

**Liverpool John Lennon Airport Consultative Committee**

**Noise Monitoring Sub-Committee**

**Date :** Friday, 20 January 2017  
**Venue :** Cavern Suite\*, Liverpool John Lennon Airport, L24 1YD  
**Time :** 10.30 am

**Agenda**

**1 Apologies**

**2 Changes in membership**

Simon Osborne, National Trust, asked to be taken off this meeting as he had taken on extra duties and had to reduce his time commitments. He would still be on the Consultative Committee.

**3 Minutes of last meeting**

To approve the Minutes of the Sub-Committee held on 28 October 2016.

(Pages 3 - 16)

**4 Noise complaints log**

To consider the noise complaints log for the period 1 October 2016 to 31 December 2016, attached.

(Pages 17 - 30)

**5 Any other business**

**6 Date of next meeting**

The next meeting of the Noise Monitoring Sub-Committee will be set at the Consultative Committee on 17 February 2017 but is provisionally set for 21 April 2017 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

**For further information, please contact:**

Mike A Jones, Assistant Secretary, Tel 01244 975996  
Email: [MikeA.Jones@cheshirewestandchester.gov.uk](mailto:MikeA.Jones@cheshirewestandchester.gov.uk)

Date of Publication: 13 January 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 OCTOBER 2016  
(10.30 am - 11.15 am)**

PRESENT: Marshall Morris, Chairman  
Alan Ascott, ARCH Under the Bridge  
Larry Dack, Speke Estate  
Norman Elias, Passenger Representative  
Bob Swann, Chairman of Consultative Committee  
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. Liverpool Airport  
Colin Barnes, Environmental Advisor, Liverpool Airport  
Secretariat  
Mike A Jones, Assistant Secretary

**16 APOLOGIES**

Apologies had been received from:  
Martin Doyle, Environmental Health, Cheshire West and Chester Council  
Paul Farrell, Environmental Health, Liverpool City Council  
Peter Hargreaves, Environmental Health, Cheshire West and Chester Council  
Councillor Evelyn Hudson, Hale Parish Council  
Councillor Tricia O'Brien, Cressington Ward, Liverpool City Council  
Simon Osborne, National Trust  
Ian Rushforth, Environmental Health, Liverpool City Council  
Councillor Catherine Williams, Hale Parish Council

**17 CHANGES IN MEMBERSHIP**

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

**18 MINUTES OF LAST MEETING**

**DECIDED: That**

the minutes of the meeting of the Noise Monitoring Sub-Committee held on 15 July 2016 be agreed as a correct record.

**19 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 2016 to 30 September 2016, but included some online complaints from 28 December 2015 to 22 August 2016 which had not been noted previously but had now been responded to. 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 31 complaints had been received, with the highest proportion (13, or 42%) linked to arrivals on runway 09. There were also the 21

online complaints, with the highest amount (6) in July. The system for notification of online complaints had not forwarded the complaints from 'back of house' on the website to the Environment team as expected during the period but had since been corrected, so there would be no repetition of the same issue.

Members discussed the contents of the Noise Log and noted that one airline had been using older aircraft and several complaints related to those. The aircraft had been updated since.

Andrew Dutton raised an issue which may result in more complaints in the near future, which was the local effect of a national programme to upgrade navigation beacons, rationalising the national network from 46 beacons to 19. The Wallasey Beacon (near Meols) was being upgraded and retained. Whilst that Beacon was unavailable for maintenance, non-standard departure was being undertaken which may change the number of complaints, as the routes would take aircraft over areas in a different direction and altitude.

**DECIDED: That**

the Noise Complaints Log for 1 July 2016 to 30 September 2016, and online complaints between 28 December 2015 to 22 August 2016 not previously notified, be noted.

**20 FUTURE AIRSPACE STRATEGY**

Andrew Dutton updated the Sub-Committee on the Future Airspace Strategy. The existing Airspace infrastructure had been designed in the 1950s and 1960s based on RADAR and radio beacons but since then there had been major changes in volume of flights and technology available. The existing infrastructure would struggle to support the expected increase in air traffic, which was expected to reach near capacity in airspace as a whole by 2030, with 30 minute delays on at least a quarter of flights. The air traffic service NATS had plans to update airspace above 7,000 feet and aimed to consult in 2017 and have a new infrastructure in place by 2022.

Below 7,000 feet was the responsibility of airports. At Liverpool departures tended to climb to 3,000 feet then level off for a period to avoid other traffic passing across the area. It would be possible, using satellite navigation, to climb at a steady rate and on a straighter path, reducing CO<sub>2</sub> emissions and airborne noise impact on more communities. The potential negative impact was that some areas beneath flight paths would receive more aircraft overhead as the tracks became more accurate but the aircraft would be higher for longer increasing the distance from noise source to receptor.

Andrew was willing to talk with any groups which representatives could identify before the process associated with CAP725 (the CAA Guidance on the Application of the Airspace Change Process) started or during it. Local implementation was envisaged for 2019.

**21 ANY OTHER BUSINESS**

There was no business under this item.

**22 DATE OF NEXT MEETING**

The next meeting of the Noise Monitoring Sub-Committee is scheduled for Friday 20 January 2016 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

Chairman .....

Date .....

This page is intentionally left blank

# Noise Monitoring Sub Committee

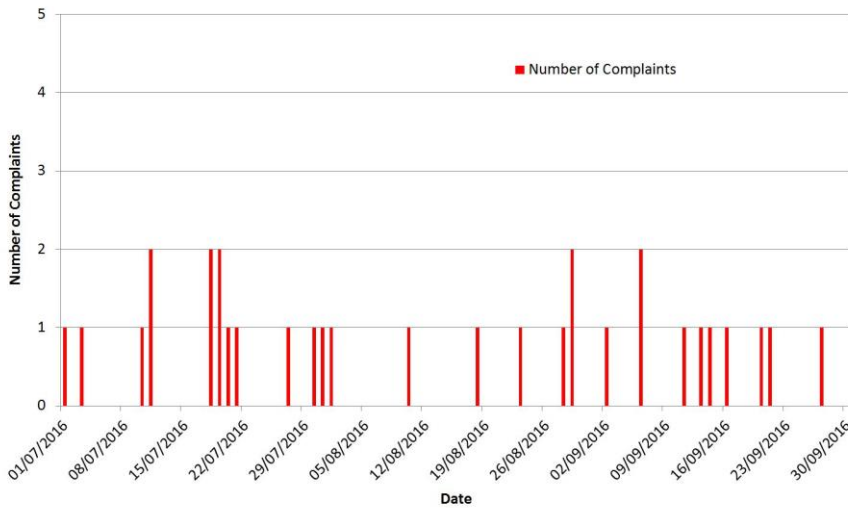
28<sup>th</sup> October 2016



**FASTER. EASIER. FRIENDLIER.**

Liverpool John Lennon Airport 

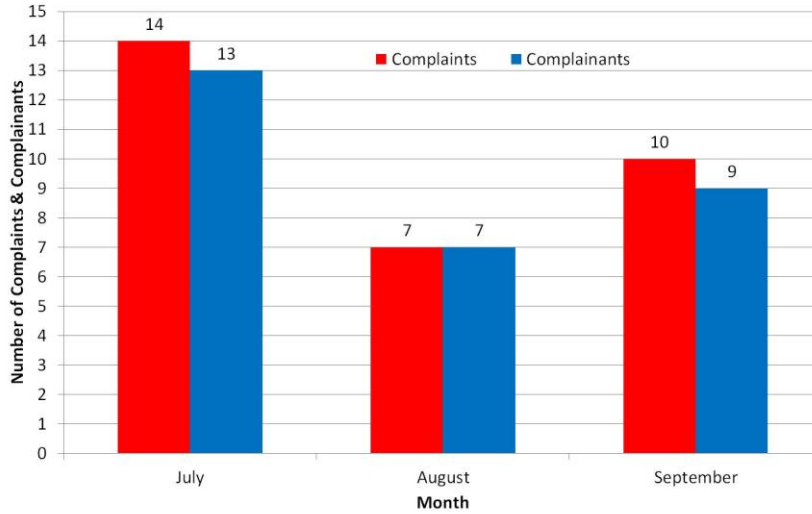
Liverpool John Lennon Airport Noise Complaints By Day 1<sup>st</sup> July to 30<sup>th</sup> September 2016



**FASTER. EASIER. FRIENDLIER.**

Liverpool John Lennon Airport 

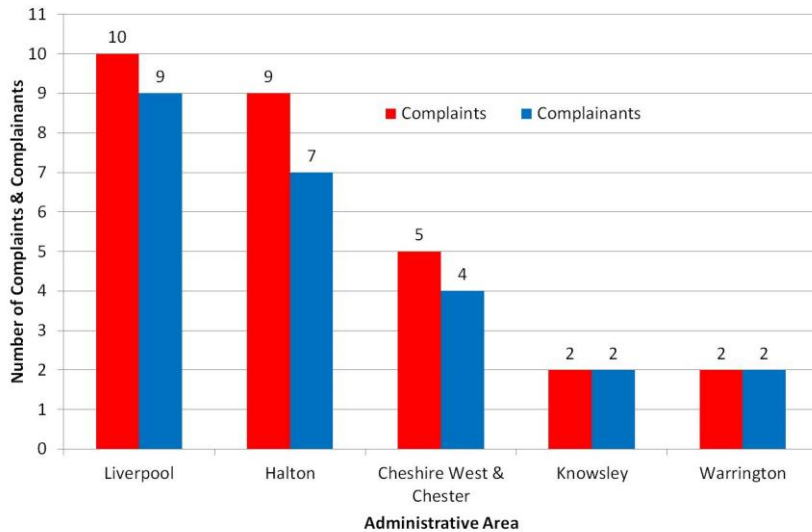
**Liverpool John Lennon Airport Complaints and Complainants for 1<sup>st</sup> July to 30<sup>th</sup> September 2016**



**FASTER. EASIER. FRIENDLIER.**



**Liverpool John Lennon Airport Complaints and Complainants with Administrative Area for 1<sup>st</sup> July to 30<sup>th</sup> September 2016**

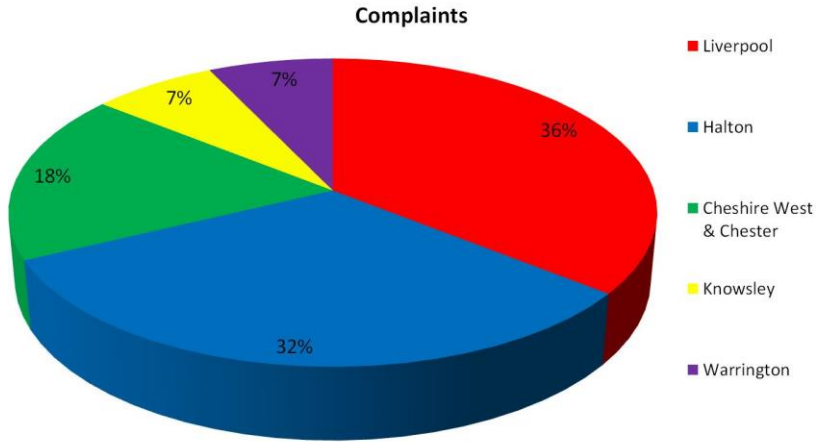


**FASTER. EASIER. FRIENDLIER.**





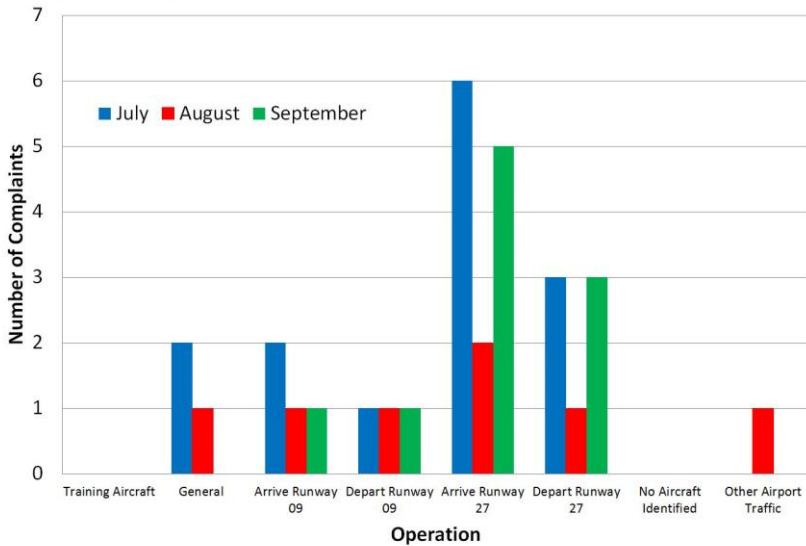
**Liverpool John Lennon Airport Percentage of Complaints for Administrative Area 1<sup>st</sup> July to 30<sup>th</sup> September 2016**



**FASTER. EASIER. FRIENDLIER.**



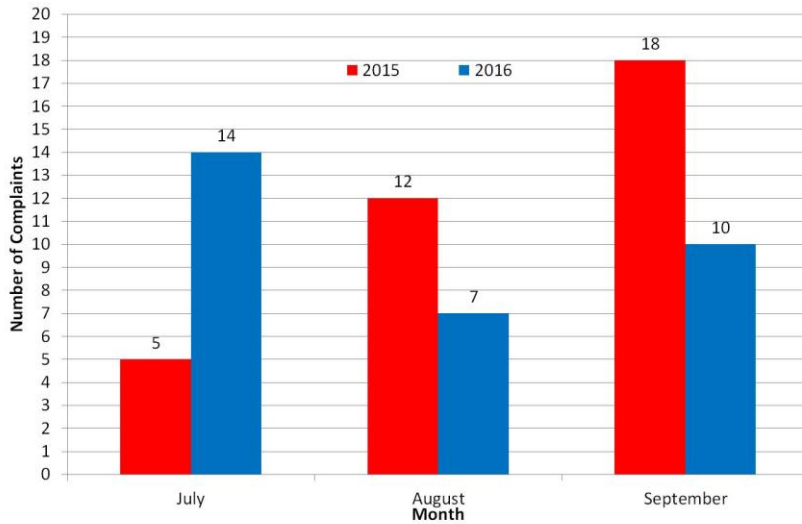
**Liverpool John Lennon Airport Operations that caused Noise Complaints for 1<sup>st</sup> July to 30<sup>th</sup> September 2016**



**FASTER. EASIER. FRIENDLIER.**



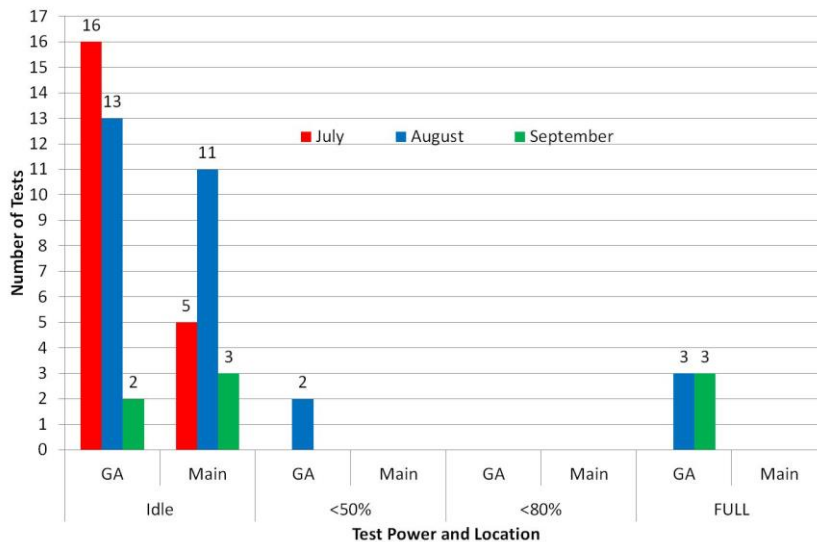
**Liverpool John Lennon Airport Complaints Comparison for 1<sup>st</sup> July to 30<sup>th</sup> September 2015 & 2016**



**FASTER. EASIER. FRIENDLIER.**



**Liverpool John Lennon Airport Engine Test Runs 1<sup>st</sup> July to 30<sup>th</sup> September 2016**



**FASTER. EASIER. FRIENDLIER.**



## Missed Complaints

- Dates: Between 28<sup>th</sup> December 2015 and 18<sup>th</sup> August 2015

- Numbers: 21 complaints missed

Months	Dec	Feb	Apr	May	Jun	Jul	Aug
	1	2	1	3	1	6	3

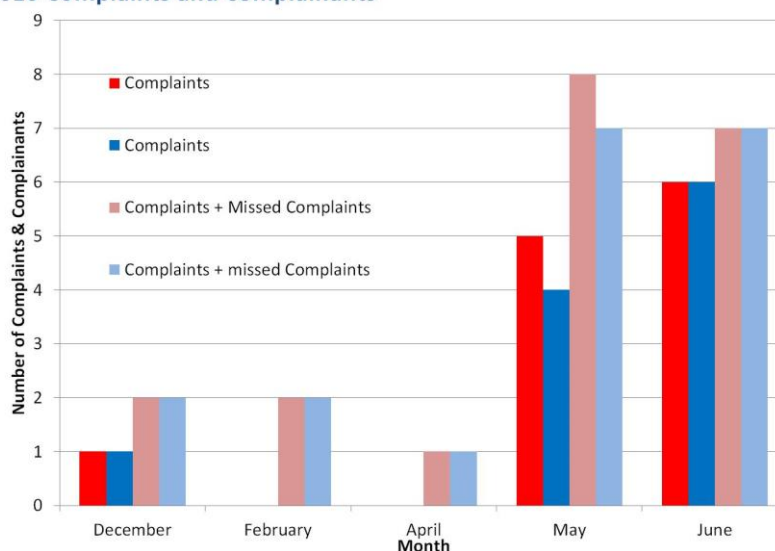
- Cause: Website not sending completed forms to [environment@liverpoolairport.com](mailto:environment@liverpoolairport.com) email address

9

FASTER. EASIER. FRIENDLIER.

Liverpool John Lennon Airport

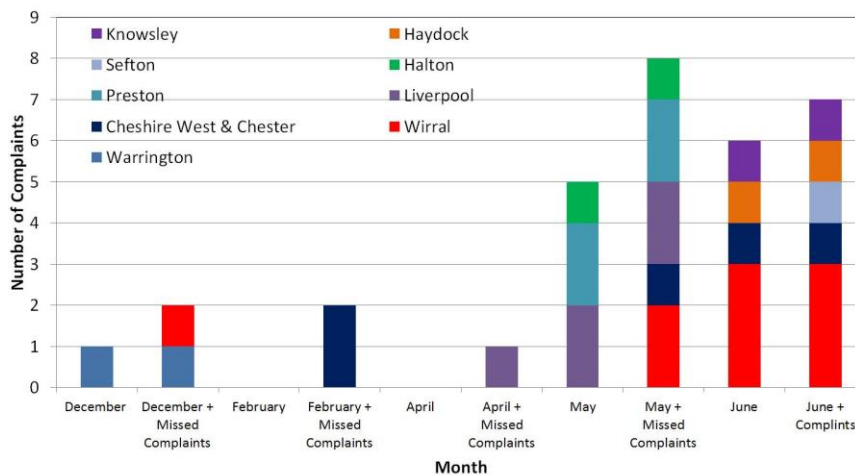
Liverpool John Lennon Airport Missed Complaints December 2015 to June 2016 Complaints and Complainants



FASTER. EASIER. FRIENDLIER.

Liverpool John Lennon Airport

**Liverpool John Lennon Airport Missed Complaints December 2015 to June 2016  
Complaints by Administration Area**



**FASTER. EASIER. FRIENDLIER.**



**NATS VHF Omni Range (VOR)  
Replacement Programme**

**FASTER. EASIER. FRIENDLIER.**



## 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.

13

**FASTER. EASIER. FRIENDLIER.**

LiverpoolJohn  
LennonAirport 

## WAL VOR

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



14

**FASTER. EASIER. FRIENDLIER.**

LiverpoolJohn  
LennonAirport 



## 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.

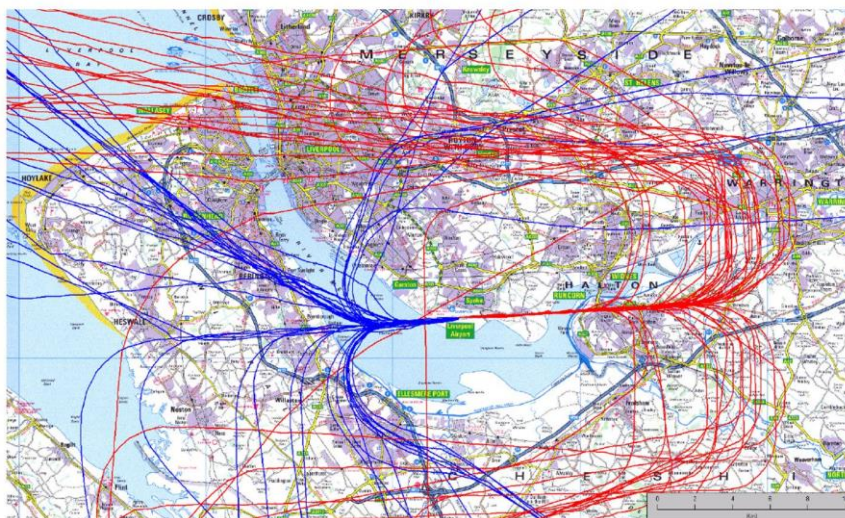
15

**FASTER. EASIER. FRIENDLIER.**

LiverpoolJohn  
LennonAirport



## Tracks (19<sup>th</sup> September 2016)



16

**FASTER. EASIER. FRIENDLIER.**

LiverpoolJohn  
LennonAirport



## Airspace Change

17

**FASTER. EASIER. FRIENDLIER.**



## Airspace Change



Future Airspace Strategy - Creating Airspace Fit for the 21st Century-HD.mp4

18

**FASTER. EASIER. FRIENDLIER.**



# Airspace Change



Future Airspace Strategy - The Need to Modernise UK Airspace-SD.mp4

19

**FASTER. EASIER. FRIENDLIER.**





**NOISE COMPLAINTS LOG**  
**LIVERPOOL AIRPORT NOISE MONITORING SUB-COMMITTEE:**  
**Noise Complaint Log – October to December 2016**

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Bromborough, Wirral	1 October		Aircraft noise overhead is unbearable.		Arrivals on runway 09	Email sent explaining there has been no change to operating procedures or practises as aircraft approach or depart LJA that would result in an increased number of commercial aircraft over Bromborough. The number of aircraft does vary from summer to winter, as there is more demand for air travel in the summer period.
Spital, Wirral	11 October	20:34	Over the last few weeks there appear to have been several deviations from the normal flight paths to Liverpool airport over the Wirral.	Wizz Air	Arrival on runway 09	Email sent which explained the aircraft was a Wizz Air Airbus A320 which arrived on runway 09 from Katowice. As the aircraft passed over Spital it was at a height of 1600 feet and traveling at 124 knots. The Aircraft carried out a visual approach for operational reasons.
Heswall, Wirral			<p>The night time, post 7pm flight traffic flying directly over my house in Heswall on the Wirral is becoming a genuine concern.</p> <p>Not only do we have to contend with sometimes 4-6 flights simultaneously after the hours of 10pm we at now getting them as late as 2am and as early as 5am.</p> <p>With a 1 year old and a 3 year old this is becoming an impossible situation.</p> <p>I've lived here for 12 years and it never used to be anything like this so something has changed in the last 18 months or so.</p> <p>Presumably you have to seek some sort of approval for adding flight paths, runways etc. before permission is granted?</p>		Arrivals on runway 09	Email sent which explained that prior to the 21st July there had been no change in procedures or processes in the airports operations that would result in more aircraft, lower or louder aircraft in the area, after the 21st July a new procedure was adopted which is expected to be used by less than 1% of all aircraft movements initially. There are day to day variations in the orientation of the runway, weather patterns, interaction with other airports which explain why on some days your community will see more aircraft movement overhead than on other days.

page 17

Item No. 4

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			Can you tell me when and where the residents of Heswall, Wirral consulted when you decided to add this flight path? Can you also let me know who is the governing body that I can speak to regarding these complaints and what can be done about this as I would like to look at all possibilities up to and including a judicial review of how this flight path has been added for these hours of the day.			
Neston, Cheshire West & Chester	14 October		I have noticed a considerable increase in traffic.		Arrivals on runway 09	Telephone call in which the way in which aircraft approach to land over Neston and there had been no significant change in procedures.
Blacon, Cheshire West & Chester Page 18	16 October	22:12	EZY86CF from Madrid at 4000 ft.	easyJet	Arrival on runway 27	Email sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 27 from Madrid. As the aircraft passed over Blacon it was at a height of 4700 feet and traveling at 284 knots. The Aircraft was operated within normal parameters.
Blacon, Cheshire West & Chester	18 October	23:17 23:50	EZY69AE from Barcelona & FR4032 from Faro.	EasyJet & Ryanair	Arrivals on runway 27	Email sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 27 from Barcelona. As the aircraft passed over Blacon it was at a height of 4000 feet and traveling at 259knots. The Aircraft was operated within normal parameters. Second aircraft was an Ryanair Boeing 737-800 which arrived on runway 27 from Faro. As the aircraft passed over Blacon it was at a height of 4100 feet and traveling at 259knots. The Aircraft was operated within normal parameters.
Cressington Heath, Liverpool	19 October		I live in the Cressington heath estate and have noticed in the past week the flight paths seem to have changed and the planes now seem to be flying		Wallasey DVOR Refurbishment	*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

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
page 19			<p>directly over my house.  I've lived here for 6 years and have never really been bothered by the plane noise before and now suddenly I can hear every flight overhead.  Can you confirm if the flight path has changed and is it permanent?</p>			<p>airport and the Standard Instrument Departure (SID) routes for runway 27 (orientation of the runway for westerly winds).  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.  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 for a period of approximately 3 to 4 months. This means that the Standard Instrument Departure (SID) routes at LJLA 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 4 months starting the 11 October when the maintenance starts.  Once the Wallasey beacon is returned to service</p>

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
						the intention is to revert to SIDs used before 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.
Garston, Liverpool	20 October		It seems that those usual flight paths have changed - normally flights seem to head out over the Mersey for longer before banking back inland over Otterspool park or around that area. Why are planes suddenly banking back inland much sooner, before they have gained enough height so as to not be as noisy?		Wallasey DVOR Refurbishment	*
Cressington, Cheshire West & Chester	21 October		I have noticed an increase in aircraft noise and more planes flying over our house in the past few months The planes wake me every morning and keep me awake at night. Please advise what changes you have made and what can be done about the disturbance.			Email sent which explained that prior to the 21st July there had been no change in procedures or processes in the airports operations that would result in more aircraft, lower or louder aircraft in the area, after the 21st July a new procedure was adopted which is expected to be used by less than 1% of all aircraft movements initially. There are day to day variations in the orientation of the runway, weather patterns, interaction with other airports which explain why on some days your community will see more aircraft movement overhead than on other days.
Cressington Heath, Liverpool	21 October		Hi as a frequent user of your airport which I love btw, just a question regarding flight paths? Having lived in Cressington Heath for at least the last 6 years, I've never had an issue with noise as it comes with the territory of living so close to the airport, but		Wallasey DVOR Refurbishment	*

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			recently the flight path seems to come right over the estate now and very low? It's never been like this before! And is kind of very alarming at times for pets and children. Planes have normally flown of to the east or west and when they land from kind of the same direction, is there an explanation for why they seem to have changed tact?			
Ashton in Makerfield, Wigan  page 21	25 October		Concerned by the amount of low flying aircraft from Manchester and Liverpool Airports. How are the airports given permission to use new flight paths over populated areas.		Via MP	Letter sent to explain that Aircraft arriving and departing from LJA will fly in the vicinity of Ashton-in-Makerfield as well as those using other local airfields or transiting the area. The altitude of aircraft using LJA will vary depending if they are arriving or departing. The departing aircraft will tend to be higher because they climb quicker than the arriving aircraft will descent. Therefore, the arriving aircraft using LJA are likely to be at a lower altitude in the vicinity of Ashton-in-Makerfield compared to the departing aircraft. There will also be a variation in the altitude of arriving aircraft depending on the operations of other aircraft in the vicinity and to track miles to touch down. There has been no permanent operational change that would seek to lower the altitude of aircraft over Ashton-in-Makerfield. It is in the airlines interest to keep the aircraft as high as practical as they are more fuel efficient at higher altitudes.
Blacon, Cheshire West & Chester	27 October	06:45	EZY45MY to Lanazrote.	easyJet	Departure from runway 27	Email sent which explained the aircraft was an easyJet Airbus A319 which departed from runway 27 to Lanzarote. As the aircraft passed over Blacon it was at a height of 4200 feet and traveling at 316 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.
Garston, Liverpool	27 October		<p>I reported a number of planes flying low directly above my house, pointed out that that seems to be a new thing, and wanted to know why the flight paths of departing aircrafts have changed. As you can see, they don't normally fly directly over my house. Can you please explain why the normal departure paths have changed?</p> <p>It doesn't seem right that planes should be turning back in over built up residential areas so soon after take-off, particularly as they take off over a large expanse of uninhabited water - instead they should gain as much height as possible over the river before turning back over Liverpool.</p>		Wallasey DVOR Refurbishment	*
Speke, Liverpool	29 October		<p>I live in the area of Speke and was wondering if there is any format of grants to replace your windows to eliminate the noise from the aircraft on a daily basis.</p>		SIGS	<p>Email sent to explain that the airport does have a Sound Insulation Grant Scheme (SIGS) based on noise exposure criteria.</p> <p>The SIGS give an 80% contribution for acoustic insulation and ventilation for residential properties that fall with a day-time noise exposure contour of 63 dB(A), LAeq(t=16hrs) 63 dB(A) and night-time contour of 59 dB(A) up to a maximum contribution of £3,000. The noise contour are shaped like a cigar long and thin to reflex the movement of the noise source. The eligibility noise contours were modelled earlier this year (2016), there are currently no properties within Speke that are eligible for a contribution towards acoustic insulation under the SIGS. If you are considering in acoustic insulating your home, I would be happy</p>

page 22

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
						to give you informal advice about the key feature to be looking for.
Frodsham, Cheshire West & Chester	27 October		Over the last several months a big increase in aircraft over the area.		Arrivals on runway 27	Email sent which explained that prior to the 21st July there had been no change in procedures or processes in the airports operations that would result in more aircraft, lower or louder aircraft in the area, after the 21st July a new procedure was adopted which is expected to be used by less than 1% of all aircraft movements initially. There are day to day variations in the orientation of the runway, weather patterns, interaction with other airports which explain why on some days your community will see more aircraft movement overhead than on other days.
Allerton, Liverpool page 23	30 October		Over the past couple of weeks we have noticed a significant increase in the number of planes overhead and the volume of the engines, which are now clearly audible inside the house (through double glazed windows) and are really quite loud outside. Is there a reason for the sudden increase in frequency and volume? Have flight paths changed?		Wallasey DVOR Refurbishment	*
Garston, Liverpool	31 October		I am alarmed at the fact that some of your flight paths appear to have changed and the planes now go directly over my house. The noise is quite unbearable and is detrimental to my environment. Why wasn't I consulted about this change?		Wallasey DVOR Refurbishment	*
Cressington Heath, Liverpool	31 October		We have noticed that the flight path has recently changed and the flights are now taking off and coming		Wallasey DVOR Refurbishment	*

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			<p>directly over the estate. The noise generated is extremely loud and intrusive.</p> <p>Please can you confirm whether this is a temporary change or whether it is proposed as a long term change. Can you also confirm what the airport will do to alleviate the noise currently caused?</p>			
Cressington Heath, Liverpool	31 October		Have lived in Cressington Heath for eight years and never been bothered by noise. Suddenly we have low planes flying over our house. What's changed?		Wallasey DVOR Refurbishment	*
Garston, Liverpool	4 November		Recently flight path has changed now all planes fly and bank right over our house. In the past they have taken off over river without too much noise but now the noise level has increased at least 4 fold. Do I need to start a petition with neighbours who are also affected to revert back to old flight path?		Wallasey DVOR Refurbishment	*
Garston, Liverpool	4 November		Change of flight path. Just recently the flight path has changed for planes taking off from Speke to Garston. Planes now fly over our house and bank. This has increased the noise of the planes by 4 fold. In the past they would take off over the water.		Wallasey DVOR Refurbishment	*
Garston, Liverpool	9 November		I live just around the corner from Garston park off long lane there have been a number of very noisy low flying planes lately I was wondering how come they have started flying so		Wallasey DVOR Refurbishment	*



Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			low around our area this isn't usual for our area.			
Blacon, Cheshire West & Chester	10 November	21:58	EZY750 from Geneva.	easyJet	Arrival on runway 27	Email sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 27 from Geneva. As the aircraft passed over Blacon it was at a height of 3300 feet and traveling at 182 knots. The Aircraft was operated within normal parameters.
Blacon, Cheshire West & Chester	11 November	15:20	FR9862 to Malaga under 3000 ft.	Ryanair	Departure from runway 27	Email sent which explained the aircraft was a Ryanair Boeing 737-800 which departed from runway 27 to Malaga. As the aircraft passed over Blacon it was at a height of 4100 feet and traveling at 233 knots. The Aircraft was operated within normal parameters.
Blacon, Cheshire West & Chester	12 November	14:22	FR9919 from Bergerac.	Ryanair		Email sent which explained the aircraft was a Ryanair Boeing 737-800 which arrived on runway 27 from Bergerac. As the aircraft passed over Blacon it was at a height of 4300 feet and traveling at 267 knots. The Aircraft was operated within normal parameters.
Garston, Liverpool	13 November		Have you changed the flight path of aircraft taking off from JLA? I have a large number of loud large planes now travelling directly above my house? This did not used to be the case.		Wallasey DVOR Refurbishment	*
Aigburth, Liverpool	13 November		For weeks now the noise from planes over our house is almost unbearable. I want to know why over my house the noise is getting worse and wakes us up constantly. I have just thought a plane was going to crash into our home it was so loud. What is going on at the airport?? Why		Wallasey DVOR Refurbishment	*

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			the increased traffic noise? Can't you direct planes over the water??			
Blacon, Cheshire West & Chester	14 November	22:35	EZY83 from Malaga.	easyJet	Arrival on runway 27	Email sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 27 from Malaga. As the aircraft passed over Blacon it was at a height of 4000 feet and traveling at 285 knots. The Aircraft was operated within normal parameters.
Blacon, Cheshire West & Chester	17 November	06:53	FR9886 to Alicante.	Ryanair	Departure from runway 27	Email sent which explained the aircraft was a Ryanair Boeing 737-800 which departed from runway 27 to Alicante. As the aircraft passed over Blacon it was at a height of 7600 feet and traveling at 270 knots. The Aircraft was operated within normal parameters.
Blacon, Cheshire West & Chester Page 26	19 November	12:25	EZY19 from Barcelona.	easyJet	Arrival on runway 27	Email sent which explained the aircraft was an easyJet Airbus A319 which arrived on runway 27 from Barcelona. As the aircraft passed over Blacon it was at a height of 4000 feet and traveling at 266 knots. The Aircraft was operated within normal parameters.
Blacon, Cheshire West & Chester	22 November	06:50	FR9886 to Alicante.	Ryanair	Departure from runway 27	Email sent which explained the aircraft was a Ryanair Boeing 737-800 which departed from runway 27 to Alicante. As the aircraft passed over Blacon it was at a height of 5900 feet and traveling at 325 knots. The Aircraft was operated within normal parameters.
Blacon, Cheshire West & Chester	22 November	22:08	FR4347 from Tenerife.	Ryanair	Arrival on runway 27	Email sent which explained the aircraft was a Ryanair Boeing 737-800 which arrived on runway 27 from Tenerife. As the aircraft passed over Blacon it was at a height of 4300 feet and traveling at 238 knots. The Aircraft was operated within normal parameters.
Blacon, Cheshire West & Chester	29 November	06:54	FR3028 to Marrakesh.	Ryanair	Departure from runway 27	Email sent which explained the aircraft was a Ryanair Boeing 737-800 which departed from

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
						runway 27 to Marrakesh. As the aircraft passed over Blacon it was at a height of 5200 feet and traveling at 292 knots. The Aircraft was operated within normal parameters.
Blacon, Cheshire West & Chester	29 November	13:22	FR4346 to Alicante.	Ryanair	Departure from runway 27	Email sent which explained the aircraft was a Ryanair Boeing 737-800 which departed from runway 27 to Alicante. As the aircraft passed over Blacon it was at a height of 5100 feet and traveling at 316 knots. The Aircraft was operated within normal parameters.
Blacon, Cheshire West & Chester	9 December	07:04	EZY25 to Nice.	easyJet	Departure from runway 27	Email sent which explained the aircraft was an easyJet Airbus A319 which departed from runway 27 to Nice. As the aircraft passed over Blacon it was at a height of 4700 feet and traveling at 275 knots. The Aircraft was operated within normal parameters.
Blacon, Cheshire West & Chester	10 December	13:22	FR9886 to Alicante.	Ryanair	Departure from runway 27	Email sent which explained the aircraft was a Ryanair Boeing 737-800 which departed from runway 27 to Alicante. As the aircraft passed over Blacon it was at a height of 4100 feet and traveling at 278 knots. The Aircraft was operated within normal parameters.
Cressington, Liverpool	10 December		Have you changed your flight paths recently and if so, why?		Wallasey DVOR Refurbishment	*
Blacon, Cheshire West & Chester	12 December	06:47	FR3028 to Marrakesh.	Ryanair	Departure from runway 27	Email sent which explained the aircraft was a Ryanair Boeing 737-800 which departed from runway 27 to Marrakesh. As the aircraft passed over Blacon it was at a height of 6700 feet and traveling at 261 knots. The Aircraft was operated within normal parameters.
Cressington Grange, Liverpool	19 December		We have noticed an increase in aircraft noise over the last few months at our home on the Cressington Grange Estate, next to Garston Docks.		Wallasey DVOR Refurbishment	#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

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
page 28			<p>The noise wasn't an issue before so we're not sure what may have changed but it could be that the aircraft are now flying more directly over our estate whereas before they may have followed the River Mersey until they were higher and quieter. Have there been any route changes recently?</p> <p>If there has been a change, what were the reasons behind it and is it permanent?</p>			<p>Instrument Departure (SID) routes for runway 27 (orientation of the runway for westerly winds). 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 Standard Instrument Departure (SID) routes at LJLA 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 6th March 2017, the work started on the 11 October 2016.</p> <p>Once the Wallasey beacon is returned to service the intention is to revert to SIDs used before the</p>

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
						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.
Aigburth, Liverpool	21 December		There seems to be increased flights over this area. I have never noticed this previously, as being annoying. What changes has there been to account for this?		Wallasey DVOR Refurbishment	#
Aigburth, Liverpool	30 December		Planes are now passing low overhead on take-off & must have woken most households as it was very loud. Can't the planes gain height going down river & then turn east over the city centre with fewer households?		Wallasey DVOR Refurbishment	#

Complaints without detail: No complaints without detail received.

This page is intentionally left blank