

PRESENT: Marshall Morris, Chairman
Alan Ascott, ARCH Under the Bridge
Larry Dack, Speke Estate
Isobel Mason, Environmental Health, Halton Borough Council
Councillor Tricia O'Brien, Cressington Ward, Liverpool City Council
Dr Ian Rushforth, Environmental Health, Liverpool City Council
Angus Tilston MBE, Wirral Transport Users Association
Councillor Jeremy Wolfson, Liverpool City Council
Toby Zorn, Environmental Health, Wirral Borough Council
Liverpool John Lennon Airport
Andrew Dutton, Head of Environment
Colin Barnes, Environmental Advisor
Secretariat
Mike A Jones, Assistant Secretary
Kerry Twist, Cheshire West and Chester Council (Observing)

23 APOLOGIES

Apologies had been received from:

Normal Elias, passenger representative
Ian Gaskell, Knowsley Council
Cllr Evelyn Hudson, Hale Parish Council
Cllr Catherine Williams, Hale Parish Council

24 CHANGES IN MEMBERSHIP

There were no changes in membership since the last meeting.

25 MINUTES OF LAST MEETING

DECIDED: That

the minutes of the meeting of the Noise Monitoring Sub-Committee held on 28 October 2016 be agreed as a correct record.

26 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 October 2016 to 31 December 2016. 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 40 complaints had been received, with the highest proportion (19, or 47%) from Liverpool, and 18 (45%) from the Cheshire West and Chester area, though the latter was from only three complainants. 27 were linked to the use of runway 09. It was noted that no more than 3 complaints had been received on any one day. There were almost double the number of complaints

compared to the previous year although there were more multiple complaints from individuals.

Members discussed the contents of the Noise Log and noted that there were complaints from areas which do not normally generate them. This could be as a result of the Wallasey aircraft navigation beacon being turned off for refurbishment, resulting in air traffic taking slightly different track whilst climbing after take-off from Runway 27, which had included overflying some more built-up areas such as Garston. The beacon had been scheduled to be back in action in January 2017, although the timescale had slipped to at least March.

There were several complaints from a small number of individuals. This could be because of the use of flight information apps. An individual in Blacon, Chester had allowed noise monitoring equipment to be installed in his garden to gain objective data.

DECIDED: That

the Noise Complaints Log for 1 October 2016 to 31 December 2016 be noted.

27 ANY OTHER BUSINESS

Airspace changes consultation

Andrew Dutton explained to Members that the Prestwick Lower Airspace Systemisation (PLAS) was a scheme to amend the airspace in the north of England. PLAS was seeking to modernise the UK airspace. This would facilitate continuous climbing and descent operations, but would define the routes into a narrower corridor of airspace. 2019 was the scheduled date for implementation, but before that a full consultation on implications was required following the principles of CAP725. Andrew offered to speak to groups, meetings and organisations about the process and principles prior to the start of the consultation and how they can get involved. There would be press articles around the time of the official consultation but the airport would like to speak to groups before the consultation starts. Andrew urged members to offer this to their organisations and get back to him.

DECIDED: That

members be encouraged to ask their organisations if they wish to have a talk about future airspace changes from Andrew Dutton.

28 DATE OF NEXT MEETING

It was noted that the Consultative Committee would be determining the meeting dates up to February 2018, but the next meeting of the Noise Monitoring Sub-Committee was provisionally set at 21 April 2017 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

Chairman

Date

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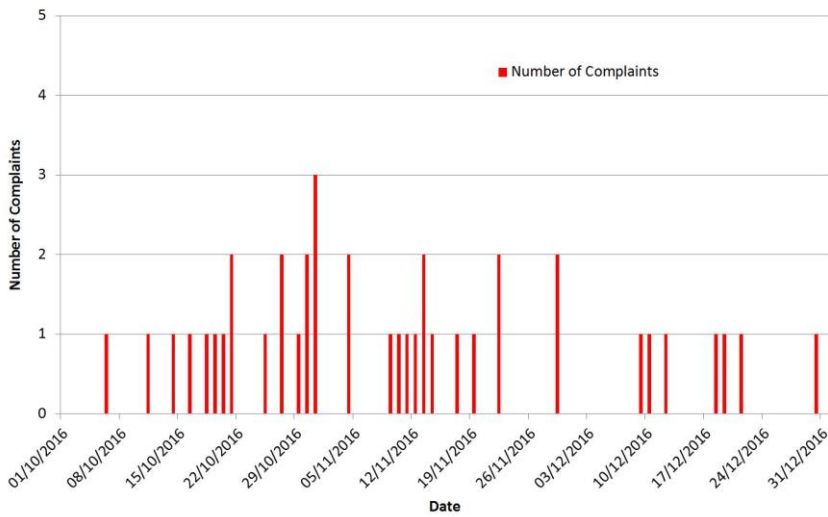
Noise Monitoring Sub Committee

20th January 2017

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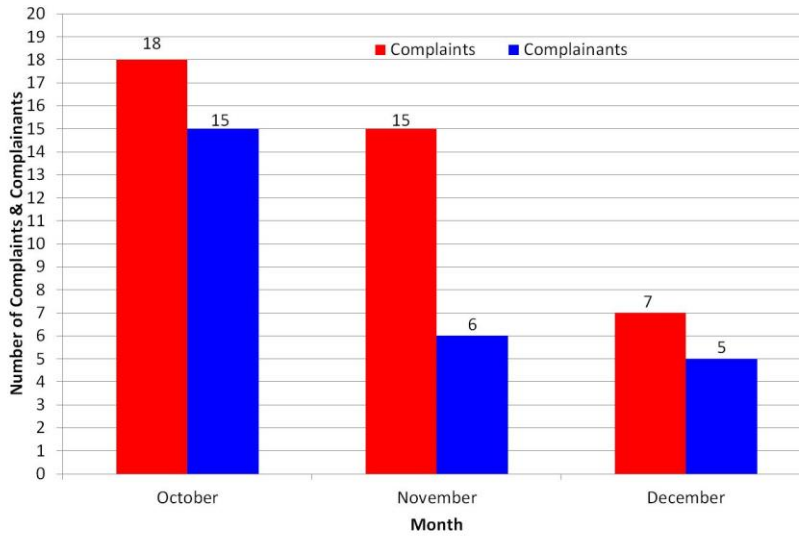
Liverpool John Lennon Airport Noise Complaints By Day 1st October to 31st December 2016



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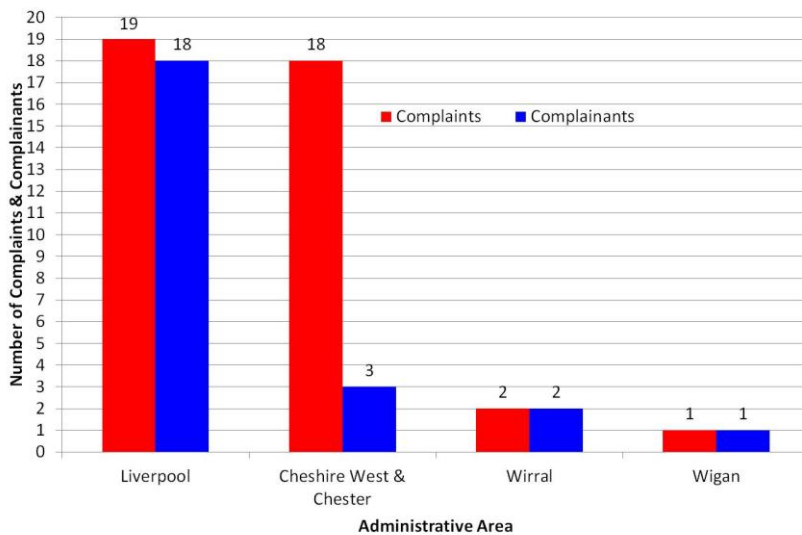
Liverpool John Lennon Airport Complaints and Complainants for 1st October to 31st December 2016



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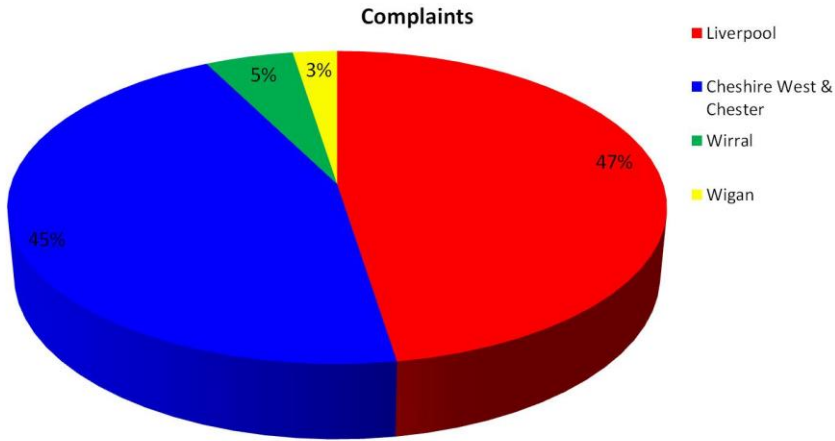
Liverpool John Lennon Airport Complaints and Complainants with Administrative Area for 1st October to 31st December 2016



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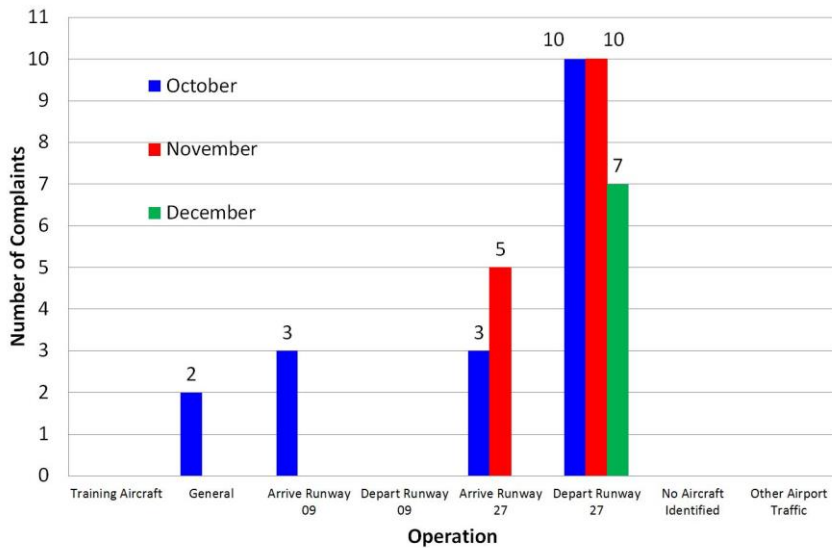
Liverpool John Lennon Airport Percentage of Complaints for Administrative Area 1st October to 31st December 2016



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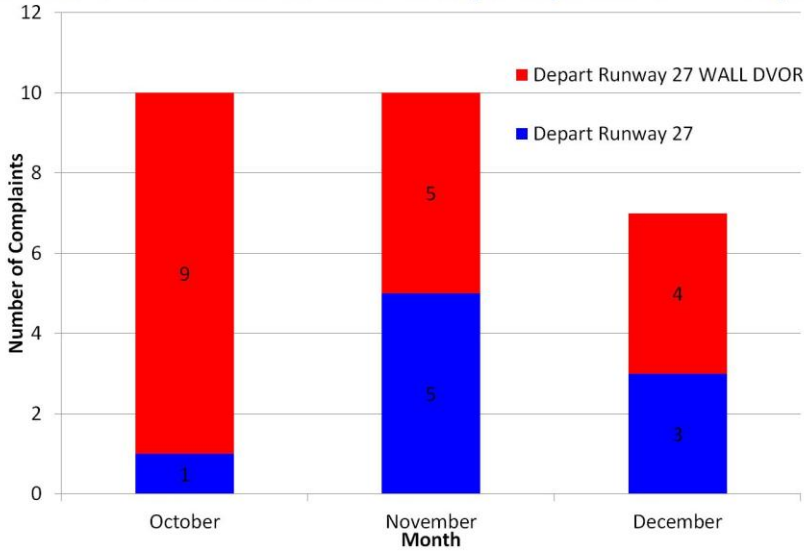
Liverpool John Lennon Airport Operations that caused Noise Complaints for 1st October to 31st December 2016



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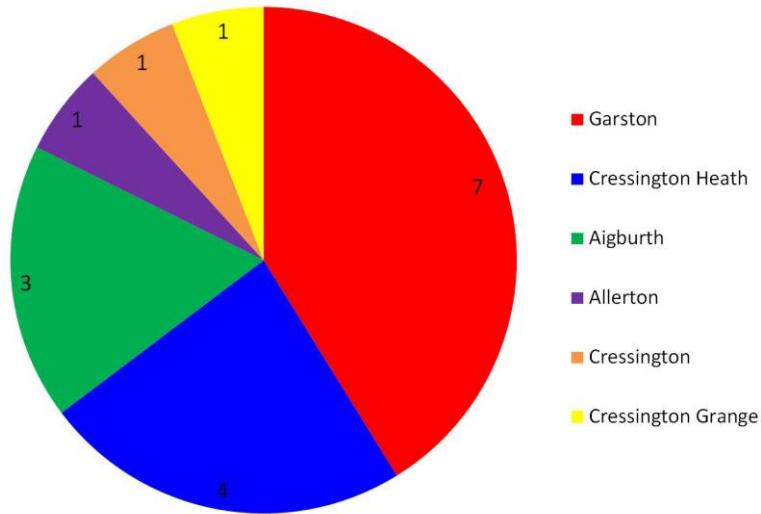
Liverpool John Lennon Airport Operations that caused Noise Complaints for 1st October to 31st December 2016 make up of Departure from Runway 27



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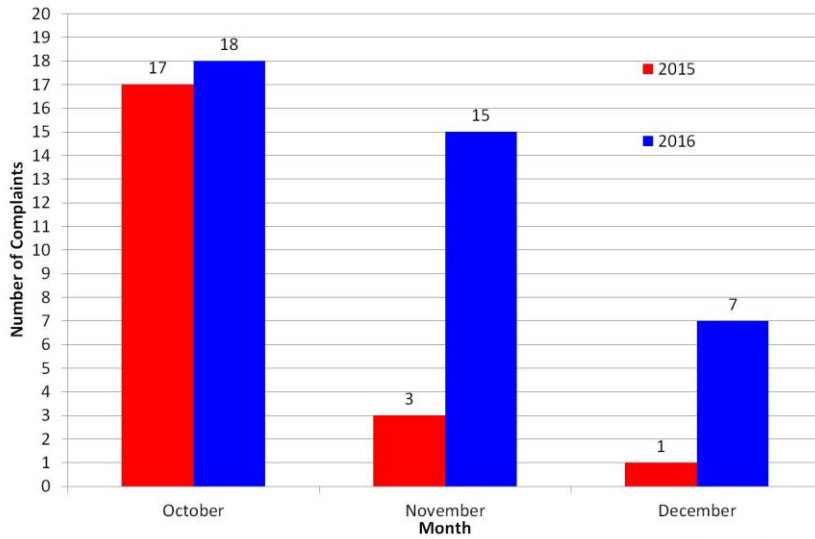
Liverpool John Lennon Airport 1st October to 31st December 2016 make up of WALL DVOR Refurbishment



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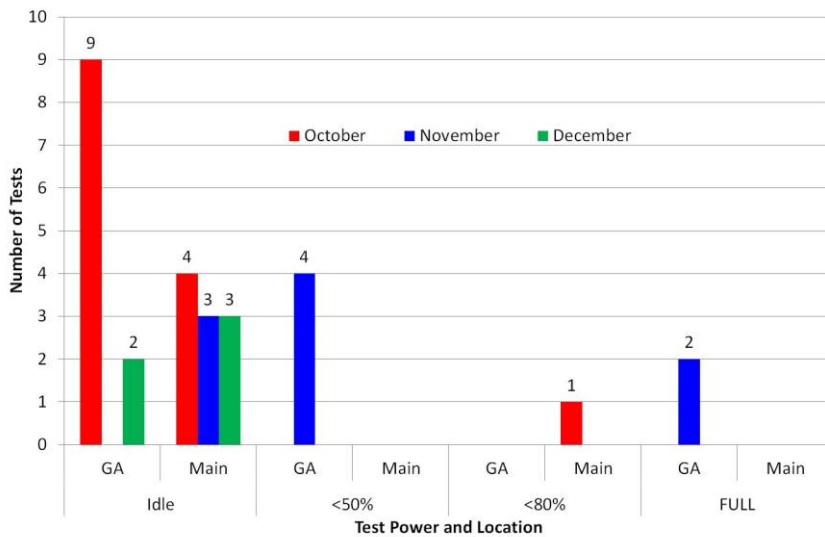
Liverpool John Lennon Airport Complaints Comparison for 1st October to 31st December 2015 & 2016



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Liverpool John Lennon Airport Engine Test Runs 1st October to 31st December 2016



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NATS VHF Omni Range (VOR) Replacement Programme

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NATS VOR Replacement Programme

- NATS has historically operated 46 Doppler VHF Omni Range (DVOR) navigation beacons across the UK to provide an en-route navigation service as either stand alone beacons or co-located with Distance Measuring Equipment (DME) beacons. The CAA has approved in principle a reduction in the VOR infrastructure from 46 to 19 sites by 2020.
- Equipment at the retained sites will gradually be replaced and each replacement will result in the facility being unavailable for use for approximately three months with any co-located DME also being unavailable during this period.
- Each beacon is part of a post-World War II ground-based navigation network used for defining airway routes or providing instrument approaches at airports.
- Commercial aviation – which has always funded the upkeep of the VOR beacons – now almost exclusively relies on the use of satellite navigation making the majority of beacons an expensive and unnecessary financial burden.

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WAL VOR

- work commenced on the 11 October 2016 and will last for approximately three months.



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WAL VOR

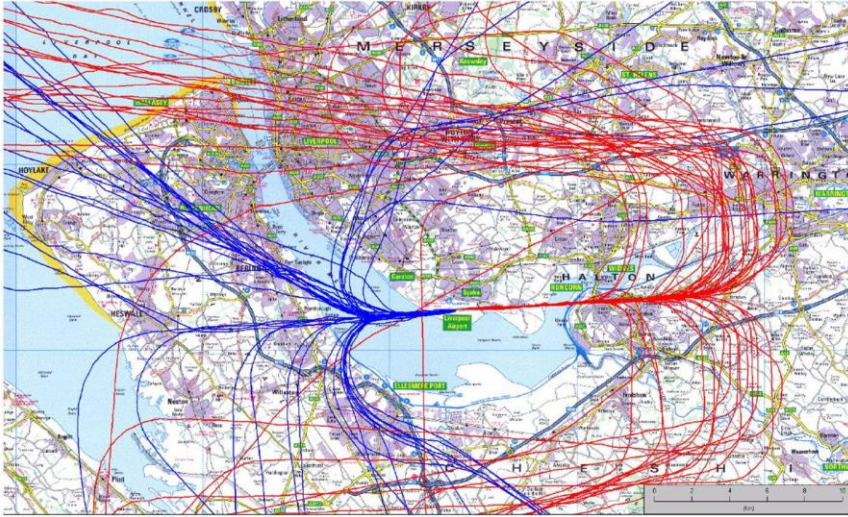
- Liverpool Airport – The WAL outage will have the following impacts on operations at Liverpool airport:
- Departures – All SIDs will be suspended. Non-standard departures have been agreed with NATS and these will also be used in the future should the WAL DVOR ever fail. These procedures closely replicate existing tracks and have been promulgated in a Temporary Operating Instruction (TOI). In due course they will be put into MATS Part 2.
- Arrivals – STARs will be suspended during the replacement period. All inbound aircraft will be individually coordinated on a tactical basis. In the event of holding ATCOs will have to vector the aircraft around the holding positions. Whilst this will increase controller workload, the number of times the hold is used will make it achievable.

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Tracks (19th September 2016)



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