

Liverpool John Lennon Airport Consultative Committee

Noise Monitoring Sub-Committee

Date : Friday, 28 April 2017
Venue : Cavern Suite*, Liverpool John Lennon Airport, L24 1YD
Time : 10.30 am

Agenda

1 Election of Chairman

To elect a Chairman pursuant to paragraph 8.2 of the Constitution.

2 Election of Deputy Chairman

To elect a Deputy Chairman pursuant to paragraph 8.2 of the Constitution.

3 Apologies

4 Changes in membership

5 Minutes of last meeting

To approve the Minutes of the Sub-Committee held on 20 January 2017.

(Pages 3 - 14)

6 Noise complaints log

To consider the noise complaints log for the period 1 January 2017 – 31 March 2017, attached.

(Pages 15 - 22)

7 Any other business

8 Date of next meeting

The next meeting of the Noise Monitoring Sub-Committee is scheduled for 21 July 2017 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

For further information, please contact:

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Email: MikeA.Jones@cheshirewestandchester.gov.uk

Date of Publication: 20 April 2017

*** *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

**20 JANUARY 2017
(10.30 am - 11.10 am)**

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

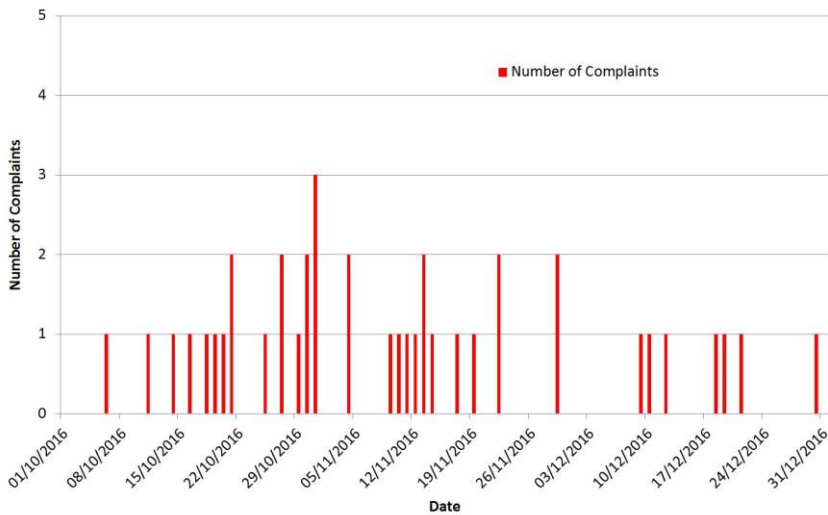
20th January 2017



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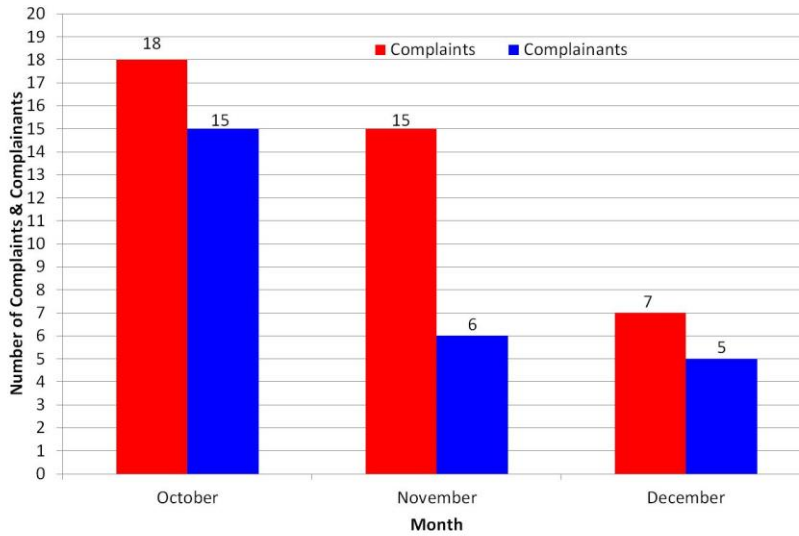
Liverpool John Lennon Airport Noise Complaints By Day 1st October to 31st December 2016



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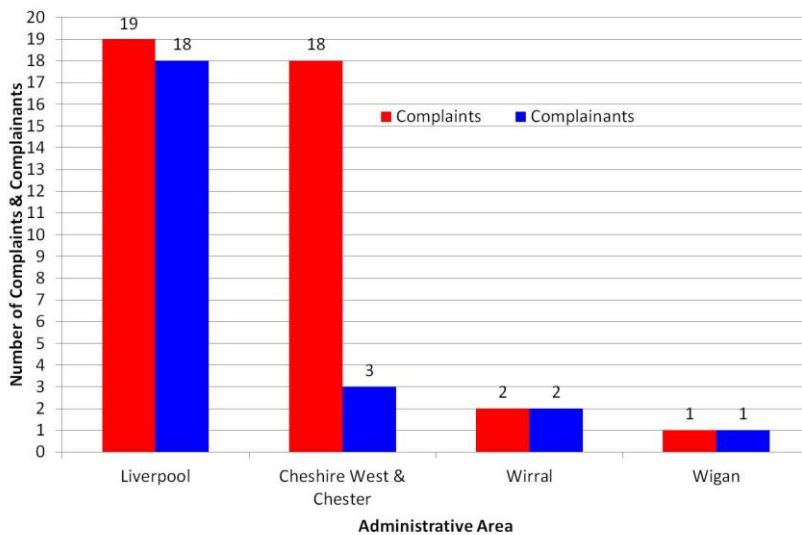
Liverpool John Lennon Airport Complaints and Complainants for 1st October to 31st December 2016



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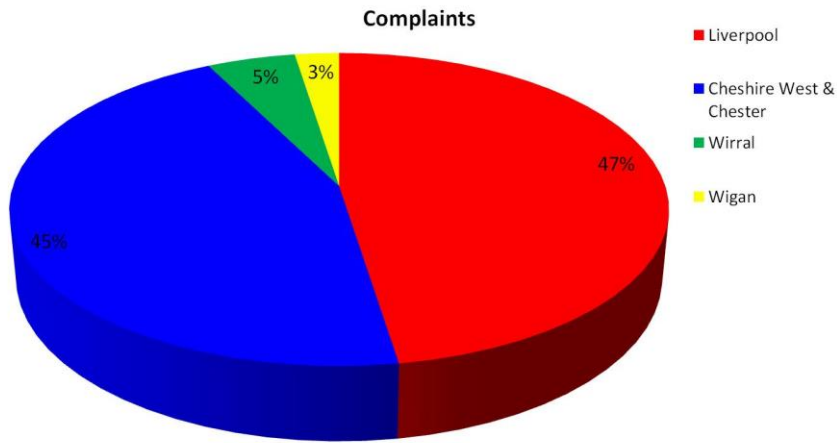
Liverpool John Lennon Airport Complaints and Complainants with Administrative Area for 1st October to 31st December 2016



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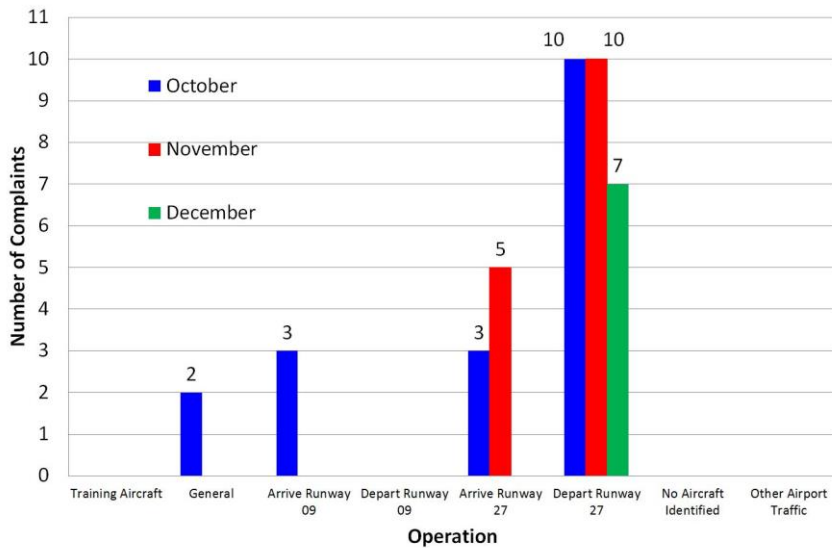
Liverpool John Lennon Airport Percentage of Complaints for Administrative Area 1st October to 31st December 2016



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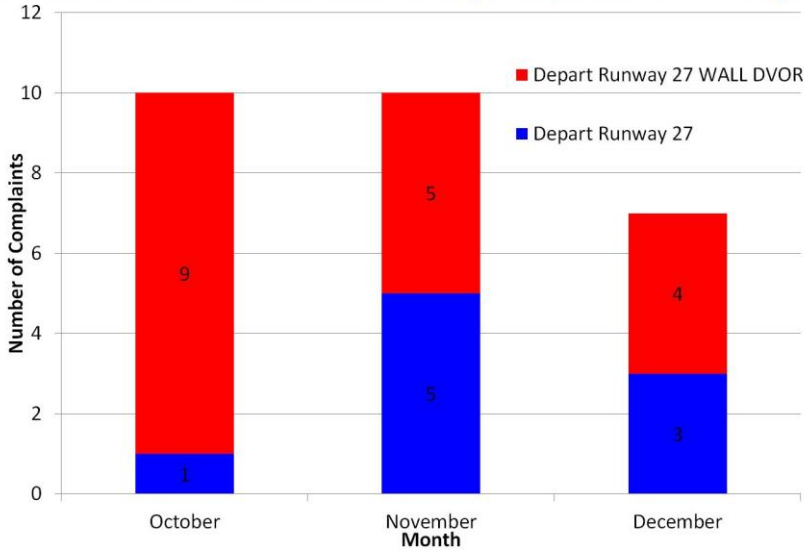
Liverpool John Lennon Airport Operations that caused Noise Complaints for 1st October to 31st December 2016



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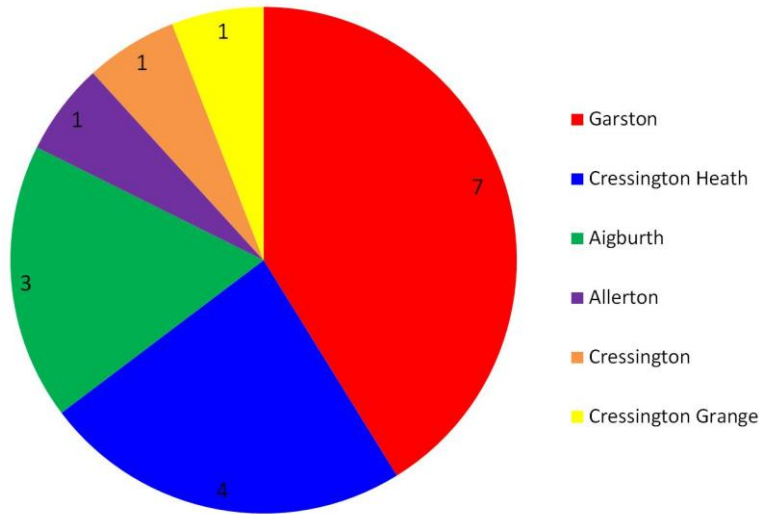
Liverpool John Lennon Airport Operations that caused Noise Complaints for 1st October to 31st December 2016 make up of Departure from Runway 27



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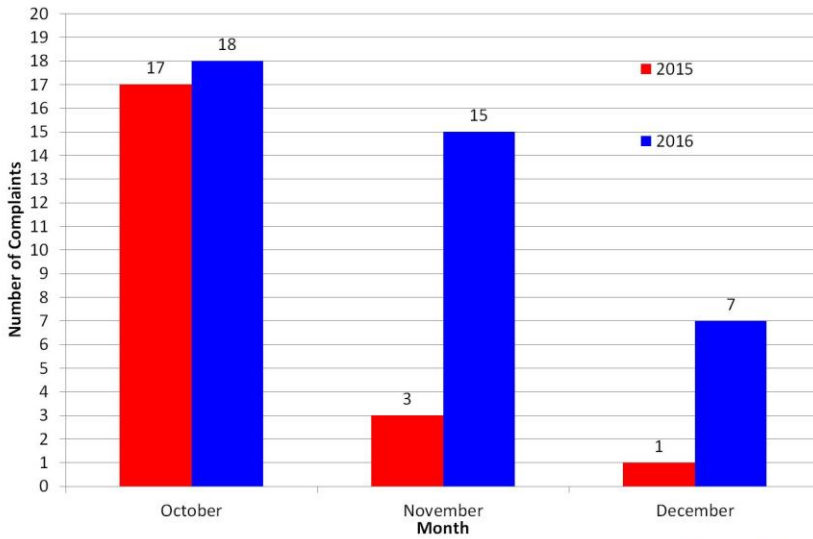
Liverpool John Lennon Airport 1st October to 31st December 2016 make up of WALL DVOR Refurbishment



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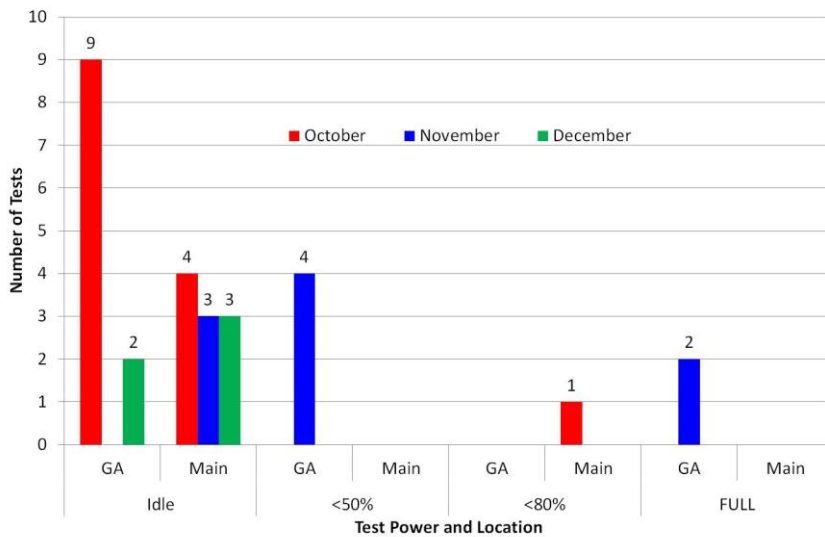
Liverpool John Lennon Airport Complaints Comparison for 1st October to 31st December 2015 & 2016



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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

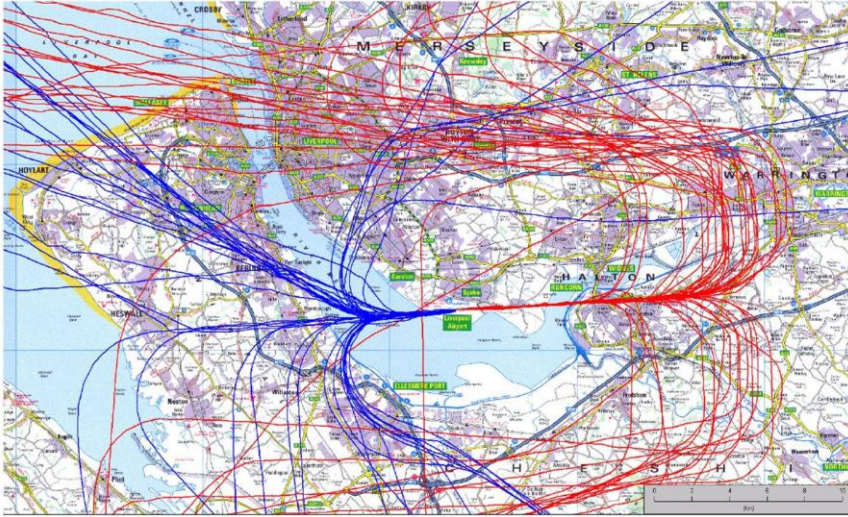
- Liverpool Airport – The WAL outage will have the following impacts on operations at Liverpool airport:
- Departures – All SIDs will be suspended. Non-standard departures have been agreed with NATS and these will also be used in the future should the WAL DVOR ever fail. These procedures closely replicate 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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NOISE COMPLAINTS LOG
LIVERPOOL AIRPORT NOISE MONITORING SUB-COMMITTEE:
Noise Complaint Log January to March 2017

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Allerton, Liverpool	11 January		<p>Concerns regarding massive increase in noise pollution on a daily basis now There has been a gradual increase in aircraft over my property the last 12mths</p> <p>I do believe that an extra flight path has been added and also as taxi route for planes that ca not land upon arrival.</p> <p>It is very annoying as these aircraft are so loud and low and are a massive intrusion on my peace and quite</p>		Wallasey DVOR Refurbishment	<p>*Email Sent to explain that Your Area is very close to the airport and within controlled airspace which means that it is always the possibility to have aircraft overhead partly due to the proximity of the airport and the Standard Instrument Departure (SID) routes for runway 27 (orientation of the runway for westerly winds).</p> <p>There has been no permanent change to any arrival or departure procedure at LJLA. However, there has been a temporary suspension of use of the SIDs, this change has been necessary to accommodate maintenance as part of a national programme concerning air navigation beacons. The 46 navigational beacons across the UK used to provide en-route navigational service are either being decommissioned or maintained and enhanced. Locally the beacon affected is the Wallasey beacon on the Wirral peninsula. The beacon is used by air traffic at higher levels and local traffic as a navigational aid. The maintenance of the Wallasey beacon started on 11th October as part of the national programme being undertaken by NATS (previous known as National Air Traffic Services) rather than locally driven by the airport. For the duration of the maintenance the beacon is not available for use as a navigation aid.</p> <p>The Wallasey beacon is one of 19 beacons that is being retained and enhanced; however, as part of the maintenance programme it will be unavailable up to the 6th March 2017. This means that the</p>

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Item No 6

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
						Standard Instrument Departure (SID) routes at JLA will be suspended for a temporary period whilst the Wallasey beacon is temporary unavailable. The temporary procedures are intended to match the SIDs as closely as practical. This mode of navigation is envisaged to last up to the 10th March 2017, the work started on the 11 October 2016. Once the Wallasey beacon is returned to service the intention is to revert to SIDs used before the 11th October. In the mean-time I will be discussing this matter with my colleagues in Air Traffic Control to determine what alternatives are practical. If you wish to discuss this further, please do not hesitate to email me directly.
Frodsham, Cheshire West & Chester 09/01/16	16 January		Over the past month there has been a significant increase in aircraft flying over our home again. I would appreciate it if you would investigate these for me please. It appears that Easyjet are the main airline flying directly overhead. In addition to this, the prop plane continues to buzz overhead on a daily basis. This noise starts before 05:00 and finishes usually around 22:00. If this doesn't fall under the jurisdiction of Liverpool John Lennon Airport, would you please advise how to find out who we can report this to?		East Midlands Departures	Letter sent explaining the first departure from Liverpool Airport was at 06:37. At 06:09 and Aircraft with ID 5465 passed over J12 of the M56. The aircraft was at a height of 14,000 and traveling at 242 knots. I believe this aircraft to be SWN522 from East Midlands to Isle of Man. The aircraft type is a British Aerospace ATP. At 06:16 and Aircraft with ID 5430 passed over Frodsham. The aircraft was at a height of 8,000 and traveling at 171 knots. I believe this aircraft to be CWY2100 from East Midlands to Isle of Man. The aircraft type is a Piper PA-31 Navajo.
Garston, Liverpool	17 January		I live in Garston can you tell me if the flight paths have changed as there seems to be a lot more aircraft flying over the area		Wallasey DVOR Refurbishment	*

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Frodsham, Cheshire West & Chester	7 February		<p>I am confused by the data of the aircraft's flight plans as this shows a map of Frodsham yet fails to show our home. Your reporting of the data indicates that most flights are around 1600 feet elevation. As you may be aware, Frodsham is only 45 feet above sea level. Overton Hill attains a height of 500 feet; however, every single plane which we have asked to be investigated has been much lower than Overton Hill (which we can clearly see from our home). Our home sits approximately half way between Frodsham town centre and Overton Hill. The aeroplanes are that low that they are flying just above our treetops next to/ over our home.</p> <p>I wonder then where this data comes from. If this is a true reading then maybe the recording equipment requires calibrating? Are the aircrafts running late and have to make up time, thereby having to fly a shorter route to get back as fast as possible in order to avoid lateness fines? What is the angle of descent for these aircrafts? Why are the aircraft in question always Easy jet? Why are they flying so low, so far from the airport runways?</p> <p>Please would you look into these additional aircrafts and why yet again they are flying so low over our home? We live in a densely populated area of</p>			<p>Email sent that explained that the altitude data from the aircraft is taken directly from the individual aircraft using Secondary Surveillance Radar (SSR). This is a radar system used in air traffic control that requests information from the aircraft itself such as its identity and altitude. Unlike primary radar systems that measure the bearing of targets using the detected reflections of radio signals, SSR relies on targets equipped with a radar transponder that replies to each interrogation signal by transmitting a response containing encoded data. The aneroid barometer on each aircraft will be calibrated as part of each aircrafts ongoing maintenance.</p>

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			Frodsham, is it safe for aircraft to be flying so low and so frequently over residential areas?			
Allerton, Liverpool	12 February		Low flying very noisy aircraft late on Saturday 11 Feb and early Sunday 12 Feb over L25 7XH, the timing and impact of these flights was far from acceptable, and is becoming a more regular occurrence, and needs to be addressed immediately to reduce the late night and early morning impact of these events.		Wallasey DVOR Refurbishment	*
Allerton , Liverpool	20 February		Live locally and have noticed flights going over our area, has the flight path been altered if so why?		Wallasey DVOR Refurbishment	*
Allerton, Liverpool	8 March		This is a daily occurrence - flights flying so low over my house I can see all the detail of the aircraft. Plus a BIG increase in flights + noise now flying over my house since Oct 2016. Never heard a single plane before this time. First flight I hear at 6.50 am over my house, going on to 10.30-10.50 at night with varying levels of noise. I would like clarification as to what has led to this sudden increase in noise and why one particular plane is flying SO LOW !!! I find it starting to really upset me and find it quite frightening.		Wallasey DVOR Refurbishment	*
Aigburth, Liverpool	9 March		I appreciated your email to me in November which provided me with reassurance that I wasn't imagining increased noise levels. This evening a plane has just travelled over our home - very noisy and scary.		Wallasey DVOR Refurbishment	Email sent that explained that the Wallasey beacon is now back up and running (from the 10th March). All routes have reverted to what they were before the 11th October so any aircraft over Aigburth will now be higher and hopefully less disturbing in relative terms.

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			The noise has continued for months but the plane this evening was particularly bad. I note your email indicated work started on 11th October for a period of 4 months - which meant that the increased noise levels would stop last month, clearly they haven't. Can you please provide me with an update on the works your note to me on 16th Nov referred?			As mentioned in the last email Aigburth is very close to the airport and within controlled airspace which means that some aircraft will fly overhead but hopefully now they will be at a higher altitude.
Hale, Halton	10 March	07:15	Loud noise	easyJet	Departure from runway 09	Letter sent which explained the aircraft was an easyJet Airbus A320 which departed from runway 09 to Malaga. The Aircraft was operated within normal parameters.
Cressington, Liverpool	20 March		Noise has increased in area over last 2 months. From .6.45 in the morning until past 11.00 pm. This has gone from nothing to everyday - has the flight path changed as we did not have aircraft taking off and landing over houses?		Wallasey DVOR Refurbishment	Now the Wallasey beacon is returned to service the Airport has reverted to the original SIDs used before 11th October so that aircraft which are still passing over Cressington to (as they have done previously) should now be at a higher altitude.
Hale, Halton	22 March	06:46	Too loud noise over hale	easyJet	Departure from runway 09	Letter sent which explained the aircraft was an easyJet Airbus A319 which departed from runway 09 to Belfast. As the aircraft passed over Hale it was at a height of 1700 feet and traveling at 150 knots. The Aircraft was operated within normal parameters.
Hale, Halton	22 March	22:15	Very loud aircraft noise overhead	Ryanair	Departure from runway 09	Letter sent which explained the aircraft was a Ryanair Boeing 737-800 which departed from runway 09 to Dublin. As the aircraft passed over Hale it was at a height of 1400 feet and traveling at 184 knots. The Aircraft was operated within normal parameters.

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Hale, Halton	23 March	13:55	Noise from a plane that deviated from flight path and cut across housing estate	easyJet	Departure from runway 09	Letter sent which explained the aircraft was an easyJet Airbus A320 which departed from runway 09 to Lanzarote. As the aircraft passed over Hale it was at a height of 1500 feet and traveling at 184 knots. The Aircraft was operated within normal parameters.
Hale, Halton	23 March	14:14	Deviation from flight path noise over housing estate	easyJet	Departure from runway 09	Letter sent which explained the aircraft was an easyJet Airbus A319 which departed from runway 09 to Belfast. As the aircraft passed over Hale it was at a height of 1600 feet and traveling at 173 knots. The Aircraft was operated within normal parameters.
Hale, Halton	23 March	17:47	Deviation from flight path noise over housing estate	Ryanair	Departure from runway 09	Letter sent which explained the aircraft was a Ryanair Boeing 737-800 which departed from runway 09 to Porto. As the aircraft passed over Hale it was at a height of 1400 feet and traveling at 184 knots. The Aircraft was operated within normal parameters.
Hale, Halton	23 March	18:14	Deviation from flight path noise loud over housing estate	easyJet	Departure from runway 09	Letter sent which explained the aircraft was an easyJet Airbus A319 which departed from runway 09 to Amsterdam. As the aircraft passed over Hale it was at a height of 1600 feet and traveling at 172 knots. The Aircraft was operated within normal parameters.
Hale, Halton	24 March	16:12	Deviation from flight path noise over housing estate	easyJet	Departure from runway 09	Letter sent which explained the aircraft was an easyJet Airbus A319 which departed from runway 09 to Belfast. As the aircraft passed over Hale it was at a height of 1500 feet and traveling at 158 knots. The Aircraft was operated within normal parameters.
Hale, Halton	24 March	17:06	Deviation from flight path plane cutting the corner and flying over housing estate	easyJet	Departure from runway 09	Letter sent which explained the aircraft was an easyJet Airbus A319 which departed from runway 09 to Isle of Man. As the aircraft passed over Hale it was at a height of 1600 feet and traveling at 176 knots. The Aircraft was operated within normal

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
						parameters.
Hale, Halton	26 March	08:02	Deviation from flight path plane cutting the corner and flying over housing estate	Ryanair	Departure from runway 09	Letter sent which explained the aircraft was a Ryanair Boeing 737-800 which departed from runway 09 to Cork. As the aircraft passed over Hale it was at a height of 1400 feet and traveling at 182 knots. The Aircraft was operated within normal parameters.
Hale, Halton	26 March	19:19 19:21	Why are all the planes deviating off the flight path and cutting the corner and flying over the housing estate giving us extra noise	Ryanair & easyJet	Departures from runway 09	Letter sent which explained the first aircraft was a Ryanair Boeing 737-800 which departed from runway 09 to Dublin. As the aircraft passed over Hale it was at a height of 1600 feet and traveling at 159 knots. The second aircraft was an easyJet Airbus A320 which departed from runway 09 to Belfast. As the aircraft passed over Hale it was at a height of 1500 feet and traveling at 175 knots. Both aircraft were operated within normal parameters.
Heswall, Wirral	27 March	02:40	Aircraft flying overhead very late at night/early in the morning. Please can somebody explain to me 1) what are the regulations around flight times to and from the airport and lack of consideration for residents and 2) Why it is necessary for the flight path to be over residential areas when there are far less densely populated areas close by? I have lived in Heswall for over 10 years and recently moved to another part of Heswall. The difference in aircraft noise is staggering and has seriously affected our happiness in our new home. I dread to think what the summer will be like.	easyJet	Arrival on runway 09	Letter sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 09 from Lanzarote. As the aircraft passed over Heswall it was at a height of 2600 feet and traveling at 173 knots. The scheduled time of arrival was 03:15. The Aircraft was operated within normal parameters. Liverpool John Lennon Airport has been a 24 hour a day, 7 day a week operational airport on the current runway since 1966. The Runway is one physical strip of tarmac which is 45 meters wide. The runway can either be operated in an 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 decided predominantly but not exclusively by the direction and strength of the wind at that time, it is far safer and efficient for aircraft to take off and

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
						land into the wind.
Heswall, Wirral	27 March	03:00	Woken up at about 3am by very loud aircraft noise. Surely there shouldn't be low flying aircraft at that time. We also get a lot of daytime aircraft noise and wonder if this can be looked into and if anything can be done to prevent this from happening in future as it is quite disrupting. I appreciate that we will have some aircraft noise in Heswall, but some of the aircraft fly quite low.	easyJet	Arrival on runway 09	Letter sent which explained the aircraft was an easyJet Airbus A320 which arrived on runway 09 from Alicante. As the aircraft passed over Heswall it was at a height of 2500 feet and traveling at 179 knots. The scheduled time of arrival was 01:20. The Aircraft was operated within normal parameters.
Heswall, Wirral	28 March	01:00	Low flying aircraft at 1:04, Tuesday morning. Very loud and over residential area	easyJet	Arrival on runway 09	Letter sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 09 from Lisbon. As the aircraft passed over Heswall it was at a height of 2700 feet and traveling at 188 knots. The scheduled time of arrival was 01:30. The Aircraft was operated within normal parameters.

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Complaints without detail: No complaints without detail received.