

Liverpool John Lennon Airport Consultative Committee

Noise Monitoring Sub-Committee

Date : Friday, 21 July 2017
Venue : Cavern Suite*, Liverpool John Lennon Airport, L24 1YD
Time : 10.30 am

Agenda

1 Apologies

2 Changes in membership

For Hale Parish Council, Gary Wright has replaced Catherine Williams.

3 Minutes of last meeting

To approve the Minutes of the Sub-Committee held on 28 April 2017.

(Pages 3 - 24)

4 Noise complaints log

To consider the noise complaints log for the period 1 April 2017 to 30 June 2017, attached

(Pages 25 - 36)

5 Airport Master Plan 2030 and beyond

Presentation by Andrew Dutton

6 PLAS Progress

Presentation by Andrew Dutton

7 Any other business

8 Date of next meeting

The next meeting of the Noise Monitoring Sub-Committee is scheduled for 27 October 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: 14 July 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

**28 APRIL 2017
(10.30 am - 11.20 am)**

PRESENT: Marshall Morris, Chairman
Alan Ascott, ARCH Under the Bridge
Larry Dack, Speke Estate
Ian Gaskell, Environmental Health, Knowsley Council
Cllr Evelyn Hudson, Hale Parish Council
Councillor Tricia O'Brien, Cressington Ward, Liverpool City Council
Bob Swann, LJLACC Chairman
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)

1 ELECTION OF CHAIRMAN

At the annual meeting of the Liverpool John Lennon Airport Consultative Committee on 17 February 2017, the Noise Monitoring Sub-Committee was confirmed to continue. The Sub-Committee were to elect a Chairman for the ensuing year.

Nominations were requested by the Assistant Secretary.

Marshall Morris was nominated by Bob Smart.

There were no other nominations.

DECIDED: That

Marshall Morris be elected Chairman of the Noise Monitoring Sub-Committee for 2017/2018.

2 ELECTION OF DEPUTY CHAIRMAN

Nominations were requested for the role of Deputy Chairman.

Angus Tilston MBE was nominated by Marshall Morris and seconded by Larry Dack.

There were no other nominations.

DECIDED: That

Angus Tilston MBE be elected Deputy Chairman of the Noise Monitoring Sub-Committee for 2017/2018.

3 APOLOGIES

Apologies had been received from:

Norman Elias, Passenger representative
Ian Rushforth, Environmental Protection Unit, Liverpool City Council
Angus Tilston MBE, Wirral Transport user Association

4 CHANGES IN MEMBERSHIP

There were no changes in membership since the last meeting to report.

5 MINUTES OF LAST MEETING

DECIDED: That

the minutes of the meeting of the Noise Monitoring Sub-Committee held on 20 January 2017 be agreed as a correct record.

6 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 January 2017 to 31 March 2017. 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 23 complaints had been received, with the highest proportion (11, or 48%) from one individual. It was noted that there no more than 2 complaints had been received on any one day, besides one occasion where the same person sent in five complaints relating the use of runway 09. Seven complaints concerned the Wallasey Beacon, which had caused a slight change in the location of aircraft when it was turned off for maintenance. It had since been reactivated and the status quo resumed.

Colin Barnes then gave a summary for 2016 and trends in some statistics for a longer period. There had been 119 complaints in 2016, with about 32% concerning the use of Runway 09. The numbers of complaints had been generally declining over the years from about 270 in 2001, and the total was 23% less than the peak in 2005.

DECIDED: That

the Noise Complaints Log for 1 January 2017 to 31 March 2017 be noted.

7 ANY OTHER BUSINESS

Prestwich Lower Airspace Systemisation (PLAS)

There was an initiative to revise the airspace in the North of England and Scotland. The PLAS part of the overall project was to move the navigation of commercial aircraft from traditional ground based navigation aids to satellite precision navigation and reshape the routes to maximise the benefits overall for noise, fuel efficiency, CO2 emissions and safety. This had previously been discussed.

Andrew Dutton noted that although many organisations had been offered meetings to pro-actively discuss the change in airspace around Liverpool Airport, which was linked to changes at other airports, very few had taken up the offer and appeared to be waiting for the formal consultation period. Andrew emphasised that being involved at the early stages maximised the influence and benefits of the proposed changes, and the draft version would by then be co-ordinated with surrounding airports for consultation.

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.

Chairman

Date

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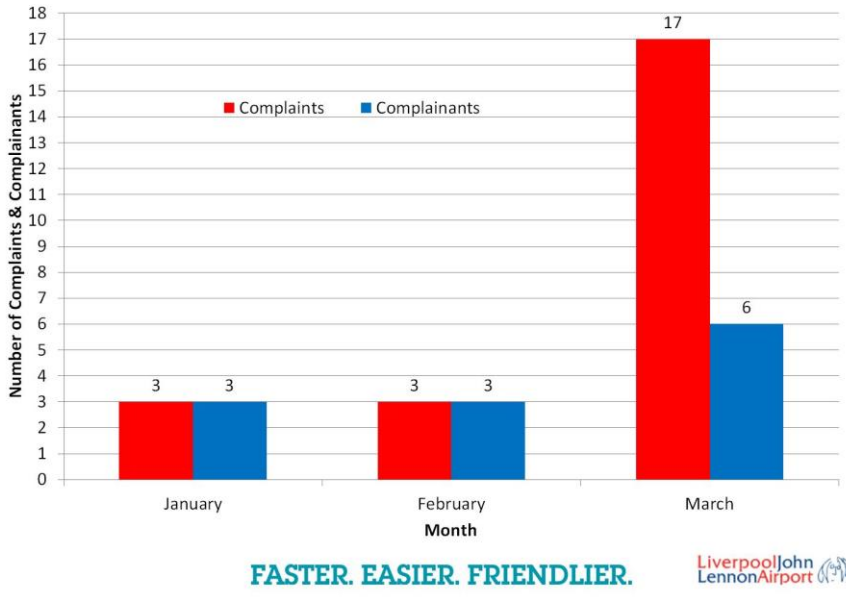
Liverpool John Lennon Airport Noise Complaints By Day 1st January to 31st March 2017



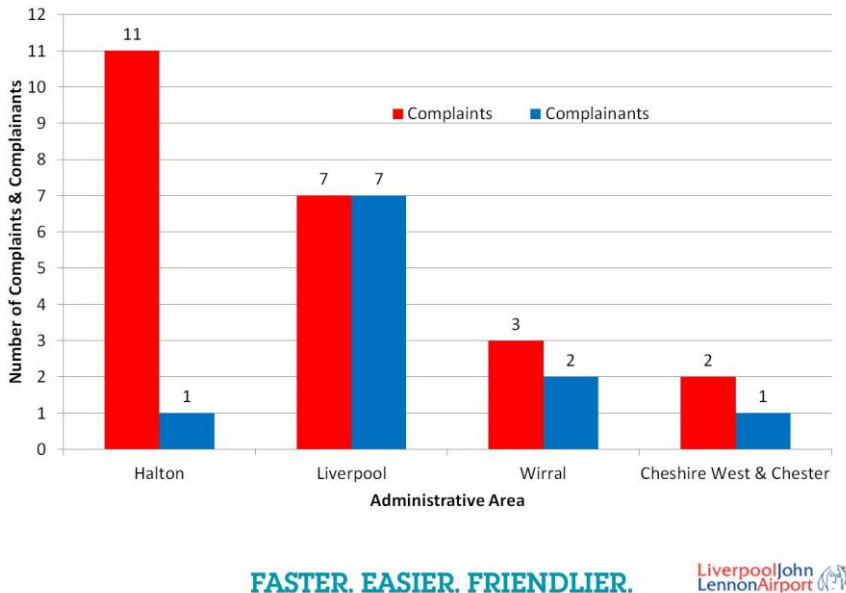
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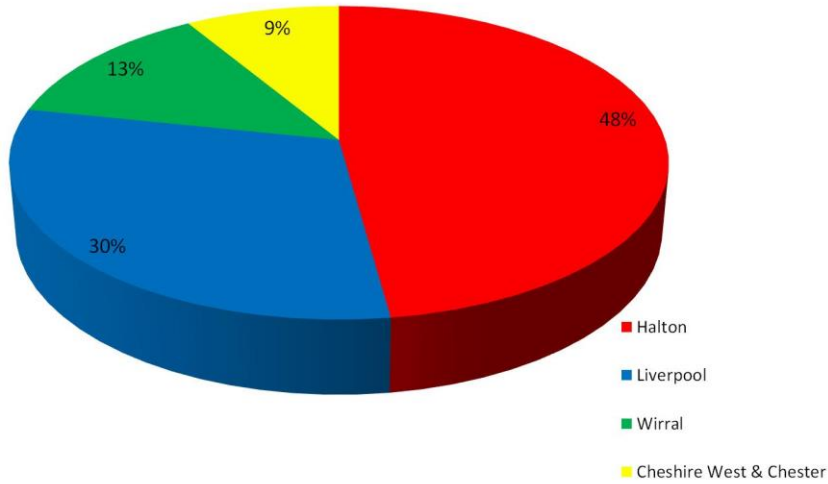
Liverpool John Lennon Airport Complaints and Complainants for 1st January to 31st March 2017



Liverpool John Lennon Airport Complaints and Complainants with Administrative Area for 1st January to 31st March 2017



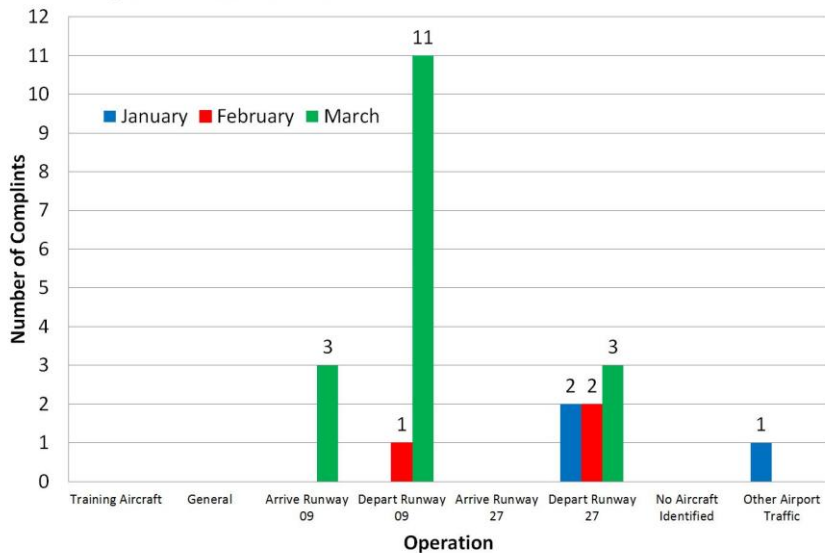
Liverpool John Lennon Airport Percentage of Complaints for Administrative Area 1st January to 31st March 2017



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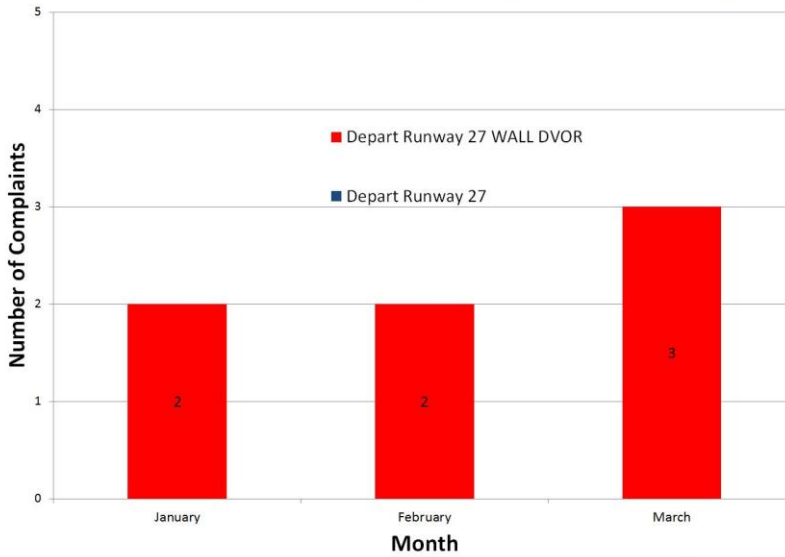
Liverpool John Lennon Airport Operations that caused Noise Complaints for 1st January to 31st March 2017



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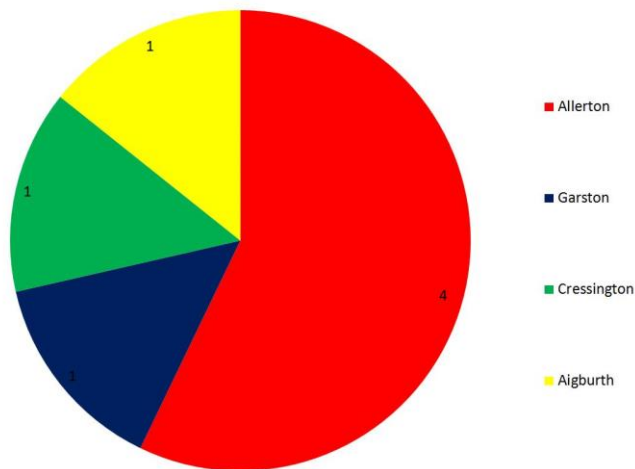
Liverpool John Lennon Airport Operations that caused Noise Complaints for 1st January to 31st March 2017 make up of Departure from Runway 27



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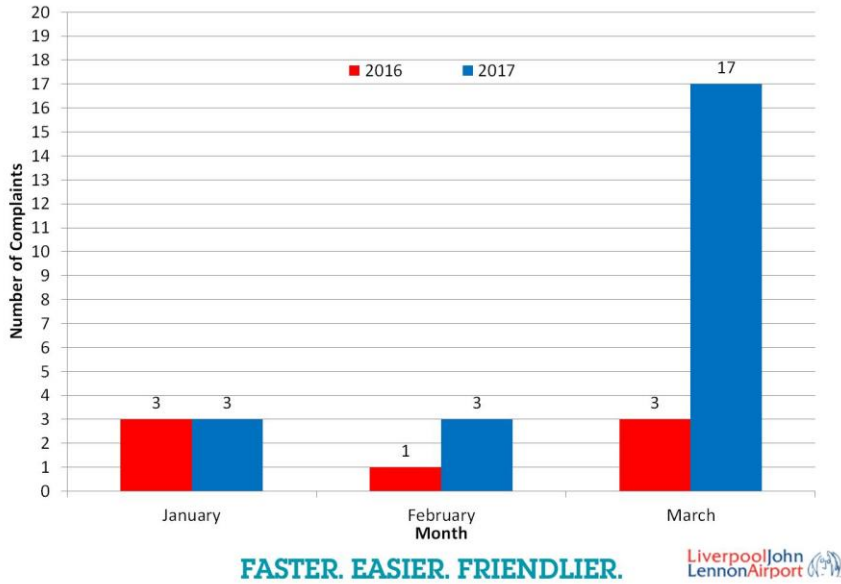
Liverpool John Lennon Airport 1st January to 31st March 2017 make up of WALL DVOR Refurbishment



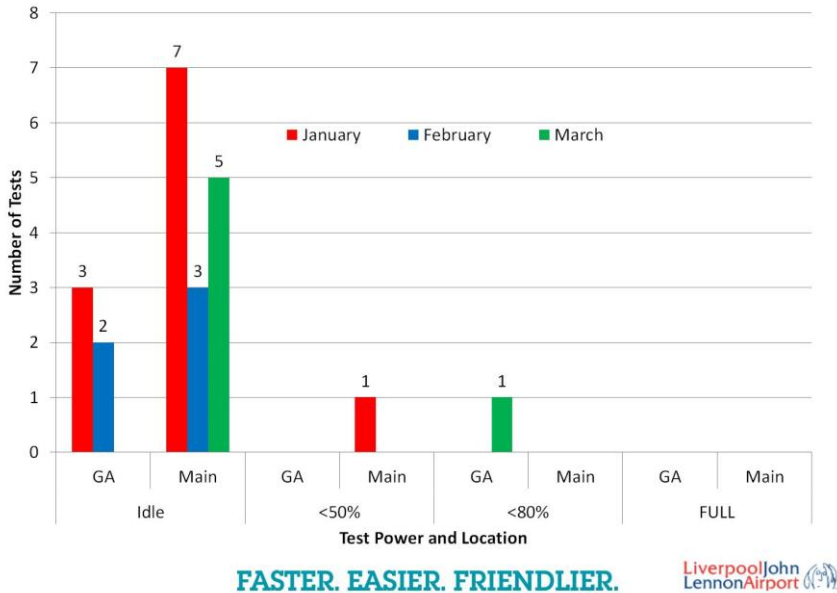
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Liverpool John Lennon Airport Complaints Comparison for 1st January to 31st March 2016 & 2017



Liverpool John Lennon Airport Engine Test Runs 1st January to 31st March 2017



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Annual Noise Report

2016

1

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Review of Aircraft Movements 2016

	Club	Commercial	Non Commercial	Other	TOTAL
January	1,378	2,788	95	134	4,395
February	2,144	2,820	56	117	5,137
March	2,398	3,087	130	138	5,753
April	2,370	3,285	132	118	5,905
May	2,793	3,645	138	145	6,721
June	2,371	3,450	114	192	6,127
July	2,491	3,654	79	140	6,364
August	2,408	3,699	105	206	6,418
September	2,186	3,403	146	148	5,883
October	2,370	3,301	135	144	5,950
November	1,968	2,570	92	101	4,731
December	1,567	2,769	102	74	4,512
Totals	26,444	38,471	1,324	1,657	67,896

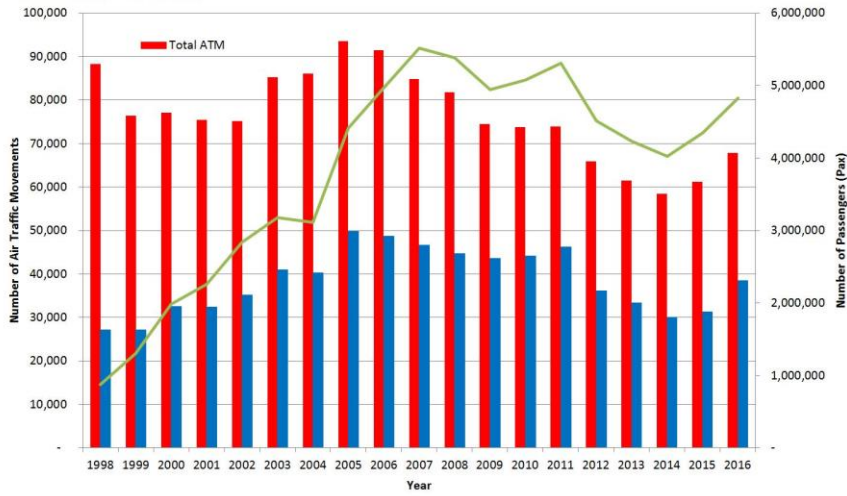
The movements are divided into Commercial (paying passenger services and cargo), Non Commercial (private aircraft), Club (private aircraft based at the airport) and Others (military and positioning flights and other miscellaneous aircraft movements).

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Review of Aircraft Movement (ATM) Type and Passenger (Pax) Numbers from 1999 to 2016



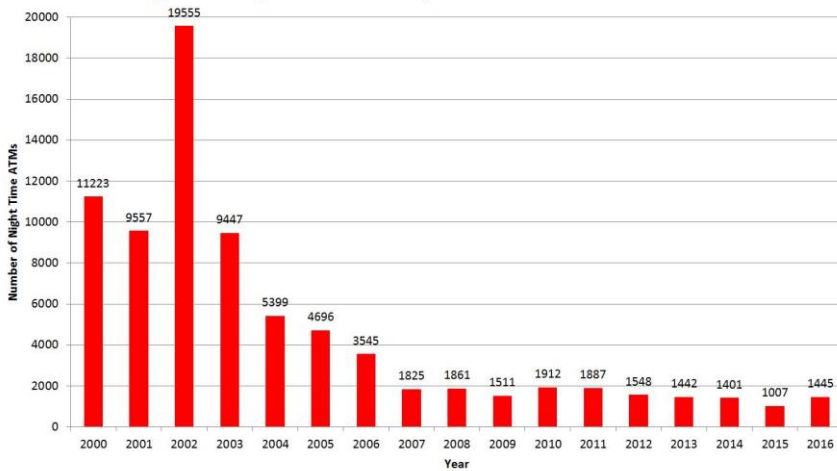
The chart illustrates aircraft movements (both total and commercial) as well as passenger numbers from 1998 to 2016. The number of commercial aircraft movements for 2016 were down by 23% on the peak number in 2005.

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Number of Night Time (23:30 to 06:00) Aircraft Movements 2000 to 2016



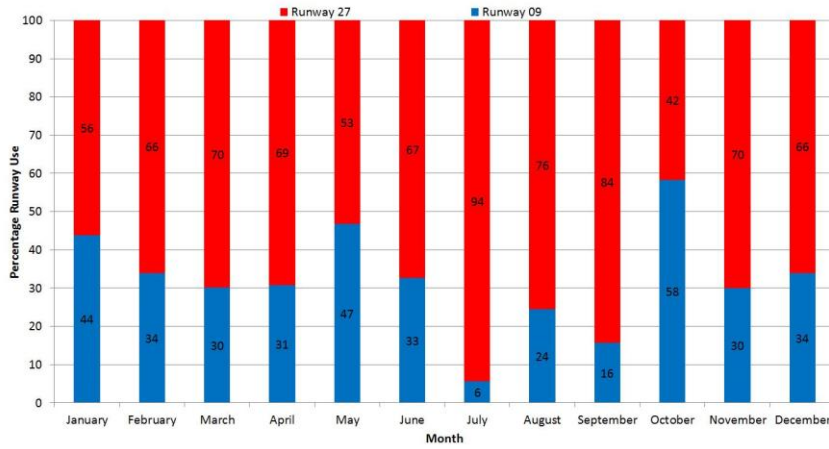
The number of aircraft movements during the night time quota period (23:30 to 06:00) from 2000 to 2016 is shown above. The number of night time aircraft movements for 2016 are down by 93% on the peak year of 2002 when there was a large night time cargo and mail operation at Liverpool John Lennon Airport.

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Runway Utilisation per Month 2016



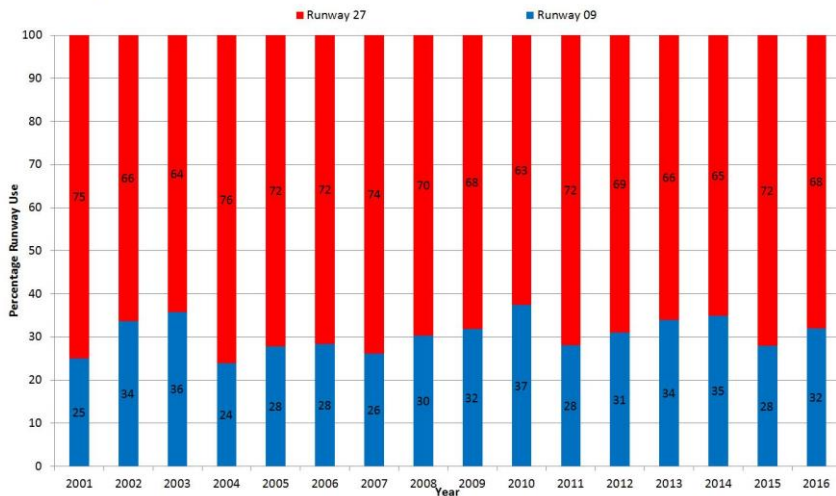
The overall percentage figure for 2016 were runway 09 = 32% and runway 27 = 68%. Runway 09 operations are aircraft arriving (over The Wirral Peninsula) and departing (over Hale Village) to the east. Runway 27 operations are aircraft arriving (over Hale Village) and departing (over the Wirral Peninsula) to the west.

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Runway Utilisation 2001 to 2016



The average for the 2001 to 2015 period shown are runway 09 = 30% and runway 27 = 70%.

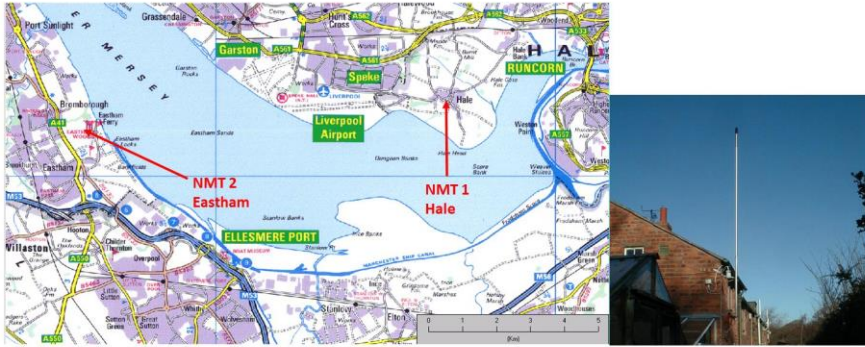
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Noise Monitoring

Airborne aircraft noise is monitored at two fixed Noise Monitoring Terminals (NMT's) at Hale C of E Primary School (NMT 1) to the east of the runway and at Eastham (NMT 2) to the west of the runway. The NMT's measure all relevant acoustical parameters. The acoustical parameters are stored in the Noise Monitoring Terminal (NMT) on a data logger located in the NMT cabinet and the data is collected twice a day.



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Average Event Annual Noise Levels for Eastham and Hale Noise Monitoring Terminals (NMT) 2016

Airline	Aircraft Type	Runway 09						Runway 27					
		Arrivals (NMT 2 - Eastham)			Departures (NMT 1 - Hale)			Arrivals (NMT 1 - Hale)			Departures (NMT 2 - Eastham)		
		L_{Aeq} dB	SEL dB(A)	L_{Amax} dB	L_{Aeq} dB	SEL dB(A)	L_{Amax} dB	L_{Aeq} dB	SEL dB(A)	L_{Amax} dB	L_{Aeq} dB	SEL dB(A)	L_{Amax} dB
Fly BE	Bombardier Dash 8	68.0	81.2	72.7	65.8	77.6	70.1	71.0	84.0	77.5	61.9	73.1	64.6
easyjet	Airbus A319	70.2	83.9	76.2	68.3	82.1	73.2	75.2	89.2	83.7	65.5	78.8	69.6
easyjet	Airbus A320	69.0	82.7	74.2	71.2	85.8	77.0	74.8	88.8	83.3	66.0	79.3	70.3
Wizz Air	Airbus A320	69.0	82.7	74.2	71.2	85.8	77.0	74.9	89.0	83.0	62.9	74.8	66.1
Ryanair	Boeing 737-800	70.9	84.7	77.0	72.4	86.7	78.1	75.9	90.0	94.4	64.6	77.1	68.4
Blue	Boeing 737-400	72.2	85.9	79.1	75.6	90.6	82.5	78.1	92.3	87.3	64.6	77.9	68.7

L_{Aeq} - Equivalent continuous sound level. The steady dB(A) level which would produce the same A-weighted sound energy over the stated period of time as specified time-varying sound.

SEL - The Single Event Level (SEL) is a measure of aircraft noise from a single event which takes account of the duration as well as the intensity, being the level maintained constantly for a period of one second that would deliver the same A weighted energy as the given noise event.

L_{Amax} - The L_{Amax} is the maximum noise level measured with slow time weighting and represents the highest level of environmental noise occurring during a correlated noise event.

The Noise Levels vary at NMT 1 and NMT 2, because NMT 1 (4.6 km) is located closer to the Airport than NMT 2 (8.5 km).

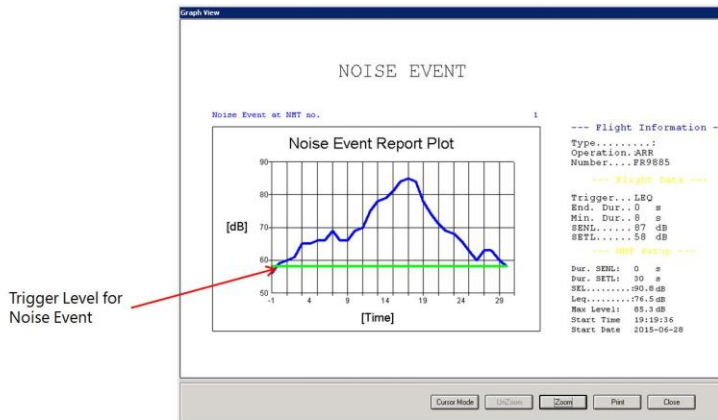
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Noise Event Report

Example of a Noise Event Report form the Noise Monitoring System (NMT 1) for a Ryanair Boeing 737-800 arrival on runway 27.

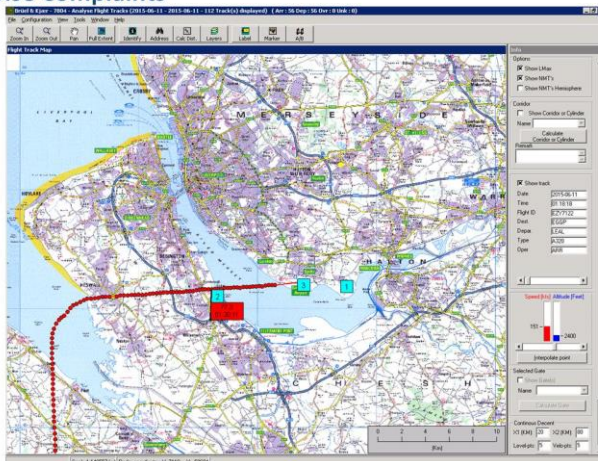


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Noise Complaints



The Airport operates a Noise Complaints Management System to accurately record the nature of the noise complaint made by the local community to the Airport Company, to investigate the potential source of the complaint and to respond to the complainant. A complaint can be made by telephone, letter, email or via the Airport website.

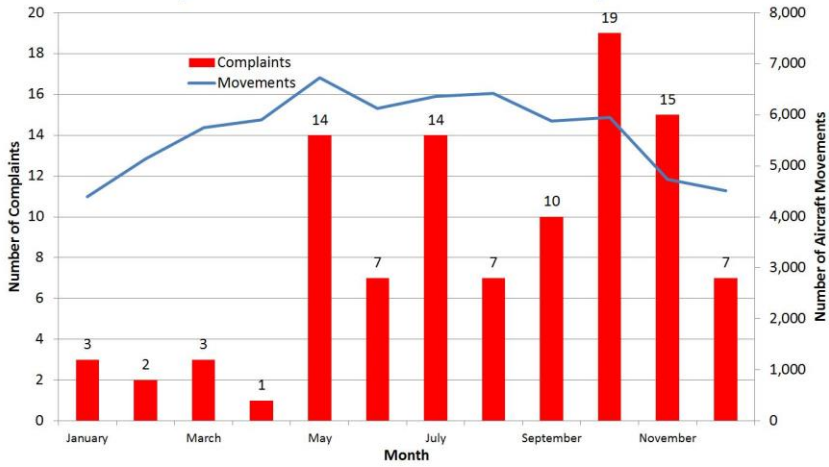
The critical information from the caller includes a description of their concerns, the date, time and location of the event and their contact details. This information is used to investigate the complaint using the Noise Monitoring and Track Keeping System which coordinates Radar aircraft specific information and operational data with information from the Noise Monitoring Terminals.

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Number of Complaints and Total Aircraft Movements per Month for 2016



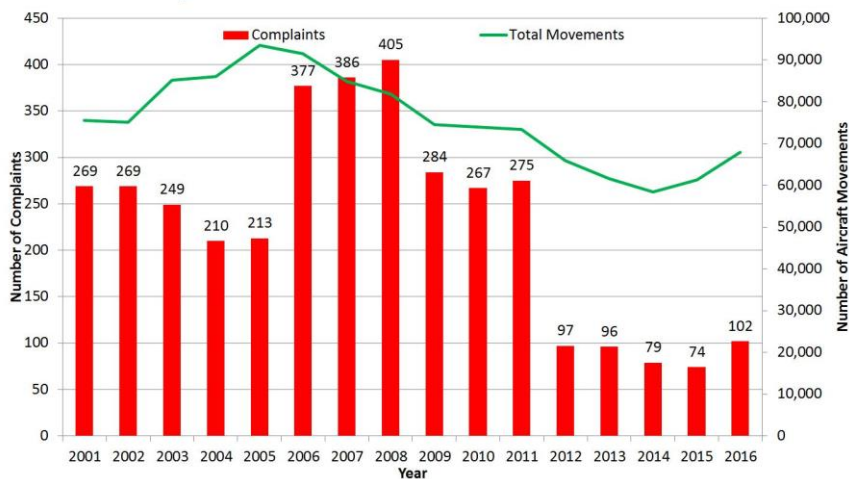
Generally the number of complaints increase during the summer when there are more aircraft movements but this is not always the case as in 2016 where other factors can have a bearing on the number of noise complaints and where they originate from that are received by the Airport. An example in 2016 was the works carried out on the Wallasey DVOR beacon which meant many Standard Departure routes were not in use during October, November & December.

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Number of Complaints and Total Aircraft Movements 2001 to 2015



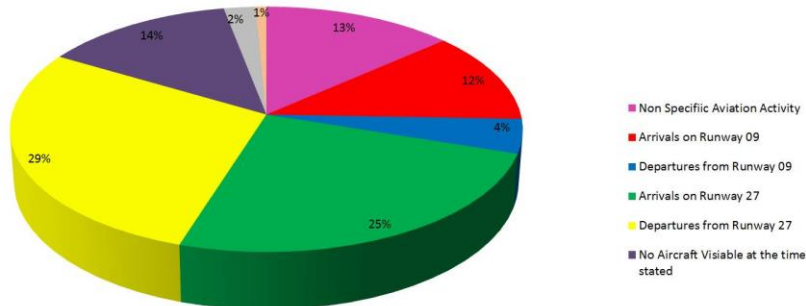
2016 shows a 75% reduction from the peak number of noise complaints in 2008. The absolute number of noise complaints is not a good indicator of actual noise exposure, nor should it be the determining factor in how or what steps can be taken to mitigate noise impacts.

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Activity which Caused Noise Complaints in 2015



During 2015 30% of complaints were generated by aircraft arriving on runway 09 over the Wirral Peninsula. 22% of complaints were generated by arrivals on runway 27 over Warrington, Runcorn and Hale Village. 22% of complaints were generated by departures from runway 27 over the Wirral Peninsula. Just 8% of complaints made related to departures from runway 09 over Hale Village. 5% of complaints were related to the general operation of aircraft at Liverpool Airport. 8% of noise complaints were associated with aircraft movements from other airports and 5% of complaints related to situations where no aircraft activity was identified at the time of the complaint.

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NATS VHF Omni Range (VOR) Replacement Programme 2016

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WAL VOR

- work commenced on the 11th October 2016 and the beacon was returned to service on the 10th March 2017



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WAL VOR

- Liverpool Airport – The WAL outage had the following impacts on operations at Liverpool airport:
- Departures – All SIDs were suspended. Non-standard departures were 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 were promulgated in a Temporary Operating Instruction (TOI) and put into MATS Part 2 (ATC Operating Manual).
- Arrivals – STARs were suspended during the replacement period. All inbound aircraft were individually coordinated on a tactical basis. In the event of holding ATCOs had to vector the aircraft around the holding positions. Whilst this increased the controllers workload, the number of times the hold was used made it achievable.

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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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Influence on Noise Complaints in 2016

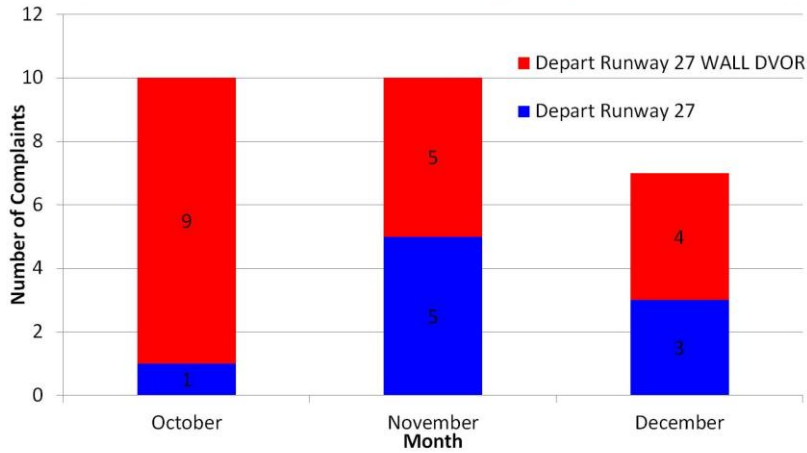
- Departures – Aircraft departing to the North East were vectored to make their initial turn sooner than they would when using the SIDs. This meant aircraft were passing over Garston and other parts of South Liverpool at a lower altitude than normal. This led to an increase of new complaints from these areas who were asking “what had changed?”
- Arrivals – No discernible effect on noise complaints.

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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



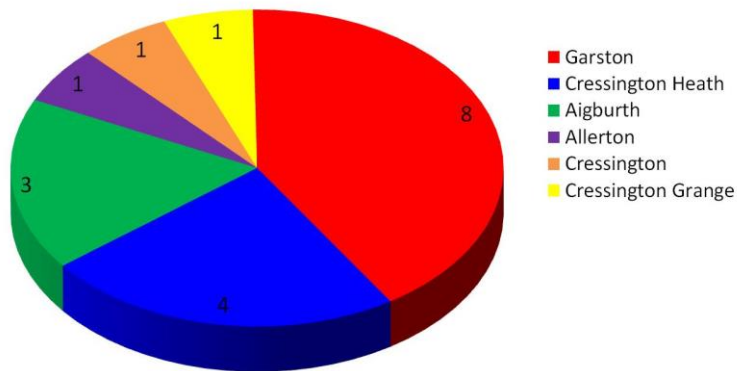
For the three month period October to December 18 of all complaints relating to departures from Runway 27 18 related directly to the Wallasey DVOR replacement works.

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



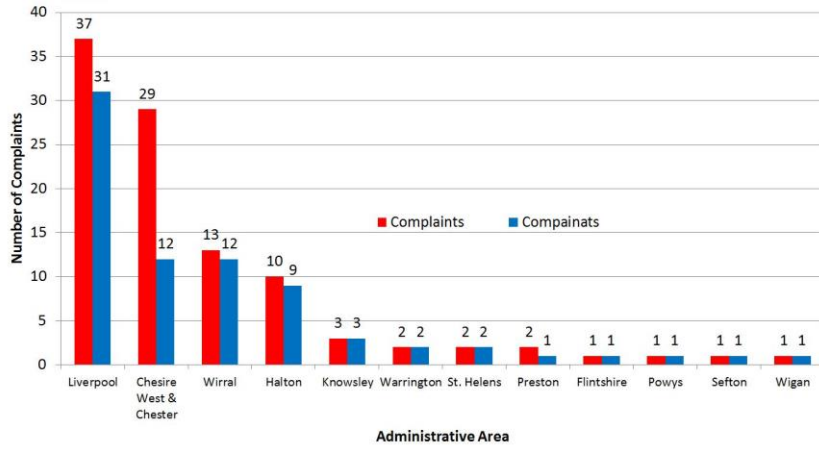
Of the 18 complaints relating to departures from Runway 27, 12 were from Garston and Cressington Heath areas which normally produce a low number of complaints annually.

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Number of Noise Complaints and Complainants for each Administrative Area 2016



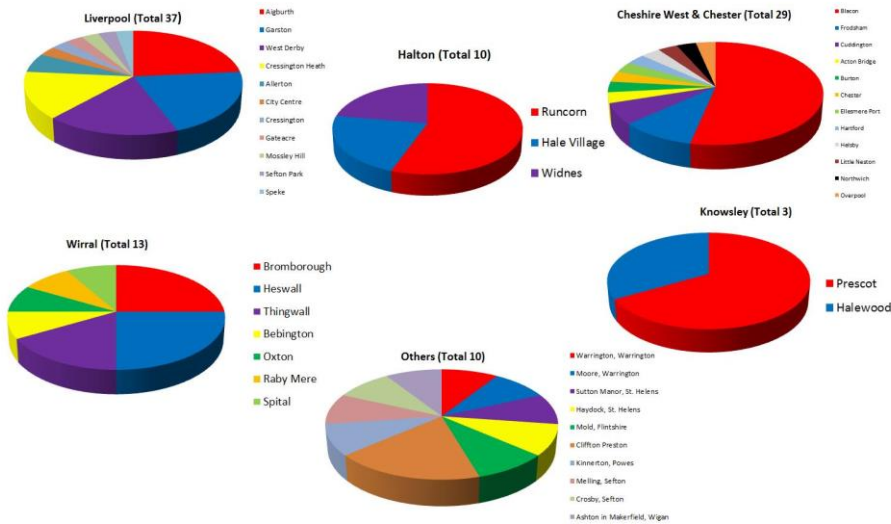
The chart illustrates the number of complaints received from each Local Authority Area and the number of complainants who made the complaints in 2015. 36% of complaints were received from Liverpool residents with 28 % coming from Cheshire West & Chester residents. Wirral had 13 %, Halton 10 %, and Knowsley 3%. St. Helens, Warrington & Preston all had 2% with Flintshire, Powys, Sefton & Wigan all having 1%.

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Number of Complaints Received from each Area of the Administrative Areas in 2016

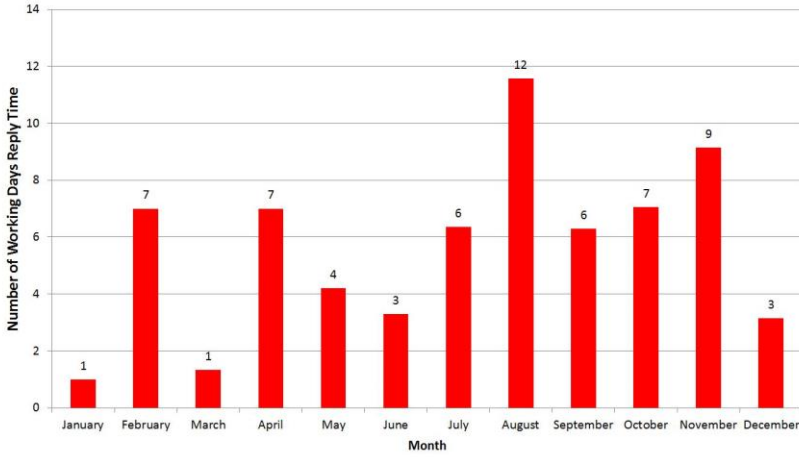


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Average response time for Noise Complaints are Received by the Airport in 2016



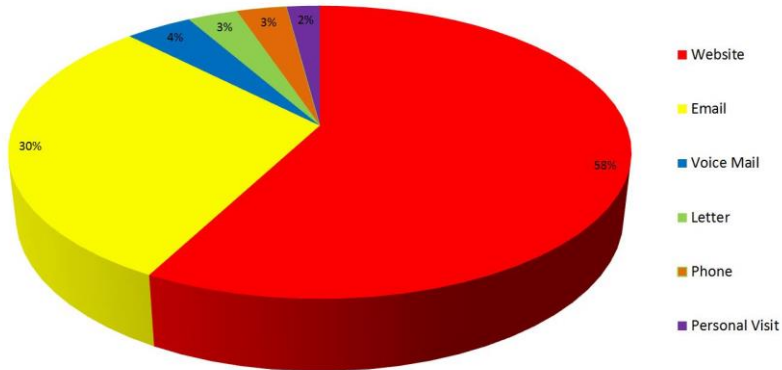
The Airport aims to respond to all noise complaints within 14 working days. During 2015 97% of all noise complaints were responded to within 14 working days.

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Method by which the Noise Complaints are Received by the Airport in 2016



The chart illustrates the method by which noise complaints were received as a percentage in 2016

Website via: <http://www.liverpoolairport.com/about-ljla/aircraft-noise/>

Voice Mail via: 0151 907 1745

Email via: environment@liverpoolairport.com

Letter via: Environment Team, Liverpool John Lennon Airport, Liverpool, L24 1YD

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NOISE COMPLAINTS LOG
LIVERPOOL AIRPORT NOISE MONITORING SUB-COMMITTEE
April – June 2017

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Woolton, Liverpool	2 April	00:52	Woken by noise	Blue Air	Depart runway 27	Email sent which explained the aircraft was a Blue Air Boeing 737-400 which departed from runway 27 to Bacau. As the aircraft passed over Woolton it was at a height of 4800 feet and traveling at 267 knots. The Aircraft was operated within normal parameters.
Runcorn, Halton	4 April	01:30	Extremely low and noisy flight has just woken me up This seems to be happening quite regularly lately WHY !!	easyJet	Arrival runway 27	Email sent which explained the aircraft was an easyJet Airbus A320 which arrived on runway 27 from Alicante. As the aircraft passed over Runcorn it was at a height of 4800 feet and traveling at 267 knots. The Aircraft was operated within normal parameters.
Wanley, Cheshire West & Chester	8 April	12:29	Light blue aircraft circling.			Letter sent with explanation of VFR reporting points at Helsby Hill.
Little Neston, Cheshire West & Chester	9 April	06:00	I've noticed a recent increase in planes flying at a lower altitude over our home and I would like to know why this is. This morning for example we have so far been woken by three planes and it's very frustrating.		Runway 27 REXAM departures	Email sent that explained that three aircraft departed on the morning using the 27 REXAM departure route which took the aircraft over Little Neston.
Hale, Halton	10 April	16:42	Very loud plane.	RAF	Arrival runway 27	Letter sent which explained the aircraft was an RAF Tornado which carried out a missed approach to runway 27 from Marham. As the aircraft passed over Hale it was at a height of 500 feet and traveling at 226 knots. The Aircraft was operated within normal parameters.
Hale, Halton	10 April	03:08	Woken up by aircraft noise.	easyJet	Arrival runway 27	Email sent which explained the aircraft was an easyJet Airbus A320 which arrived on runway 27 from Feautaventura. As the aircraft passed over Hale it was at a height of 500 feet and traveling at 124 knots. The Aircraft was operated within normal parameters.

Item No. 4

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Hale, Halton	15 April	01:24	Noise over village unacceptable at this time	easyJet	Arrival runway 27	Email sent which explained the aircraft was an easyJet Airbus A320 which arrived on runway 27 from Alicante. As the aircraft passed over Hale it was at a height of 500 feet and traveling at 123 knots. The Aircraft was operated within normal parameters.
Little Neston, Cheshire West & Chester	26 April		This area is the aviation equivalent of spaghetti junction.			Letter sent which explained the operations of Liverpool Airport aircraft in the Neston area.
Hale, Halton	30 April	12:43	Woken up by aircraft taking off over village	Blue Air	Depart runway 09	Email sent which explained the aircraft was a Blue Air Boeing 737-400 which departed from runway 09 to Bacau. As the aircraft passed over Hale it was at a height of 1800 feet and traveling at 152 knots. The Aircraft was operated within normal parameters.
Flint, Flintshire page 26	30 April	23:47	Woke up my son the plane was so loud! It's a regular occurrence can hear the planes go over my house every night till approx. 3am.	Blue Air	Arrive runway 09	Email sent which explained the aircraft was a Blue Air Boeing 737-400 that arrived on runway 09 from Rome. As the aircraft passed over Flint it was at a height of 3500 feet and traveling at 185 knots. The Aircraft was operated within normal parameters.
Ince, Cheshire West & Chester	3 May	00:45	I was awoken at 12.45am this morning by a plane going over my house. I woke up startled as the noise coming from the plane was so loud the house shook slightly. I opened my curtains and the plane was really low. I watched it fly towards Frodsham then it turned towards Runcorn and then on to Liverpool John Lennon airport. I could see this as I live in Ince and have a view over the marshes and Runcorn. I have lived in Ince for just over 30 years and have never heard such a	Blue Air	Depart runway 09	Email sent which explained the aircraft was a Blue Air Boeing 737-400 which departed from runway 09 to Bacau. As the aircraft passed over Ince it was at a height of 3500 feet and traveling at 225 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
			startling noise and seen a plane so low going into land. If I'm honest it scared me as it sounded like the plane was coming down.			
Windes, Halton	9 May	22:58	Unacceptable amount of noise in a residential area. This is becoming more and more frequent	easyjet	Arrive runway 27	Letter sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 27 from Belfast. As the aircraft passed over Widnes it was at a height of 1900 feet and traveling at 151 knots. The Aircraft was operated within normal parameters.
Westbrook, Warrington	14 May	02:55	At about 2:55am on Sunday Morning 14/5/2017 an aircraft landing at Liverpool airport from Lanzarote made two passing attempts directly over my house. You seem to stick to this route quite often especially in the morning as first flights, and at various times during the day, arrive from Ireland. We also now are starting to get flights from Manchester airport also using the area which is increasing noise levels, there must be other turning points, like over Omega sites where businesses occupy or slightly further up the M62 over Ikea, can you please look into this and see if any options available.	easyJet	Arrive runway 27	Email sent to explain the aircraft initially lined up and carried out an approach to runway 09 (over Wirral) which resulted in a missed approach and decided that the conditions at the time favoured an approach via runway 27. The aircraft turned north and carried out a loop around St Helens before heading south over Warrington before lining up with runway 27 on which it landed.
Bromborough, Wirral	1 May		Every night woken by low flying planes Surely there should be a cut off. The noise is dreadful.	easyJet		Email sent that explained 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

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						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 land into the wind.
Hale, Halton	12 May	16:47	Deviation from flight path	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 1300 feet and traveling at 185 knots. The Aircraft was operated within normal parameters.
Westbrook, Warrington	20 May		Number of flights disturbing me.	Various	Arrivals on runway 27	Email with details of 5 arrivals on runway 27. The Aircraft was operated within normal parameters.
Westbrook, Warrington	20 May		Number of flights disturbing me.	Various	Arrivals on runway 27	Email with details of 4 arrivals on runway 27. The Aircraft was operated within normal parameters.
Hale, Halton page 28	21 May	17:47	Deviation from flight path and noise	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 1500 feet and traveling at 186 knots. The Aircraft was operated within normal parameters.
Bromborough, Wirral	19 May	01:55	Hello. Why am I being woken up at this time of the night/ morning by plane's flying over my house????? This is ridiculous it's every night that they are flying over. It was bad enough on Christmas eve/ Christmas day when I was awake most of the night and I emailed to complain and never had a reply from you. It getting worse its every night they used to stop at a certain time but they are flying very low over my house at stupid times every night. I don't want to hear that depending on the weather or wind,	easyJet	Arrive runway 09	Letter sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 09 from Fuerteventura. As the aircraft passed over Bromborough it was at a height of 1600 feet and traveling at 155 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
			which tonight there isn't any, they have to fly a certain way and that you change the route from time to time so they fly down the river. It's a joke.			
Hale, Halton	12 May	17:07	Deviation from flight path and noise	easyJet	Departures 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 1300 feet and traveling at 201 knots. The Aircraft was operated within normal parameters.
Runcorn, Halton	30 May	16:30	<p>I am writing this note to complain about the number of aircraft flying low over the residential area of Higher Runcorn.</p> <p>This is a built up residential area on a hill, which makes it closer to the overflying aircraft than if they were to fly straight down the Mersey for instance.</p> <p>I have noticed this problem is getting worse and more and more aircraft are turning over higher Runcorn and Runcorn hill. It seems to usually be Easyjet aircraft. It now also occurs a lot more frequently at night which causes disruption to sleep etc.</p> <p>Would it be possible to ask air traffic control and the pilots to avoid the residential areas on Runcorn hill, and fly round them, perhaps down the Mersey or at least make the flight path a little wider over the Runcorn bridge such that far fewer people are affected by the noise.</p>	easyJet	Arrivals on runway 27	Email sent explaining that Higher Runcorn is approximately 6km from the airport; therefore, aircraft approaching to land using a full instrument approach on runway 27 will overfly the vicinity as they align with runway 27 to land.

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Hale, Halton	1 June		I will be making a formal complaint regarding late landings into Liverpool airport; flights were coming in over hale village after midnight last night, 31/05/2017. Can you advise why flight activity has increased		Arrival on runway 09	Email sent that explained that Liverpool John Lennon Airport has been a 24 hour a day, 7 day a week operational airport on the current runway since 1966. There are more night time and early morning aircraft movements in the summer months than over the winter months. A table was provided that shows the scheduled times of the extra night time flights during the summer period between 00:00 and 06:00.
Bebington, Wirral	1 June		<p>I would like to register a complaint for the sudden and dramatic increase in aircraft noise over the Rock Ferry/Bebington border in the last 6 weeks.</p> <p>It seems to have come out of nowhere, and to imply a major change of flight paths to Speke? Sometimes my neighbours and I have noted from 6.30 am the sky completely crisscrossed with air traffic fuel tails.</p> <p>However the disturbance is all day long. With some planes extremely low.</p> <p>Before I attend the next Rock Ferry/Bebington resident's association meeting, could you send by return current flight path proposals for the Wirral?</p> <p>This will allow us to report to local councillors, and to draw conclusions as to the duration of the disturbance. I have been told that the increase is due number of complaints from East Cheshire. This cannot be true?</p>			<p>Email sent that explained that Liverpool John Lennon Airport has been a 24 hour a day, 7 day a week operational airport on the current runway since 1966. There are more night time and early morning aircraft movements in the summer months than over the winter months. A table was provided that shows the scheduled times of the extra night time flights during the summer period between 00:00 and 06:00.</p> <p>The air traffic fuel trails you described are known as condensation trails or contrails. These are formed at high altitude so any aircraft forming these will be en-route aircraft which are not likely to be operating from Liverpool Airport.</p> <p>The Airport can confirm there have been no changes to flight paths because of complaints from east Cheshire. The airport has not received any noise complaints from East Cheshire residents in 2017.</p>

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			This is a totally unfair way to deal with aircraft noise. Many people suffer in silence! People in certain areas are more vocal and confident in making complaints. Surely there must be a system for changing flight paths every so often, so no one area has to be suffering continuously?			
Hale, Halton	2 June		I stayed in Hale village last night. The noise from incoming flights was extremely disruptive and went on until 01:08 (the last time I heard a flight) and began again at 07:40. Are there no restrictions to the hours flights are permitted to come into / out of the airport? A total of 6.5 hours peace does not seem adequate or fair to local residents or visitors.		Arrival on runway 27	Email sent that explained that Liverpool John Lennon Airport has been a 24 hour a day, 7 day a week operational airport on the current runway since 1966. There are more night time and early morning aircraft movements in the summer months than over the winter months. A table was provided that shows the scheduled times of the extra night time flights during the summer period between 00:00 and 06:00.
Widnes, Halton	3 June	22:26		easyJet	Arrival on runway 27	Letter sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 27 from Belfast. As the aircraft passed over Widnes it was at a height of 1700 feet and traveling at 125 knots. The Aircraft was operated within normal parameters.
Crosby, Sefton	4 June		On Sunday the 4th of June a helicopter was flying very low over Crosby L23 multiple times. It wasn't the police helicopter. Must have flown over at least 10 times. Can you explain why this aircraft was making such manoeuvres? It was very loud and very annoying.	Castle Air Whizzard Helicopters		Email sent to explain that there were two helicopter operators providing pleasure flights in north Liverpool on the 4 June, one from private land near the Red Squirrel Pub and the second from Aintree Race Course. Castle Air: Red Squirrel Pub, Ince Blundell Whizzard Helicopters: Aintree Race Course Liverpool ATC will have communicated with the operators when they came into and out of the

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
						controlled airspace and given then an instruction not to go above a specific altitude to remain clear of LJLA commercial air traffic movement and continuing using visual flight rules (VFR). It is operator's responsibility to fly the aircraft in accordance with the Rules of the Air (RoA). If you believe the operator of either pleasure, flight has breach the RoA the regulator is the Civil Aviation Authority.
Bebington, Wirral	6 June		Hi, we've just come to live on the Wirral. When we moved in it was lovely and quiet, but now all day and evening there are many planes every hour. Will this be temporary. We live in Bebington.			Email sent that explained that Liverpool John Lennon Airport has been a 24 hour a day, 7 day a week operational airport on the current runway since 1966. There are more night time and early morning aircraft movements in the summer months than over the winter months. A table was provided that shows the scheduled times of the extra night time flights during the summer period between 00:00 and 06:00.
Widnes, Halton	11 June	22:30		easyJet	Arrival on runway 27	Letter sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 27 from Berlin. As the aircraft passed over Widnes it was at a height of 2100 feet and traveling at 199 knots. The Aircraft was operated within normal parameters.
Bebington, Wirral	17 June		Good morning, well it would be a glorious sunny morning in my garden, and except since 7am. NONE STOP PLANES LANDING AT SPEKE. I counted up to 30...and stopped counting. It is now nearly 10'am. They are still coming over. Either directly overhead or in the vicinity. A constant drone of planes. I wrote over three weeks ago, asking when the flight paths would change.			Email sent to explain that between 05:00 and 11:00am there are 3 commercial aircraft movements from LJLA that were in the vicinity of Rock Ferry/ Bebington, two Ryanair B737-800 and easyJet A320 going to Dublin, Cork and Belfast. A map was attached that shows the aircraft tracks below 20,000 feet between 05:00 and 11:00 hours on Saturday morning. I realise if it was 3 or 30 aircraft movements, these aircraft disturbed and the actual number does not matter. The three LJLA

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			<p>No reply. No even an acknowledgement of my concerns. I feel so depressed; there is no care for residents, and the stress this produces. Well known to increase blood pressure. I saw my Dr and was encouraged to keep writing to you, as you keep note apparently of complaints.</p> <p>Why are planes landing over a built up area?? We are near to the Mersey ...on the Wirral, Bebington border. Why do they not approach from the East over the countryside?? This is totally unbearable.</p>			<p>commercial movements were operated within the standards expected and were at an altitude of 3,400 and 3,800 feet as they crossed the eastern coast on the Wirral peninsula.</p>
<p>Runcorn, Halton</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 33</p>	<p>20 June</p>	<p>01:10</p>	<p>At precisely 1.10am this morning, followed by a similar event my husband and I were woken by planes flying above our house on Beechwood, Runcorn. Not only were they going over this area but I do believe they were attempting to land on the roof. You may think this is quite funny but, believe me when I say that it was not. We have lived in this house for 17 years now and I know, as a rule, the last plane to go over is approx. 10.20pm which is quite acceptable.</p> <p>We have had to endure, unbearable roadworks for over two years now 100 yards from our home. As you are aware the Mersey Gateway is still ongoing and this has affected not only this area substantially over this</p>	<p>easyJet</p>	<p>Arrive runway 27</p>	<p>Letter sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 27 from Lisbon. As the aircraft passed over Runcorn it was at a height of 1600 feet and traveling at 159 knots. The Aircraft was operated within normal parameters.</p> <p>LJLA like the majority of other UK airports is open 24/7. During the summer months there tends to be more aircraft movements at night, especially to the summer sun destination. LJLA has operated 24/7 since the opening of the current runway in 1966. Historically, LJLA has considerably more night-time aircraft movement with noisier aircraft but over the last ten years, the number of mail and cargo flights has reduced considerable.</p>

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			<p>time the best we could ask for is a decent night's sleep.</p> <p>I understand that the Mersey Gateway is not your concern but it is to the residents of both Runcorn and Widnes.</p> <p>Please advise why these planes are:-</p> <ol style="list-style-type: none"> 1. Why are they flying so early in the morning? 2. Why do they fly so low as to make the house shudder 3? Have you changed the flight path on some flights and why? 			
Hale, Halton	20 June	21:04	Stop cutting the corner and straying off the flight path to save cash /time.	RAF	Arrive runway 27	Letter sent which explained the aircraft was an RAF Tornado which carried out a missed approach to runway 27 from RAF Marham. The Aircraft was operated within normal parameters.
Hale, Halton	20 June	20:52	RAF plane over the housing estate way off the flight path. Get your act together Liverpool airport stick to the designated flight path.	RAF	Arrive runway 27	Letter sent which explained the aircraft was an RAF Airbus A400 Atlas which arrived on runway 27 from RAF Akrotiri. The Aircraft was operated within normal parameters.
Speke, Liverpool	21 June		I'm emailing you regarding the amount of noise and the amount of aircraft taking off and landing I'm sick to the back teeth with it as it was every 3 to 4 minutes yesterday we cannot have our windows open and have the TV on because of the noise your making from the aircraft no can we even have a conversation on the back garden without shouting. Your airport is now having more destinations meaning more noise and more aircraft I think it's time you started compensating residents also I			Email sent to explain that over the past two years Liverpool Airport has seen an increase in passenger numbers and aircraft movements after a decline from the peak in 2007. Liverpool John Lennon Airport has been a 24 hour a day, 7 day a week operational airport on the current runway since 1966. There are more night time and early morning aircraft movements in the summer months than over the winter months. The Air Quality in the vicinity of the airport is generally good. The levels of nitrogen dioxide (NO2) (as a key air pollutant) are monitored by the Airport in partnership with Liverpool City Council around the perimeter of the airport. A chart showed that the

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			would like a report into what the engines are polluting into the air that I'm breathing in .As in this area cancer ratings are on a high increase with thanks			measured annual NO ₂ concentration at these points around the airport boundary compared to annual National Air Quality Objectives (NAQO) for NO ₂ . The NAQO is set by the Government for a given time period that is considered to be acceptable in the light of what is known about the effects of each pollutant. The nearest monitoring point to your location is the Hale Road / Eastern Avenue monitoring point.
Heswall, Wirral	21 June		We are increasingly being disturbed by low flying aircraft especially in the mornings and late afternoons. Why can they not fly down the Dee and the turn rather than fly along the South Wirral zone? I wish to add our complaint to the many others and request that the flight path is altered to the Dee Estuary.		Arrival on runway 09	Email sent that explained 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 land into the wind.
Speke, Liverpool	25 June		Via MP. Noise has become worse since bushes along the fence line where cut down.			Letter sent to MP to explain that LJA like the majority of other UK airports is open 24/7. During the summer months there tends to be more aircraft movements at night, especially to the summer sun destination. LJA has operated 24/7 since the opening of the current runway in 1966. Historically, LJA has considerably more night-time aircraft movement with noisier aircraft but over the last ten years, the number of mail and cargo flights has reduced considerable. The vegetation on the bund was cut as part of routine maintenance to give a better aesthetic look. The Airport does not believe these works will have influenced the propagation of aircraft noise

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						to a significant level.
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Complaints without detail: No complaints without detail received.