

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 CO<sub>2</sub> 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 .....



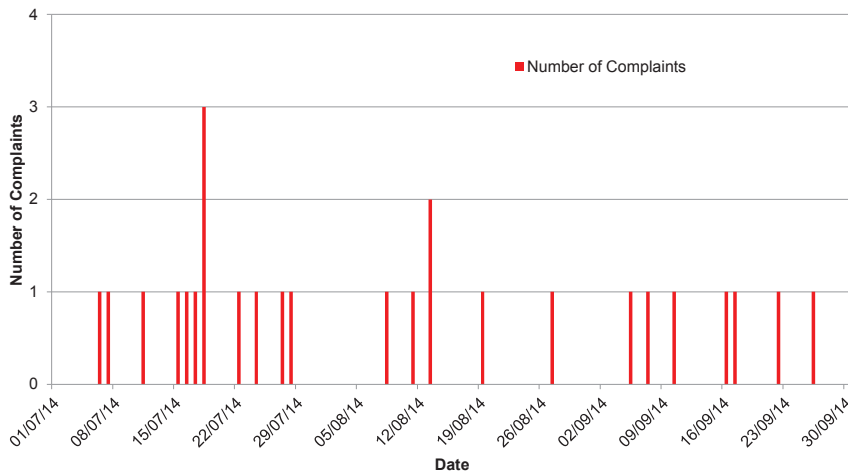
**Noise Monitoring Sub  
Committee**

**17<sup>th</sup> October 2014**

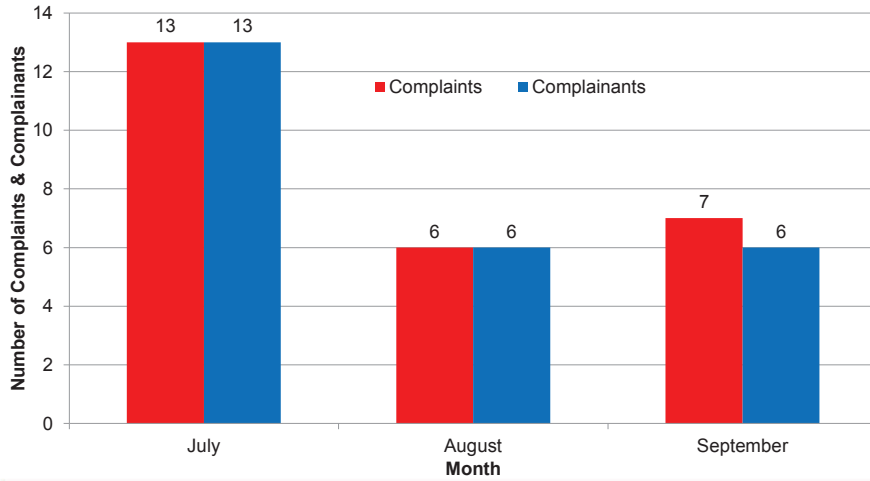
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[www.liverpoolairport.com](http://www.liverpoolairport.com)

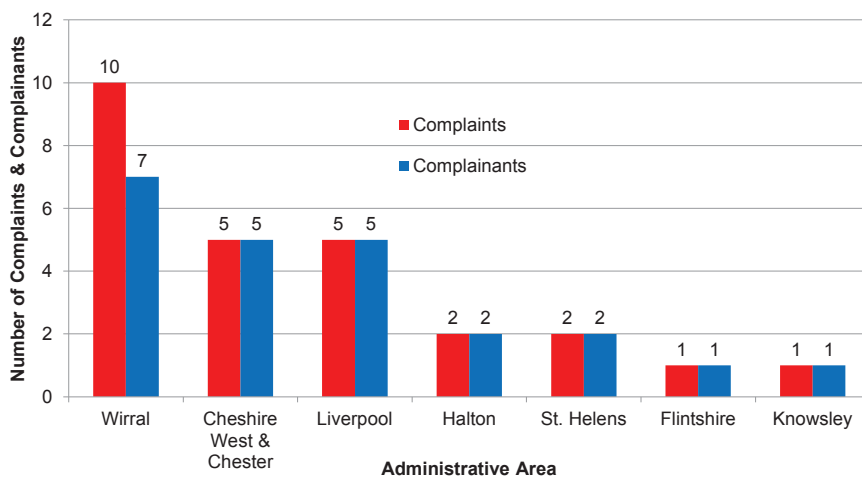
Liverpool John Lennon Airport Noise  
Complaints By Day 1<sup>st</sup> July to 30<sup>th</sup> September 2014



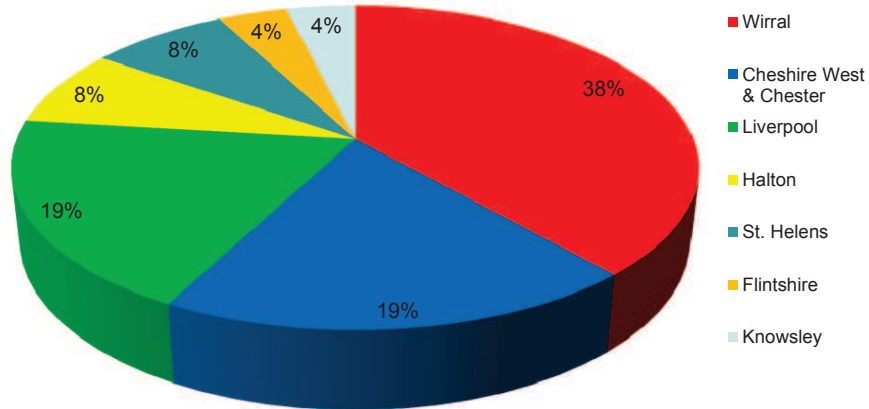
Liverpool John Lennon Airport Complaints and Complainants  
for 1<sup>st</sup> July to 30<sup>th</sup> September 2014



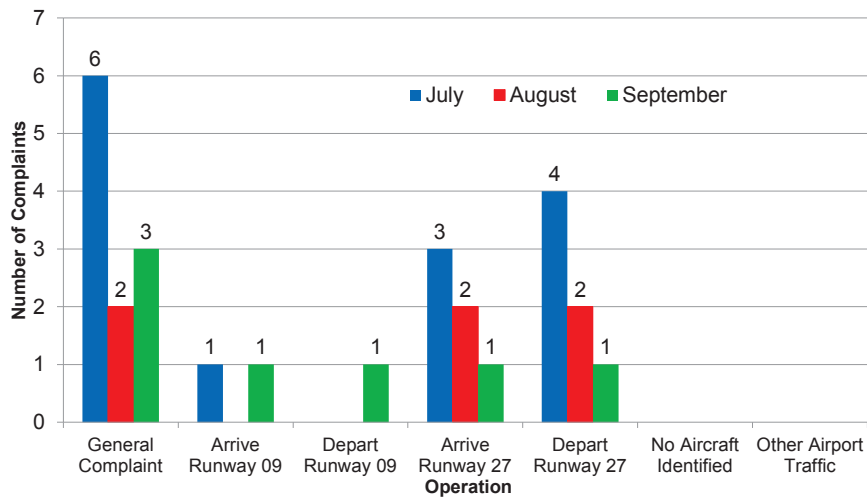
Liverpool John Lennon Airport Complaints and Complainants with  
Administrative Area for 1<sup>st</sup> July to 30<sup>th</sup> September 2014



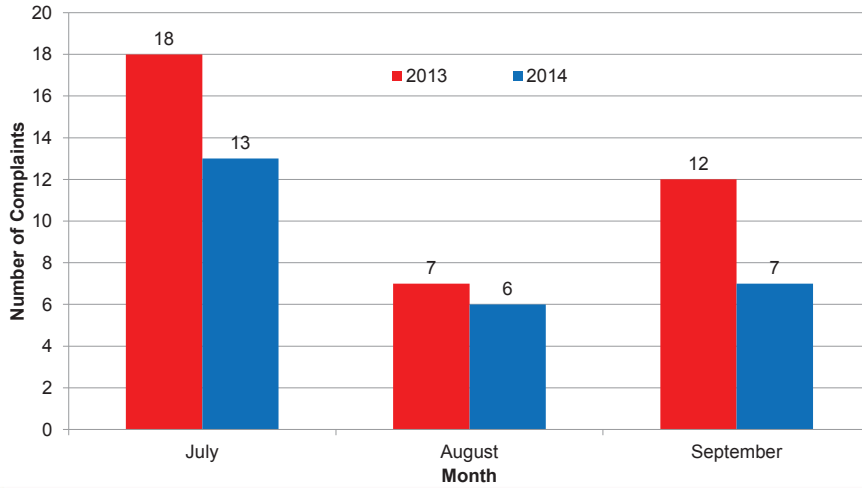
Liverpool John Lennon Airport Percentage of Complaints for Administrative Area 1<sup>st</sup> July to 30<sup>th</sup> September 2014



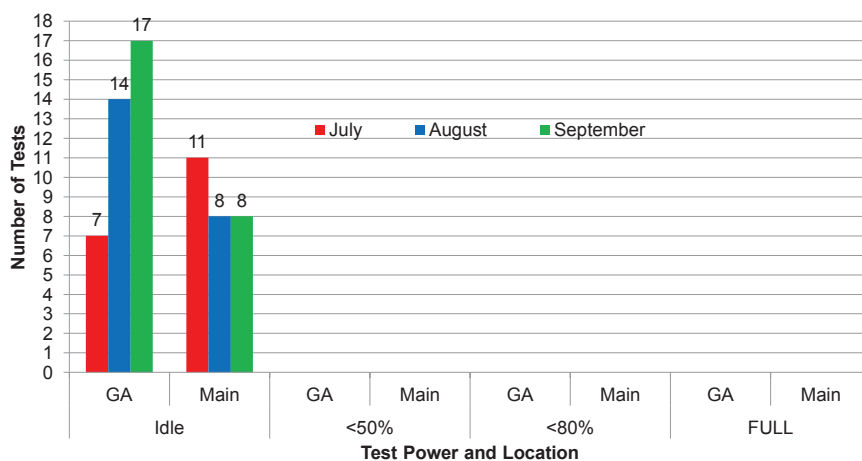
Liverpool John Lennon Airport Operations that caused Noise Complaints for 1<sup>st</sup> July to 30<sup>th</sup> September 2014



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



Liverpool John Lennon Airport Engine Test Runs 1<sup>st</sup> July to 30<sup>th</sup> September 2014



easyJet Training Flights 14<sup>th</sup> & 15<sup>th</sup> October 2014



Tuesday 14<sup>th</sup> October  
10:37 to 15:53  
31 Circuits

Wednesday 15<sup>th</sup> October  
09:33 to 13:51  
26 Circuits



Tuesday 14<sup>th</sup> October



Wednesday 15<sup>th</sup> October



Liverpool John Lennon Airport   
above us only sky





## Aims of FAS

- Improve aviation safety
- Reduce CO<sub>2</sub> 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**

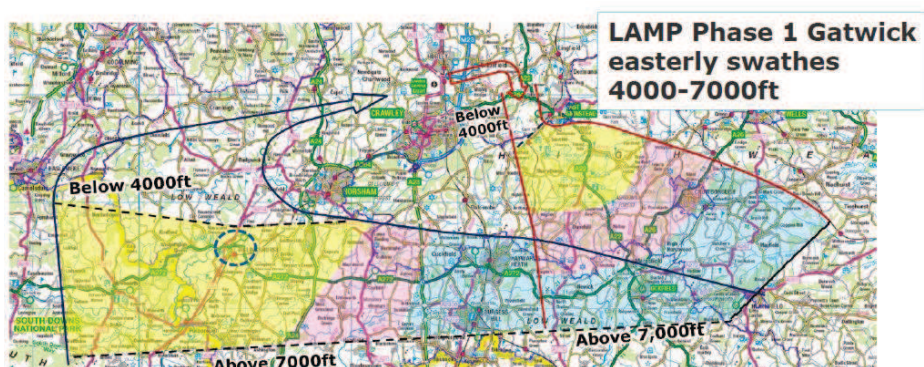
- Low altitude Airport focus
- Higher Altitudes NATS focus
- < 4,000 ft noise the primary environmental concern
- > 7,000 ft CO<sub>2</sub> the primary environmental concern

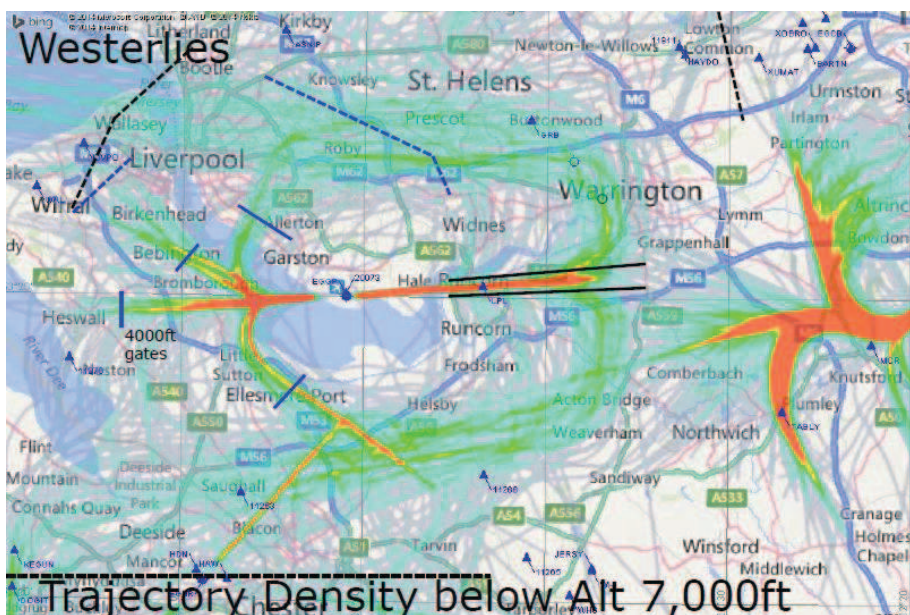
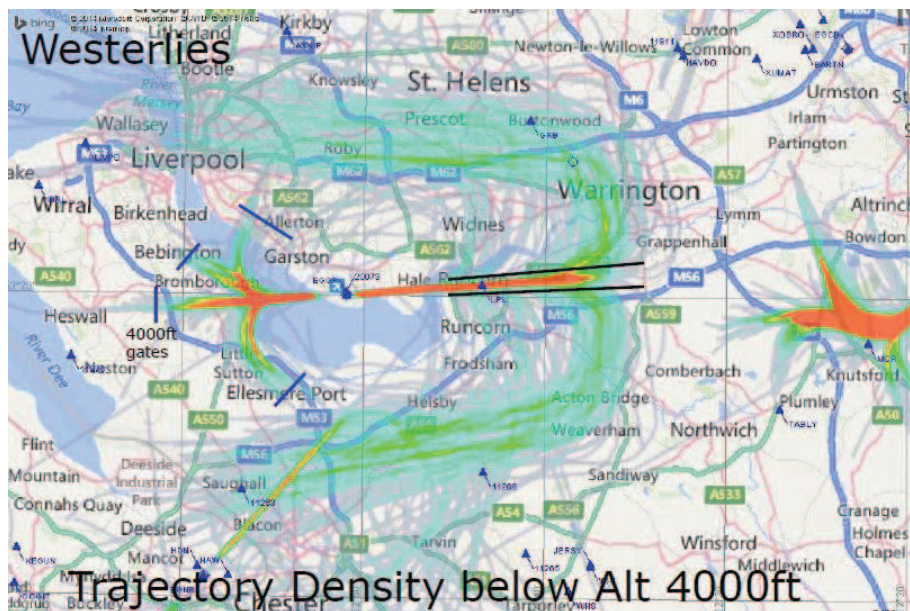
- **Timescale**

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

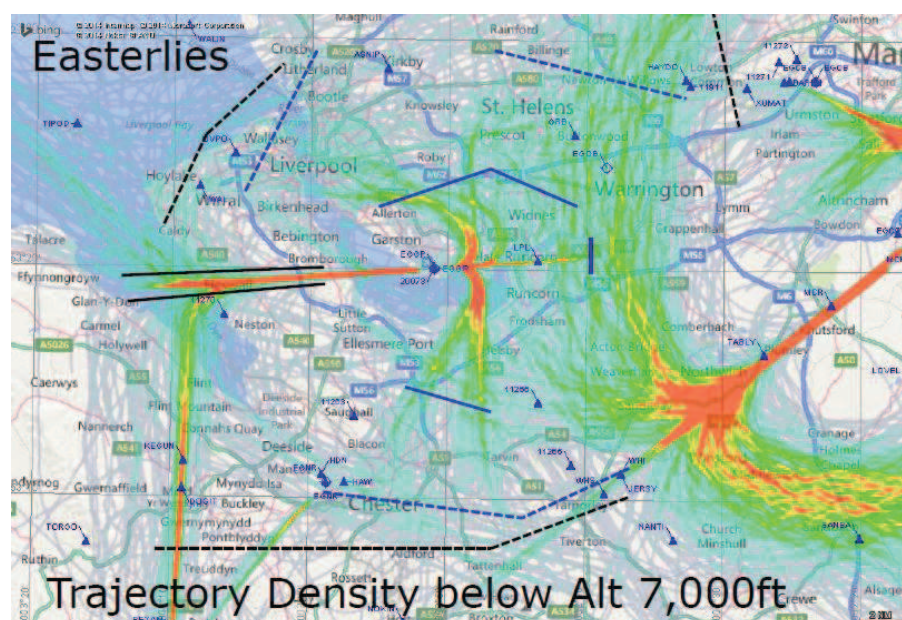
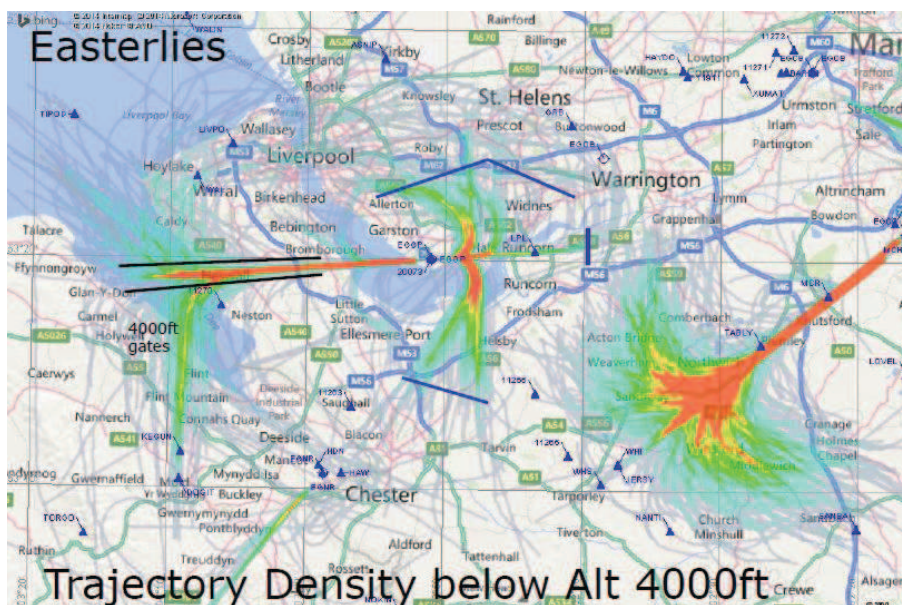
## Swathe Consultation

**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

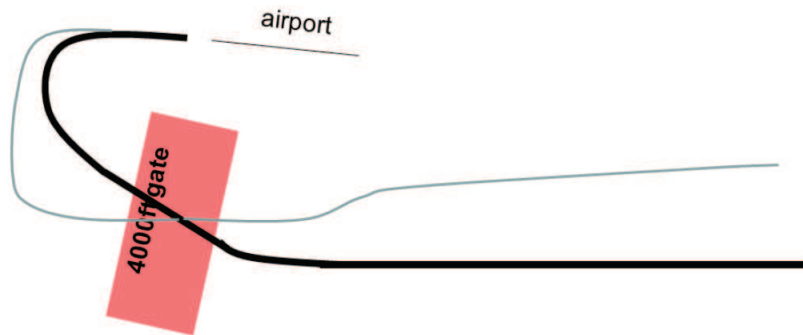




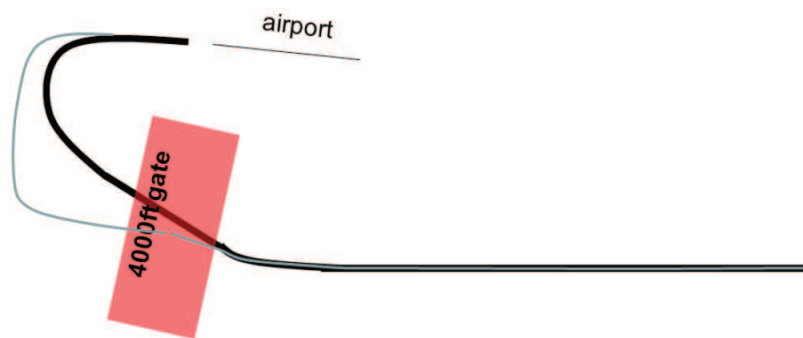




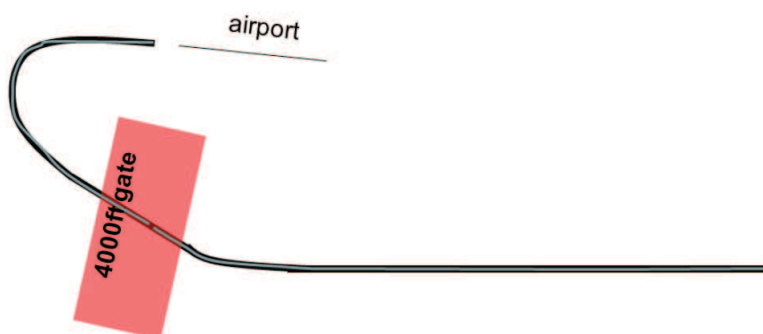
## Full Re-Design & Full Consultation



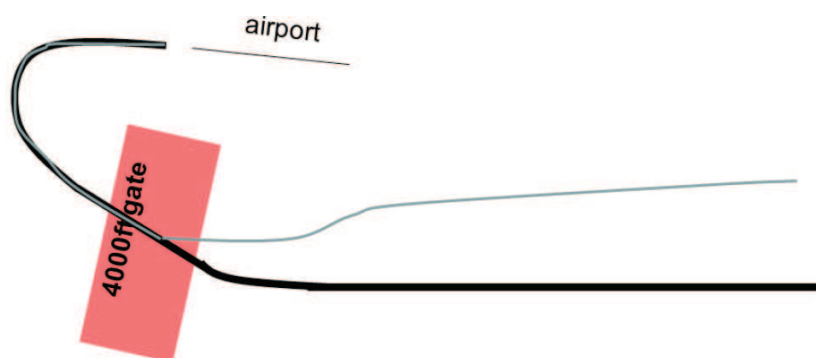
## Airport Lead Consultation



## Full Replication & Limited Consultation



## Low Level Attitude Replication NATS Lead Consultation









## Comments, thoughts & opinions

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