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NOISE MONITORING SUB-COMMITTEE

Friday, 20 October 2023

PRESENT:

Normal Elias, Chair

Helen Bradshawe, Environmental Health, Knowsley Council

Ian Rushforth, Environmental Health, Liverpool Council

Martin Doyle, Environmental Health, Cheshire West and Chester Council

Niall Traynor, Environmental Health, St Helens Council

Kimberley Berry, Liverpool Council Cressington Ward

Isobel Mason, Environmental Health, Halton Council

Liverpool John Lennon Airport

Andrew Dutton, Head of Environment and Sustainability

Colin Barnes, Environment and Safeguarding Manager

Secretariat

Mike Jones, Secretary

30 APOLOGIES

Apologies for absence had been received from:

Ian Gaskell, Knowsley Council

David King-Hele, Wirral Council

Bob Swann, Chair of Consultative Committee

Councillor Graham Wood, Frodsham Council

31 DECLARATION OF INTERESTS

There were no declarations of interests.

32 APPOINTMENT OF VICE CHAIR

The Chair invited nominations to be Vice Chair of the Sub-Committee.

No nominations were received so the item was deferred to the next meeting.

33 CHANGES IN MEMBERSHIP

The Secretary informed the Sub-Committee that Niall Traynor was the new representative from St Helens Council.

34 MINUTES OF LAST MEETING

Resolved - that the minutes of the meeting of the Noise Monitoring Sub-Committee held on 28 July 2023 be agreed as an accurate record.

35 NOISE COMPLAINTS LOG

The Environment and Safeguarding Manager introduced the Noise Log for the period 1 July to 30 September 2023. He provided details of aircraft movements and also gave an explanation of runway approach and departure routes. There were usually about 4,300 movements per month during the day and 300 movements at night per month, and the runway use was approximately 75% approaching from the East (Runway 27).

It was noted that the Wallasey navigation beacon operated by NATS was out of action with a technical fault from 27th to 31st July which meant there was a simpler departure route that resulted in aircraft being in a different position after an initial turn. This resulted in more aircraft flying over the Garston and Cressington area which were residential areas. This generated a spike in complaints, with a maximum of 28 in a day compared to the normal 1 or 2. The numbers of complaints was displayed graphically to show the numbers of complaints per day, and per area. There were 93 complaints relating to the Wallasey beacon outage. Separately some complainants queried decisions on runway selection (orientation) when the national forecast showed that winds were not from the East but it was explained that a local weather station was used rather than the national forecast.

Resolved – that the Noise Complaints Log for 1 July 2023 to 1 September 2023 be noted.

36 AIRSPACE CHANGE

The Head of Environment and Sustainability gave an update on the Airspace Change Process (ACP) since the last meeting. The airport were following the CAA guidance in CAP1616 which was a 7-stage process – Liverpool John Lennon Airport (LJLA) reached stage 4 before pausing the ACP in November 2020. When the LJLA ACP was unpaused the airport was required to review the options in stage 2 to reflect that the other sponsors in the Manchester Terminal Movement Area (MTMA) design had matured whilst the LJLA ACP was paused. The LJLA Stage 2 Addendum had been submitted to the CAA in August for the September Stage 2 Gateway. LJLA was informed the Addendum had passed the Gateway in October.

The MTMA is a cluster 5 ACP Sponsors - Liverpool, Manchester, Leeds Bradford and East Midlands Airports and NATS/NERL, the Air Traffic Service Provider responsible for the upper airways. The next stage was for these five sponsors to integrate their individual design into a solution that works for the region. The target date for the MTMA consultation remained summer 2025, with implementation expected in the 2027/28 Winter if the submission was successful.

Resolved – That the update on the Airspace Change Process be noted.

37 **DECARBONISATION PLAN**

The Head of Environment and Sustainability informed the Sub-Committee that the Airport would publish a decarbonisation plan in November 2023. There was positive news in that it had reduced emissions by 70% since 2011 by reducing power used, and decarbonising supply as a higher proportion of the supplied power was supplied from renewable sources. The LJLA objective was to decarbonise their ground operations completely by 2040.

The Airport also sought to assist in the facilitating of less carbon intensive flight by supplying alternative fuels, although this was outside of the target of the Plan. The Sub-Committee were also informed that a planned solar array had received a favourable response from the Planning Inspectorate and it was hoped that installation may start as early in the new year.

Resolved – That the Decarbonisation Plan update be noted.

38 **DATE OF NEXT MEETING**

The next meeting of the Noise Monitoring Sub-Committee will be on 19 January 2024 at 10.30am.

39 **ANY OTHER BUSINESS**

There was no other business.

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Noise Monitoring Sub Committee

20th October 2023



1

Aircraft Movements

July to September 2023



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Runway Orientation



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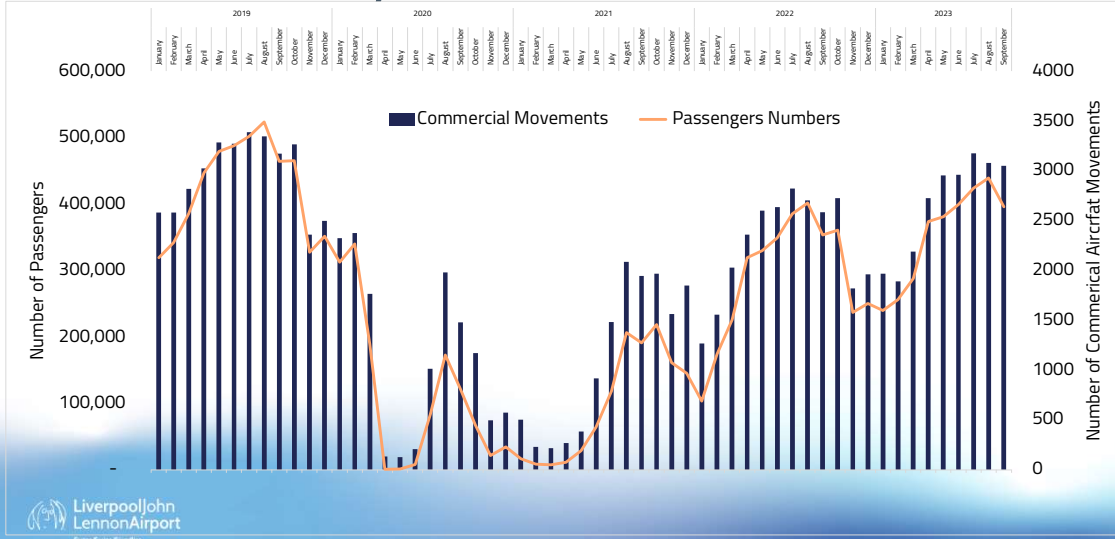
Rolling 24 months movements October 2021 to September 2023

Month	Total	Cargo	Charter	Diverted	GA	Positioning	Scheduled	Unknown	Commercial
2021									
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
Jul	4,606	61	21	5	1,426	39	3,054		3,175
Aug	4,819	4	10	2	1,738	39	3,026		3,079
Sep	4,543	31	12	6	1,484	31	2,975	4	3,049



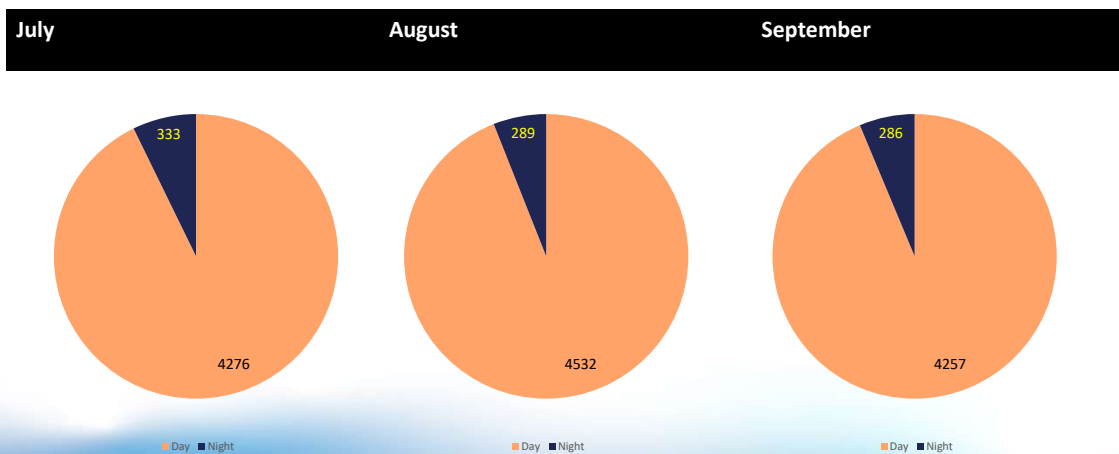
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Rolling 54 months movements & passengers numbers January 2019 to June 2023



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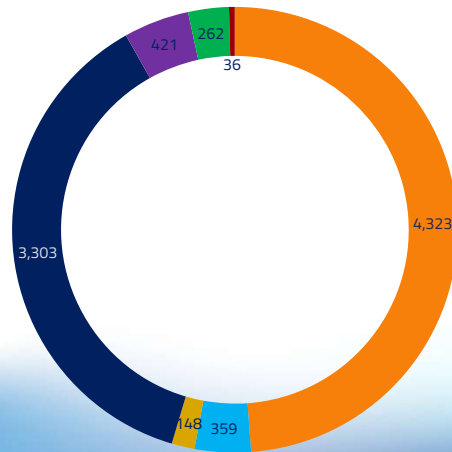
Movements by Day or Night (23:30 to 06:00) July to September 2023



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Movements by Airline July to September 2023

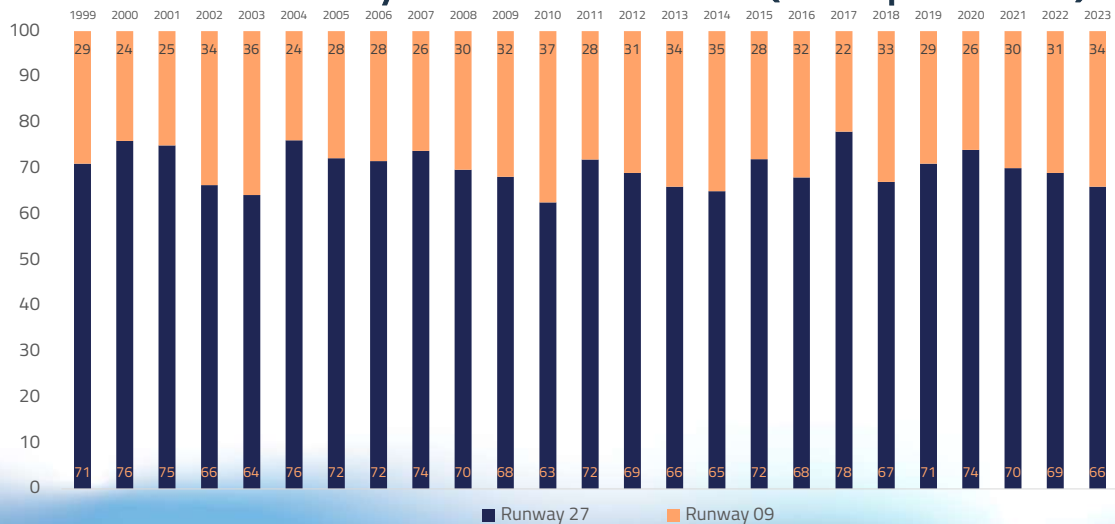
EASYJET LOGANAIR LUFTHANSA RYANAIR WIZZ AIR AER LINGUS PLC WIDEROE



Liverpool John Lennon Airport
From Easter 2012

7

Annual % runway use 1999 to 2023 (to September)



Liverpool John Lennon Airport
From Easter 2012

8

Noise Log

July to September 2023

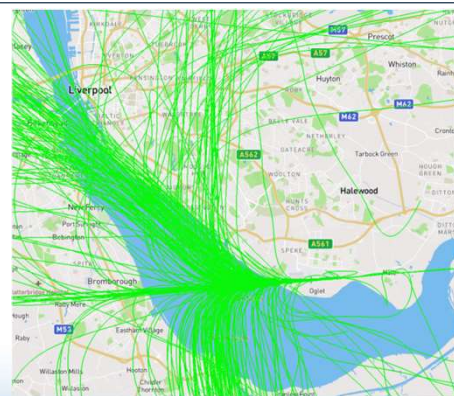
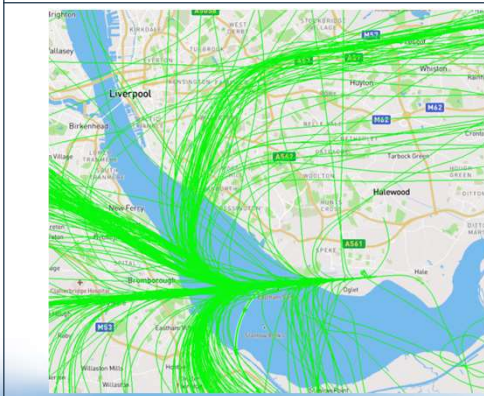


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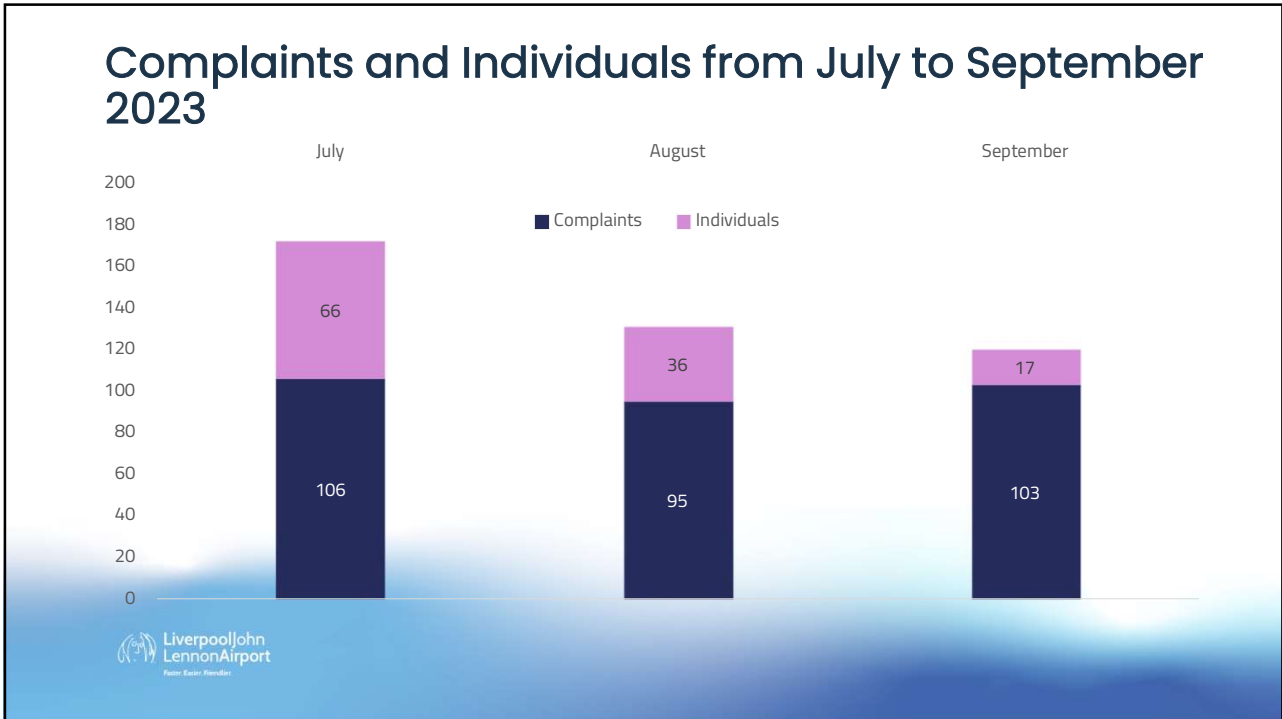
WALLASEY DVOR Out of Service

1st – 7th July 2023

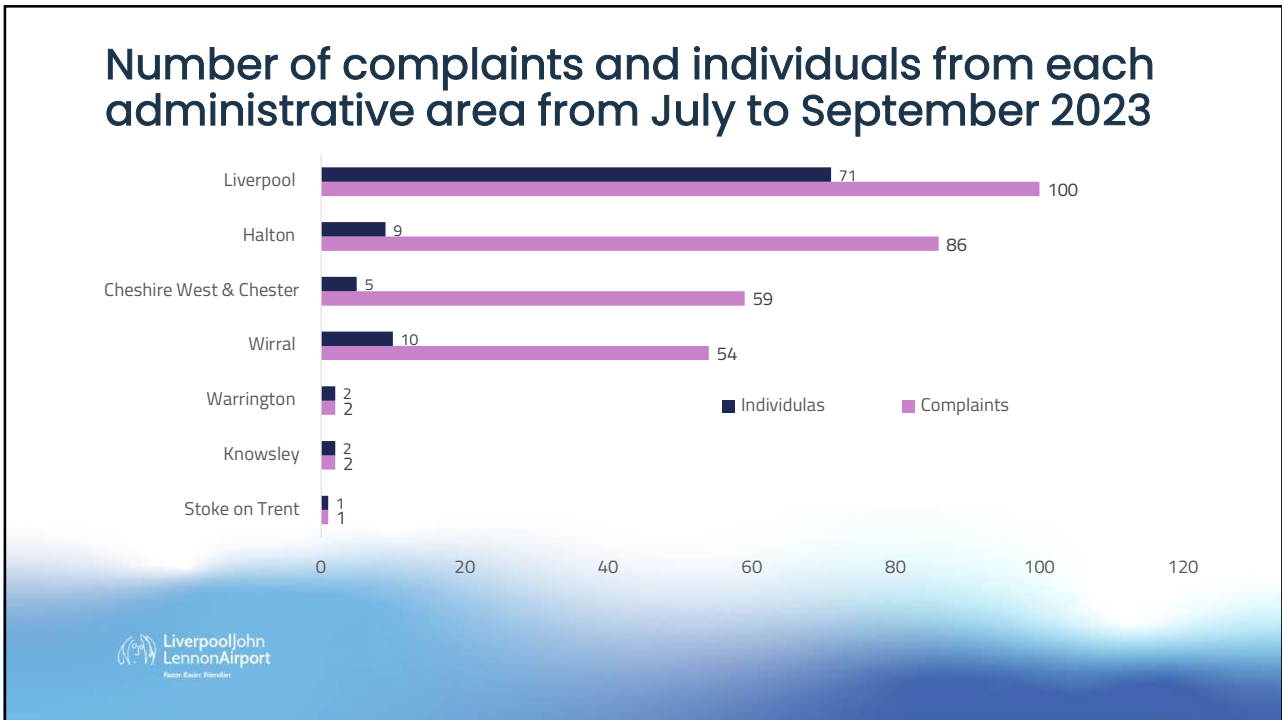
27th – 31st July 2023



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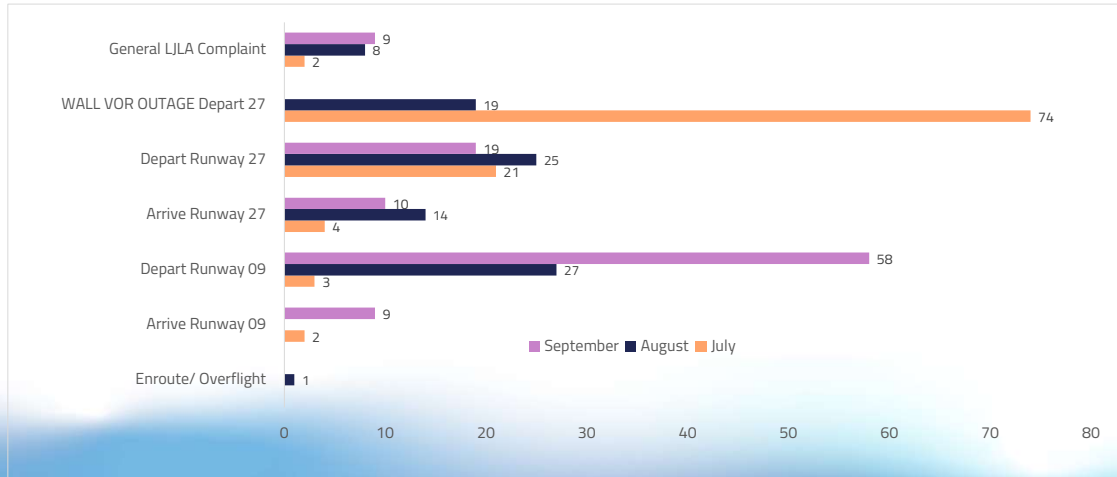


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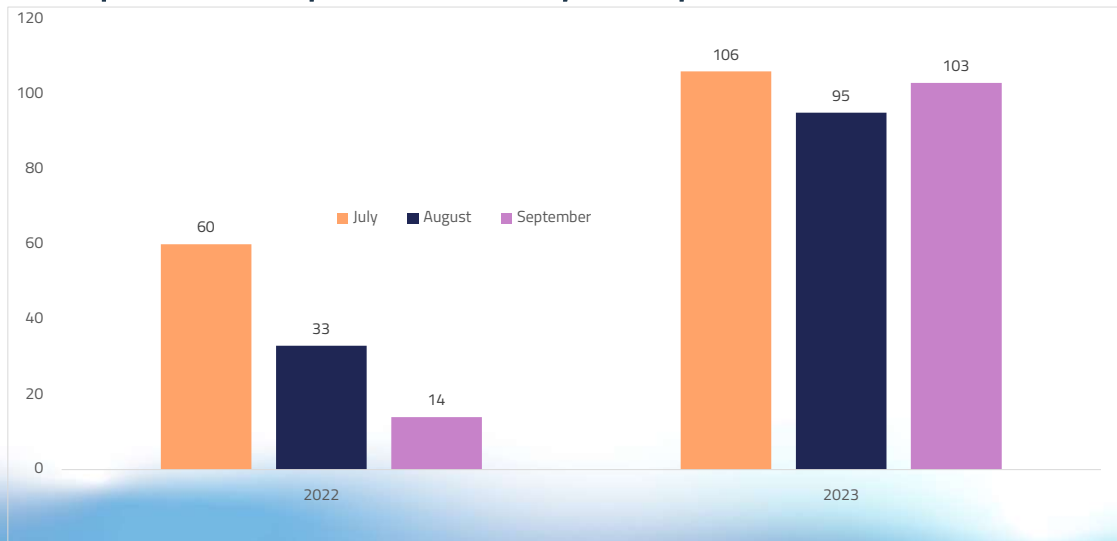
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Operations that caused noise complaints from July to September 2023

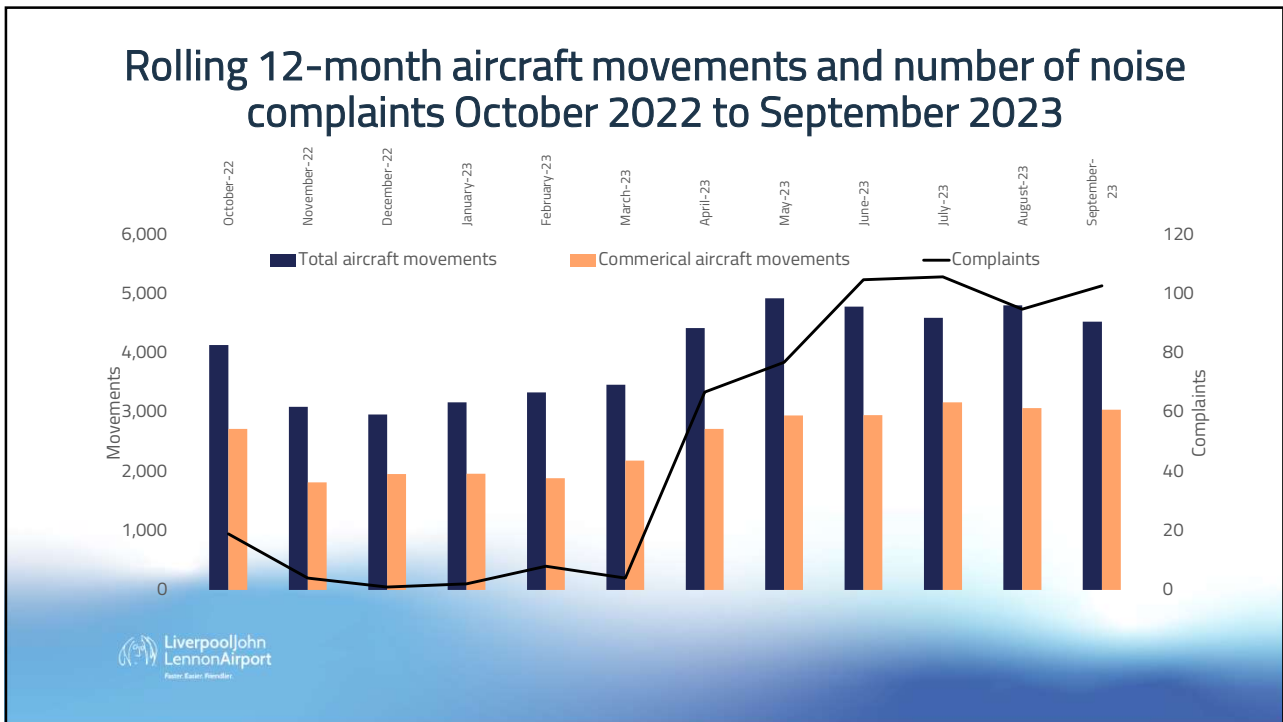


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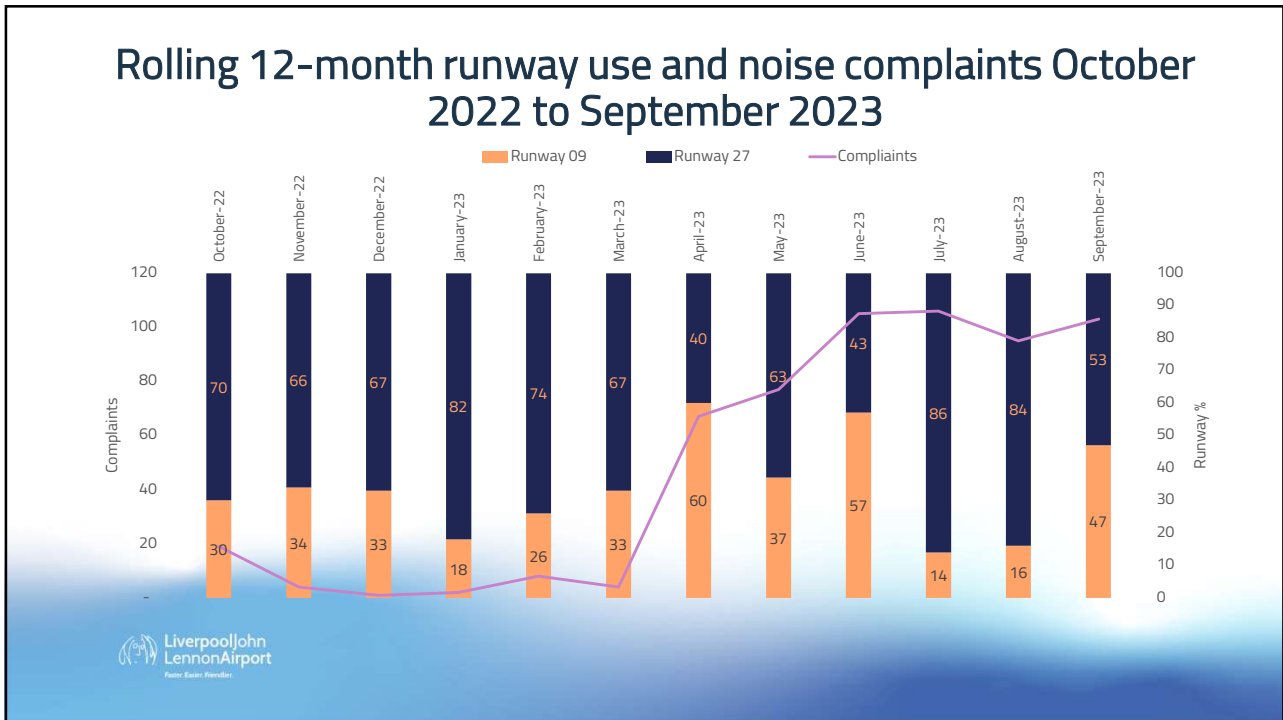
Complaints comparison for July to September 2022 & 2023



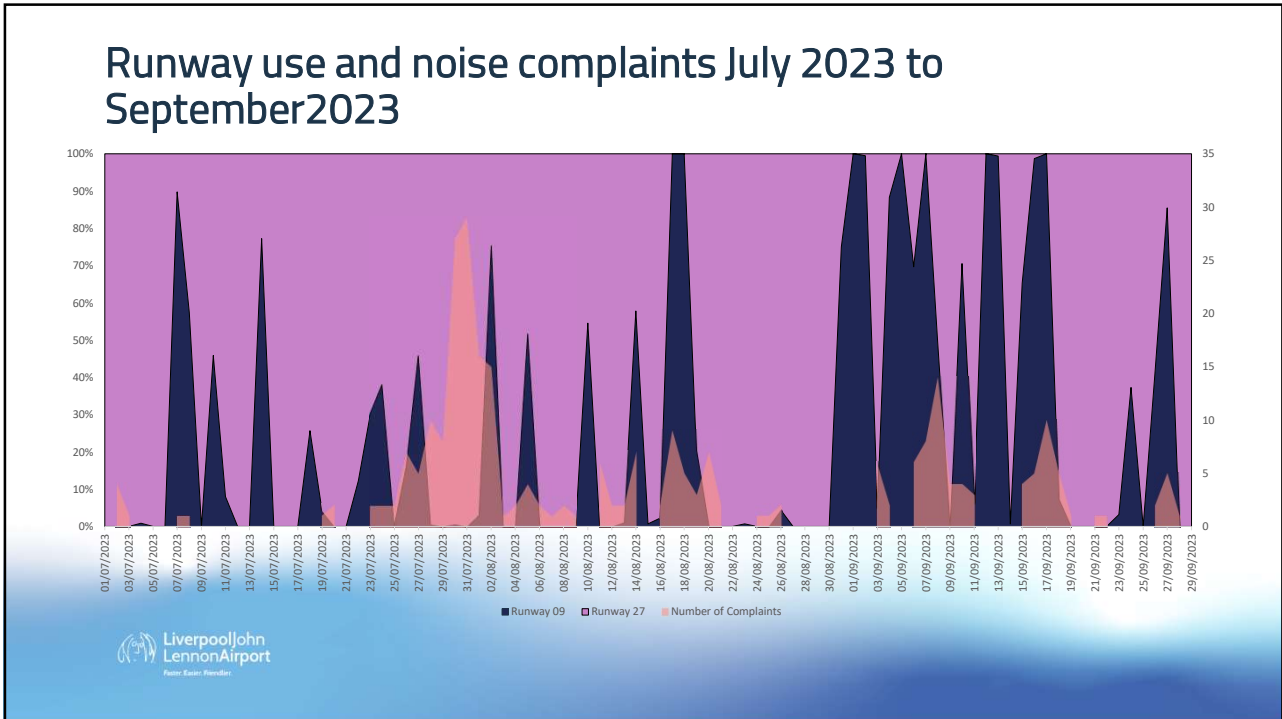
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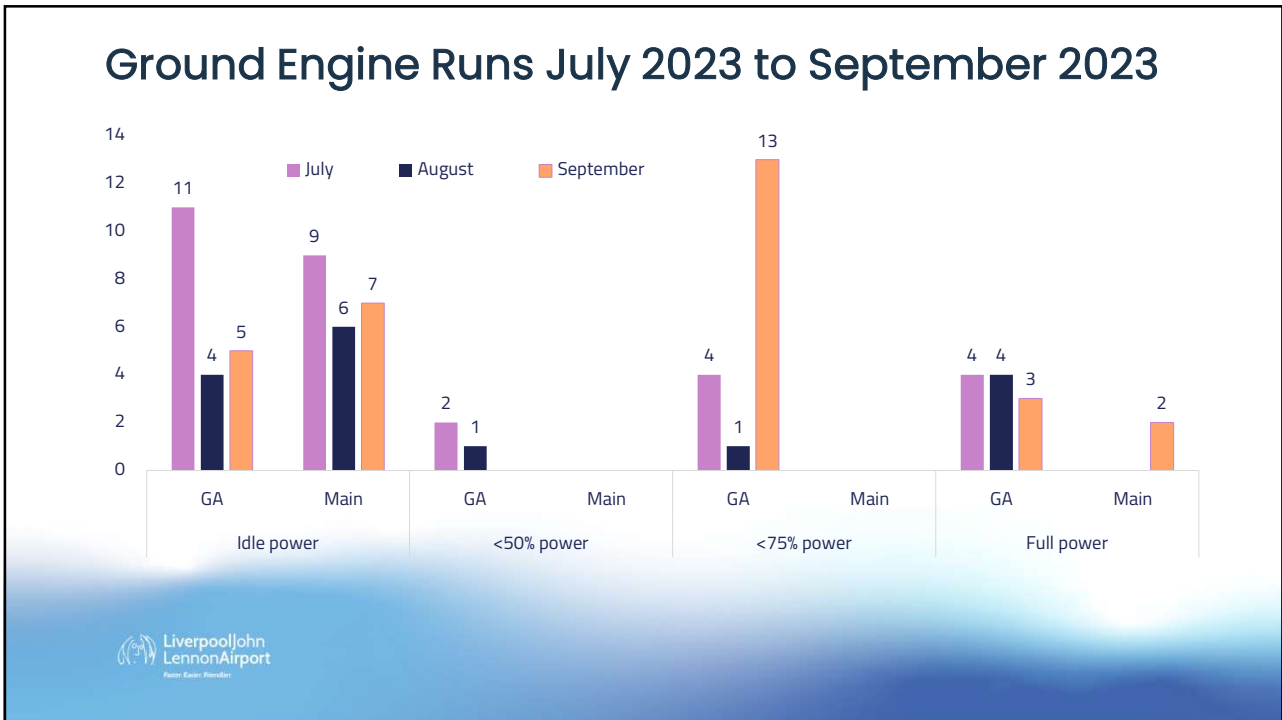
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LJLA Airspace Change Process



- Stage 2 Addendum submitted (Aug'23)
- Gateway 29th September
- Passed through Stage 2 Gateway October 2023
- MTMA Cluster (NERL, MAN, LBA, EMA & LPL)
- Design Interaction Discussions Continue
- Future overall simulation Jun'24
- Target Consultation 2025
- If approved implementation 2027/28

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Airspace Change

22

LJLA Airspace Change Process



 Liverpool John Lennon Airport
Future. Easier. Smoother.

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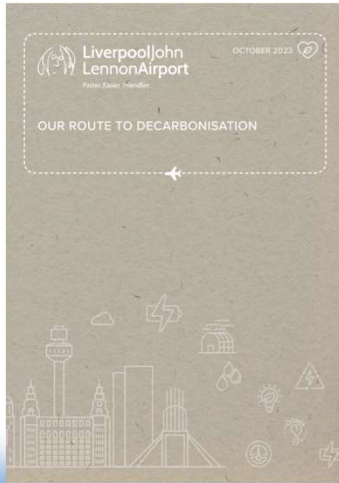
23

Decarbonisation Plan

 Liverpool John Lennon Airport
Future. Easier. Smoother.

24

Decarbonisation Plan



- Decarbonisation declaration
- Recognise good work already done
- Target date of 2040
- Supply & Demand
- SPV Array (recent good news)
- Increasing efficiency
- Strategic Investments

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