

Public Document Pack

NOISE MONITORING SUB-COMMITTEE

Friday, 28 July 2023

Present:

Norman Elias, Chair
Councillor Kimberley Berry, Liverpool Council.
Helen Bradshawe, Knowsley Council
Ian Rushforth, Liverpool Council
David King-Hele, Wirral Council
Bob Swann, Chair of Consultative Committee

Liverpool John Lennon Airport

Andrew Dutton, Head of Environment
Colin Barnes, Environment and Safeguarding Manager

Secretariat

Mike Jones (Secretary)

20 **APOLOGIES**

Apologies for absence had been received from:
Martin Chan, St Helen's Council
Martin Doyle, Cheshire West and Chester Council
Ian Gaskell, Knowsley Council

21 **DECLARATION OF INTERESTS**

There were no declarations of interests.

22 **CHANGES IN MEMBERSHIP**

The Secretary informed the Committee that it had been discovered that there was no place on the Noise Monitoring Sub-Committee for the Disabled Persons Representative. The error originated a few years ago when it was practice for the Vice-Chair of the Consultative Committee to be the Chair of the Sub-Committee, but they were independently elected now.

The Chair noted that the Disabled Persons Representative, Tony Rice, had been a respected member who made valuable contributions.

The Secretary also noted that there had been elections in many Council areas since the last meeting and there may be changes before the next meeting.

23 **ELECTION OF VICE CHAIRMAN**

The Chair invited members of the Noise Monitoring Sub-Committee to appoint a Vice Chair for the next business year.

No nominations were forthcoming so the matter would be deferred until the next meeting and would be informed about the need for nominations in advance.

24 **MINUTES OF LAST MEETING**

Resolved - that the minutes of the meeting of the Noise Monitoring Sub-Committee held on 21 April 2023 be agreed as an accurate record.

25 **NOISE COMPLAINTS LOG**

Colin Barnes, Environment and Safeguarding Manager, introduced the Noise Log for the period 1 April 2023 to 30 June 2023. He went through the slides, which are attached, giving details of aircraft movements for runway 09 (towards the east) and runway 27 (towards the west); numbers of movements and passenger numbers; night time movements; movements by airline; proportionate runway use (usually 70/30) complaints per day, with 14 maximum connected with runway 09; numbers per complainant, with average four or five per person; local authority areas of complaints, with 107 from 9 people being highest, from Cheshire West and Chester; main complaint geographical areas; reason for complaints with the most numerous split between general complaints, departing runway 27 and departing runway 09; comparison to last year; complaints vs aircraft movements; complaints vs runway use with higher when depart on runway 09; complaints per runway use, where there were more when runway 09 was used for a number of days; and ground engine tests, though there were no complaints over regarding engine testing.

There were over 100 complaints which was markedly up from 30 in the same period in 2022. Members queried the detail on some complaints, noting redactions and bad language, but were informed that complaints were considered even with such factors. They noted the possible reasons for the large increase in complaints, was there are more aircraft movements as the aviation industry recovers from the pandemic travel restrictions, as well as more people working from home and people moving into the area during the period of less aircraft movements.

A new draft example 'dashboard' display of the statistics was presented which could be used to analyse many different factors and was being considered for use in the committee and potentially wider. However, there was wider concern about privacy and the perception of being able to identify individuals needs to be resolved.

26 **NOISE ACTION PLAN**

Andrew Dutton provided an update on the Noise Action Plan. The Plan originated from the EU Environmental Noise Directive but had been transposed into English legislation as the Environmental Noise Regulations 2006 (ENR). ENR relates to major noise generators including roads, railways, and industry as well as airports.

Liverpool Airport was the responsible authority for mapping aircraft noise at LJLA every five years. The last modelling being 2021, the noise contours were significantly smaller than previous years (2006, 2011 and 2016) because the airline industry had not yet recovered from the Covid pandemic. The maps and noise contours were displayed. It was noted that measurements were weighted to night-time when people were thought to be disturbed more. The revised Action Plan noted the improvements that would occur as the airline's fleet improvements as aircraft were replaced by more efficient and quieter models. Particularly noisy aircraft would be restricted unless they were being used in an emergency at night between 2024 and 2026. The Sound Insulation Grant Scheme was to be enhanced and there would be a formal annual workshop with airlines about noise performance and incremental improvements.

27 **AIRSPACE CHANGE**

Andrew Dutton gave a brief update about the airspace change process. It had originally started in January 2018 and reached stage 4a in the 7-stage CAP1616 process, before being paused during the Covid-19 pandemic. During the time the LJLA ACP was paused, Airspace Co-Ordination Group (ACOG) had been formed to co-ordinate/facilitate where multiple Airspace Change Proposals (ACP) interact and the National Airspace Master plan has been developed so LJLA, so LJLA made the decision to revisit Stage 2A as part of the LJLA ACP restart. The members confirmed that they had received the Stage 2 engagement invite, and Andrew Dutton made adjustments after the engagement sessions and the subsequent feedback. The submission documents were being prepared and would be submitted to the CAA as the regulator for a September Gateway.

The members were reminded that if successful the implementation would be in the 2027/28 Winter. Implementation is Stage 6 of the 7-Stage CAP1616 process, the final Stage 7 is a post implementation review (PIR) which was undertaken 12 months after the implementation.

28 **DATE OF NEXT MEETING**

The next meeting of the Sub-Committee was 20 October 2023 at 10.30 am on Microsoft Teams.

29 **ANY OTHER BUSINESS**

There was no other business.

Noise Monitoring Sub Committee

28th July 2023



1

Aircraft Movements

April to July 2023



2

Runway Orientation



3

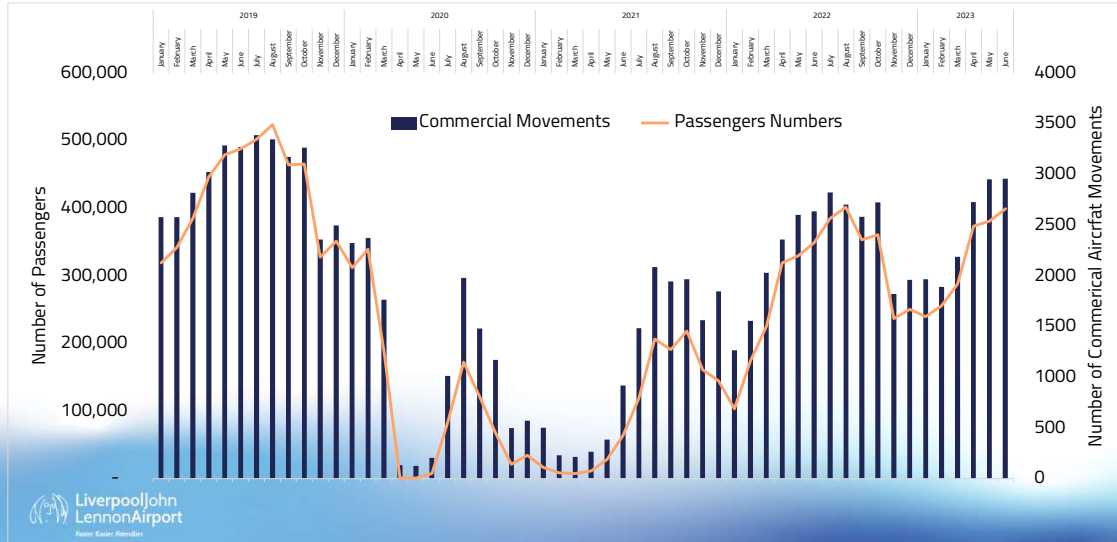
Rolling 24 months movements July 2021 to June 2023

Month	Total	Cargo	Charter	Diverted	GA	Positioning	Scheduled	Unknown	Commercial
2021									
Jul	3,308	6	15		1,826	28	1,433		1,482
Aug	3,953		23		1,871	29	2,030		2,082
Sep	3,736	6	17		1,788	25	1,900		1,948
Oct	3,511	10	28		1,544	33	1,896		1,967
Nov	3,201	19	22		1,641	27	1,492		1,560
Dec	2,839	34	23	1	990	44	1,746	1	1,847
2022									
Jan	2,629	58	16		1,363	10	1,182		1,266
Feb	2,546	39	27	1	990	32	1,457		1,555
Mar	4,018	8	34		1,989	33	1,954		2,029
Apr	4,431	10	67		2,073	43	2,238		2,358
May	4,417	1	78		1,816	95	2,427		2,601
Jun	4,534	78	4		1,899	23	2,530		2,635
Jul	4,732	80	30		1,911	45	2,666		2,821
Aug	4,747	14	17		2,045	27	2,644		2,702
Sep	4,107	12	25		1,524	20	2,526		2,583
Oct	4,146	8	39		1,422	54	2,623		2,724
Nov	3,099	60	13	24	1,255	37	1,710		1,820
2023									
Jan	3,176	45	19	7	1,202	29	1,874		1,967
Feb	3,341	47	20	1	1,449	31	1,793		1,891
Mar	3,474	34	19	7	1,278	35	2,101		2,189
Apr	4,430	26	31	3	1,701	44	2,625		2,726
May	4,939	46	26	6	1,980	41	2,840		2,953
Jun	4,793	31	6	6	1,815	14	2,908	13	2,959



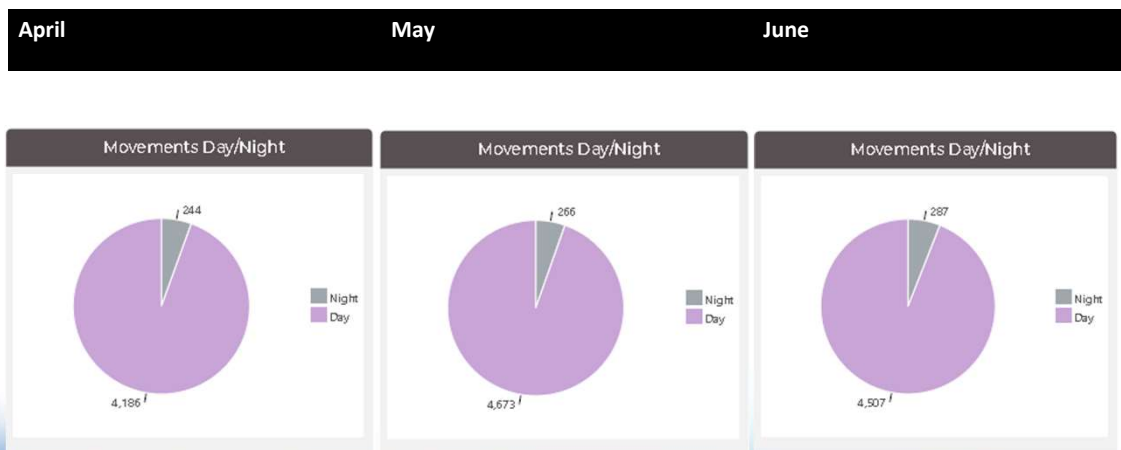
4

Rolling 54 months movements & passengers numbers January 2019 to June 2023

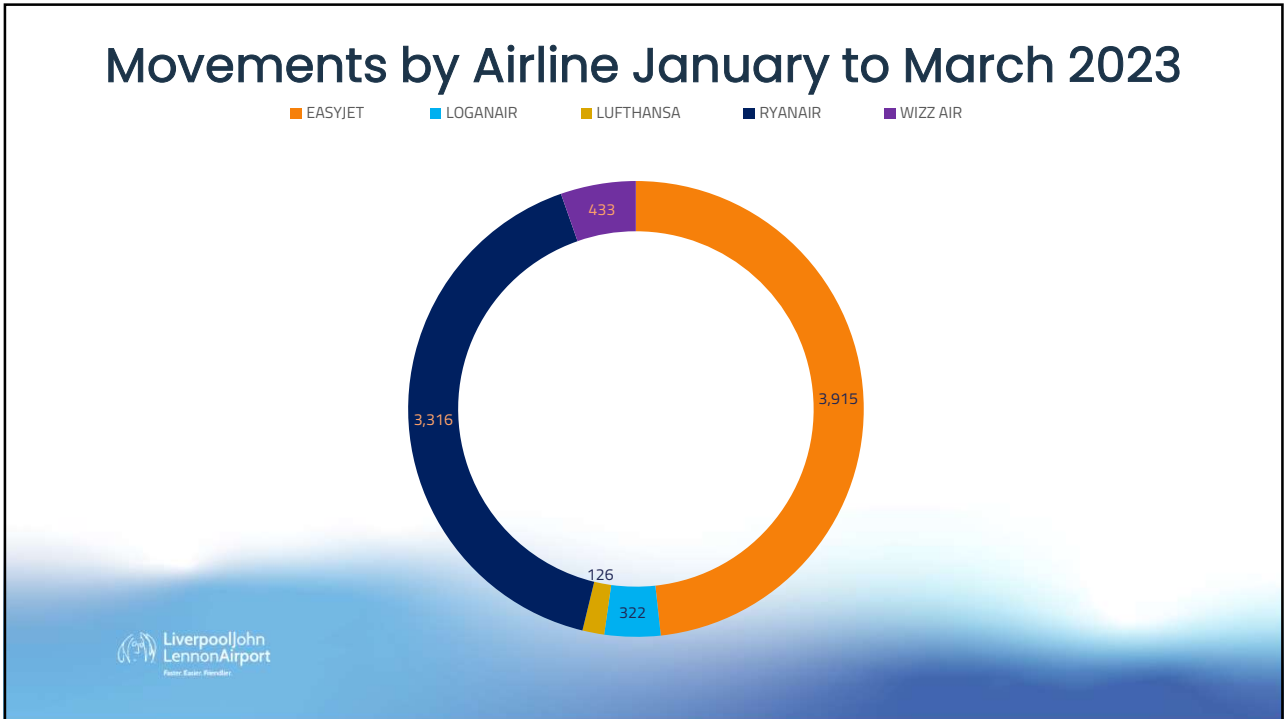


5

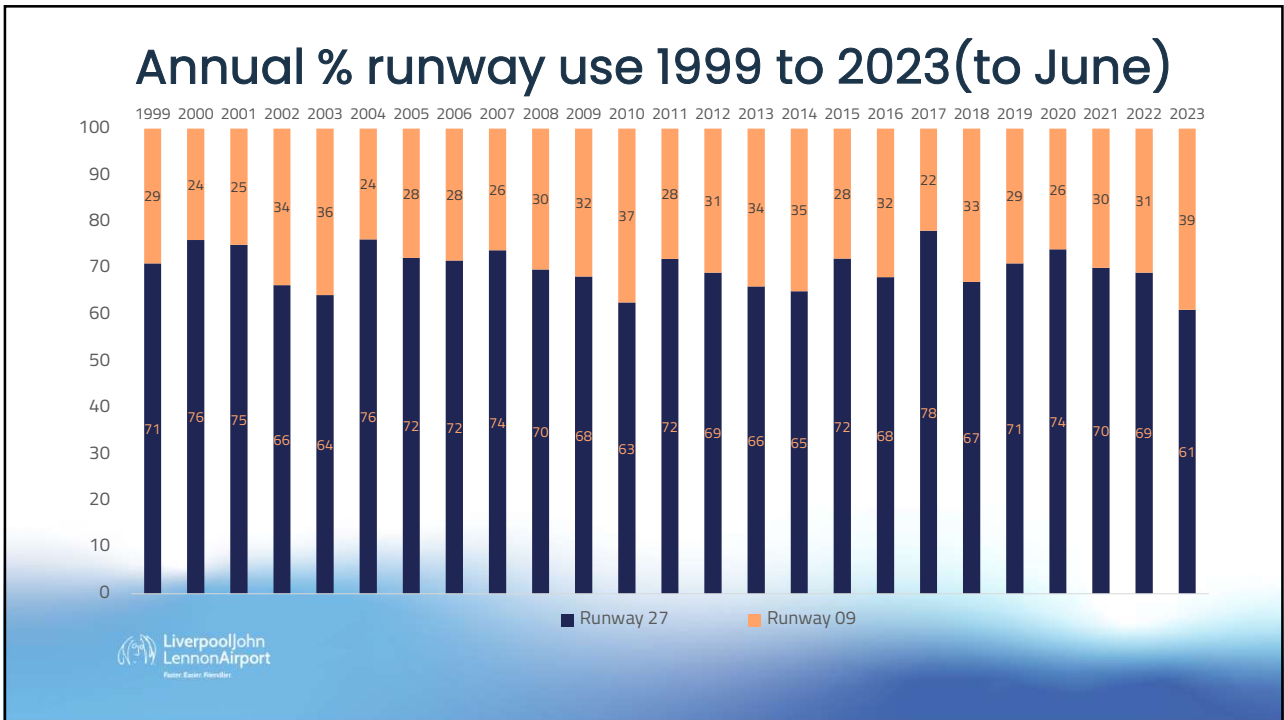
Movements by Day or Night (23:30 to 06:00) April to June 2023



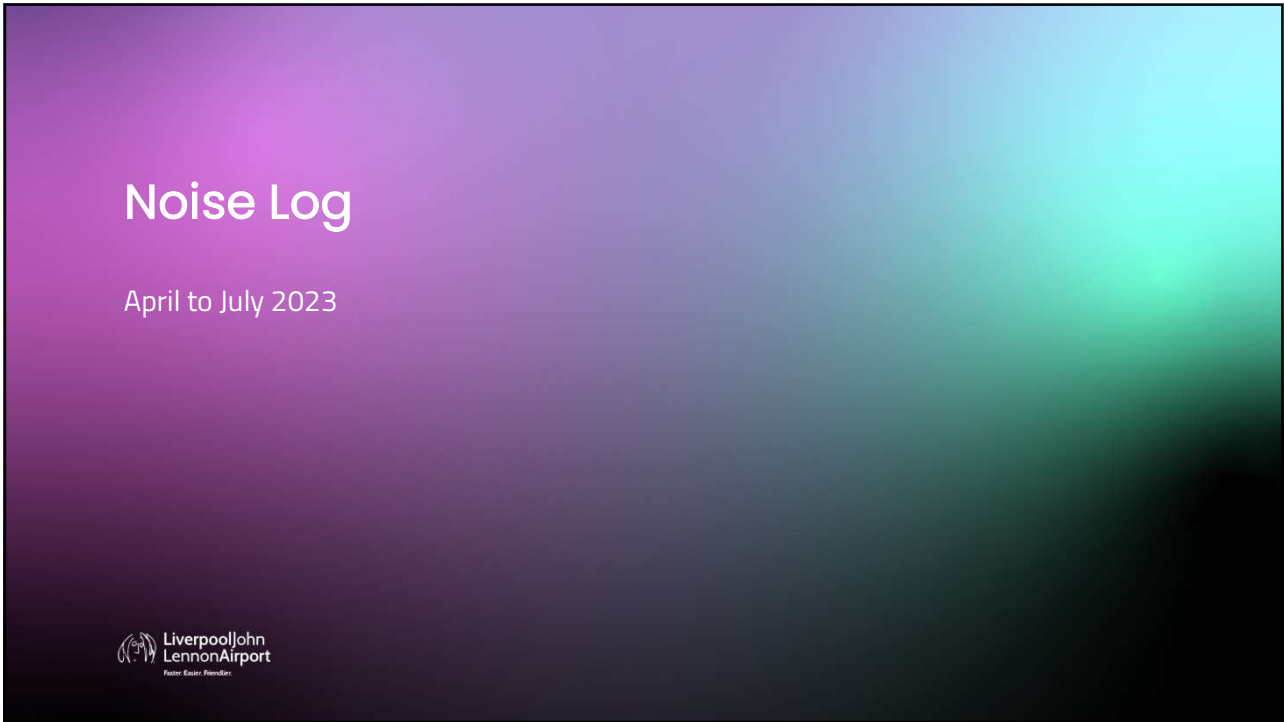
6



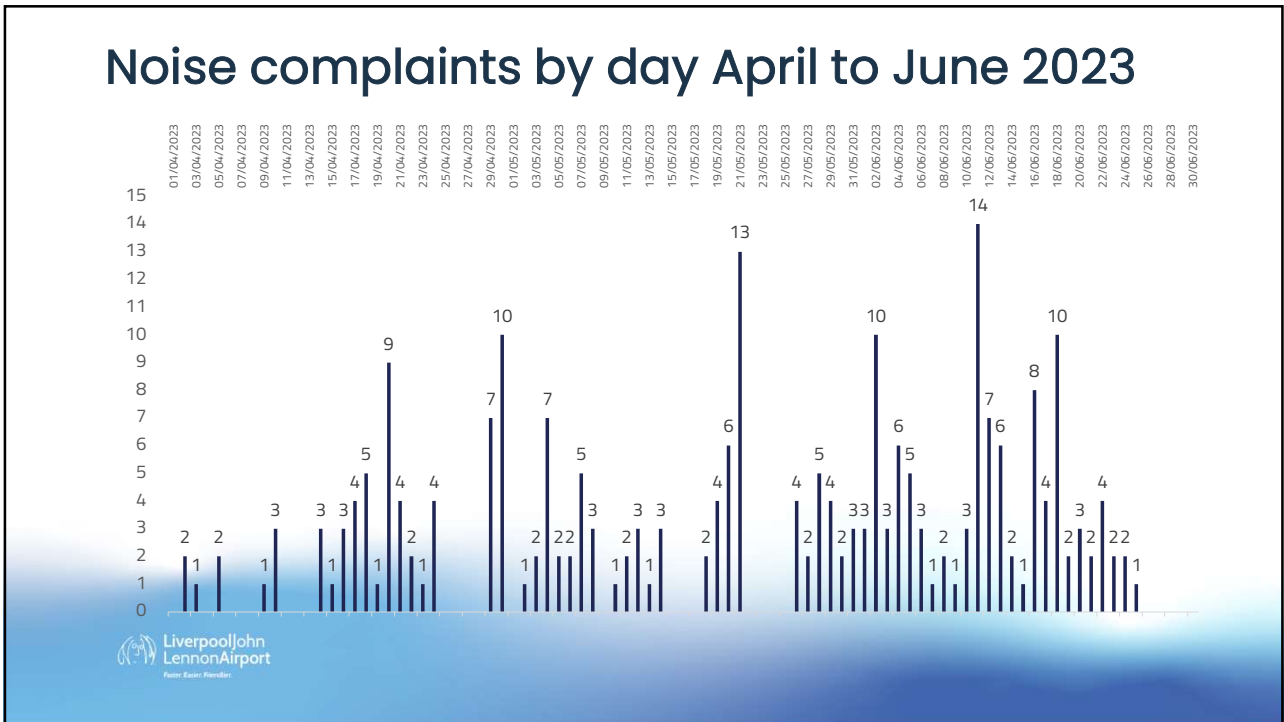
7



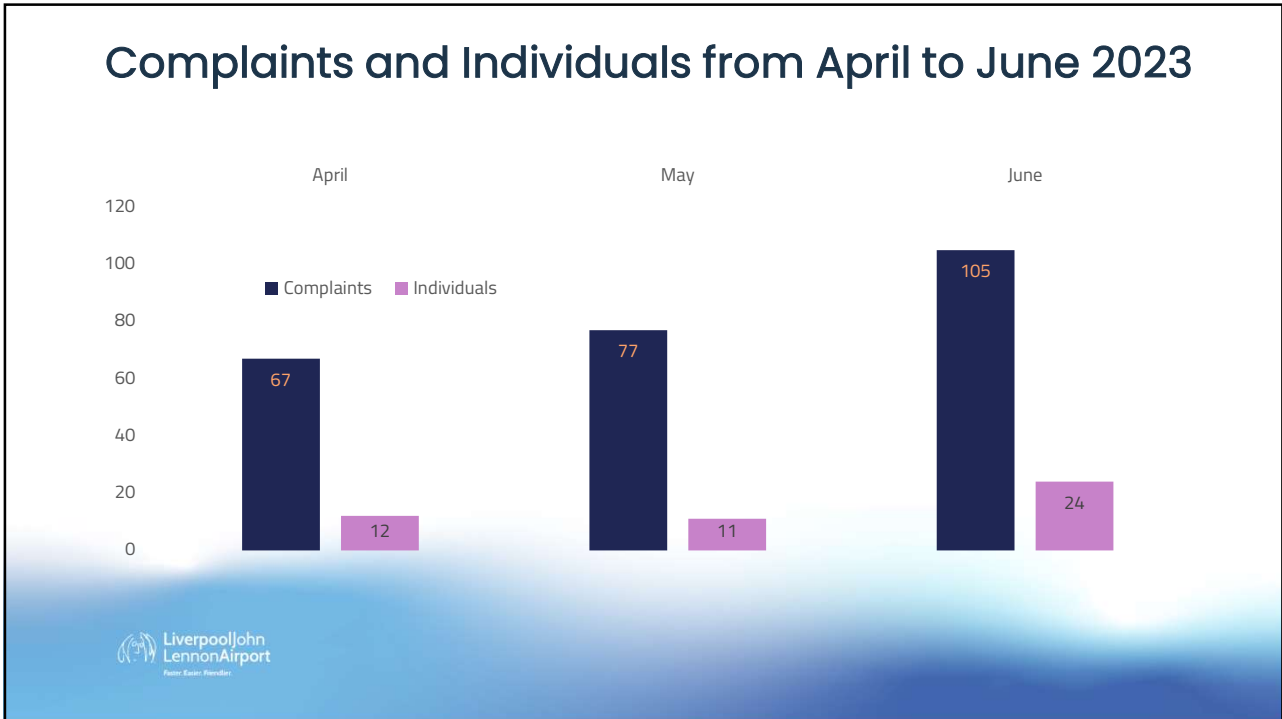
8



9



10

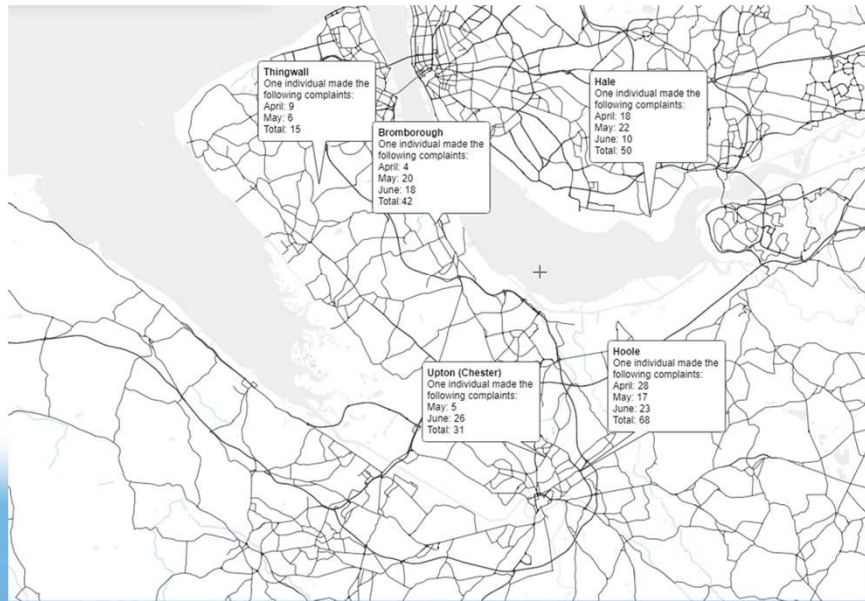


11



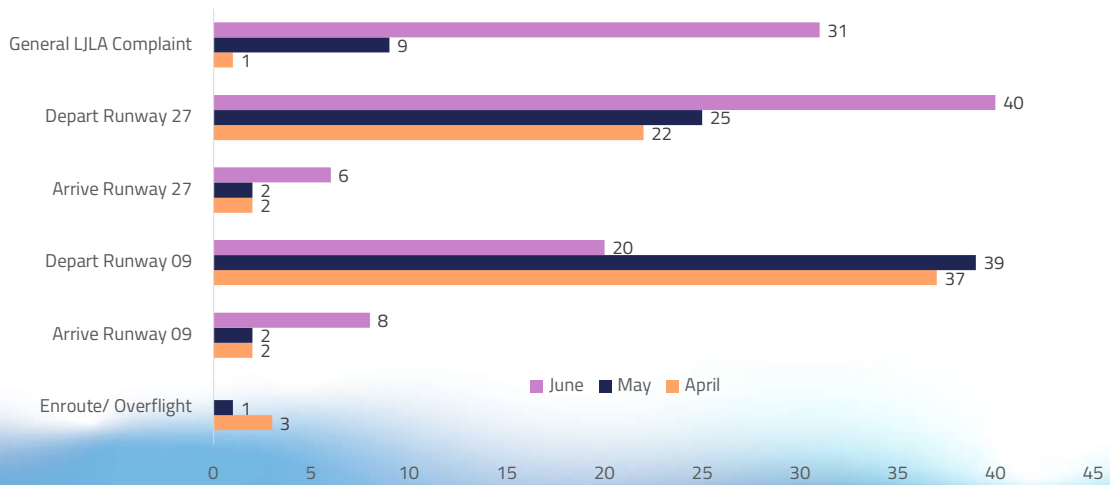
12

Number of complaints from individuals April to June 2022

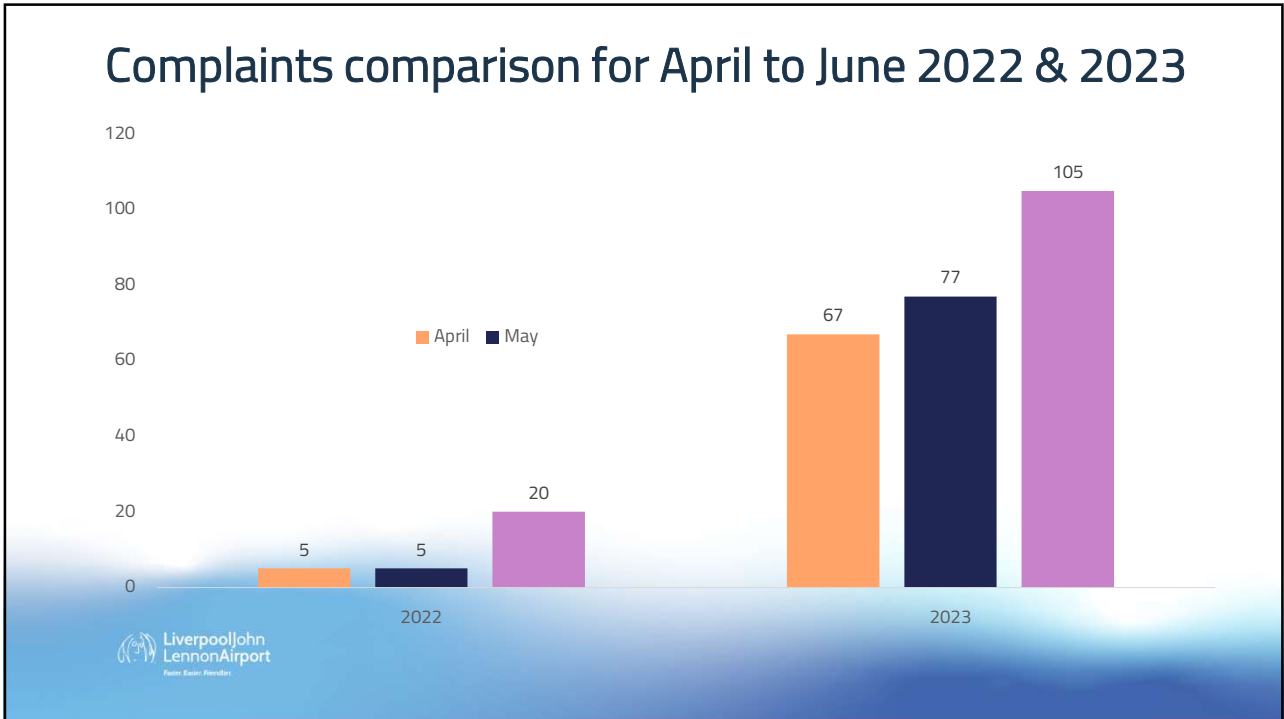


13

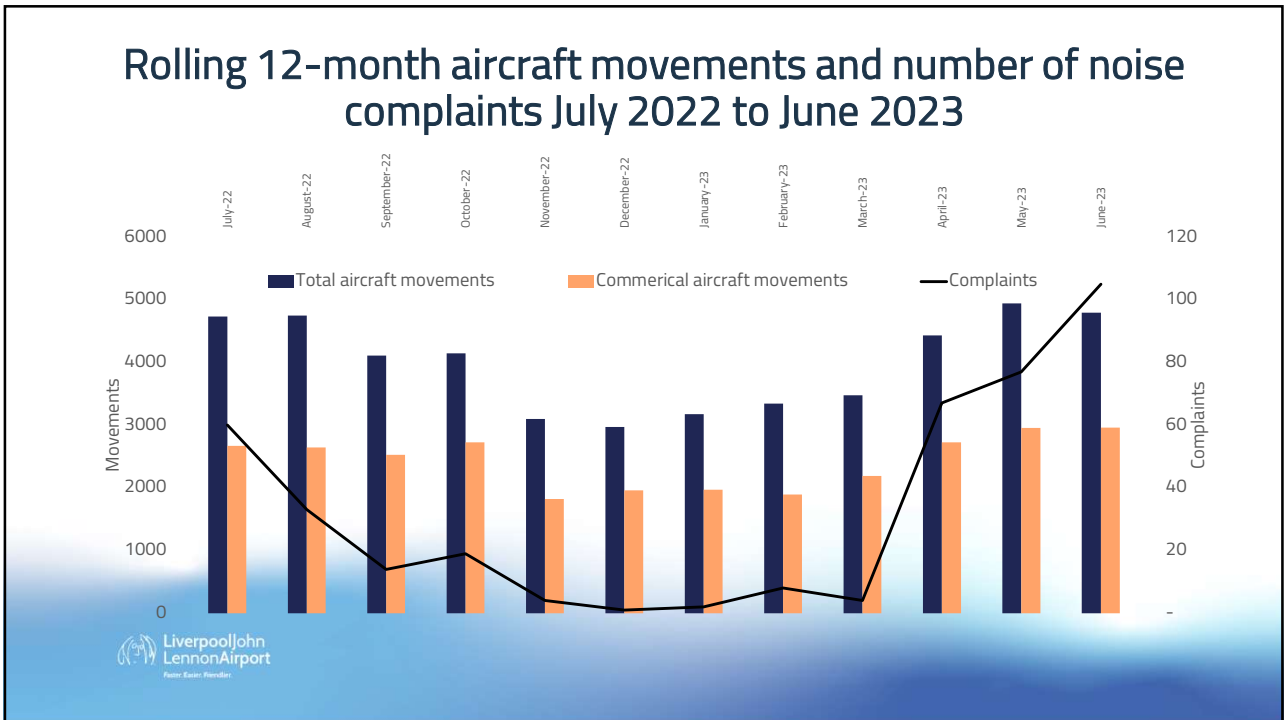
Operations that caused noise complaints from April to June 2023



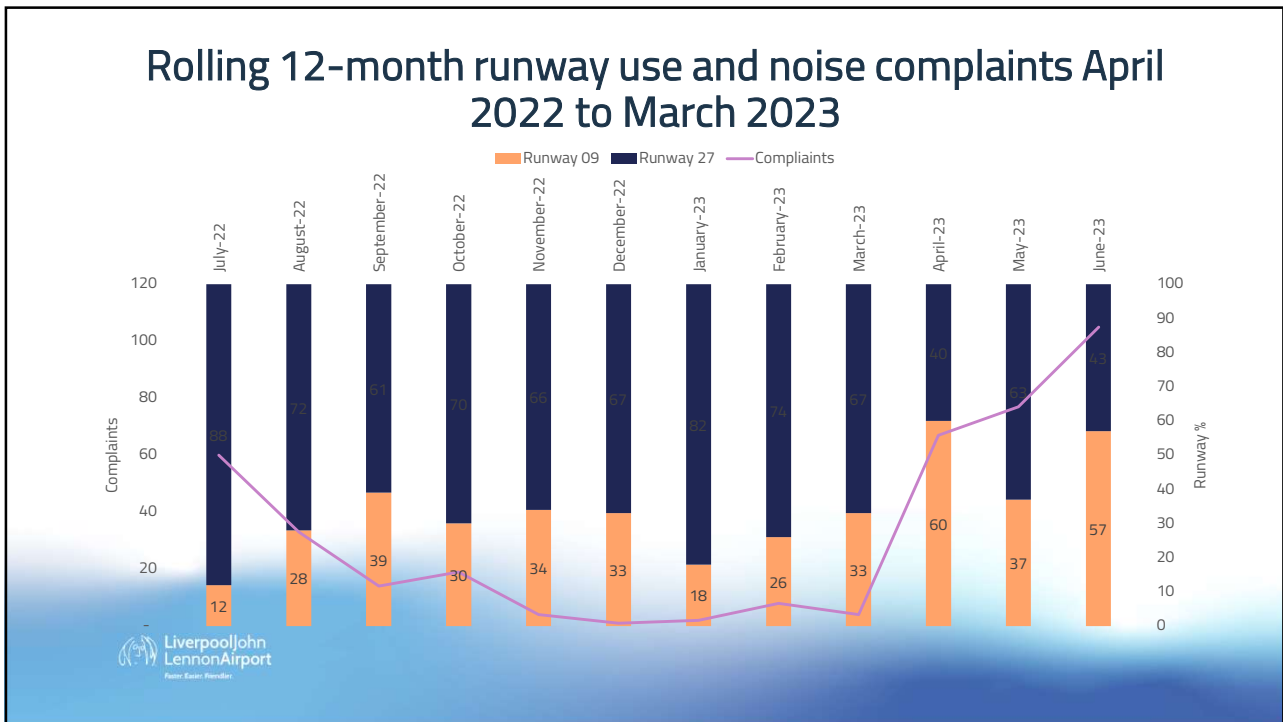
14



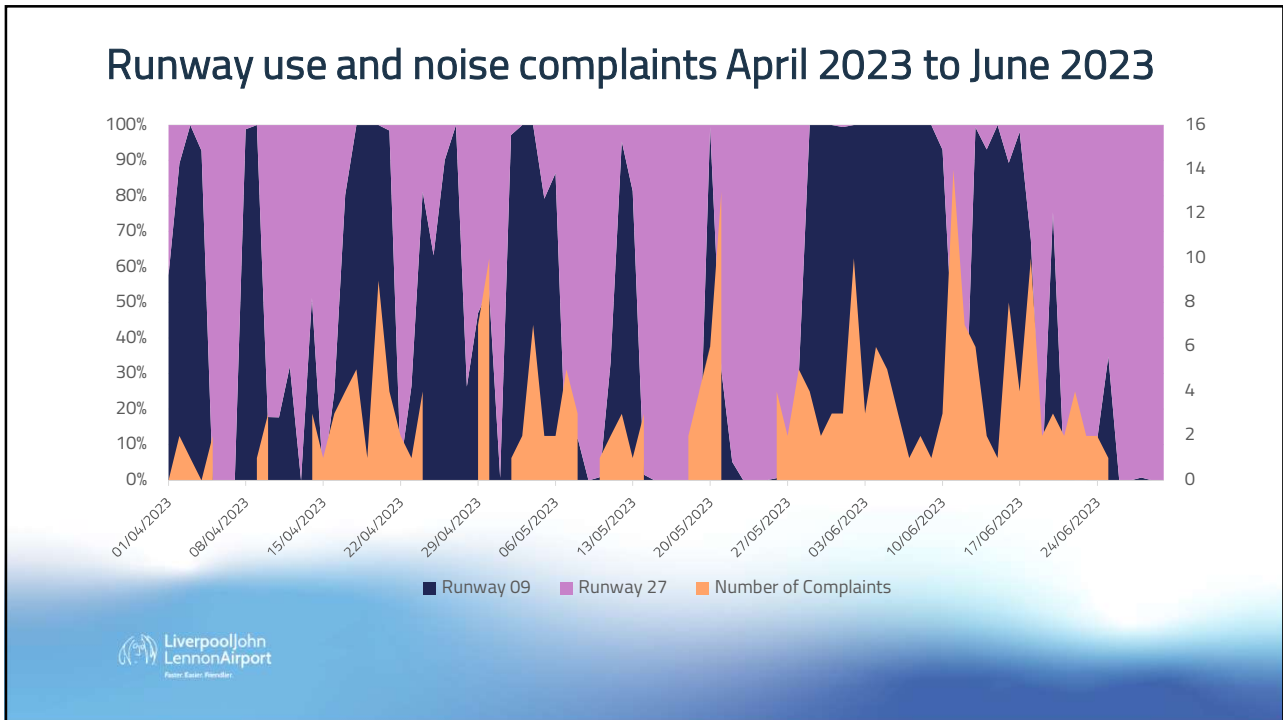
15



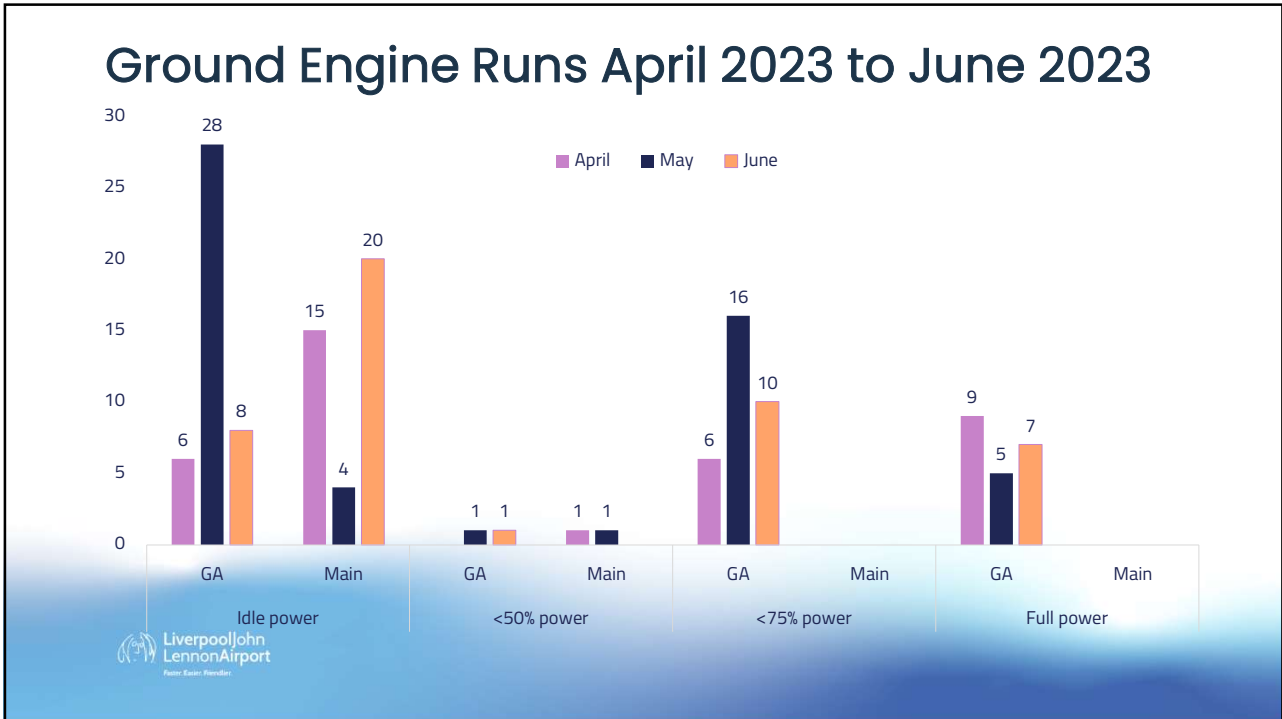
16



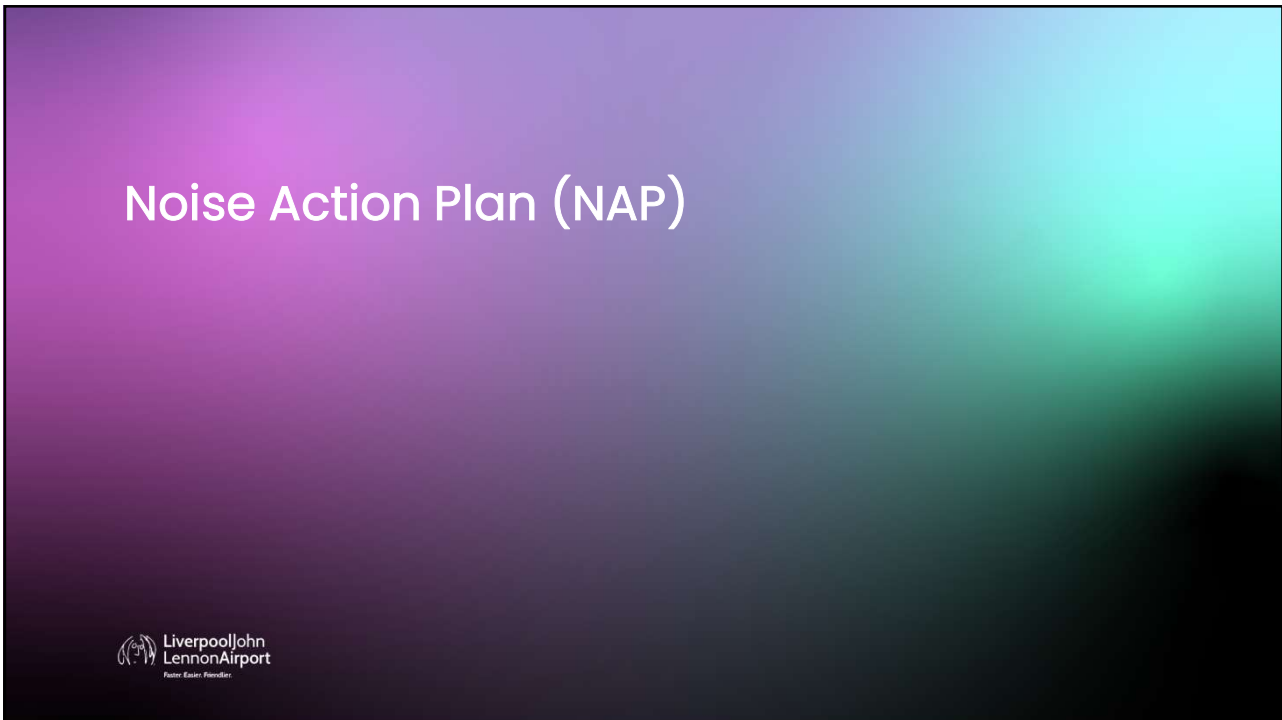
17



18



19



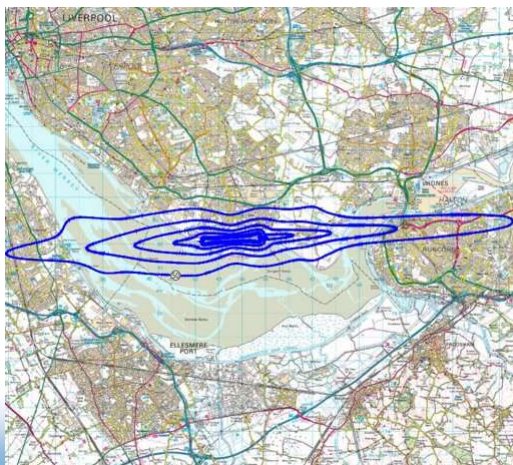
20

- Environmental Noise (England) Regulations 2006 (as amended), transposed the European Environmental Noise Directive into the English legal framework.
- The regulations apply to noise from road, railway and aviation sources, as well as industrial noise.
- The Airport Operator (e.g. Liverpool John Lennon Airport (LJLA)) is the responsible authority.
- LJLA has produced noise contour maps for 2021 that have now been approved by Defra along with those from 18 other UK Airports.
- The noise contour may be compared with similar modelling exercises in 2006, 2011 and 2016 – the 2021 contours show considerably less exposure due to the pandemic travel restrictions

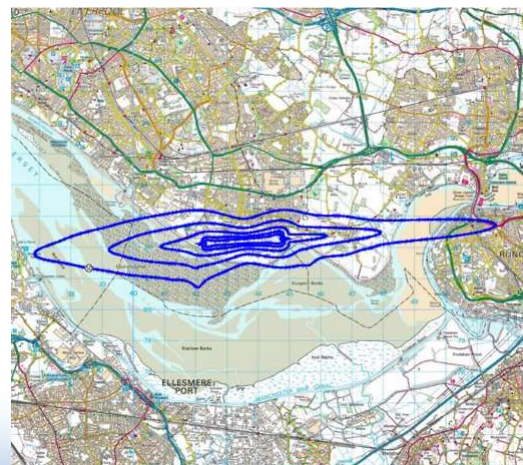
21

Comparison of the L_{den} for 2016 & 2021

Aircraft Noise Contours - L_{den} 2016
50 to 75 dB L_{den} in 5 dB Steps



Aircraft Noise Contours - L_{den} 2021
50 to 75 dB L_{den} in 5 dB Steps



22

Estimated People & Dwellings above various noise levels (L_{den})

Noise Level (dB)	Number of Dwellings				Number of People			
	2006	2011	2016	2021	2006	2011	2016	2021
≥ 55	2,450	3,100	2,000	950	5,700	6,900	4,500	2100
≥ 60	900	900	650	<50	2,200	2,000	1,500	<100
≥ 65	< 50	<100	<50	0	< 100	<100	<100	0
≥ 70	< 50	0	0	0	< 100	0	0	0
≥ 75	0	0	0	0	0	0	0	0

What will change in the Noise Action Plan

- Airline fleet improvements
- QC4 phase out between 2024 & 2027/8
- SIGS enhancement
- Formal annual workshop with airlines

Airspace Change Proposal (ACP)



25

Airspace Change Proposal Update

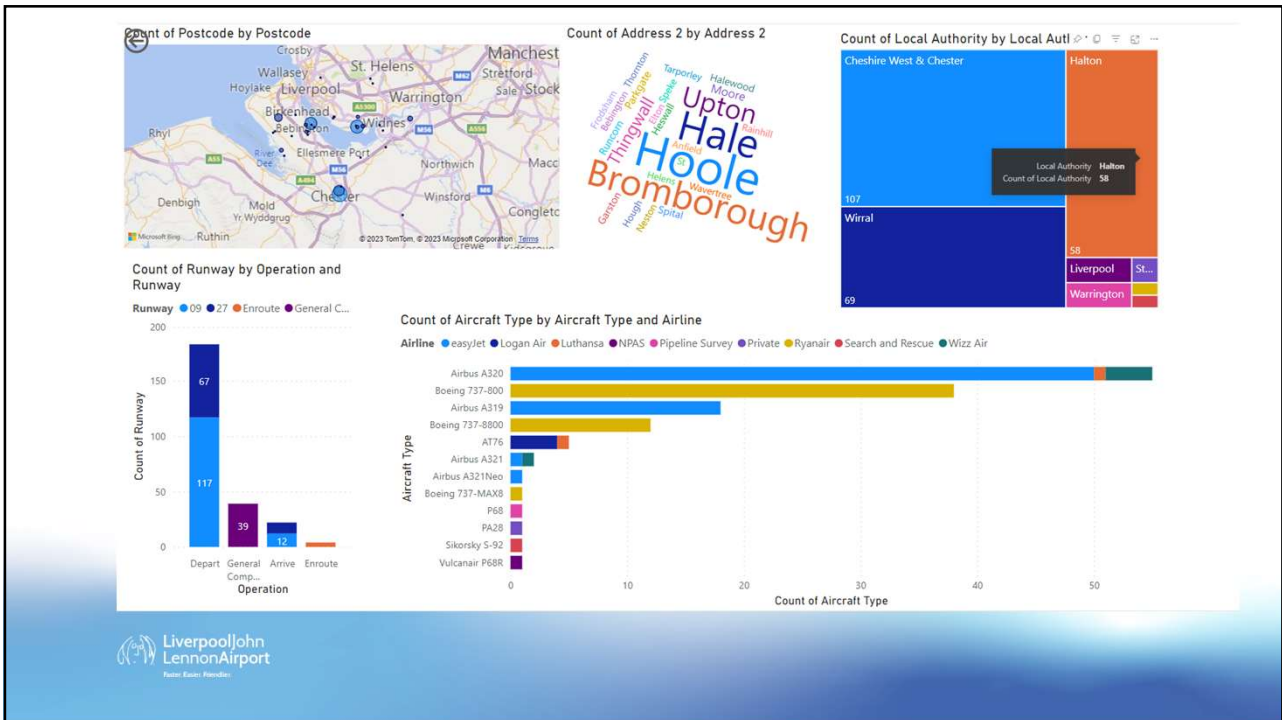


26

Dashboard



27



28