

**PRESENT:**

Tony Rice, Chairman  
Alan Ascott, ARCH under the bridge  
Keith Dooley, Knowsley Council  
Norman Elias, Passenger Representative  
Councillor Tricia O'Brien, Liverpool City Council  
Ken Smith, Wirral Council  
Malcolm Spargo, Hale Parish Council  
Bob Swann, LJLACC Chairman  
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

**21 APOLOGIES**

Apologies had been received from:  
Ian Gaskell, Knowsley Council  
Ian Rushforth, Liverpool City Council

**22 CHANGES IN MEMBERSHIP**

There were no changes in membership to report.

**23 MINUTES OF LAST MEETING**

**DECIDED: That**

the minutes of the meeting of the Noise Monitoring Sub-Committee held on 20 July 2018 be agreed as a correct record.

**24 NOISE COMPLAINTS LOG**

The Sub-Committee considered the Noise Complaints Log, which detailed the complaints received and the responses, for the period July to September 2018. 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 engine test runs. The presentation is attached to these minutes.

It was noted that there was one complainant who was sending multiple complaints in so the figures were shown with and without them. On one date when there was approximately 100 aircraft movements the airport received 338 complaints from the one individual. The Airport Environment Team had been to visit the complainant without successful engagement.

During the period a total of 7,189 complaints had been received, with 7,164 from the single complainant. It was noted that otherwise no more than 2 complaints had been received on any one day.

**DECIDED: That**

the Noise Complaints Log for July to September 2018 be noted.

**25 NOISE ACTION PLAN**

Andrew Dutton updated the Sub-Committee on the progress of the draft Noise Action Plan (NAP). The NAP had been submitted to Defra, who were collating Plans from rail, road as well as airports, with the intention of submission to the European Union early in 2019. Therefore, if Defra required alteration prior to adoption these were likely to come before Christmas 2018. Some of the presentation slides are attached to these minutes.

**DECIDED: That**

the update on the draft Noise Action Plan be noted.

**26 AIRSPACE DESIGN/CHANGE PROCESS UPDATE**

Andrew Dutton updated the Sub-Committee on the process for the airspace change at Liverpool Airport. He emphasised that it was not about increasing capacity as had been alleged, but was connected to an alteration in the means of navigation, with the reduction in the number of navigation beacons in the UK, and a move towards satellite navigation. As part of the change process Liverpool Airport sought to make the air traffic management more efficient. This process was being mirrored across the country and had a proposed implementation date of 2021/22 and absolute backstop of 2024. The change process had seven stages and could be tracked through a portal (<https://airspacechange.caa.co.uk/>), which allowed comments at appropriate stages or 'gateways'. Liverpool Airport were in the design principle stage and had the first 'gateway' in November 2018.

Members queried how residents could comment if they did not have use of the internet. There were organisations willing to help and a telephone service available.

The World Health Organisation had published noise guidelines, as shown on a slide attached to these minutes. These were aspirational and not statutory, and the Airport would continue to monitor the situation until the EU or UK Government either adopted the guidance or published further instructions. However these were likely to be used by opponents of noise pollution as the limits were much lower than the industry accepted standards, and they ignored other sources of noise pollution including industry. The WHO publication could be criticised for being low on evidence and high on recommendation.

**DECIDED: That**

the update on Airspace Design and Airspace Change process be noted.

**27 ANY OTHER BUSINESS**

There was no business under this item.

**28 DATE OF NEXT MEETING**

The next meeting of the Noise Monitoring Sub-Committee is scheduled for Friday 18 January 2019 at 10.30 a.m. in the Cavern Suite, Liverpool John Lennon Airport.

Chairman .....

Date .....

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## Noise Monitoring Sub Committee

26<sup>th</sup> October 2018



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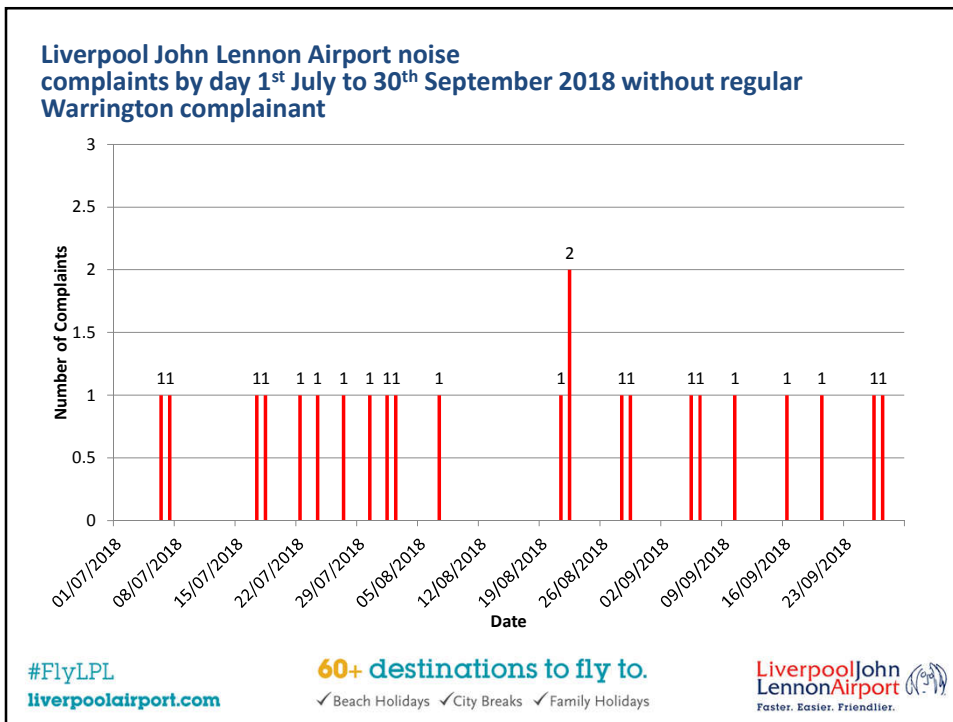
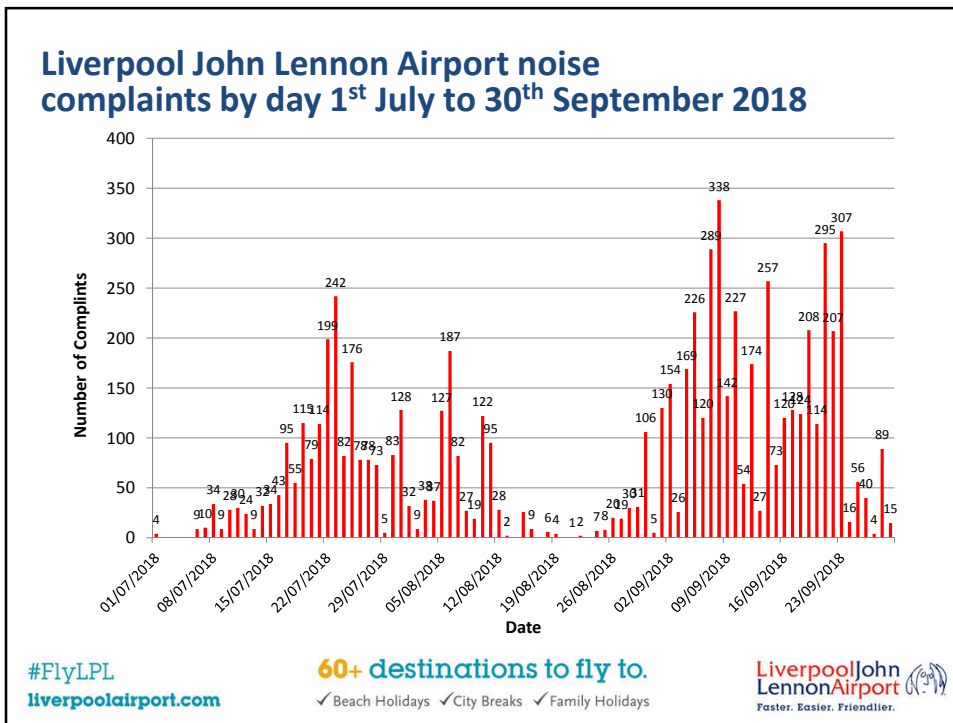
### Liverpool John Lennon Airport rolling 15 months movements September 2017 to September 2018

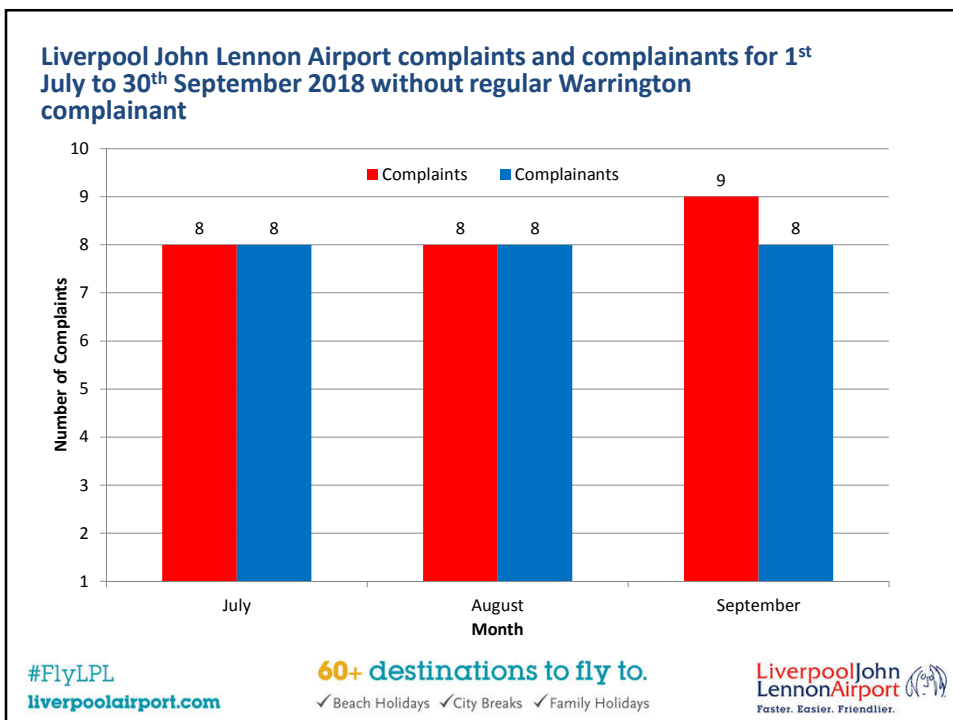
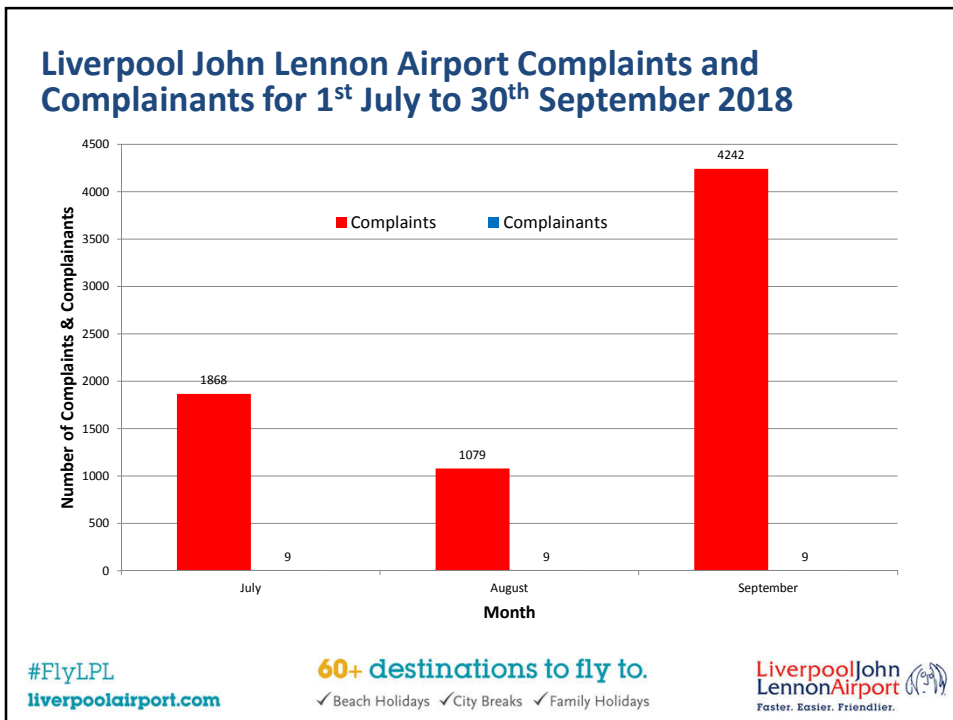
		Club	Commercial	Non Commercial	Other	Total
2017	September	1,784	3,227	123	74	5208
	October	1,923	3,180	138	139	5380
	November	1,983	2,470	141	163	4757
	December	1,047	2,616	90	74	3827
2018	January	1,170	2,550	109	78	3907
	February	1,800	2,455	122	82	4459
	March	1,822	2,841	155	68	4886
	April	2,009	3,115	190	81	5395
	May	2,968	3,343	248	98	6657
	June	2,615	3,187	144	77	6023
	July	2,362	3,322	175	100	5959
	August	2,180	3,465	188	123	5956
	September	2,369	3,349	126	59	5903

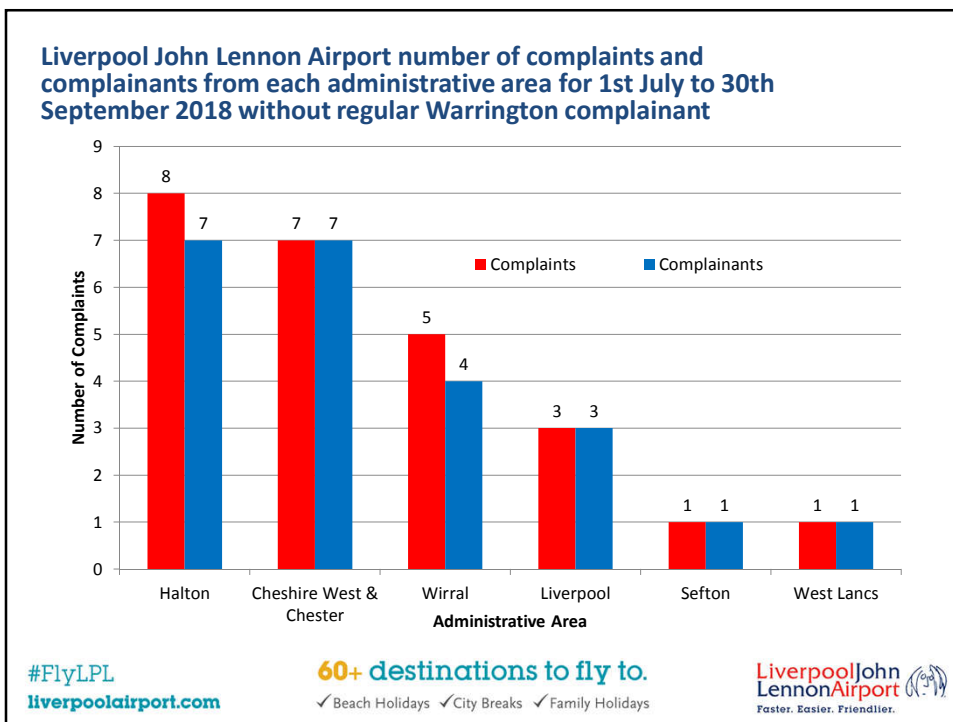
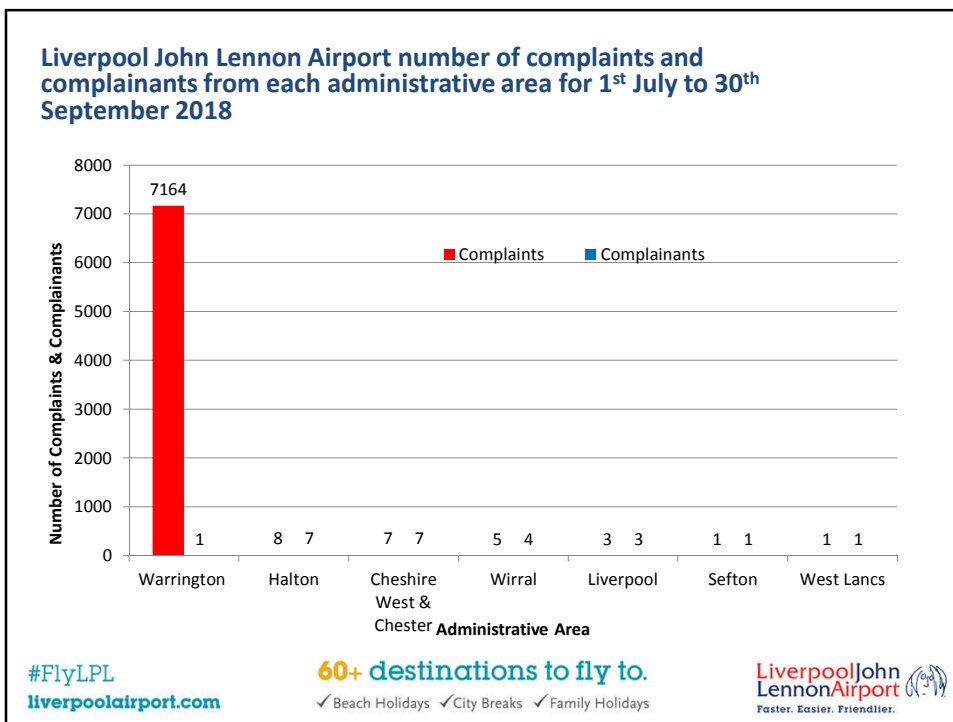
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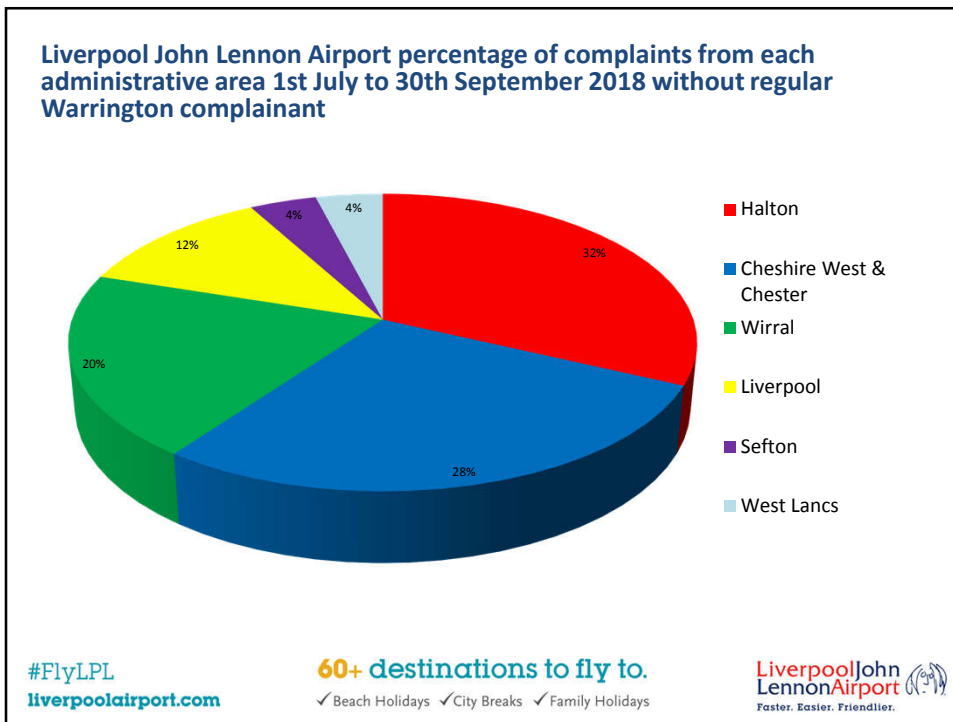
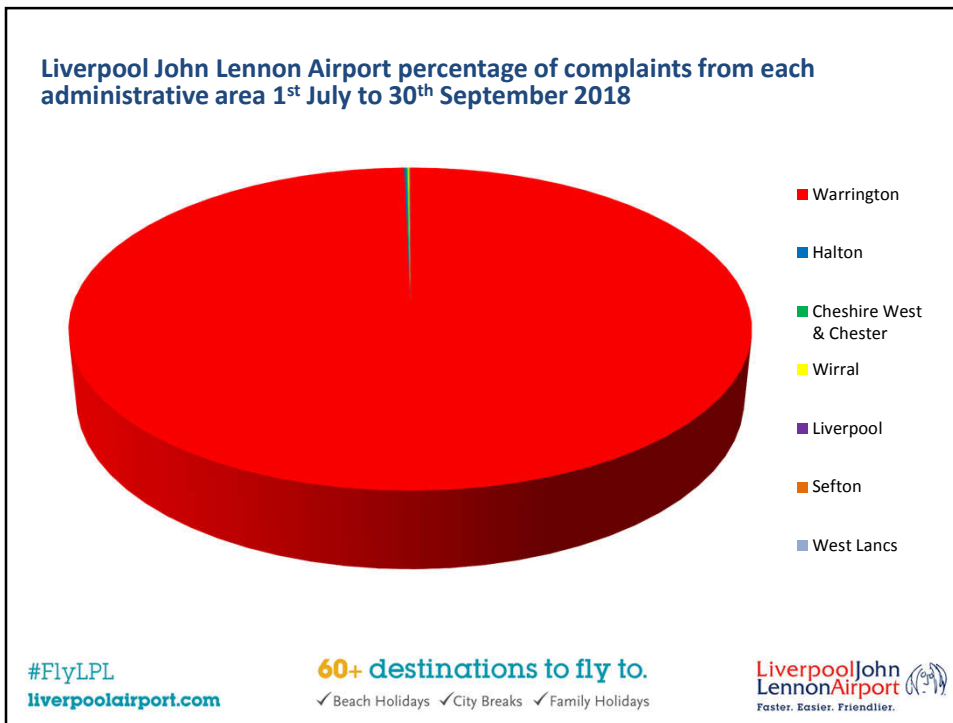
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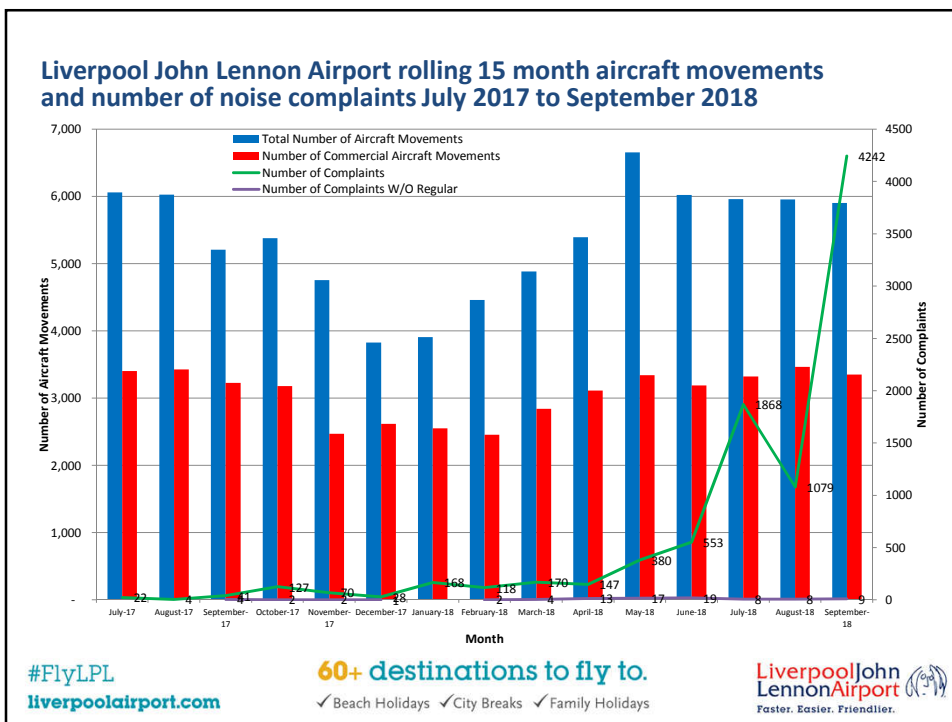
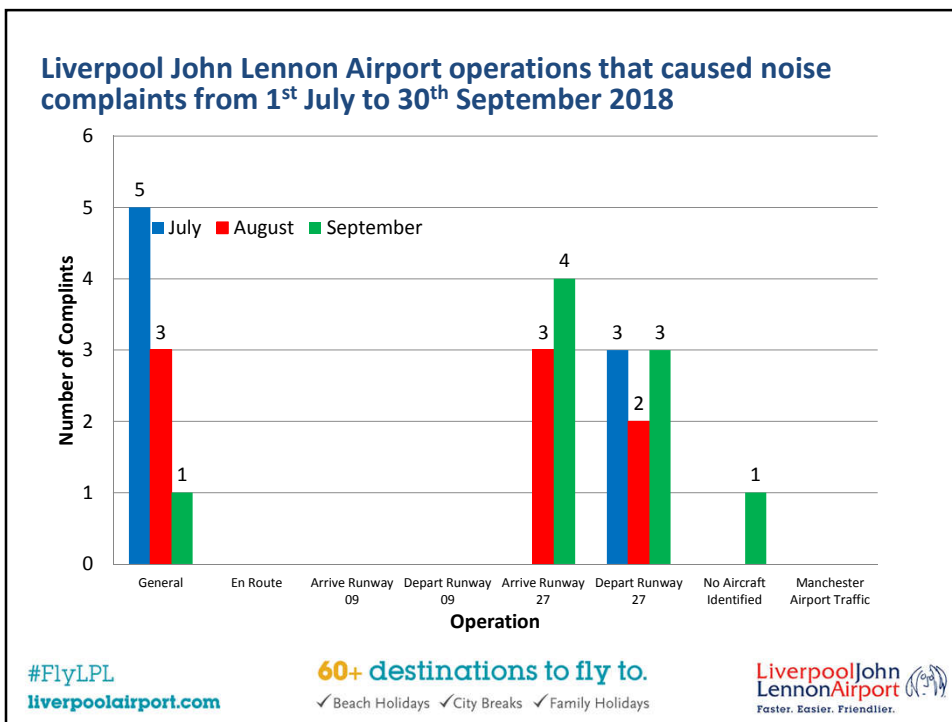


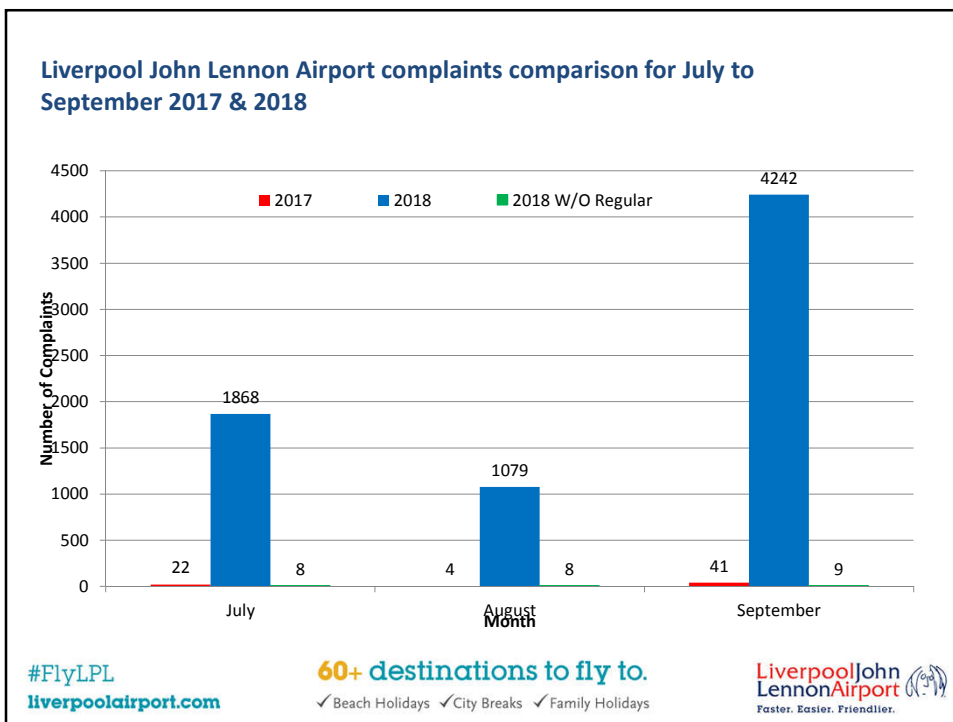
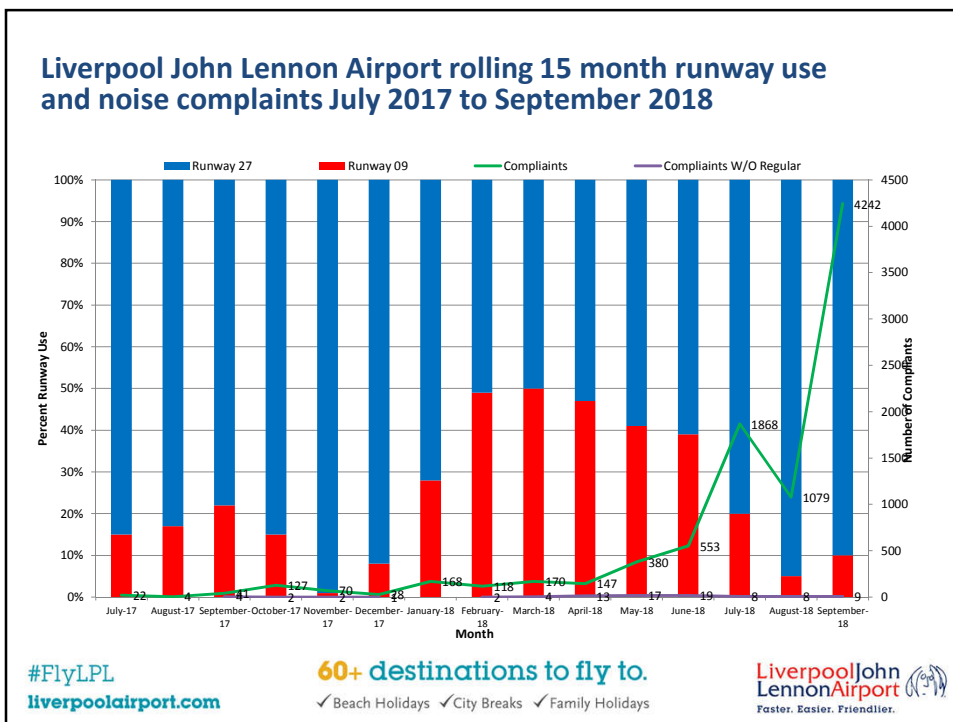




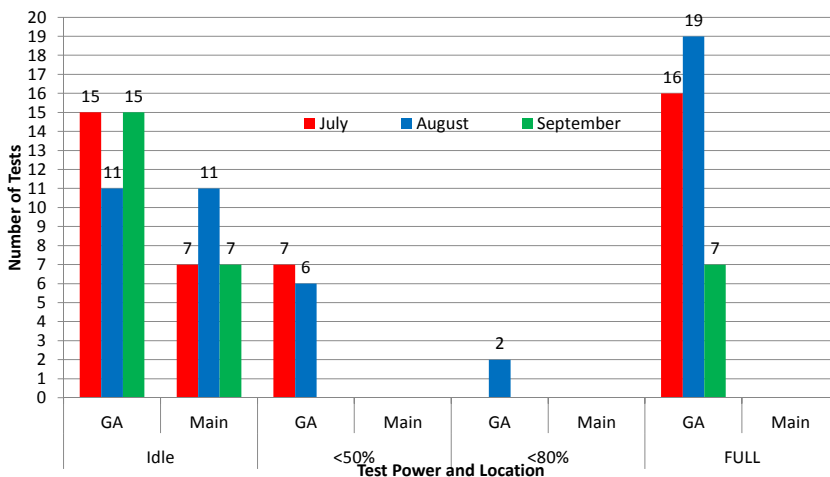








## Liverpool John Lennon Airport Engine Test Runs 1<sup>st</sup> July to 30<sup>th</sup> September 2018



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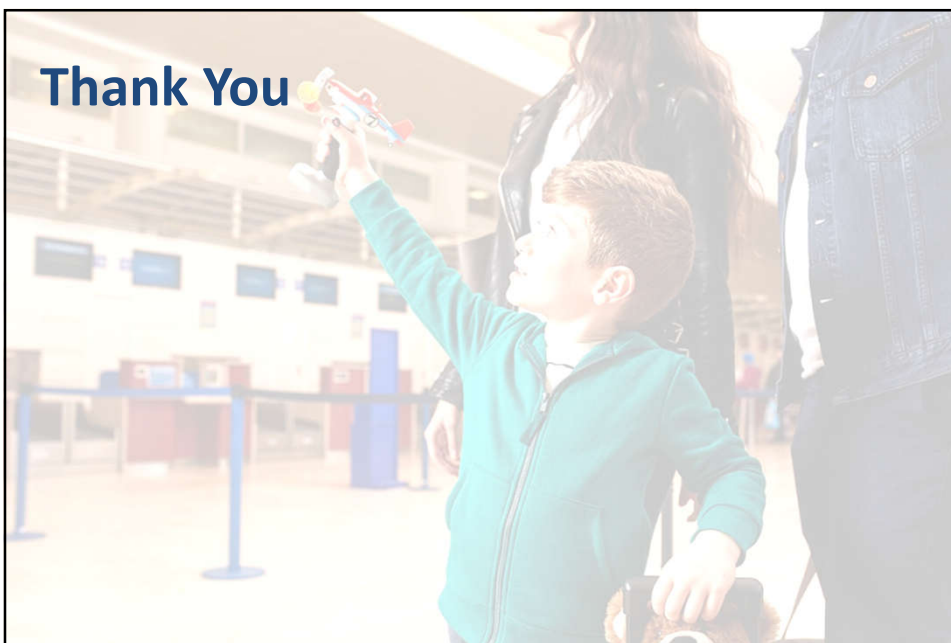
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Thank You



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## LJLA Draft Noise Action Plan



## LJLA Airspace Transition Design Principles Update

## Background – LILA Drivers for Change

- Compliance with ICAO/ FAS - introduction of PBN by 2024
- DVOR Rationalisation & NDB Withdrawal programme
- Improved resilience and efficiency of operations
- Protect current capacity for future efficient operations & planned growth
- CAP 1616 “Statement of Need” Submitted to CAA on 8<sup>th</sup> Feb 18
- This LILA once/generation opportunity to influence future local airspace designs in a systematic manner
- Seeking environmental improvements where possible (Noise and CO<sub>2</sub>)
- New CAA Portal Open 24 October - <https://airspacechange.caa.co.uk/>

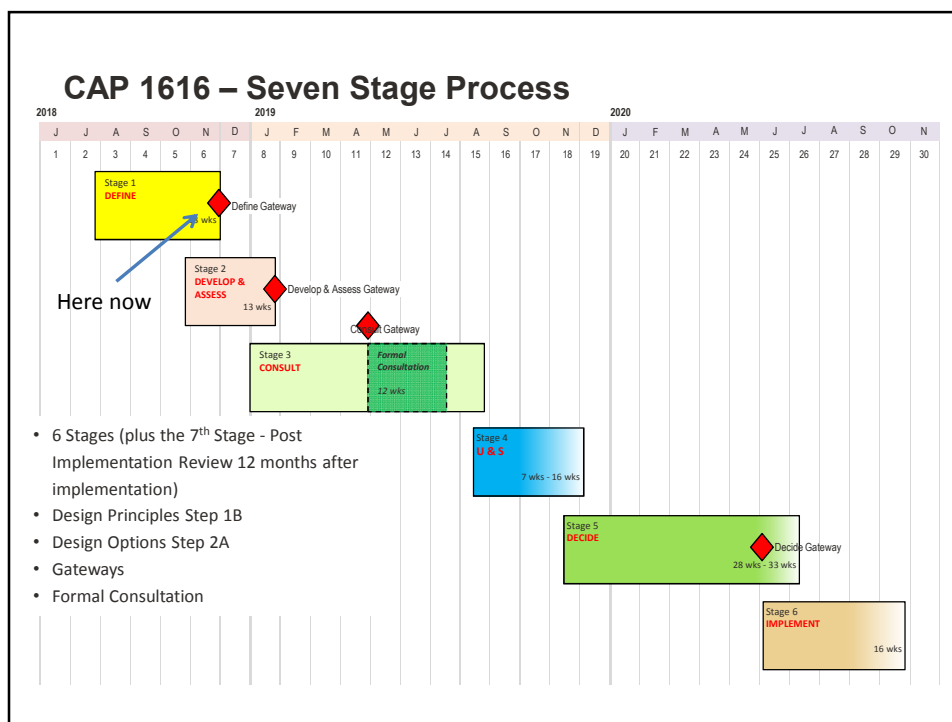
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## CAP 1616 – Airspace Design

- New process introduced in Jan 2018
  - Developed by CAA and independent third party
  - Endorsed by DfT:
    - Secretary of State
    - Baroness Sugg of Coldharbour (Aviation)
- Replaced CAP 725 (2002, 4 revisions)
- Stated Aim:
  - More transparency
  - Greater engagement with stakeholders
- CAA Website
  - Follow Publications Search



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### You asked for your views?

- Scope for SIDs (ground upwards) & STARS (down to current approach)
- Urban Areas/ Open areas
- Rural Areas
- Technology & Innovation
- Noise Exposure vs Emissions (CO<sub>2</sub>)
- Timing of over flights (Diurnal or Day to Day)
- Flight Path Principle
  - Minimise the total number of people overflown
  - Minimise the number of people newly overflown
  - Share the routes over a wider area

### Flight Paths – Considerations Summary

Setting Type	Preference A	Preference B
Route Preference	Expose fewer people to noise more often	Expose more people to noise less frequently
Densely vs Sparsely Populated Areas	Urban – More people overflowed in areas with high background noise	Rural – Less people overflowed in areas with low background noise
Urban Areas	Routes over residential/ commercial avoiding parks & open spaces	Design routes over parks & open spaces avoiding residential/ commercial
Noise vs Emissions	Design direct routes exposing people to noise, but minimising other emissions	Design routes to avoid exposing people to noise, but increasing other emissions

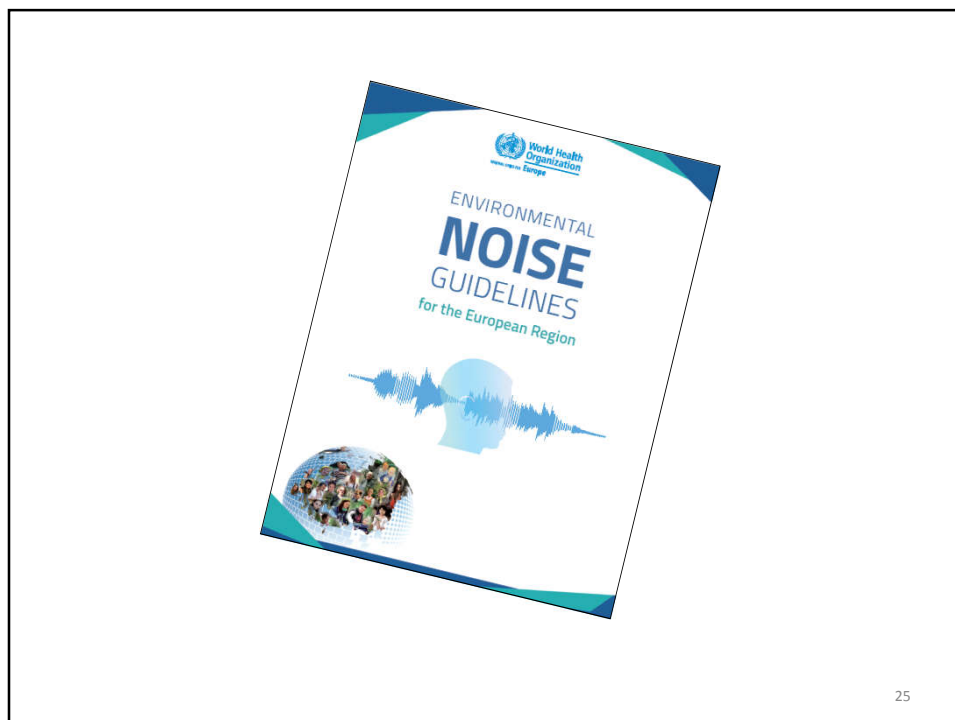
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### Design Principles (Step 1B) - Next Steps

- Completed Focus Groups
- Collate all questionnaire responses
- Analyse all comments and questionnaire responses
- Identify long list of Design Principles
- Develop short list of Design Principles
  - Must include rationale for selection and rejection of individual principles
- Submit to CAA for publication on CAA Portal
- CAA will then conduct Define Gateway Assessment (30<sup>th</sup> Nov 18)
- Proceed to Stage 2, Step 2A Options Development
- Consultation – Spring – Summer 2019

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## WHO Environmental Noise Guidelines

- Road Traffic Noise
  - 53 dB  $L_{den}$  (approximately 125 million across Europe)
- Railway Noise
  - 54 dB  $L_{den}$
- Aircraft Noise
  - 45 dB  $L_{den}$
- Wind Turbine Noise
  - 45 dB  $L_{den}$
- Leisure Noise
  - 70 dB  $L_{Aeq,24h}$

The WHO Environmental Noise Guidelines was published in October 2018, it is not statutory guidance from UK or EU.

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