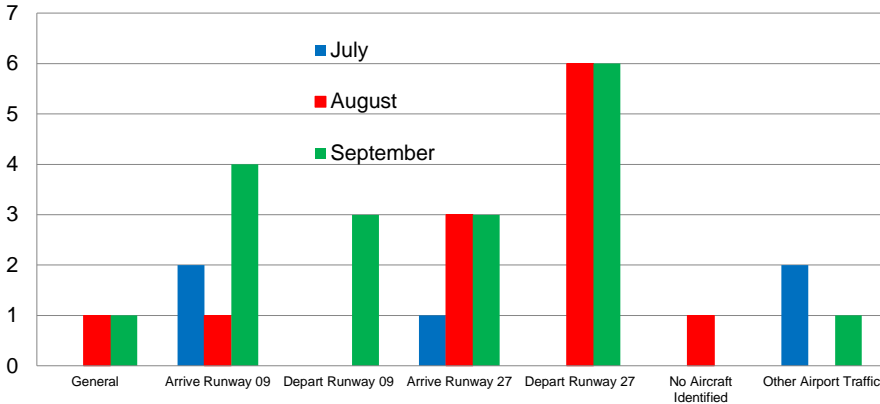
Liverpool John Lennon Airport Complaints and Complainants with
Administrative Area for 1st July to 30th September 2015



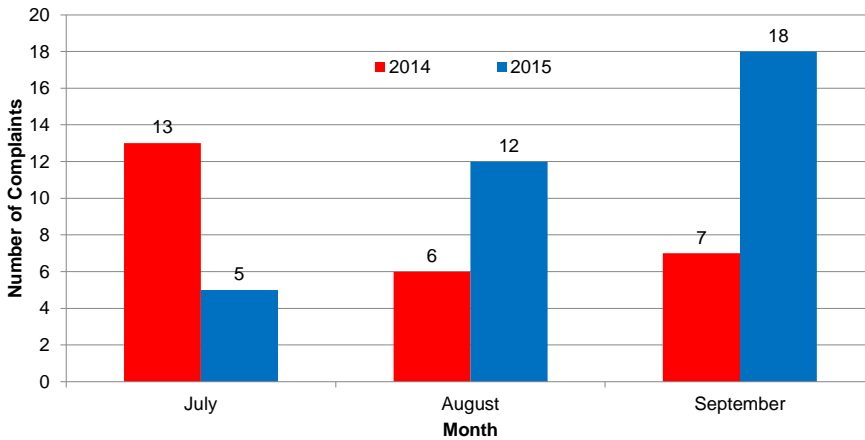
Liverpool John Lennon Airport Percentage of Complaints for Administrative Area 1st July to 30th September 2015



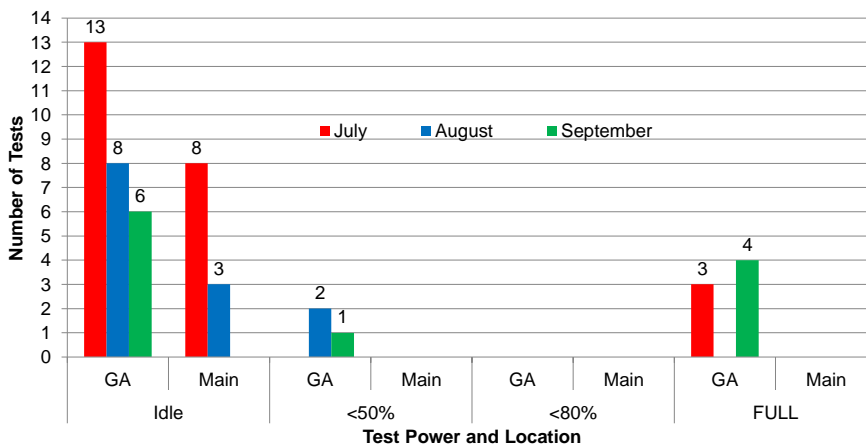
Liverpool John Lennon Airport Operations that caused Noise Complaints for 1st July to 30th September 2015



Liverpool John Lennon Airport Complaints Comparison for 1st July to 30th September 2014 & 2015



Liverpool John Lennon Airport Engine Test Runs 1st July to 30th September 2015



Final Approach
Global Navigation Satellite System



Let us know what you think!



GNSS Consultation Feedback



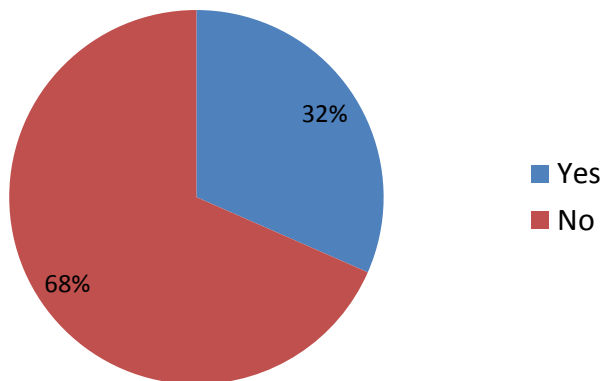
Consultation Response Summary

	Consultee Groups	Number Consulted	Number of Responses	Percentage Response
1	LACC	26	14	54%
2	NMSC	14	10	71%
3	Airlines	6	6	100%
4	GA Community	5	5	100%
5	Local Authorities	6	6	100%
6	NATMAC	32	5	16%
7	Other ANSP	3	3	100%
		92	49	53%

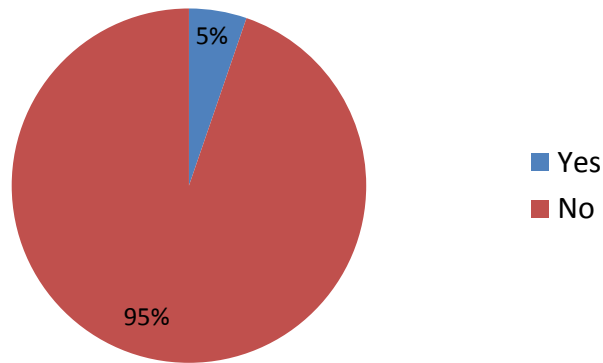


GNSS Feedback Questionnaire Results

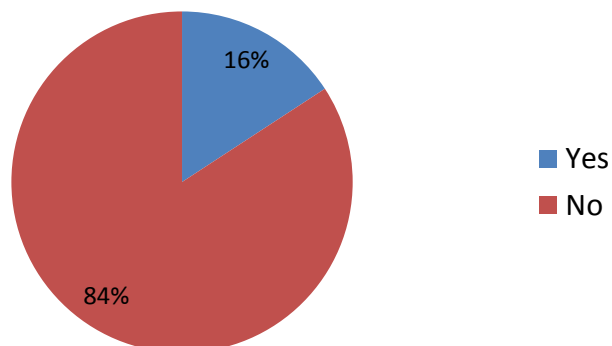
1. Will the proposed GNSS procedure have an impact on you?



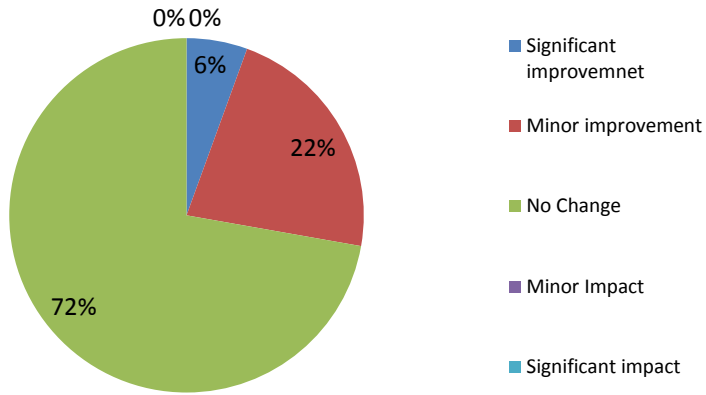
2. Do you have any concerns about the proposed new GNSS arrivals procedure?



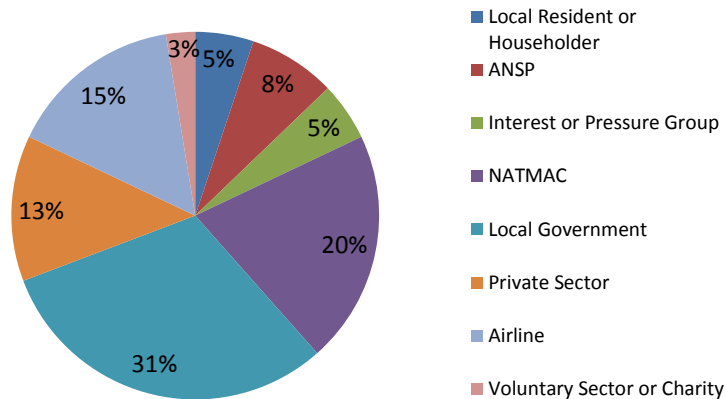
3. Is there anything that the Airport has missed concerning the introduction of GNSS compared to the ILS approach at LJLA?



4: What are your views on the environment impact of the proposed new GNSS Procedures on local air quality and community noise exposure?



5: Which of the following best describes you?



ANSP = air navigation service provider NATMAC = National Air Traffic Management Advisory Committee



In summary

- overwhelmingly supportive of the LJLA GNSS Approach proposal
- The formal consultation was proportionate to the scale and nature of the Airspace Change
- There were no responses received that objected to the principle of GNSS approaches being implemented at LJLA

What Next?

Stage	Date
Publish Summary Report	16 th October 2015
Formal Submission to the CAA	16 th October 2015
CAA Decision on adoption/approval	5 th February 2016
AIRAC Cycles	5 th February 2016
Proposed GNSS Approach Implementation	28 th April 2016
Post Implementation Review	28 th April 2017

AIRAC = Aeronautical Information Regulation And Control

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NOISE COMPLAINTS LOG
LIVERPOOL AIRPORT NOISE MONITORING SUB-COMMITTEE:
Noise Complaint Log October to December 2015

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Gayton, Wirral	1 October		Trying hard to ignore the passive noise from aircraft but after a few months of piece it has again become extremely noticeable. Not just the noise but also the actual height of the aircraft. I continue to be appalled at the total disrespect your business shows to residents to allow profit to a few.		Arrival on runway 09	Letter sent to explain the main reason that Heswall will have periods of no aircraft overhead and then periods where you may be disturbed by aircraft is determined by the orientation of the runway in operation. The primary factor determining the direction aircraft take off and land is wind direction. This means that aircraft utilise runway 09 for approximately 30% of all aircraft movements as aircraft land and take-off into the wind. There are peaks and troughs in aircraft activity and they occur because of the cycle of arriving and departing based aircraft starting at between 06:00 and 07.30. The aircraft fly similar length sectors, therefore, return at approximately during the same timeframe at lunch time, and the process is repeated to return in the evening. Offer made to install a mobile Noise Monitoring Terminal (NMT) in the garden for a couple of weeks during October the data would be provided to your as raw data or in another format if you want to do further analysis. The Airport is sorry you feel that the Airport does not have respect for the residents of Heswall; I assure you this is not our intension.
Little Neston, Cheshire West & Chester	1 October	01:30 05:34 23:15	As it appears that you are not able to deal with keeping the flights coming into the west/east runway away from Little Neston by polite communication, then I will have to formally complain once again and then every time that I am disturbed by your incompetence. Can you confirm		Arrivals on Runway 09	Letter sent which explained that the Airport, Airlines and Air Traffic Service Providers are not under any obligation to employ morons. The Standardised European Rules of the Air (SERA) Regulation detail how aircraft are allowed to operate within EU member states. The details of how aircraft operate at LJA can be found on the UK AIP website.

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Item No 4

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
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page 18			<p>that you do indeed have permission to disturb me at this hour within the local plan that the airport operates under.</p> <p>Please explain why you are not bringing these planes in directly over Heswall, which is much more in line with the runway, or in order to avoid bringing planes in over built up areas at all.</p> <p>Further if you are intending to continue to bring flights in over my home please would you install a system of noise insulation in the bedrooms of my property at the airports expense.</p> <p>Please forward a copy of the local plan that the Liverpool John Lennon Airport operates under, as I wish to see whether there is anything about employing morons in it and giving them the ability to disturb decent people without reason. As indicated earlier, if you need help to find a flight path that would disturb the minimum number of people, I would be happy to come over and work with you in achieving this. There does appear to be so many options for you to bring flights in to the airport from the West, without passing them over built up areas, I really cannot understand the reason for not implementing this.</p> <p>I look forward to reading your response to these issues so that I can</p>			<p>Aviation is a tightly regulated industry and scope for changes to be made to the Standard Instrument Departure Routes (SIDS) and Standard Arrival Routes (STARS) are limited.</p> <p>LJLA has been a 24 hour a day, 7 day a week operational airport on the current runway since 1966. The number of night flights has reduced significantly over the last few years as mail and cargo activity has reduced.</p> <p>LJLA does have a Sound Insulation Grant Scheme. Eligibility is determined by noise exposure from airborne aircraft, properties in Little Neston are not currently eligible. Airport made the offer to come and install a mobile Noise Monitoring Terminal (NMT) at the property to objectively measure the noise exposure.</p>
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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			better understand your thinking and if you think that you can just forward me the same letter as you did last time, then think again and do your job.			
Oxton, Wirral	2 October	21:30	easyJet flight EZY7014 from Amsterdam to Liverpool flew very low over my house and the noise level was loud, it was heard over the television. I know the flight path can be Junction 3 of M53 but looking at the flight path on flight radar it isn't acceptable to fly off course over residential houses at a low altitude	easyJet	Arrival on runway 09	Email sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 09 from Amsterdam. As the aircraft passed over Oxton it was at a height of 2000 feet and traveling at 169 knots. The Aircraft was operated within normal parameters and at no time was the aircraft off course.
Little Neston, Cheshire West & Chester	3 October		I find the information that you have supplied very interesting as it appears to show that whoever is programming or planning these flight paths, is clearly lacking in intellect. Could you please ask them for an explanation as to why they have decided to make the trajectory of the flight path pass over the conurbations of Neston and Little Neston, when by either extending or shortening the length of the straight section of the flight path into or out of the runway, then the planes could either travel down the centre and less populated section of the Wirral and North West Cheshire, or travel down the middle of the River Dee estuary. I hope that you will be able to respond to all of my above points and that between us we can help the		Arrivals on Runway 09	Telephone call made with more details and explanations of points raised in previous letter.

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			people who make the decisions to understand that there are alternatives.			
West Kirby, Wirral	4 October	22:35	Flights have been very noisy this evening and very noticeable when trying to sleep. Not like this normally. Please review.			Letter sent which confirmed that there have been no significant changes to the Standard Instrument Departures (SIDS) or Standard Arrival Routes (STARS) for aircraft using LJLA over the past year. There are day to day variations in the orientation of the runway, weather patterns and interactions with other airports which may explain that on some days West Kirby residents will see more aircraft movements than on others.
Little Neston, Cheshire West & Chester page 20	5 October		From your letters, you make it sound as though there are strict "roads" in the sky which the planes have to follow. Could you confirm how wide these "roads" are please? Is it the width of a runway say or a kilometre or wider still. Further, can you confirm that the data used for your maps is downloaded from the individual flights recorders or does this data come from somewhere on the ground. Is there room for variation caused by the choices made by the individual pilots? Thanks for all of your effort in this matter, I appreciate this and look forward to hopefully being able to influence the placement of the flight paths going forward, so that when reviewed, where there are good options of avoiding built up areas, this can be achieved.		Arrivals on runway 09	Telephone call made with more details on the airways.

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Runcorn, Cheshire	8 October		Via MP. Thanks you for your previous response but it does not address my constituents concerns about the frequency and close proximity has increased over their home.		Arrivals on runway 27	Letter sent with an apology that the Airport did not answer the constituent's enquiry directly in previous correspondence. The property is directly aligned with the runway and under the approach for runway 27. Therefore all commercial aircraft approaching to land using the Instrument Landing System will fly over the property in Runcorn. The noise from individual aircraft movements is reducing as aircraft technology evolves. LJLA has amongst the quietest fleets of modern aircraft operated by easyJet and Ryanair. There are no reasons why the constituent would experience more noise now compared to several years ago.
Eccleston Park, Knowsley page 21	12 October		Aircraft flying low over my house from early in the morning until late evening.			Letter sent to reiterate there has been no change to operating procedures or practises as aircraft approach or depart LJLA that would result in an increased number of commercial aircraft over Prescot. The number of aircraft does vary from summer to winter, as there is more demand for air travel in the summer period. The number of overall movements at LJLA may rise slightly in 2015 after seven years of passenger number falling after the 2008 financial crash and increased completion from other Airports. The Airport would like to install the mobile Noise Monitoring Terminal (NMT) at the property to measure the noise from aircraft.
Blacon, Cheshire West & Chester	12 October	07:00	I have flightradar24 app and can see depending on the prevailing wind that a number of flights are sent directly south and over our house. The last one I can remember in the morning is the Jersey Easyjet flight.	easyJet	Arrival	Email sent which explained that at the date and time provided there was no aircraft activity over Blacon.

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Heswall, Wirral	13 October		Over the last month we have noticed a large increase in the numbers of aircraft flying low over our house. The noise increase and disturbance is noticeable. Has something change with the flight paths during this period and if so is this permanent?		Arrivals on runway 09	Letter sent which confirmed that there have been no significant changes to the Standard Instrument Departures (SIDS) or Standard Arrival Routes (STARS) for aircraft using LJA over the past year. There are day to day variations in the orientation of the runway, weather patterns and interactions with other airports which may explain that on some days Heswall residents will see more aircraft movements than on others.
Heswall, Wirral	19 October		Disturbed last night by aircraft. Aircraft are climbing over Heswall as they are too low to start a descent. Your taxi service is making a mess of our lives in this high tax area.		Arrivals on runway 09	Telephone call in which the 09/27 split was explained as well as more aspect of the operation at the LJA.
Heswall, Wirral	19 October		Since writing my previous letter the disturbance has continued. Installing a noise monitor will do nothing to address the issues raised. I do not expect you to take any notice of this letter, however I continue to build up a dossier of complaints for future use.		Arrivals on runway 09	Letter sent to explain that LJA operates 24 hours 7 days a week and during the summer season there are more aircraft movements between 23:00 and 06:00 compared to the winter. Aircraft approaching to land on Runway 09 seem to be those that disturb you; runway 09 is used for approximately 30% of all aircraft movements. From the 1st October runway 09 was used on 1st to 2nd, 4th to 6th and the 9th to 14th October. The offer to install the Noise Monitoring Terminal in your garden is still open. The data from the exercise would be provided to you as raw data or correlated to provide individual aircraft movement noise levels as well as the weighted descriptors used to assess the noise exposure. The Airport would welcome the opportunity to meet you to listen to your suggestions on how the Airport can operate a successful regional airport whilst attempting to disturb you less.

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Blacon, Cheshire West & Chester	20 October	22:32	Madrid Liverpool flight directly flew over my house at less than 3000ft before landing.	easyJet	Arrival on runway 09	Email sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 09 from Madrid. As the aircraft passed over Blacon it was at a height of 3400 feet and travelling at 272 knots. The Aircraft was operated within normal parameters.
Speke, Liverpool	20 October	20:00	Unacceptable noise levels every five minutes.	RAF	Missed Approaches on runway 27	Email sent which confirmed on the evening of the 20th a RAF Tornado aircraft carried out at missed approach at 18:30. This was followed by a further 6 RAF Hawk aircraft which also carried out missed approaches to runway 27 at 19:21, 19:25, 19:35, 19:43, 20:02 and 20:04.
Bromborough, Wirral	28 October	21:45	This has been going on for months now, even years. I have lived here for 22 years and this past summer the noise from the aircrafts going over my house on approach to landing, and taking off have been unacceptable. The television cannot be heard, conversations have to stop it's becoming quite unbearable. Could never sell the house as the aircraft would be heard at some point during the viewer's time looking round. It's beyond a joke now and something has to be done. It's deafening and I am already deaf in one ear. The whole house vibrates whilst the plane travels over. It's always been bad but never this bad. Happy to speak to someone or meet with someone to sort this out.	Ryanair	Arrival on runway 09	Email sent which explained the aircraft was a Ryanair Boeing 737-800 which arrived on runway 09 from Dublin. As the aircraft passed over Bromborough it was at a height of 1600 feet and travelling at 154 knots. The Aircraft was operated within normal parameters. Similar to most other airports in the UK LJA operates the single runway in either 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 determined predominantly but not exclusively by the direction and strength of the wind. Aircraft are safer, more stable and receive more lift when they land and take off into the wind. Aircraft approaching runway 09 at LJA will fly in the vicinity of Bromborough. Over a year this normally occurs for approximately 30% of the time when the wind is from the east. The prevailing wind is normally from the west in the Merseyside region which explains why for the majority of the time aircraft approach on runway 27 over Runcorn, Widnes and Hale.

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Bromborough, Wirral	30 October	08:25	Again an unbearable airplane noise over our house just, whilst we were trying to have a family breakfast. Immediate silence of talking as we can't hear each other. Nightmare.	easyJet	Arrival on Runway 09	Email sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 09 from Belfast. As the aircraft passed over Bromborough it was at a height of 1600 feet and traveling at 126 knots. The Aircraft was operated within normal parameters.
Hale Village, Halton	4 November	16:20	Very loud aircraft taking off. Are we in mortal danger?	RAF	Missed Approaches on runway 09	Email sent which explained the aircraft was a RAF Tornado which carried out 2 missed approaches of runway 09 before departing to RAF Marham.
Little Neston, Cheshire West & Chester	26 November	07:22	I think that I just had the easyJet, Liverpool to Malaga thunder overhead, am using "Live Flight Tracker" a bit to try and follow which plane and airport they are travelling to or from.	easyJet	Departure from runway 27	Email sent which explained the aircraft was an easyJet Airbus A319 which departed from runway 27 to Malaga. As the aircraft passed over Little Neston it was at a height of 5500 feet. The Aircraft was operated within normal parameters.
Little Neston, Cheshire West & Chester	26 November		Could you please explain why leaving Liverpool Airport flights early this morning and last weekend, pass over Ness/Little Neston? This is not a common occurrence and where I understand the argument with regards to wind etc., find that with the wind coming pretty much straight out of the west, which is prevailing I think, I do not understand the logic as to why these flights are all of a sudden passing over-head and again why only a couple of them and not all of the flights leaving John Lennon.		Departures from Runway 27	Email sent which explained that with the wind coming from the west the aircraft were departing towards the west and into the wind. Some aircraft departed via the REXAM Standard Departure Route.
Appleton, Warrington	18 December		I wrote to you several years ago when the airport began expanding with holiday flights and I was disturbed by low flying aircraft. You resolved the problem and for many years all was adequate. However over the last two		Arrivals on runway 27	Email sent which explained that there have been no significant changes to the Standard Instrument Departures (SIDS) or Standard Arrival Routes (STARS) for aircraft using LJA over the past year. There are day to day variations in the orientation of the runway, weather patterns and interactions

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page 25			<p>to three years the number of flights has significantly increased and all planes now have total disregard to height regulations.</p> <p>Just yesterday, as I walked from my house to the local shops, a plane was so low in the blue sky that I could almost ask the pilot to go higher. I was directly under the plane and could only make out the silver undercarriage and not the writing on the side - this proves how low and how directly overhead it was. Of course, this carries on every single day, many times a day. On cloudy days the planes will fly under the cloud base and during the last few summers my husband and I feel our privacy in the garden is compromised. We are, as you will know, a good 20 miles from the airport and I know the planes do not have to start descending so soon.</p>			<p>with other airports which may explain that on some days Warrington residents will see more aircraft movements than on other days.</p>
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Complaints without detail: No complaints without detail received.

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