

LIVERPOOL JOHN LENNON AIRPORT CONSULTATIVE COMMITTEE

NOISE MONITORING SUB-COMMITTEE

Date : Friday, 16 January 2015
Venue : Cavern Suite*, Liverpool Airport, L24 1YD
Time : 10.30 am

Agenda

1 Apologies

2 Changes in membership

To note the following changes in membership:
 As representatives for Wirral Borough Council, Kate Hitchen has been replaced by Toby Zorn and Normal Joughin

3 Minutes of last meeting

To approve the Minutes of the Sub-Committee held on 17 October 2014.

(Pages 1 - 18)

4 Noise complaints log

To consider the noise complaints log for the period 1 October to 31 December 2014.

(Pages 19 - 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 13 February 2015 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport. The **provisional** dates are as follows:

24 April 2015
17 July 2015
16 October 2015
15 January 2016

For further information, please contact:

Mike A Jones, Assistant Secretary, Tel 01244 975996
Email: MikeA.Jones@cheshirewestandchester.gov.uk

Date of Publication: 9 January 2015

* 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. A pass will be provided for exit.

NOISE MONITORING SUB-COMMITTEE

**17 OCTOBER 2014
(10.30 am - 11.35 am)**

PRESENT: Marshall Morris, Chairman
Graham Aveyard, Environmental Health, Cheshire West and Chester Council
Councillor Mary Aspinall, Liverpool City Council Cressington Ward
Norman Elias, passenger representative
Councillor Evelyn Hudson, Hale Parish Council
John Alvey, Environmental Health, Knowsley Metropolitan Borough Council
Larry Dack, Speke Estate
Isobel Mason, Environmental Health, Halton Borough Council
Simon Osborne, National Trust
Dr Ian Rushforth, Environmental Health, Liverpool City Council
Mark Warren, easyJet
Liverpool John Lennon Airport
Andrew Dutton, Head of Environment
Colin Barnes, Environmental Advisor
Secretariat
Mike A Jones

15 APOLOGIES

Apologies had been received from:

Kate Hitchen, Environmental Health, Wirral Borough Council
Denis Knowles, Chairman of Consultative Committee
Angus Tilston MBE, Deputy Chairman and Wirral Transport Users Association

16 CHANGES IN MEMBERSHIP

There were no changes in membership to report.

17 MINUTES OF LAST MEETING

DECIDED: That

the minutes of the meeting of the Noise Monitoring Sub-Committee held on 18 July 2014 be agreed as a correct record.

18 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 2014 to 30 September 2014. Colin Barnes gave a presentation to members on the Noise Log which included analysis of the number of noise complaints received by date, type, 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 26 complaints had been received, with the highest proportion (10, or 38%) from the Wirral peninsula of which three were linked to the Open golf championship, which involved helicopters bringing players and also a

small plane flying slowly around the area, relaying BBC TV coverage. It was noted that no more than 3 complaints had been received on any one day.

There had also been an occasion where an easyJet plane was engaging in training runs around the airport – 30 circuits occurred in a day – which at one point coincided with an RAF jet landing, causing unnecessary press concerns. The complaints generated by this training would be covered at the next Sub-Committee meeting.

DECIDED: That

the Noise Complaints Log for 1 July 2014 to 30 September 2014 be noted.

19 NTCA - AIRSPACE CHANGE TIMESCALES

Andrew Dutton spoke about the proposed airspace changes for the North of England that would potentially be implemented in March 2018. The proposed changes would be based around precision navigation improvements which would mean aircraft fly within a narrow tight corridor. Precise navigation would assist with the precision of smoother approach and departure (CDA and CCD) which would reduce CO₂ emissions and noise exposure. Precision navigation made aircraft position more predictable, which could increase Air Traffic Control confidence of the path aircraft would fly. Overall noise exposure for the majority of the community would be reduced as aircraft would approach and depart along narrow corridors. However, those directly under the corridors would have more aircraft directly overhead. Airports were to lead the consultation design and implementation in areas where aircraft were flying at less than 4,000 feet, where noise tended to be the main driver. In areas where aircraft would be over 7,000 feet, NATS (National Air Traffic Services) would take responsibility.

Andrew explained the current situation at Liverpool and the changes that the system should bring, showing maps of current flight paths SIDS & STARS (Standard Instrument Depart & Standard Arrivals) and how Liverpool John Lennon Airport was influenced by other airport's movements in the vicinity. Liverpool John Lennon Airport welcomed the proposed changes whilst noting that it would affect a small number of people to a greater extent.

The targeted implementation date for the changes was March 2018, with a consultation likely to be up to the beginning of 2016. Any comments were invited.

20 DATE OF NEXT MEETING

The next meeting of the Noise Monitoring Sub-Committee was scheduled for 16 January 2015 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

Chairman

Date

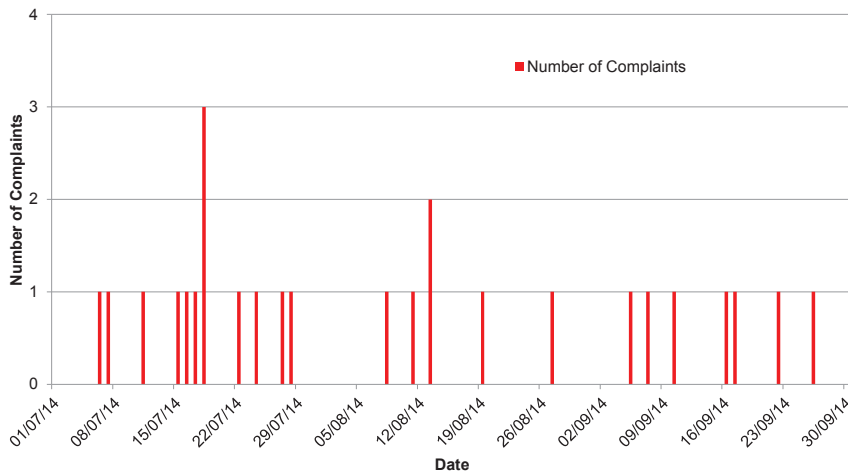


**Noise Monitoring Sub
Committee**

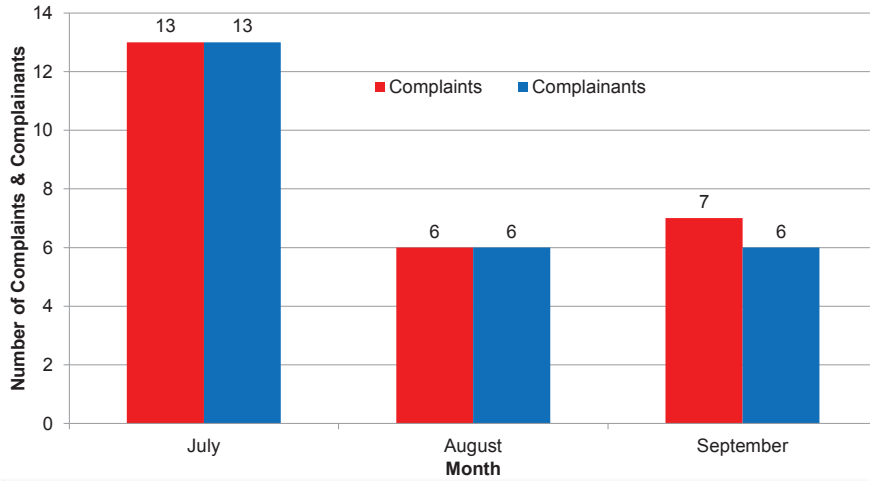
17th October 2014

www.liverpoolairport.com

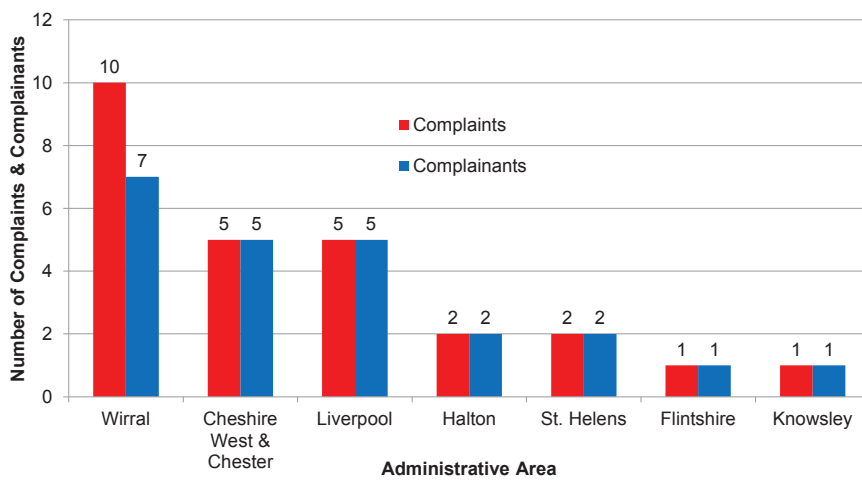
Liverpool John Lennon Airport Noise
Complaints By Day 1st July to 30th September 2014



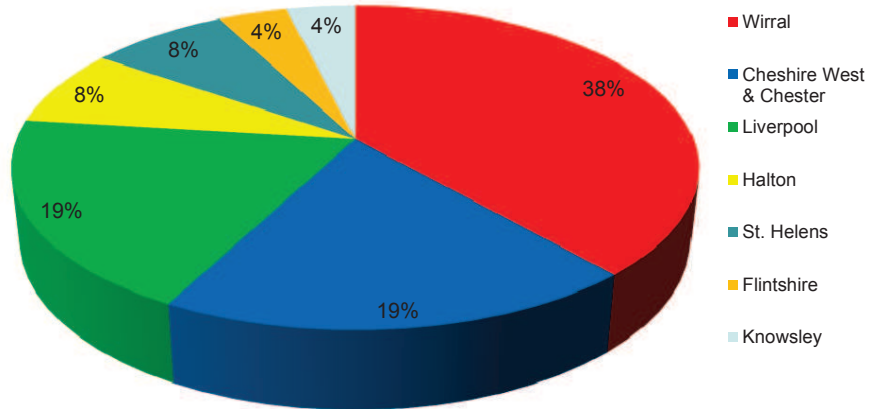
Liverpool John Lennon Airport Complaints and Complainants
for 1st July to 30th September 2014



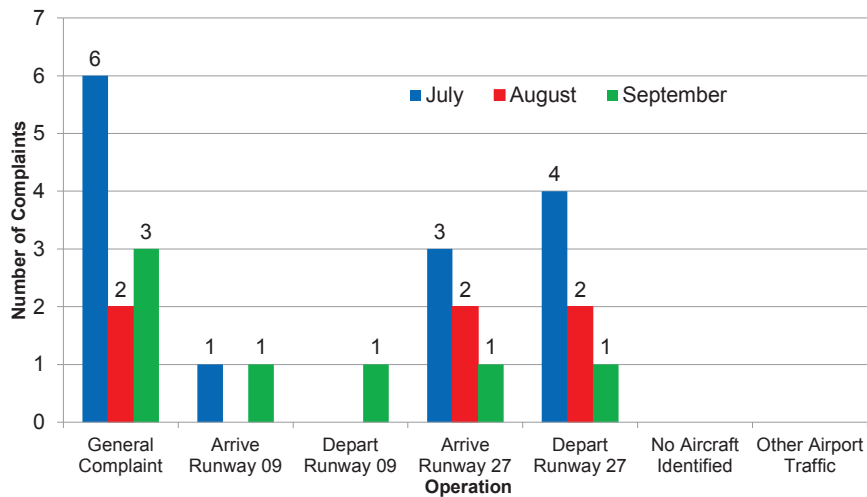
Liverpool John Lennon Airport Complaints and Complainants with
Administrative Area for 1st July to 30th September 2014



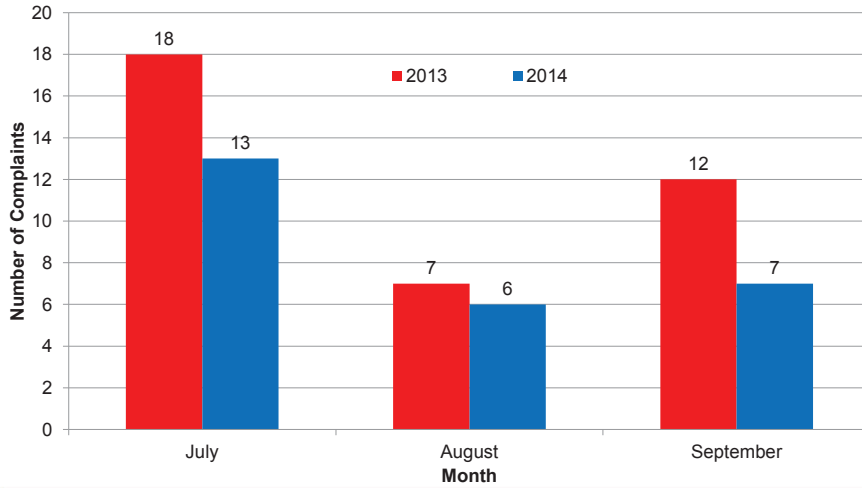
Liverpool John Lennon Airport Percentage of Complaints for Administrative Area 1st July to 30th September 2014



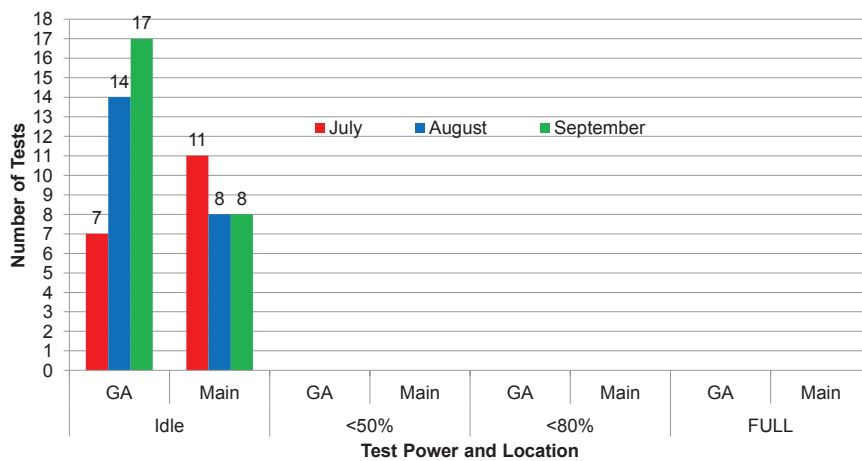
Liverpool John Lennon Airport Operations that caused Noise Complaints for 1st July to 30th September 2014



Liverpool John Lennon Airport Complaints Comparison for 1st July to 30th September 2014 & 2013



Liverpool John Lennon Airport Engine Test Runs 1st July to 30th September 2014



easyJet Training Flights 14th & 15th October 2014



Tuesday 14th October
10:37 to 15:53
31 Circuits

Wednesday 15th October
09:33 to 13:51
26 Circuits



Tuesday 14th October



Wednesday 15th October



Liverpool John Lennon Airport 
above us only sky

Aims of FAS

- Improve aviation safety
- Reduce CO₂ emissions
- Reduce Overall Community Noise Exposure
- Reduce Airline Fuel Burn & Track Miles
- Airspace Efficiency Improvements
- Maintain & Develop Future Capacity
- Reduce or eliminate the need for aircraft holding

What does LLA want

- Continual Descent Approach
- Continual Climb Departures
- ATC Free Flow
- Safe Guarded Capacity
- Improved Navigation Procedures

Consultation & Timescales

- **Responsibilities & Roles**

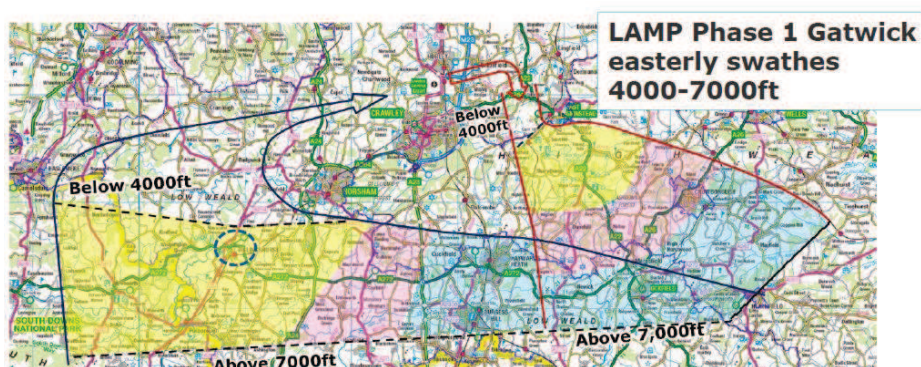
- Low altitude Airport focus
- Higher Altitudes NATS focus
- < 4,000 ft noise the primary environmental concern
- > 7,000 ft CO₂ the primary environmental concern

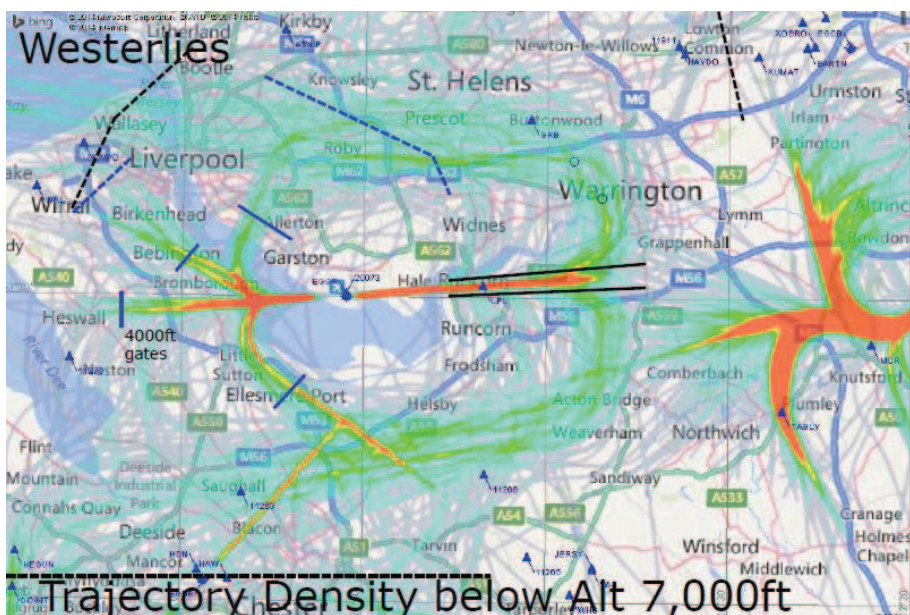
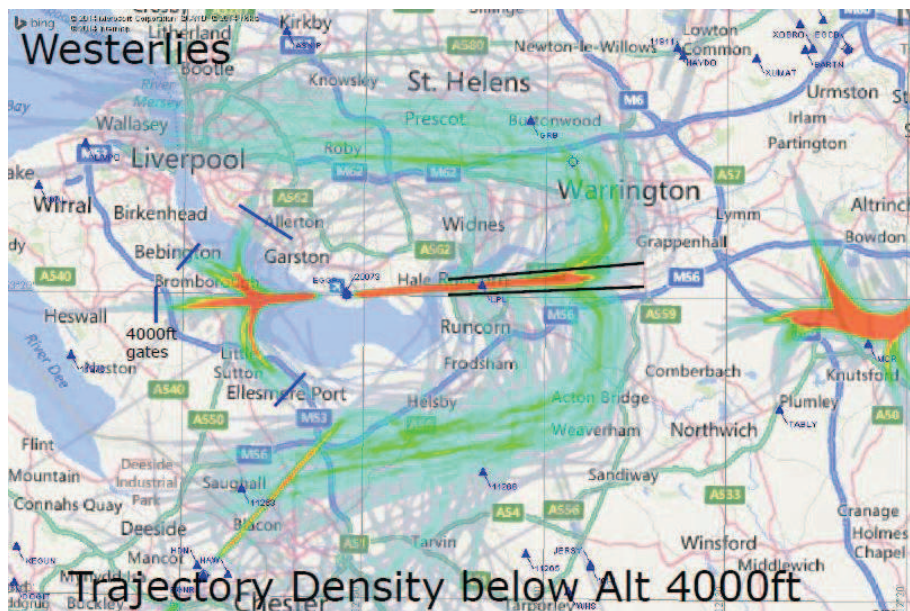
- **Timescale**

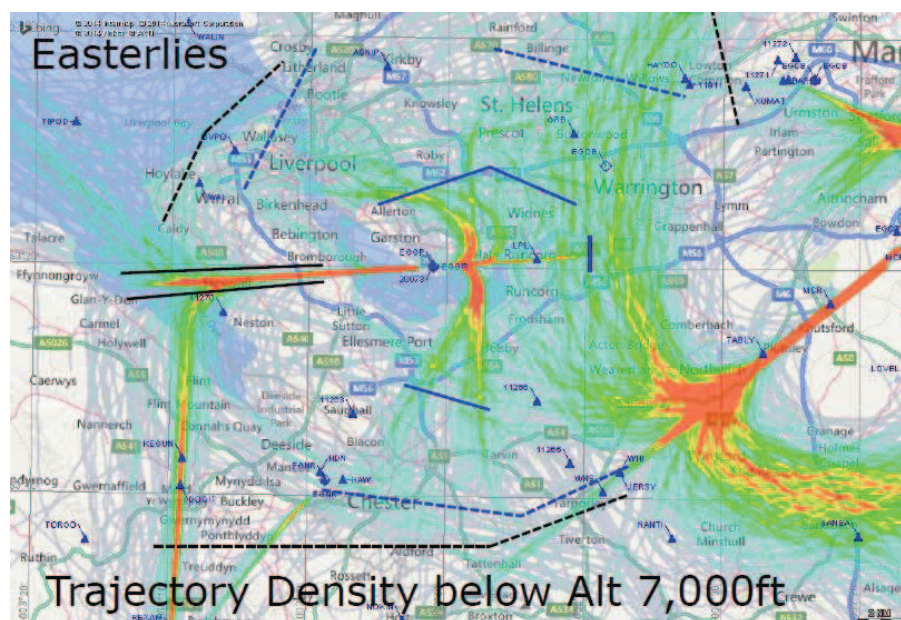
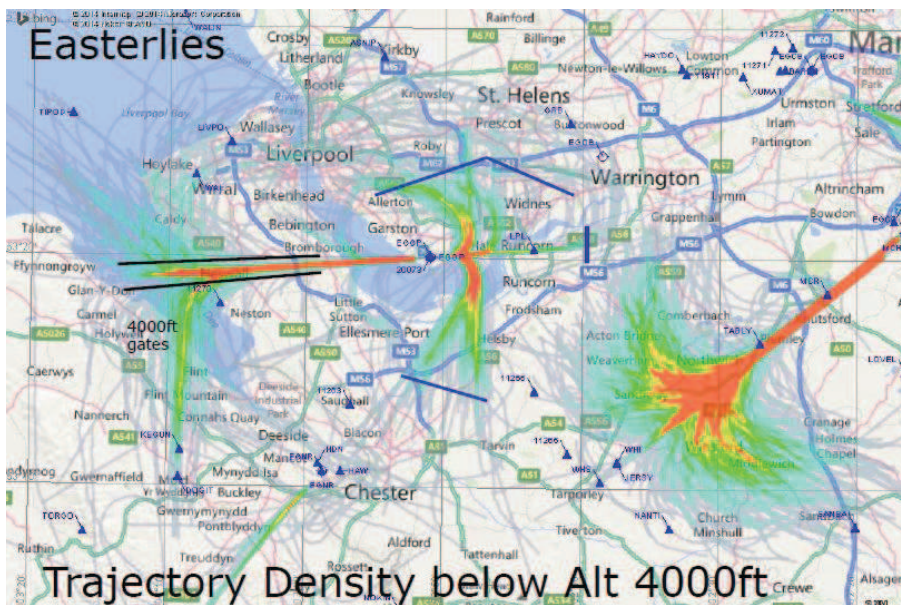
- Stakeholder Consultation Target Q4 2015/Q1 2016
- Implementation Target Date March 2018

Swathe Consultation

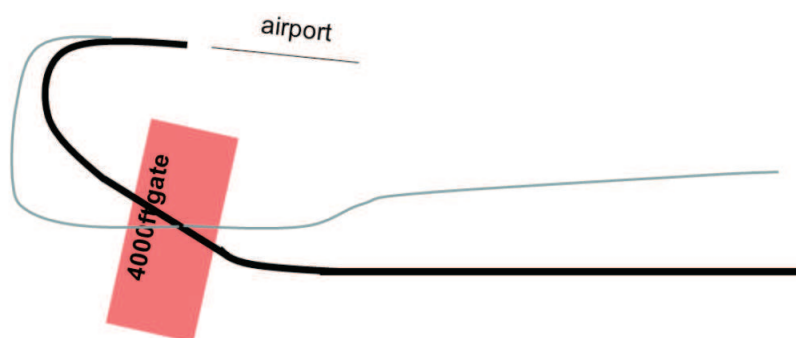
One Central Theme – What local factors need to be taken into consideration within the proposed corridor/swathe when deliberating on the position of the proposed new SID or STAR



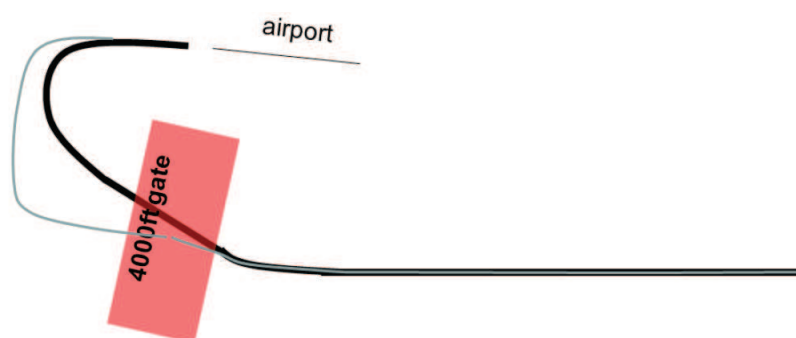




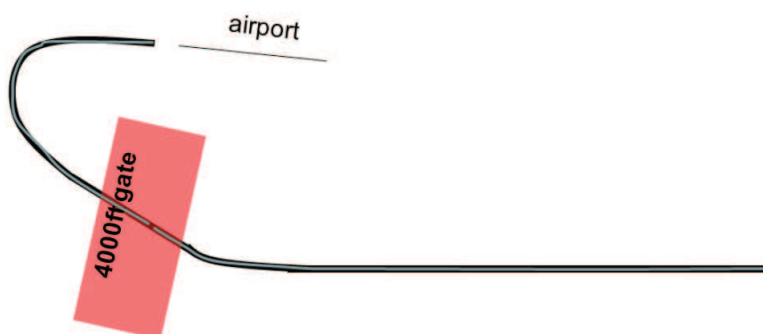
Full Re-Design & Full Consultation



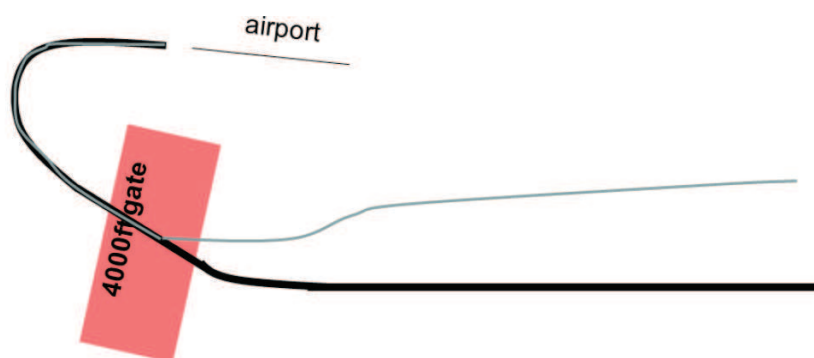
Airport Lead Consultation



Full Replication & Limited Consultation



Low Level Attitude Replication NATS Lead Consultation





Comments, thoughts & opinions

Andrew Dutton
Head of Environment
Liverpool John Lennon Airport
adutton@liverpoolairport.com

This page is intentionally left blank

NOISE COMPLAINTS LOG
LIVERPOOL AIRPORT NOISE MONITORING SUB-COMMITTEE:
\$k5q13jqe.docx

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Runcorn, Halton	10 October		I am being disturbed daily by aircraft can I get a SIGS grant?		Arrivals on runway 27	Letter sent that explained that the current SIGS is based on noise exposure contours, if aircraft become more frequent without becoming quieter then the size and area covered by the contours will grow and encompass more properties. The SIGS does not currently extend to Runcorn.
Liverpool, Liverpool	14 October	12:00	easyJet continually flying over Liverpool. (Via BBC Radio Merseyside).	easyJet	Left hand training circuit on runway 09.	Email sent with a map which showed 32 training circuits of the easyJet A319. The email explained that the running track type pattern shown is consistent with training commercial aircraft at most airports around the world. The training patterns are different to the normal arrival and depart routes because the pilot and crew are training to land and take-off from the same runway. For regulatory and safety reasons it is essential pilots receive the appropriate level of training and familiarisation with the aircraft they will be operating in the future. As much training as possible is undertaken using simulators as it is more efficient and cost effective. However, at some point real training is still a mandatory requirement. The Aircraft was operated within normal parameters.
Aigburth, Liverpool page 19	14 October	15:00	There has been an unprecedented continual flow of air traffic all day. I have been getting very frustrated at the noise levels and I believe it is an invasion of my privacy. Please advise why we have suddenly had a high volume of aircraft. I am at home all day caring for my disabled husband	easyJet	Left hand training circuit on runway 09.	Email sent which explained the aircraft was an easyJet Airbus A319 which carried out 32 circuits to the north of the airfield. 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 will take the aircraft over Aigburth. The

Item No. 4

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			and I have not been able to relax all day.			Aircraft was operated within normal parameters.
Aigburth, Liverpool	14 October	15:45	Aircraft noise from aircrew doing bumps.	easyJet	Left hand training circuit on runway 09.	Email sent which explained the aircraft was an easyJet Airbus A319 which carried out 32 circuits to the north of the airfield. 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 will take the aircraft over Aigburth. The Aircraft was operated within normal parameters.
Halewood, Knowsley	14 October	14:00	Aircraft taking off over my house.	easyJet	Left hand training circuit on runway 09.	Email sent which explained the aircraft was an easyJet Airbus A319 which carried out 32 circuits to the north of the airfield. 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 will take the aircraft over Halewood. The Aircraft was operated within normal parameters.
Mossley Hill, Liverpool	14 October	15:00	I note that the flight path appears to have altered today meaning low flying planes are now going over our house when this has not previously been the case. As I understand the flight paths are normally either over the river or from the Runcorn direction. Have these now changed and if so why have we not been informed?	easyJet	Left hand training circuit on runway 09.	Email sent which explained the aircraft was an easyJet Airbus A319 which carried out 32 circuits to the north of the airfield. 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 will take the aircraft over Mossley Hill. The Aircraft was operated within normal parameters.
Hunts Cross, Liverpool	14 October	15:00	Aircraft keeps flying over which is off the flight path.	easyJet	Left hand training circuit on runway 09.	Telephone call made in which it was explained the aircraft was an easyJet Airbus A319 which carried out 32 circuits to the north of the airfield. The Aircraft was operated within normal parameters.

Page 20

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Hunts Cross, Liverpool	14 October	13:00	easyJet flying over all day.	easyJet	Left hand training circuit on runway 09.	Telephone call made in which it was explained the aircraft was an easyJet Airbus A319 which carried out 32 circuits to the north of the airfield. The Aircraft was operated within normal parameters.
Allerton, Liverpool	15 October	13:30	I've noticed today that planes seem to be flying quite low and I can hear engine noise when prior to today I haven't heard anything. Would it be possible to explain why? Has the flight path changed?	easyJet	Left hand training circuit on runway 09.	Letter sent which explained the aircraft was an easyJet Airbus A319 which carried out 26 circuits to the north of the airfield. 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 will take the aircraft over Allerton. The Aircraft was operated within normal parameters.
Mossley Hill, Liverpool	15 October	13:00	Low flying aircraft over the L18 area every 2-5 minutes, causing significant noise and disruption	easyJet	Left hand training circuit on runway 09.	Telephone call made in which it was explained the aircraft was an easyJet Airbus A319 which carried out 26 circuits to the north of the airfield. The Aircraft was operated within normal parameters.
Sandymoor, Halton	25 October	15:30	The aircraft are meant to fly around the Daresbury Nuclear facility, 6 aircraft did not.	easyJet & Ryanair	Arrivals on runway 27	Letter sent which stated there had been no changed to routes in or out of LJLA. Letter also contained details of runway orientation and factors in determining the choice of runway as well as the ILS and STARS into LJLA. There are currently no restrictions regarding aircraft flying over Daresbury Laboratories. The only restricted area in the Liverpool controlled zone is that at Capenhurst Nuclear facility. The Aircraft was operated within normal parameters.
Hale Village, Halton	26 October	02:30	Staying for a few days in Hale, low flying aircraft, until 2.30 am, meaning very little sleep.		Arrivals on runway 27	Letter sent which explained that Hale Village is 1.5 Nautical Miles from and in direct line with runway 27 at Liverpool John Lennon Airport. For this reason all aircraft arriving on runway 27 will pass over Hale Village. LJLA has been a 24 hour per day airport operation since the current runway was opened in 1966. During the period in question there were a

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
<p>Thingwall, Wirral</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">page 22</p>	9 November		<p>I write endlessly to you about shortcutting over my house, by easyJet and Ryanair. You receive the letter, things change of a while, then month's later start again. I have woken to screaming engines and has made my working day an extra 30 minutes longer with a headache. I have a neighbour who has a pace maker just been fitted, she is now frightened to sleep in her loft bedroom! Unfortunately for you I have family members a pilot and air traffic controller who both confirm, the beacon setting and flight approach, should not have these planes flying here. It is merely pilots short cutting to avoid penalties at the airport, or rewards for not being late!</p> <p>Now there is damage to my property and next doors after this 2 week punishing of these planes, her TV aerial has fallen down, the ridge tiles are loose and the cement all-round the roof is now cracked. I will be seeking via my solicitor compensation for this, I worry about the foundations. My last complaint went to the Civil Aviation who requested I collect plane times and see if I can actual name the company. I have a year of evidence, my summer off was a nightmare I had</p>		Arrivals on runway 09 & runway 27	<p>number of ad hoc football charters operating between LJA and Madrid and Lille Airports. The Aircraft were operated within normal parameters.</p> <p>Letter sent with details of three aircraft and that there is a significant difference in altitude of aircraft over Thingwall depending on the runway selected at the time. During easterly winds aircraft will be lower as the glideslope on approach is shallower than the climb profile for departing aircraft. The Airport Company does not impose penalties on any airlines for arriving after their scheduled time. Also any liability for any damage caused to property by an aircraft rests with the operator of the aircraft concerned - this is governed by Section 76 (2) of the 1982 Civil Aviation Act. The Aircraft were operated within normal parameters.</p>

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			<p>to sit in the garden with earphones on. Finally you are well aware that I experienced an air crash at your airport, when I took my school children to Speke Hall, I was in the picnic area, next to you, I now have flash backs of the plane descent, the screaming of the engines and then the bang, the black smoke, we lay on the floor trying to breath. When I request flight paths and times, often the recorder has not been turned on, another thing civil Aviation was furious about. I will be sending a copy to Civil aviation, my local MP, Ombudsman, Watchdog and the Telegraph. I now have neighbours, who will sign their name to these complaints, it is an elderly area, these people should enjoy what is left of their life, not be terrified for it! Please confirm who is liable for the roof damage on myself and neighbours property.</p>			
Aigburth, Liverpool	12 November	09:30	<p>Very, very low flying aircraft and very loud sound, my windows began to shake and it was not a military jet, it was an easyJet plane.</p>	easyJet	<p>Left hand training circuit on runway 09.</p>	<p>Letter sent which explained the aircraft was an easyJet Airbus A319 which carried out 20 circuits to the north of the airfield. 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 will take the aircraft over Aigburth. The Aircraft was operated within normal parameters.</p>

page 23

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Hough Green, Halton page 24	12 November	10:30	Since when have I been on the flight path? We are all old days' pensioners in this road.	easyJet	Left hand training circuit on runway 09.	Letter sent which explained the aircraft was an easyJet Airbus A319 which carried out 20 circuits to the north of the airfield. 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 will take the aircraft over Hough Green. The Aircraft was operated within normal parameters.
Flint, Flintshire	21 November		<p>EasyJet flights into Liverpool have now become a noise nuisance and were not an issue when we moved to the village June 2013. They now pass directly over Flint Mountain and appear to be getting lower and lower. Can anything be done about changing the routes so flights pass between Holywell and Flint?</p> <p>I'm aware that Holywell residents have suffered similar issues in the past and since then the flight paths have been adjusted.</p> <p>Example nuisances from tonight were EZY16BX from Malaga and EZY46AN from Alicante, each were approximately 3700ft according to flight tracking websites.</p> <p>Perhaps the most disturbing aspect of the noise is the "slowdown"/reverse whooshing effect that occurs whilst descending.</p>	easyJet	Arrivals on runway 09	Letter sent with details of the 2 easyJet A319 arrivals from Alicante & Malaga which were both at 3,600 ft. over Flint Mountain. The Aircraft were operated within normal parameters. Details were also given about runway orientation and factors in determining the choice of runway. The letter also gave details of the ILS and STARS into LJLA. Confirmation given that there has been no significant changes to the Standard Instrument Departures (SIDS) or Standard Arrival Routes (STARS) for aircraft using LJLA due to complaints from Holywell residents. It is envisaged that in the future Precision Navigation (PNAV) will be introduced which will further tighten corridors for both arriving and departing aircraft. Unfortunately this is currently beyond the Airports influence to develop as it would require a redesign of the northern regional airspace.
Gayton, Wirral	2 December		What is the relevance of height data over Gayton as it is the noise I am concerned with. Do you have a graph		Arrivals on runway 09	Letter sent which stated that the primary driver that will determine the noise you hear from aircraft using LJLA is the orientation of the runway.

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
--------------------------	---------------------	---------------------	---------------------	-------------------	---------	--------------

page 25			<p>indicating aircraft noise vs height? You say that my complaint as with all noise complaints is taken seriously. What exactly do you mean by this? What actions are carried out to justify this claim?</p>			<p>If aircraft are arriving from the east and departing to the west, one of the four departure routes to the airways passes in the vicinity of Gayton, this combine with the rate of climb means 70% of aircraft movements will appear quieter as they are physically further away.</p> <p>The source of the noise and the distance from the receiver will determine the level of noise of exposure. The noise generated by the noise source will vary depending on the type and model of aircraft, and the phase of flight the aircraft is in. I realise that you will not agree but the vast majority of aircraft using LJLA are modern relatively quiet short to medium haul aircraft that duplicate similar approaches using the Instrument Landing System (ILS) to maximise efficiency and safety which also minimises noise generated.</p> <p>Offer made to temporarily install the mobile Noise Monitoring Terminal (NMT) at the property to objectively measure the noise which you are exposed to from aircraft arriving on runway 09.</p> <p>All complaints received at LJLA are logged and investigated to determine if the aircraft was operated within recognised formal parameters. A log with a summary of all noise complaints are sent to the members of the Noise Monitoring Sub Committee and are reviewed at the quarterly meeting where the noise complaints are scrutinised as a whole as well as further attention given to some specific complaints. Further to this, the Airport will raise your concerns to ensure members of the NMSC are aware of your on-going concerns about aircraft noise in the vicinity of Gayton.</p>
---------	--	--	---	--	--	--

Complaints without detail: No complaints without detail received.

This page is intentionally left blank