

Public Document Pack

NOISE MONITORING SUB-COMMITTEE

Friday, 21 October 2022

Present:

Norman Elias, Passenger Rep and Chair
Jim Candlin, Cheshire West and Chester Council
Ian Gaskell, Knowsley Council
Kate Hughes, Halton Council
David King-Hale, Wirral Council
Doreen Knight, Liverpool Council
Bob Swann, Chair of the LJLACC

Liverpool John Lennon Airport

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

Secretariat

Mike Jones, Secretary
Joe D'Henin, Assistant Secretary

1 APOLOGIES

No apologies had been received in advance of the meeting. Malcom Spargo and Ian Rushforth were unable to join the meeting due to a technical issue with the virtual meeting link.

2 DECLARATION OF INTERESTS

There were no declarations of interests.

3 CHANGES IN MEMBERSHIP

There were no changes in membership to report.

4 MINUTES OF LAST MEETING

Resolved - That the minutes of the meeting of the Noise Monitoring Sub-Committee held on 15th July 2022 be agreed as a correct record.

5 NOISE COMPLAINTS LOG

Colin Barnes, Environment and Safeguarding Manager, introduced the Noise Log for the period 1st July 2022 to 30th September 2022 with a comparison of aircraft movements for the first week of July between 2019, 2020, 2021, and 2022.

An outline of the slides attached was provided, providing a breakdown of the 107 complaints received during the period. The slides analysed complaints by date, complainants, area, reasons for complaints (including flight routes and runways used) and comparison with previous years. The Sub-Committee were informed that the period July to September 2022 saw substantially more complaints than the same period in 2021, which was the result of a large number of complaints from one individual in Wirral. 60 complaints were received in July alone, many of which from the one individual. The majority of complaints related to the departure route from runway 27.

Members of the Sub-Committee asked whether there had been any changes to the departure route from runway 27 that would account for the increased entries from the complainant in Bromborough, and whether the location of these complaints sat directly under the flight route. In response, it was clarified that whilst the complainant's residence did lie under the departure route from runway 27, there had been no changes to the route, with the majority of flights reported travelling to Ireland and the Isle of Man.

6 **AIRSPACE CHANGE**

Andrew Dutton, Head of Environment, Liverpool Airport provided an update on the Liverpool John Lennon Airport (LJLA) Airspace Change Proposal (ACP). An overview of events relating to the ACP was provided, with the Sub-Committee being informed that LJLA remained paused at Stage IV of the CAP1616 process, and was to be unpausing in the near future, with the ambition of integrating with the other airspace change sponsors in the region.

Whilst the LJLA ACP had been paused, the Airspace Change Organising Group (ACOG) had been established, with the group creating a national Airspace Change Masterplan. ACOG were seeking to coordinate the implementation of the Masterplan and the integration of all the airports and NATS (NERL) airspace change proposals. As a result, consideration was needed as to how LJLA could be aligned with the other airports in its cluster (Manchester, Leeds, East Midlands), which were at earlier stages of the CAP1616 process. It was noted that in order to facilitate this alignment, it was likely that LJLA would proceed back to Stage II. This would involve a re-engagement with stakeholders regarding options, specifically relating to interactions with other sponsors proposals. It was noted a further public consultation could be required, based on any potential changes to the proposal from the original consultation in 2020.

The Sub-Committee were informed that due resource issues with a supplier that had recently come to light, the process outlined was likely to be delayed further. However, LJLA would be writing to members of the LJLA Consultative Committee to inform them on the process for proceeding once a solution had been agreed.

7 NOISE ACTION PLAN

Andrew Dutton provided the Sub-Committee with an update of the work in producing a Noise Action Plan in response to the noise modelling work using 2021 as a base year in comparison with 2016. As highlighted in previous meetings, the Department for Environment Food & Rural Affairs (DEFRA) rejected a proposal to use 2022 as a base year for comparison of noise mapping, notwithstanding the impact that travel restrictions caused by the pandemic had on the volume of flights in 2021, and therefore the noise exposure to communities.

The Sub-Committee were reminded that this would lead to a large jump in the area covered by noise contour modelling in 2026. Despite this, LJLA were still required to produce their Noise Action Plan, which needed to include 16 required points, as listed in the appended slides pack, for submission to DEFRA in September of next year. Members of the Sub-Committee were asked to review the 16 required points and suggest additional items they felt should be included. A draft of the plan would be shared with members of the LJLACC, NMSC and local authorities' Environmental Health Departments as part of a formal consultation. Members were asked to give their thoughts on any other stakeholders that should be consulted as part of this process outside of the meeting.

8 DATE OF NEXT MEETING

The next meeting of the Noise Monitoring Sub-Committee would be held on the 20th January 2023

9 ANY OTHER BUSINESS

There was no other business.

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Noise Monitoring Sub Committee

21st October 2022

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1



Aircraft Movements Comparison

First full week of September
2019, 2020, 2021 & 2022

2

2019



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2020



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2021

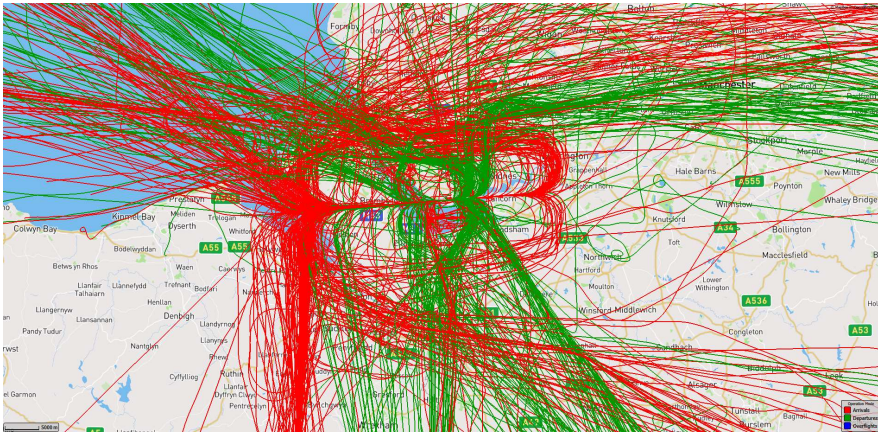


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2022



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Noise Log

July - September 2022

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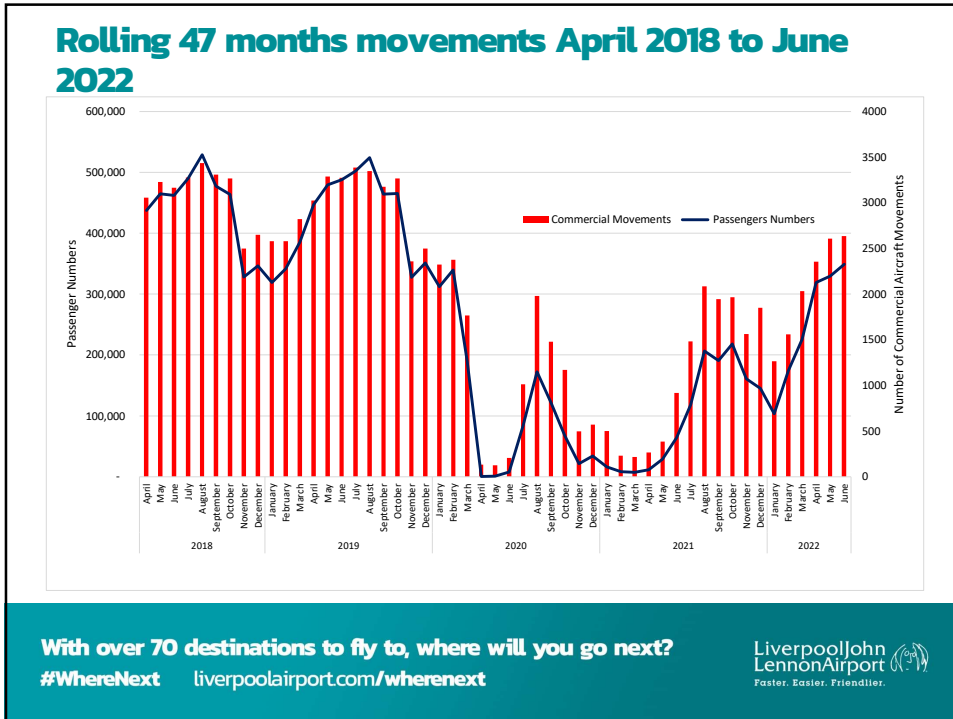
Rolling 21 months movements January 2021 to September 2022

Month	Total	Cargo	Charter	Diverted	GA	Positioning	Scheduled
2022	36,586	298	301	1	15,770	331	19,884
Jan	2,629	58	16		1,363	10	1,182
Feb	2,546	39	27	1	990	32	1,457
Mar	4,018	8	34		1,989	33	1,954
Apr	4,431	10	67		2,073	43	2,238
May	4,417	1	78		1,816	95	2,427
Jun	4,534	78	4		1,899	23	2,530
Jul	4,732	80	30		1,911	45	2,666
Aug	4,747	14	17		2,045	27	2,644
Sep	4,107	10	24		1,526	20	2,527
2021	29,153	208	211	1	15,752	399	12,580
Jan	830	111	12		328	55	324
Feb	481	14	14		252	43	158
Mar	624	4	13		409	34	164
Apr	1,747		30		1,482	41	194
May	2,031	4	12		1,647	18	350
Jun	2,892	1	2		1,974	22	893
Jul	3,308	6	15		1,826	28	1,433
Aug	3,953		23		1,871	29	2,030
Sep	3,736	6	17		1,788	25	1,900
Oct	3,511	10	28		1,544	33	1,896
Nov	3,201	19	22		1,641	27	1,492
Dec	2,839	34	23	1	990	44	1,746

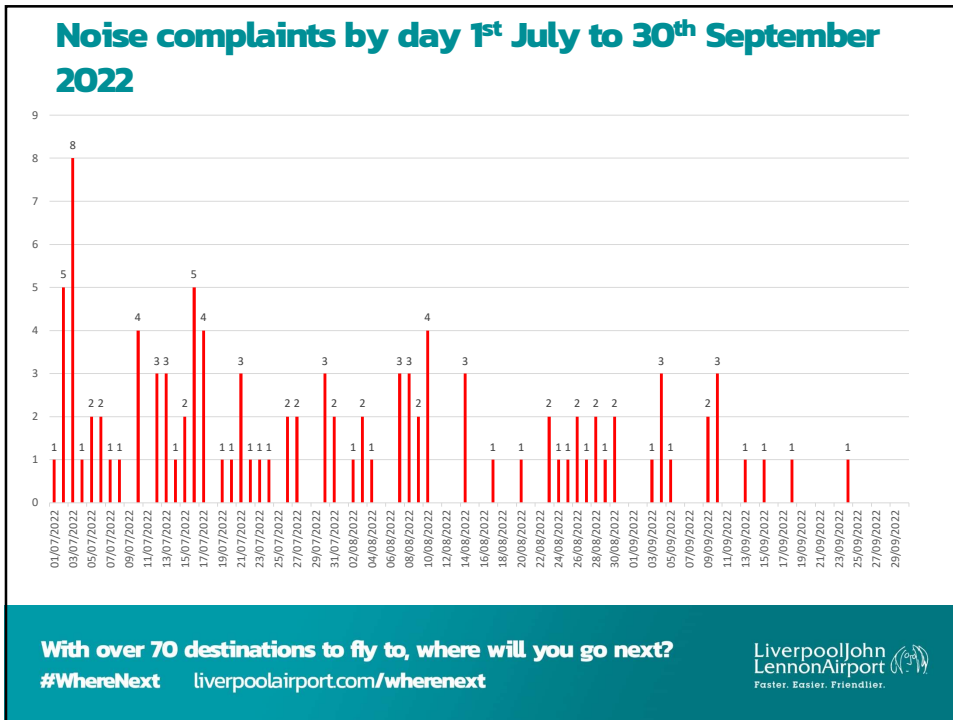
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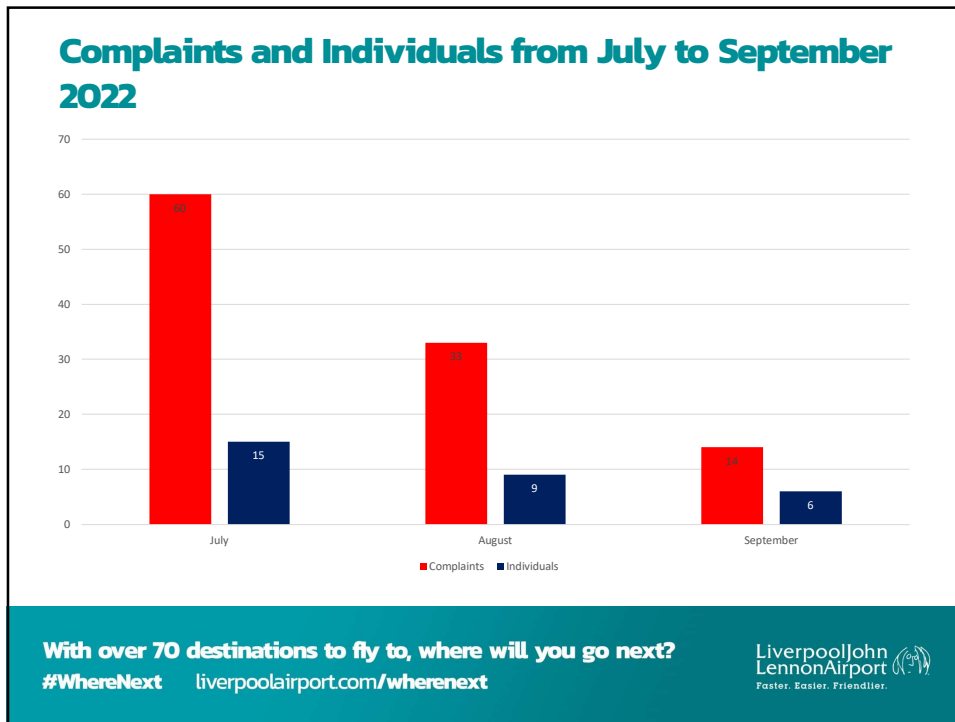
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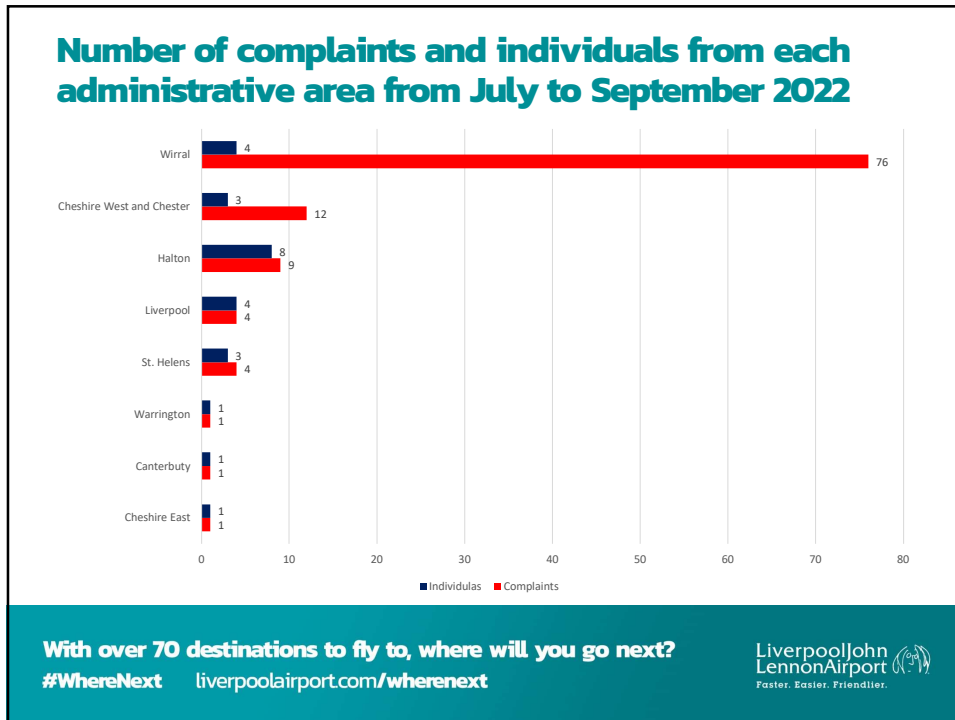
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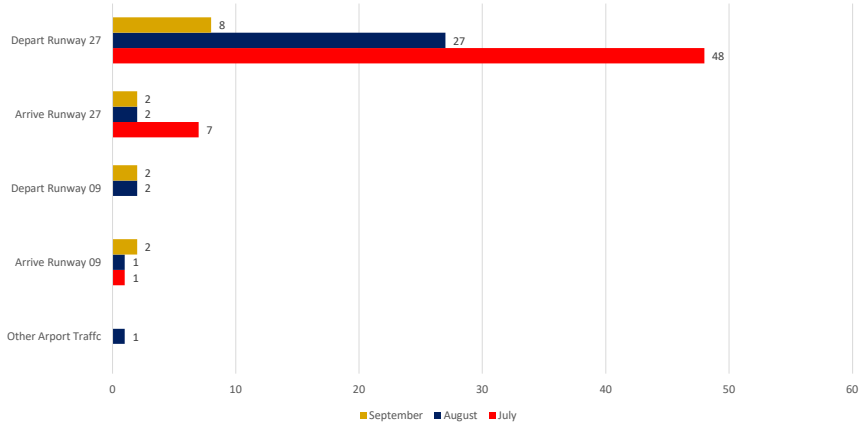


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Operations that caused noise complaints from July to September 2022

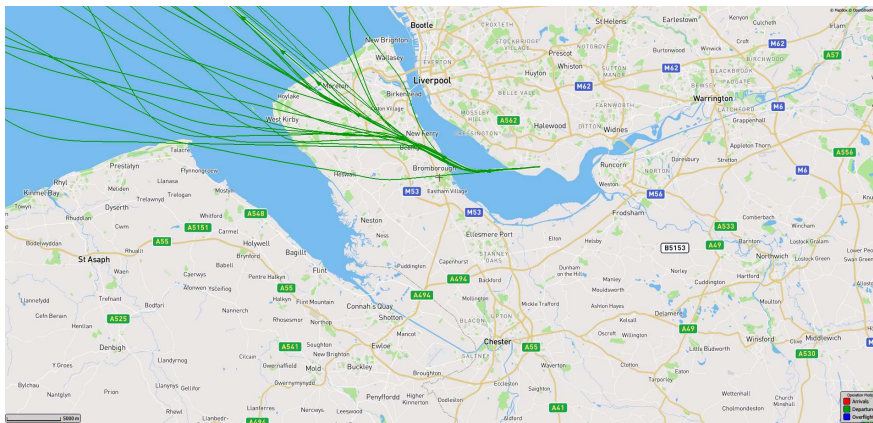


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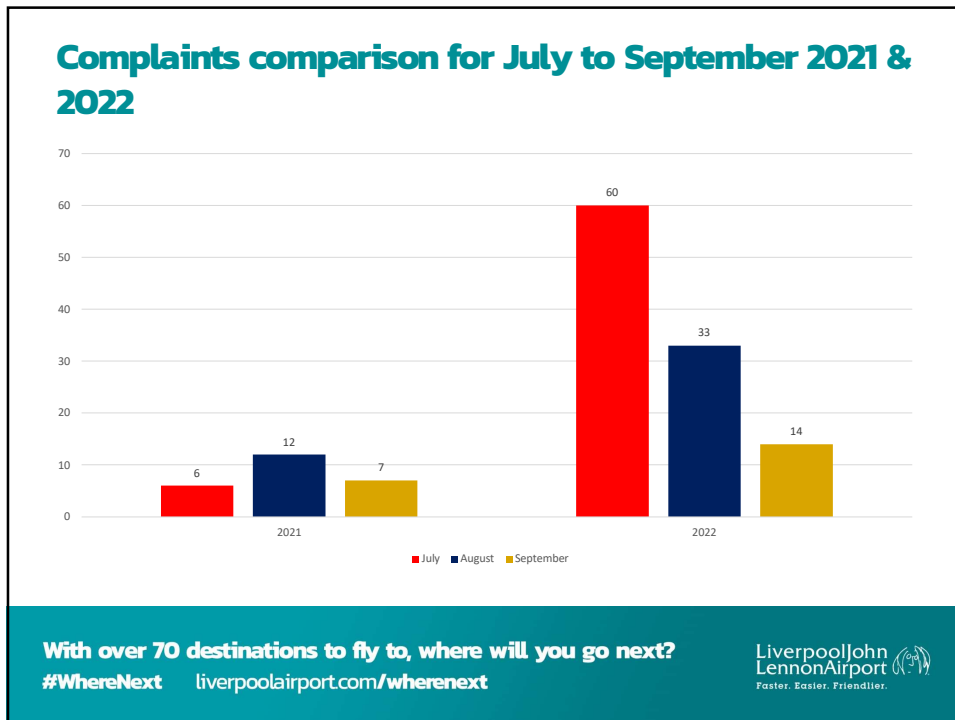
Runway 27 Departures using the WALLASEY Standard Departure Route



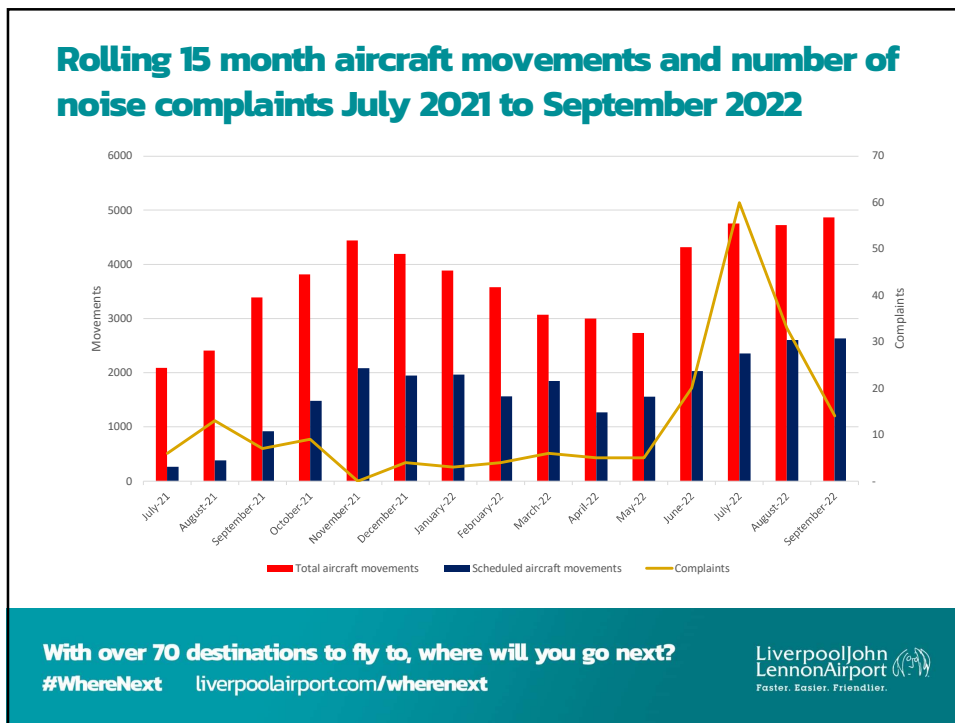
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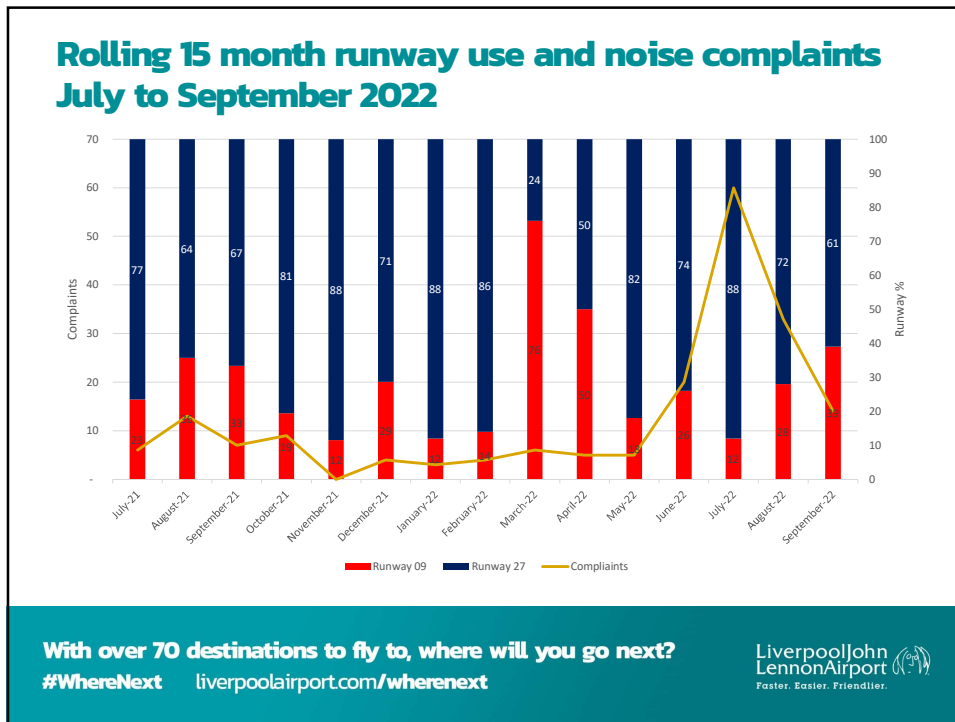
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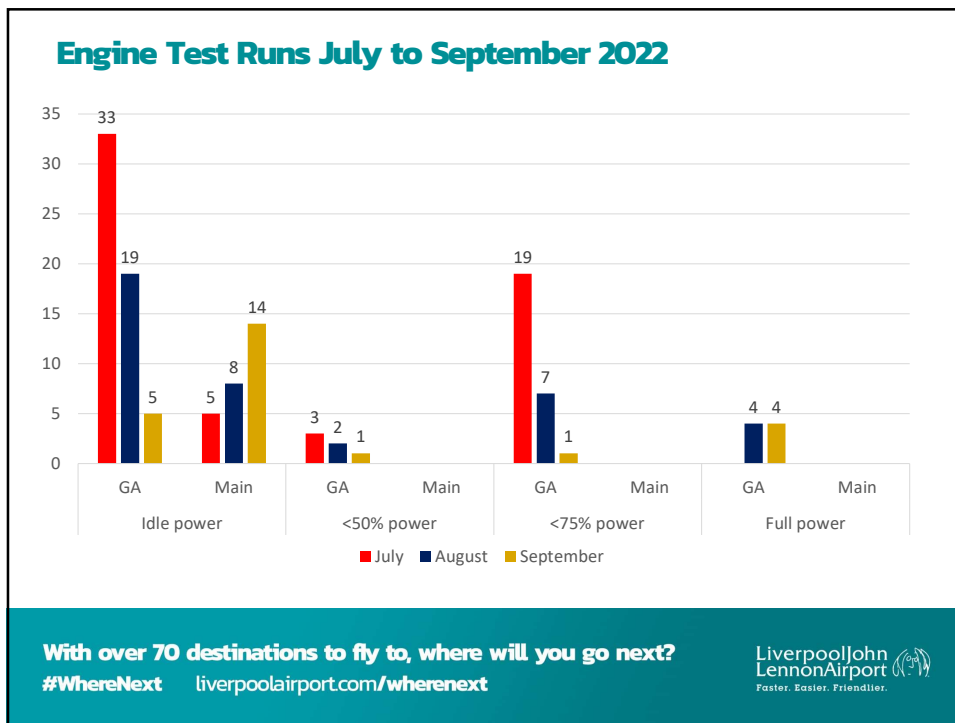
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Department
for Environment
Food & Rural Affairs

Airport Noise Action Plans

**Guidance for Airport Operators on how to revise
Noise Action Plans under the Environmental
Noise (England) Regulations 2006 (as amended)**

September 2022

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What needs to be included in a Noise Action Plan?

2.1 A Noise Action Plan must be drawn up for places near the airport which are affected by noise from airport operations as shown by the results of the noise mapping⁶ and meet a number of requirements set out in the Regulations:

- a description of the airport and any other noise sources taken into account;
- the authority responsible;
- the legal context;
- any limit values in place;
- a summary of the results of the noise mapping, including an evaluation of the estimated number of people exposed to noise;
- identification of problems and situations that need to be improved;
- a record of the public consultations that have taken place;
- any noise reduction measures already in force and any projects in preparation;
- long term strategy;
- actions which the airport operator intends to take in the next five years, including measures to preserve quiet areas;
- financial information (if available): budgets, cost-effectiveness assessment, cost-benefit assessment;
- provisions envisaged for evaluating the implementation and the results of the Noise Action Plan; and
- estimates in terms of the reduction of the number of people affected (annoyed, sleep-disturbed, or other).

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