

Liverpool John Lennon Airport Consultative Committee

Noise Monitoring Sub-Committee

Date : Friday, 15 July 2016
Venue : Cavern Suite*, Liverpool John Lennon Airport, L24 1YD
Time : 10.30 am

Agenda

1 Apologies

2 Changes in membership

3 Minutes of last meeting

To approve the Minutes of the Sub-Committee held on 15 April 2016.

(Pages 3 - 12)

4 Noise complaints log

To consider the noise complaints log for the period 1 April 2016 to 30 June 2016, attached.

(Pages 13 - 18)

5 Update on the GNSS Approach procedure implementation

Verbal update and presentation by Colin Barnes.

6 Any other business

7 Date of next meeting

The next meeting of the Noise Monitoring Sub-Committee is scheduled for 28 October 2016 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

For further information, please contact:

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*** The Cavern Suite is on the first floor of the terminal building, beyond the statue of John Lennon.**

Please park in the Multi-story Short Stay Car Park opposite to the Terminal Building.

NOISE MONITORING SUB-COMMITTEE

**15 APRIL 2016
(10.30 am - 11.10 am)**

PRESENT: Marshall Morris, Chairman
Alan Ascott, ARCH Under the Bridge
Larry Dack, Speke Estate
Norman Elias, Passenger Representative
Ian Gaskell, Environmental Health, Knowsley Metropolitan Borough Council
Wendy Salisbury, Environmental Health, Halton Borough Council
Angus Tilston MBE, Wirral Transport Users Association
Councillor Jeremy Wolfson, Liverpool City Council
Liverpool John Lennon Airport
Andrew Dutton, Head of Environment
Colin Barnes, Environmental Advisor
Secretariat
Mike A Jones, Assistant Secretary

29 ELECTION OF CHAIRMAN

At the annual meeting of the Liverpool John Lennon Airport Consultative Committee on 12 February 2016, 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 Norman Elias and seconded by Ian Gaskell.

There were no other nominations.

DECIDED: That

Marshall Morris be elected Chairman of the Noise Monitoring Sub-Committee for 2016/2017.

MARSHALL MORRIS IN THE CHAIR

30 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 2016/2017.

31 APOLOGIES

Apologies had been received from:

Toby Zorn	Environmental Health, Wirral Borough Council
Norman Joughin	Environmental Health, Wirral Borough Council
Peter Hargreaves	Environmental Health, Cheshire West and Chester Council
Martin Doyle	Environmental Health, Cheshire West and Chester Council
Cllr Mary Aspinall	Cressington Ward, Liverpool City Council
Ian Rushforth	Environmental Health, Liverpool City Council
Cllr Evelyn Hudson	Hale Parish Council
Simon Osborne	National Trust

32 CHANGES IN MEMBERSHIP

The Assistant Secretary gave details of the resignation of Mark Warren as easyJet representative, and passed on a notification that Councillor Mary Aspinall, Cressington Ward at Liverpool City Council, was standing down in May 2016.

DECIDED: That

the resignation of Mark Warren as easyJet representative, and that the role is unlikely to be filled, be noted.

33 MINUTES OF LAST MEETING

DECIDED: That

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

34 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 2016 to 31 March 2016. Colin Barnes gave a presentation to members on the Noise Log which included analysis of the number of noise complaints received by date, number of complainants, administrative area and the total number of complaints compared to the previous year. He also detailed the number of test runs. The presentation is attached to these minutes.

During the period a total of 7 complaints from 5 complainants had been received, with the highest proportion (3, or 43%) from Liverpool. It was noted that no more than 2 complaints had been received on any one day. The low numbers was pleasing as there had been weekly growth in passenger numbers at the Airport since January, with a wider variety of carriers than previously.

Andrew Dutton stressed that the number of noise complaints is not the determining factor for potential noise mitigation and it was important to inform the Committee of this during a period of low numbers of complaints as well as high.

DECIDED: That

the Noise Complaints Log for 1 January 2016 to 31 March 2016 be noted.

35 ANY OTHER BUSINESS

Andrew Dutton asked members of the Committee to suggest a location for the mobile air monitor, initially in association with Global Navigation Satellite System review and later in the summer for gathering background information.

36 DATE OF NEXT MEETING

The next meeting of the Noise Monitoring Sub-Committee is scheduled for Friday 15 July at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

Chairman

Date

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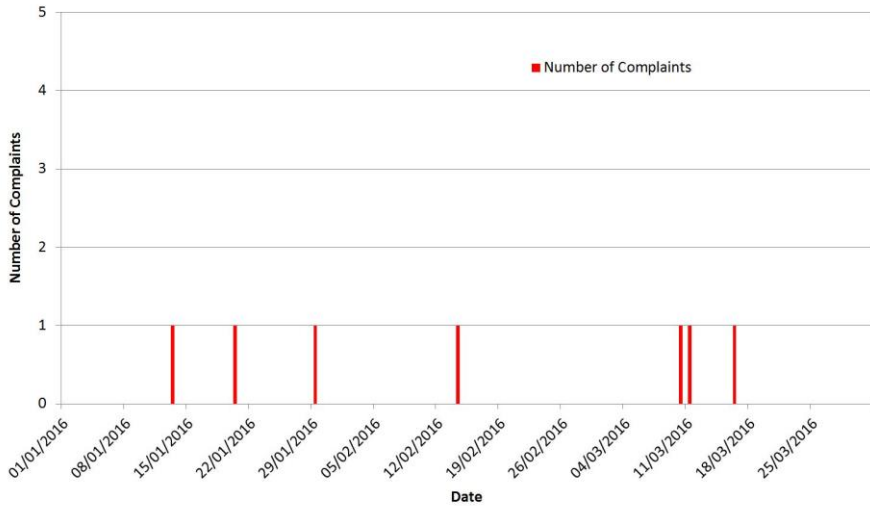
Noise Monitoring Sub Committee

15th April 2016

FASTER. EASIER. FRIENDLIER.

Liverpool John Lennon Airport

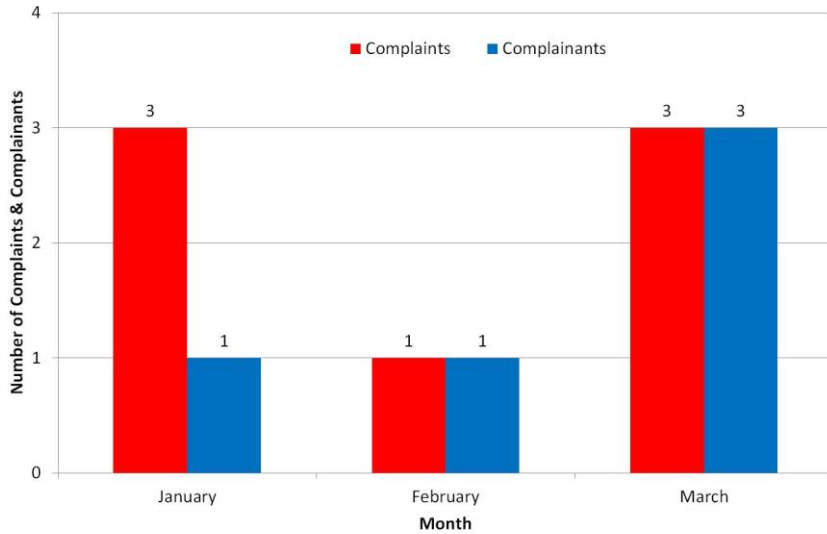
Liverpool John Lennon Airport Noise Complaints By Day 1st January to 31st March 2016



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Liverpool John Lennon Airport

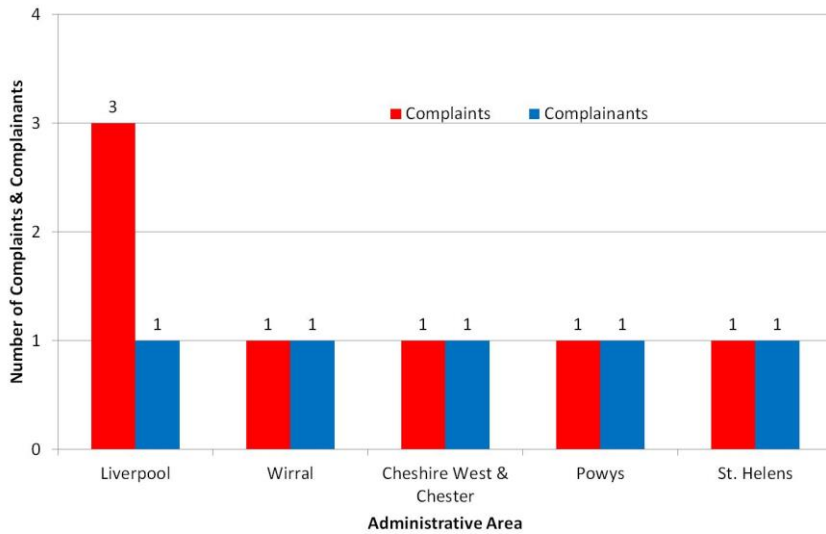
Liverpool John Lennon Airport Complaints and Complainants for 1st January to 31st March 2016



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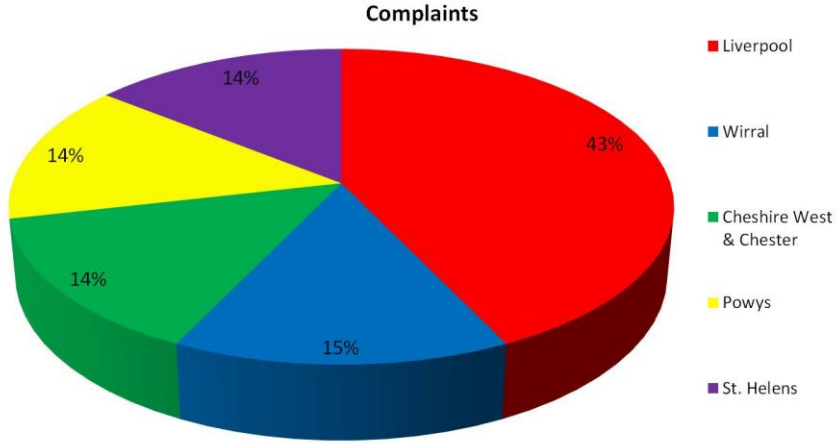
Liverpool John Lennon Airport Complaints and Complainants with Administrative Area for 1st January to 31st March 2016



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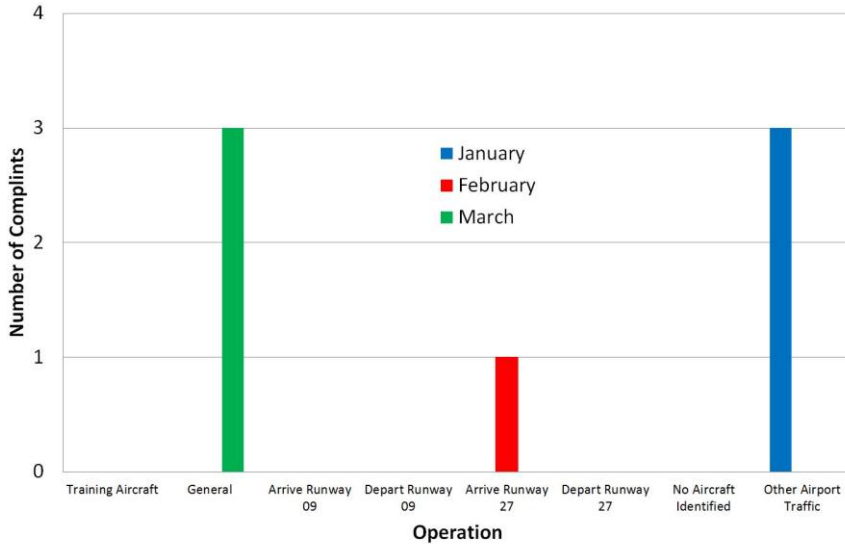
Liverpool John Lennon Airport Percentage of Complaints for Administrative Area 1st January to 31st March 2016



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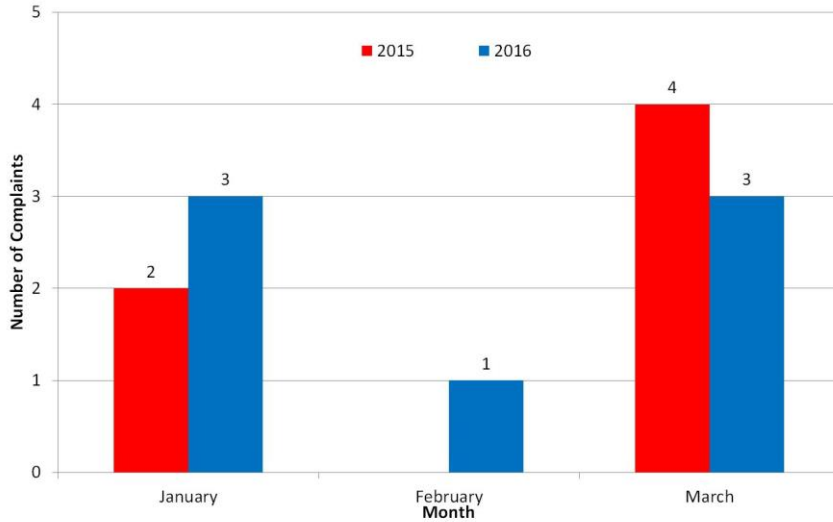
Liverpool John Lennon Airport Operations that caused Noise Complaints for 1st January to 31st March 2016



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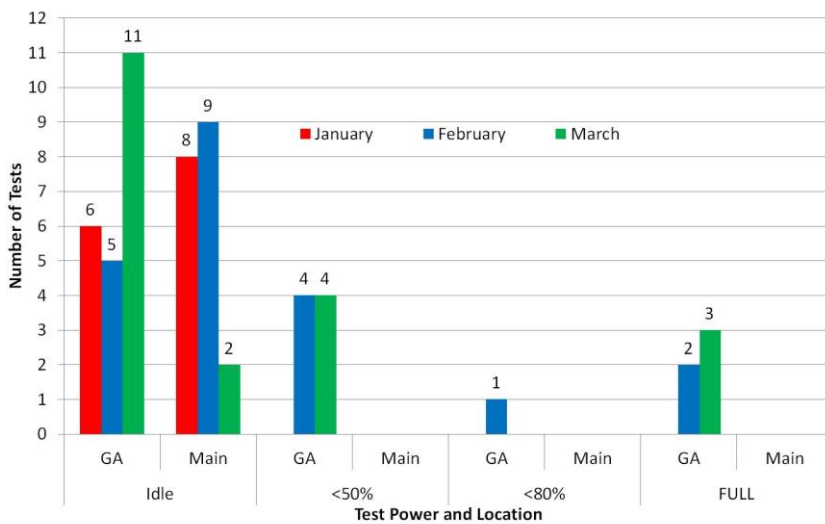
Liverpool John Lennon Airport Complaints Comparison for 1st January to 31st March 2015 & 2016



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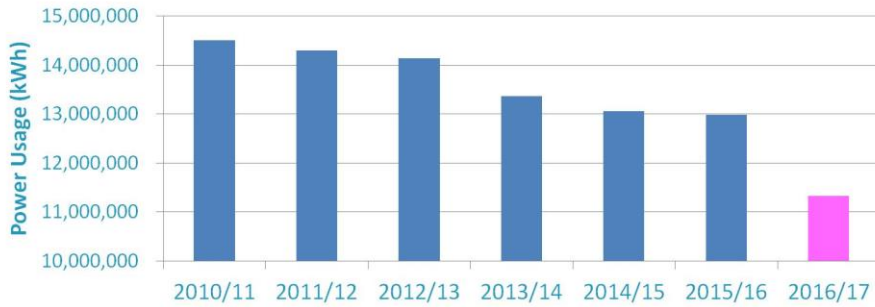
Liverpool John Lennon Airport Engine Test Runs 1st January to 31st March 2016



FASTER. EASIER. FRIENDLIER.



LJLA Annual Power Usage



- Cultural driven reduction 2010-15
- Investment (LED) driven reduction 2016/17

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Lennon Airport 

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NOISE COMPLAINTS LOG
LIVERPOOL AIRPORT NOISE MONITORING SUB-COMMITTEE:
Noise Complaint Log April to June 2016

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
West Derby, Liverpool	9 th May		Sky was blue this morning and is now grey due to Chemtrails.			No further action required as complainant does not want information on Contrails. Complaint logged and complainant invited to meeting at LJA.
Melling, Sefton	10 th May		Helicopter up and down all day.	Castle Air	Pleasure flights from Aintree racecourse	Email sent which explained the aircraft was a Castle Air B206 Jetranger which carried out 25 please flights from Aintree racecourse. The helicopter operated from Blackpool Airport. The Aircraft was operated within normal parameters.
Bebington, Wirral	11 th May		Recently the noise from planes passing overhead has increased causing disturbance - has there been a change to the flight paths?		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 Bebington. The number of aircraft does vary from summer to winter, as there is more demand for air travel in the summer period. During the period from the 6th to the 12th May runway 09 was used for the majority of all flights meaning arriving aircraft passed in the vicinity of Bebington on their approach to Liverpool John Lennon Airport.
Ellesmere Port, Cheshire West & Chester	12 th May		There is an easyJet flying in circles over Ellesmere Port.	easyJet	Crew Training runway 09 circuits to the south	Letter sent which explained the aircraft was an easyJet Airbus A319 which carried out 18 circuits to the south of the airport from runway 09. Aircraft carrying out training circuits do not follow the usual Standard Instrument Departure Routes (SIDS) which aircraft departing would normally follow; instead training aircraft follow a running track pattern, part of this pattern will take the aircraft over Ellesmere Port. The training patterns are different to the normal arrival and depart routes because the pilot and crew are training to landing and take-off from the same runway. The

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
						running track type pattern is consistent with training commercial aircraft at most airports around the world. During the training it was necessary to occasionally have the easyJet aircraft hold downwind (Ellesmere Port area) in order to create a space large enough to let the scheduled arrivals land. The Aircraft was operated within normal parameters.
Raby Mere, Wirral	13 th May		I have no objection to daytime flights but I do expect to have quiet and peaceful enjoyment of my home during the early hours of the morning. I have noticed what appears to be an increase in night flights. As a criminal barrister due to appear at Liverpool Crown Court this morning I could really do without being tired before I get to my feet. If night flights are, as I suspect, to be an increasing feature over Raby Mere then I will have to complain to the local authority and do what I can to raise the profile of the issue.		Arrivals on runway 09	Email sent to explain LJA has been a 24 hour a day, 7 day a week operational airport on the current runway since 1966. The runway is one strip of tarmac operated in two directions. The runway in use is primarily determined by wind direction as aircraft performance is safer and more efficiently if they take off and land into the wind. Over the last ten years the number of night time flights at LJA has reduced as mail and freight aircraft movements have reduced in number. LJA operates at night with more movements at the night in the summer season. These are mainly returning aircraft from summer destinations such as Majorca, Ibiza and Alicante. For 70% of aircraft movements, the preferred runway orientation is used which means aircraft will land on runway 27 from the east. Raby Mere is approximately 5 nautical miles from LJA and aligned with the approach to runway 09. At this distance aircraft need to be aligned with the runway and will be at an altitude of 1200 – 1500 ft. Therefore aircraft returning to LJA will approach to land in the vicinity of Raby Mere if runway 27 is in operation.
Codrington, Cheshire West & Chester	23 rd May	01:58	Last night at 1.58 an aircraft woke us lowering his landing gear down, right over our house the noise was			Email send in which it was explained that the area in question is outside our normal sphere of influence for which we gather data. Hence, it is

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Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			incredible and certainly unacceptable it is a common event and very annoying especially at that time in the morning. I would be interested in your comments			difficult for me to say that the aircraft concerned was or was not arriving or departing from LJLA. We would not expect aircraft approaching LJLA to below 10,000 to 15,000 feet in this vicinity and significantly higher if it was a departing aircraft without further investigations. To the best of our knowledge there has been no change to the airspace that LJLA is responsible for that would lead to aircraft being lower in the mid-Wales border area.
West Derby, Liverpool	24 th May		Aircraft have been circling Liverpool spreading Chemtrails NOT contrails. These are not passenger aircraft as they have tanks under the wings.			Letter sent in which it was explained the aircraft are not using LJLA so for further action he would need to contact the CAA. We would watch the You Tube video about Chemtrails.
Clifton, Preston	24 th May		Noise from an aircraft flying late at night and low.	Private	Night time survey	Letter sent with details of the private Cessna 208B which carried out night time survey work at 3500 ft. The Aircraft was operated within normal parameters.
Clifton, Preston	24 th May		Noise from an aircraft flying late at night and low keeping us awake.	Private	Night time survey	Letter sent with details of the private Cessna 208B which carried out night time survey work at 3500 ft. The Aircraft was operated within normal parameters.
Mossley Hill, Liverpool	28 th May	15:54	Light aircraft flying round and round. Instruct the pilot to stop.	Private	Rock n Roll Marathon	Letter sent with details of the PA28 aircraft which was working with the Rock n Roll marathon in Sefton Park. The aircraft was at 1300 ft. The Aircraft was operated within normal parameters.
Widnes, Halton	30 th May		Aircraft are lower and louder.		Arrivals on runway 27	Letter sent explaining there has been no change to operating procedures or practises as aircraft approach or depart LJLA that would result in an increased number of commercial aircraft over Widnes. The number of aircraft does vary from summer to winter, as there is more demand for air travel in the summer period.

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Heswall, Wirral	6 th June	08:24	The residents here are getting a bit fed up with the number of jets turning for landing right over our houses. There is a huge tranche of open countryside immediately to the south of Heswall, and we can't see why your air traffic control system can't guide planes in over that. There seems no need for every plane to come right over our houses at low level when there is a huge clear section of green belt they can come in over. Could you let me know whether this is something you might consider changing?		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 Widnes. The number of aircraft does vary from summer to winter, as there is more demand for air travel in the summer period. There has been an increase in the number of passengers at Liverpool John Lennon Airport over the last few months (for example May 2016 is up 10% on May 2015) as the percentage load factors on each aircraft have increased and there has been a small increase in the number of aircraft movements.
Heswall, Wirral page 16	7 th June	11:49	For more than a week now I have noticed planes going overhead both during the day and at night. Previously we would only have planes flying on average about one day in three. Has Liverpool Airport changed its flight paths? The planes all seem to be going south an east so it seems they're coming in to land at Liverpool John Lennon Airport. There are planes at night too so if I want to keep my window open I have to wear earplugs which I am not happy about.		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 Widnes. The number of aircraft does vary from summer to winter, as there is more demand for air travel in the summer period. There has been an increase in the number of passengers at Liverpool John Lennon Airport over the last few months (for example May 2016 is up 10% on May 2015) as the percentage load factors on each aircraft have increased and there has been a small increase in the number of aircraft movements.
Haydock, St. Helens	8 th June	08:00	Seven aircraft descending over the area.		Manchester arrivals	Letter sent with details of Manchester arrivals which passed over Haydock. LJA was on runway 09 with Manchester on runway 05.
Heswall, Wirral	10 th June		Could you please explain why the flight arrivals are sometimes flying over my house at 11 o'clock at night?		Arrivals on runway 09	Email sent to explain LJA has been a 24 hour a day, 7 day a week operational airport on the current runway since 1966. The runway is one

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
			I live on the flight path on the Wirral and find it most annoying to hear the loud noise of plane's engines when I am trying to get to sleep. Aren't they supposed to stop flying late at night?			strip of tarmac operated in two directions. The runway in use is primarily determined by wind direction as aircraft performance is safer and more efficiently if they take off and land into the wind. Over the last ten years the number of night time flights at LJA has reduced as mail and freight aircraft movements have reduced in number. LJA operates at night with more movements at the night in the summer season. These are mainly returning aircraft from summer destinations such as Majorca, Ibiza and Alicante. For 70% of aircraft movements, the preferred runway orientation is used which means aircraft will land on runway 27 from the east.
Halewood, Knowsley page 17	11 th June		We live in Halewood Village, not quite in the flight path but close enough to see aircraft turn for their landing. Of late we have noticed a significant increase in aircraft noise, in particular for aircraft landing. Has something changes in this respect?			Email sent to explain that the airport has one physical runway that can be orientated in two difference directions. The runway orientation is primarily determined by wind direction. The recent warm weather has been accompanied by periods of easterly wind that means aircraft would approach LJA over the Wirral peninsula and departures towards Hale Village before making their turn south or north. The northerly turn for aircraft departing on runway 09 takes them towards Halewood Village. Looking into the future, LJA will be seeking to work with airports and Air Traffic Operators in the region to develop an overall re-design the airspace based on satellite navigation. This process would create more defined standard routes and minimise the variation explained above. This will process will take a considerable period of time to develop and will be subject to a large consultation exercise, the envisaged public consultation would be in 2017/18.

Complainant Area/Address	Date of Incident(s)	Time of Incident(s)	Nature of Complaint	Aircraft Operator	Comment	Action Taken
Chester, Cheshire West & Chester	16 th June		Concerned that the flight path has changed with aircraft flying over Chester.			Telephone call in which it was explained there was no change to the SIDS and STARS in the last 12 months but there may be changes longer term in the near future. The airport is a 24/7 operation.

Complaints without detail: No complaints without detail received.