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NOISE MONITORING SUB-COMMITTEE

Friday, 20 January 2023

Present:

Norman Elias, Chair and Passenger Rep
Helen Bradshawe, Knowsley Council
Cllr Lynn Hinnigan, Liverpool City Council
David King-Hele, Wirral Council
Tony Rice, Deputy Chair
Ian Rushforth, Liverpool City Council
Malcolm Spargo, Hale Parish 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**

Apologies for absence had been received from Doreen Knight, Liverpool Council, and Ian Gaskell, Environmental Health, Knowsley Council.

2 **DECLARATION OF INTERESTS**

There were no declarations of interests.

3 **CHANGES IN MEMBERSHIP**

The Sub-Committee were informed that several attempts had been made to contact prospective Speke estate representatives regarding potential appointment, however no responses had been received.

It was noted that Jim Candlin had left his role at Cheshire West and Chester (CWaC) Council, although Peter Hargreaves or Martin Doyle would continue as alternative CWaC representatives on the Sub-Committee.

4 **MINUTES OF LAST MEETING**

Resolved - That the minutes of the meeting of the Noise Monitoring Sub-Committee held on 21 October 2022 be agreed as a correct record.

5 **NOISE COMPLAINTS LOG**

Colin Barnes, Environment and Safeguarding Manager, introduced the Noise Log for the period 1 October to 31 December with an overview of aircraft movements over the previous rolling 24 months up until December, including a breakdown of movements by commercial flights, day and night flights and airline used. An overview of runway use between 1999 and 2022, highlighting the average 70/30 split between runway 27 and runway 09 usage, was noted. An outline of the appended slides was reported, providing a breakdown of the 24 complaints received during the period. The slides analysed complaints by date, complainants, area, reasons for complaints (including flight routes and runways used) and a comparison with previous years. The Sub-Committee were informed that October saw the highest number of complaints during the period, with 19 received from 7 individuals. It was noted that over the three-month period 14 complaints had been received from the same individual in St Helens. The Committee were also informed that 2 non-specific complaints had been received regarding general disturbance from aircraft movements rather than one single event or movement.

Members of the Sub-Committee discussed the complaints from St Helens, where it was affirmed that Billinge was outside of the airport's controlled airspace but that aircraft would pass in that general direction as they arrived or departed to the east. In response to a member question regarding the designation of flights as day or night flights, it was clarified that for this purpose the time period used to designate flights as night flights was 23:00 to 06:00.

6 **AIRSPACE CHANGE**

Andrew Dutton, Head of Environment, provided an update on the Liverpool John Lennon Airport (LJLA) Airspace Change Proposal (ACP). As previously reported, LJLA had remained paused at Stage IV of the CAP1616 process since November 2020. There had been considerable developments during the period since the ACP was paused, including the development of a national masterplan by the Airspace Change Organising Group (ACOG), the Airspace and LJLA being included as part of the Manchester Terminal Manoeuvring Area (MTMA) which included airports in Manchester, Leeds and East Midlands, to proceed as an ACP cluster together. A video demonstration of aircraft movements for LJLA in isolation and MTMA on a single day was provided to highlight the volume of neighbouring and en route aircraft traffic that needed to be considered in the cluster's proposals.

The Sub-Committee were informed that the LJLA was restarting the ACP after a break of 2 years. Due to the maturation of neighbouring sponsors designs in the MTMA, LJLA would be resuming into Stage II of the CAP1616 process, in order to review the work previously undertaken to check it was still

appropriate and to synchronise with the other MTMA sponsors. It was noted that LJLA would be emailing stakeholders in the coming weeks.

Members of the Sub-Committee discussed challenges in restarting the ACP, including employing a design consultant to help with the review process. It was noted that the anticipated implementation date for completed ACP's was 2026.

7 **DATE OF NEXT MEETING**

The Sub-Committee were informed that the next meeting of the Noise Monitoring Sub-Committee was to be set at the Consultative Committee meeting in February 2023 but was likely to be 21 April 2023.

8 **ANY OTHER BUSINESS**

Noise Action Plan

Andrew Dutton presented Members with noise modelling data collected as part of the LJLA's Noise Action Plan. As previously reported, instruction from the Department of Environment, Food & Rural Affairs (DEFRA) meant that 2021 (rather than 2022 as requested) had to be used as the base year for a Noise Map comparison with 2016. As anticipated, the impact of the pandemic on aircraft traffic volume in 2021 was reflected in the noise levels reported in the table appended. It was noted that the estimated number of people and dwellings exposed to high noise levels were dramatically reduced from 2016. A table providing a full comparison of the estimated number of people and dwellings broken down by exposure to varying noise levels by decibel (dB) was presented.

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**Noise Monitoring
Sub Committee**
20th January 2023

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1



Aircraft Movements
October to December
2022

2

Rolling 24 months movements October to December 2021 & 2022

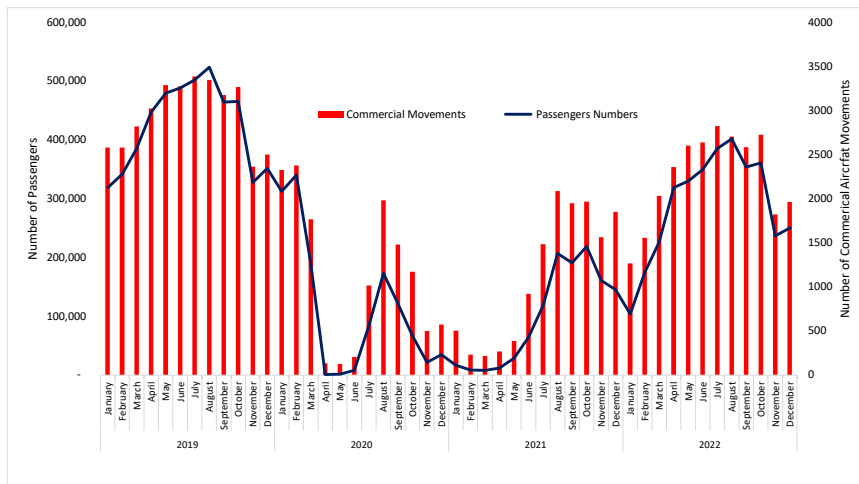
Month	Total	Cargo	Charter	Diverted	GA	Positioning	Scheduled
2021	29,153	209	211	1	15,752	399	12,980
Jan	830	111	12		328	55	324
Feb	481	14	14		252	43	158
Mar	624	4	13		409	34	164
Apr	1,747		30		1,482	41	194
May	2,031	4	12		1,647	18	350
Jun	2,892	1	2		1,974	22	893
Jul	3,308	6	15		1,826	28	1,433
Aug	3,935	23	23		1,871	29	2,030
Sep	3,726	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
2022	46,373	389	357	36	19,282	449	25,859
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	12	25		1,524	20	2,526
Oct	4,146	8	39		1,422	54	2,623
Nov	3,099	60	13	24	1,255	37	1,710
Dec	2,967	21	7	11	995	30	1,902

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3

Rolling 48 months movements January 2019 to December 2022

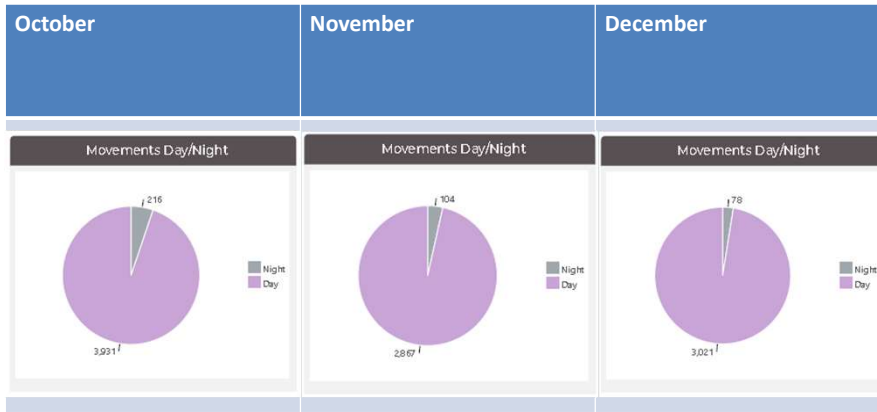


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4

Movements by Day or Night October to December 2022

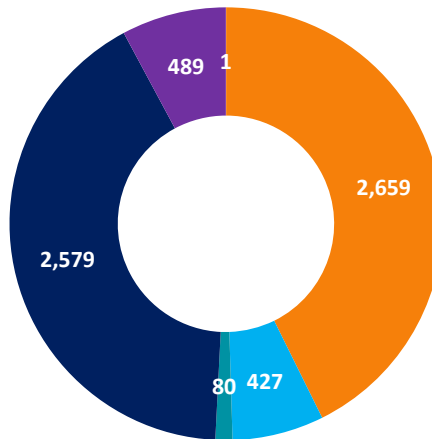


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Movements by Airline October to December 2022

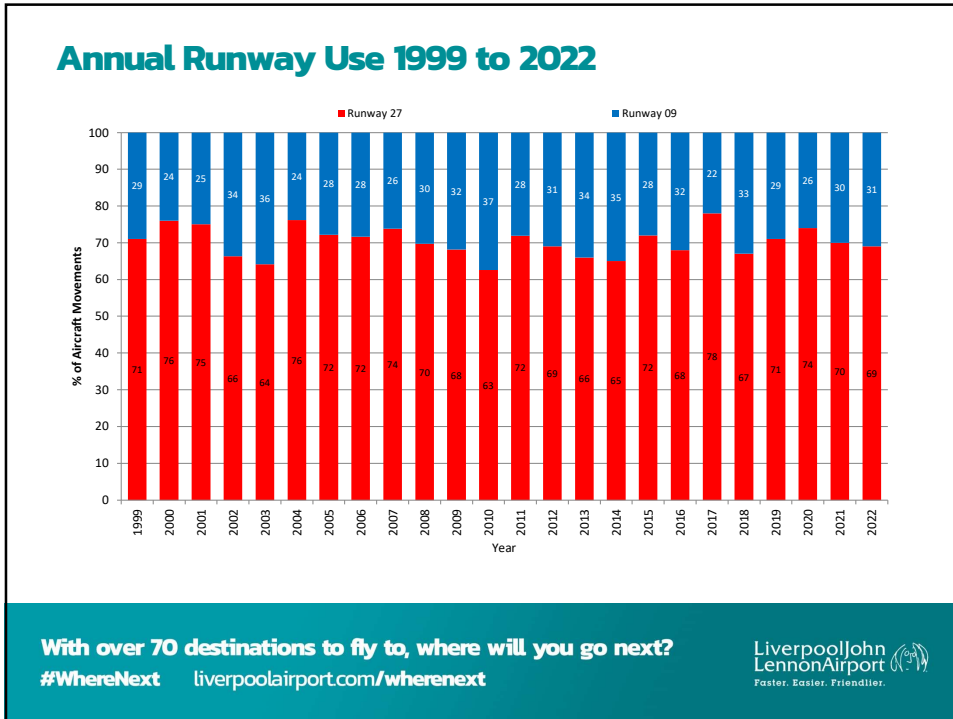


■ EASTERN AIRWAYS ■ EASYJET ■ LOGANAIR ■ LUFTHANSA ■ RYANAIR ■ WIZZ AIR

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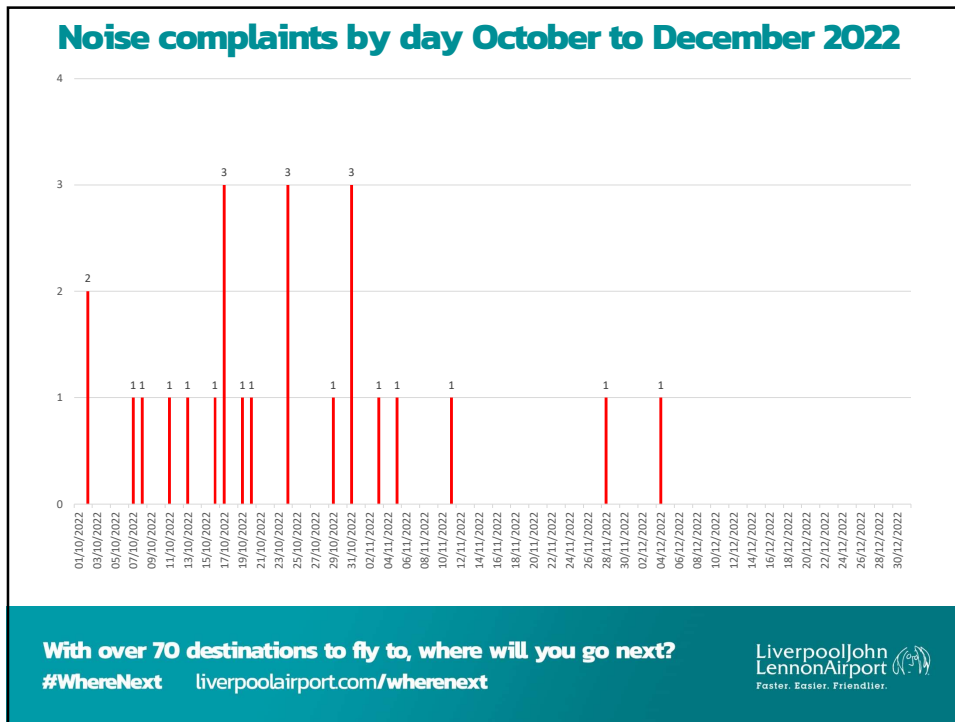
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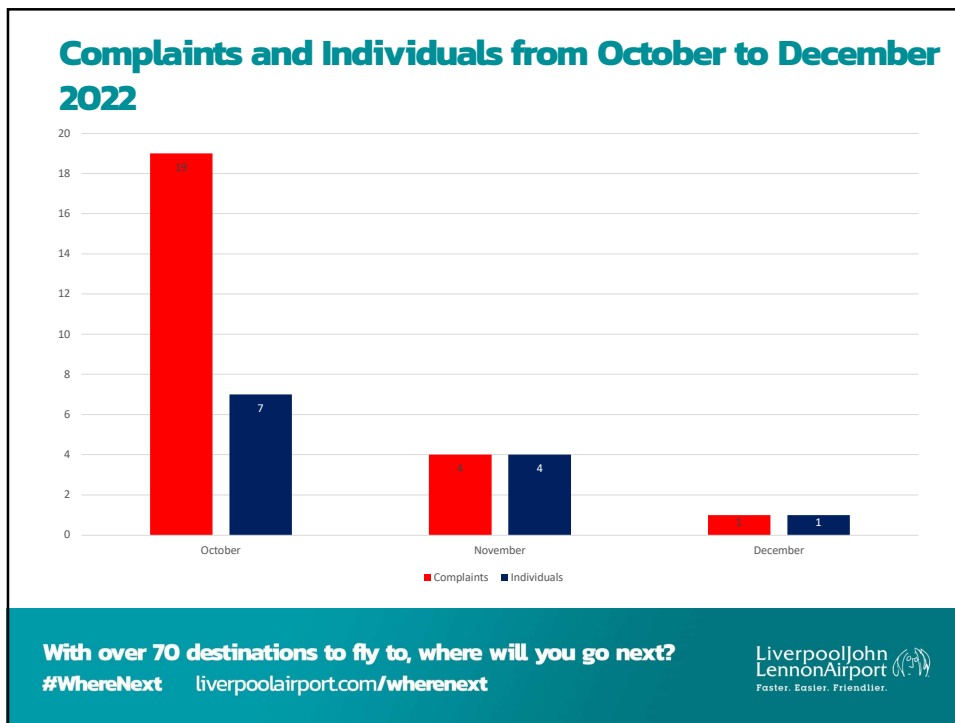
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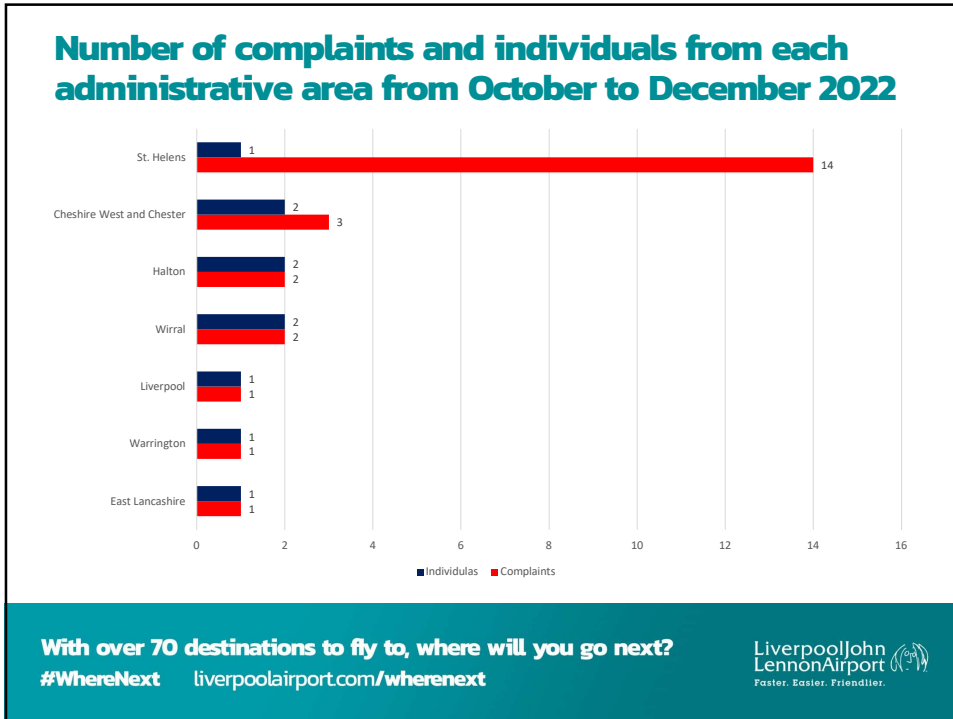
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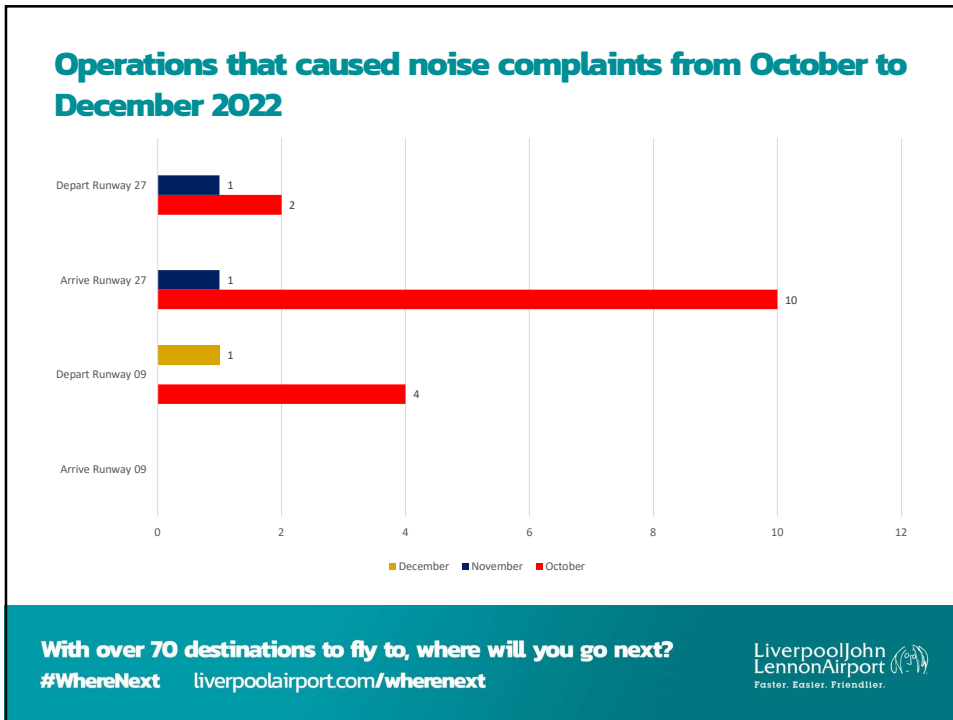
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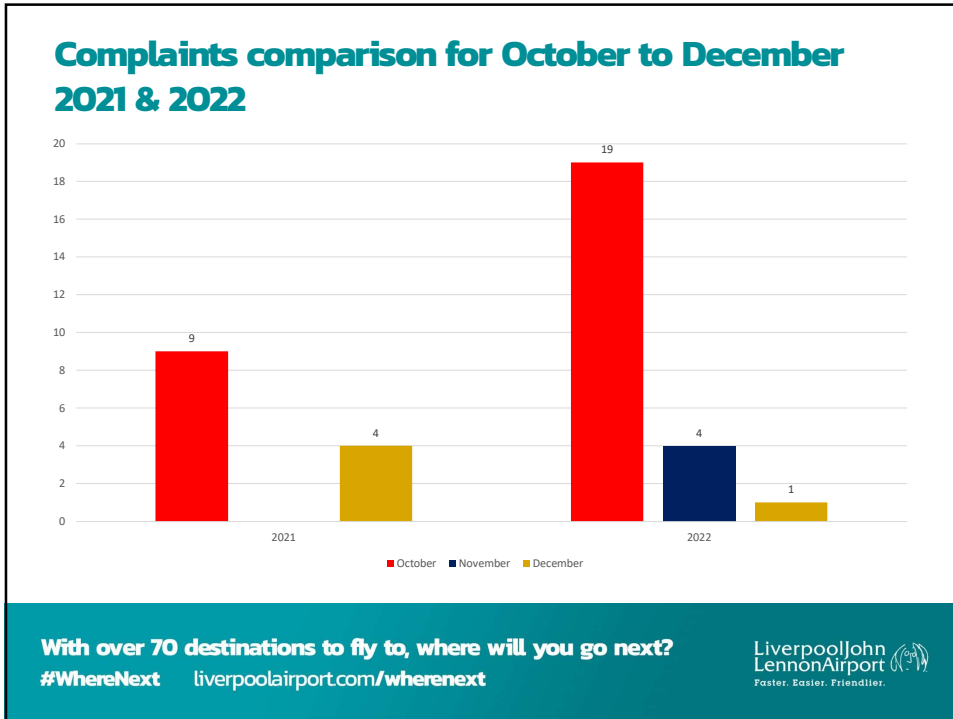
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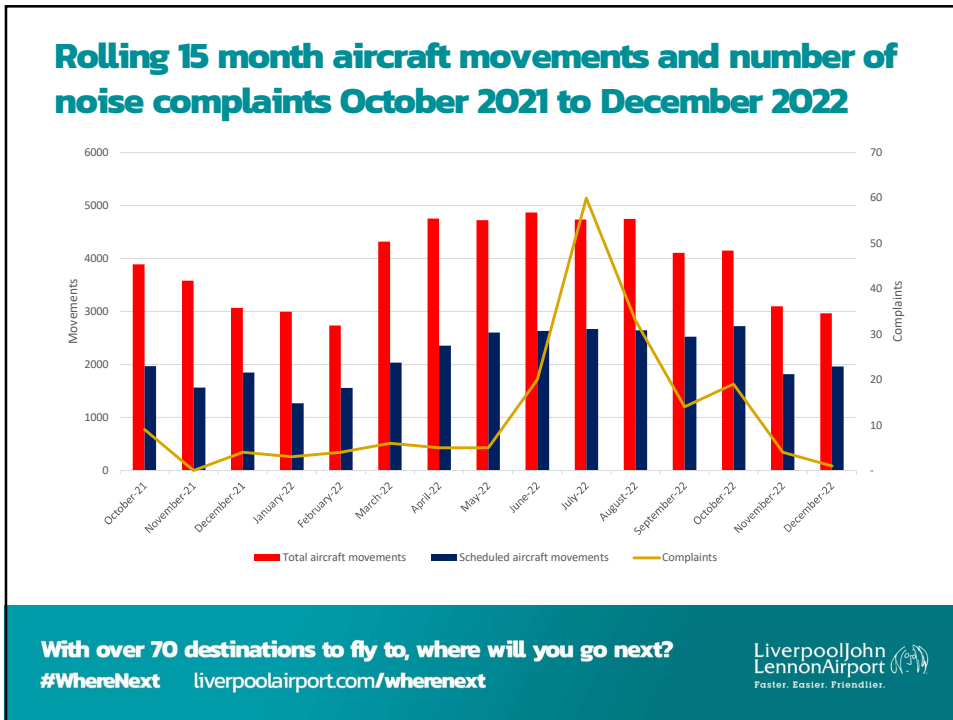
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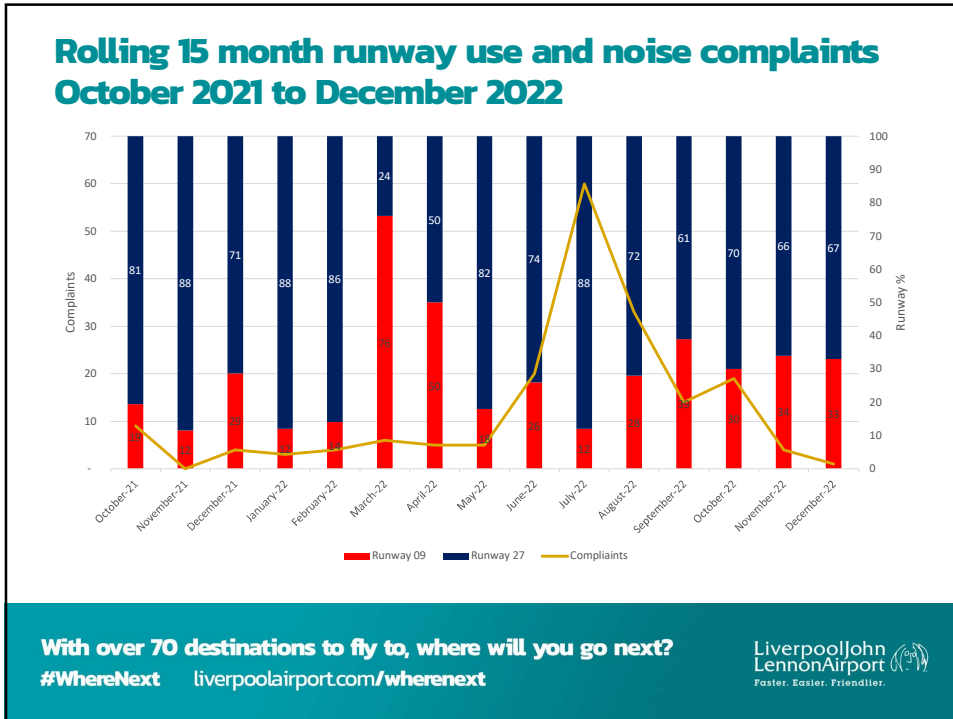
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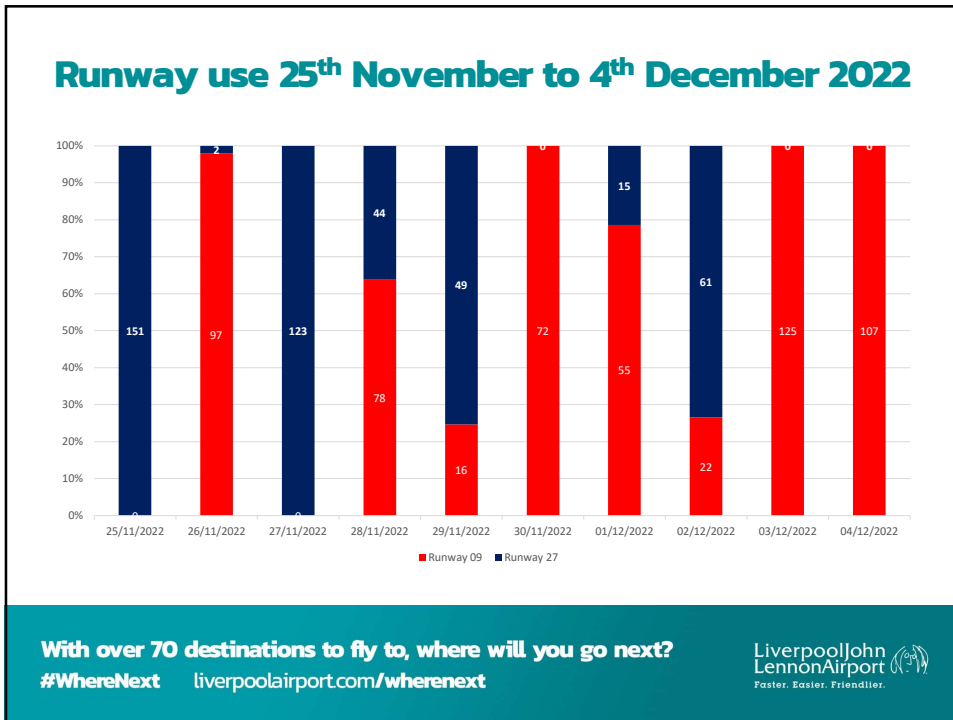
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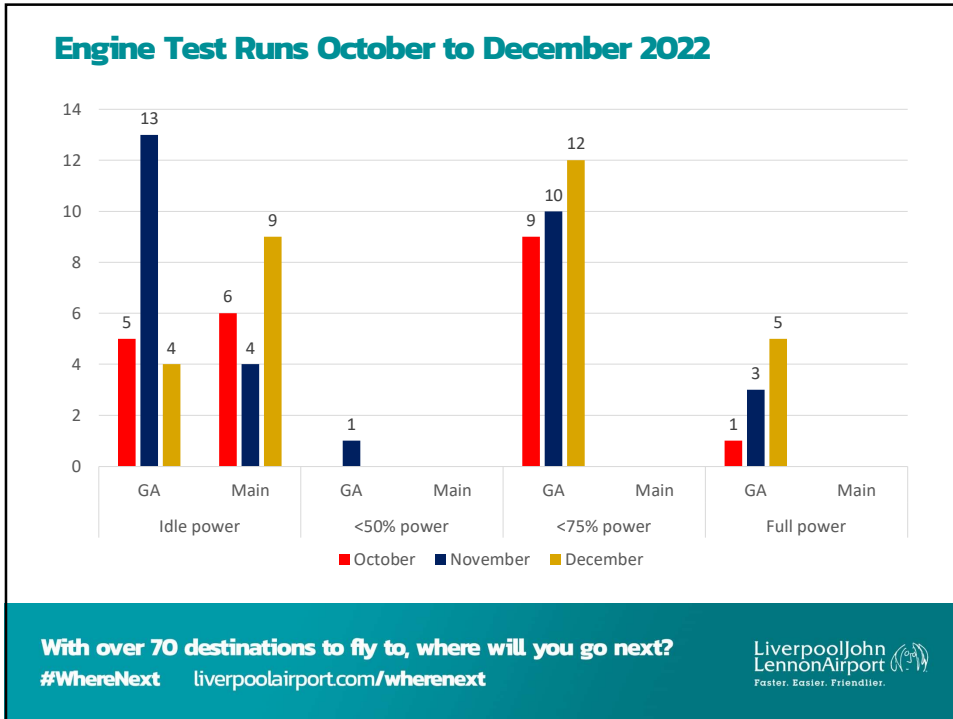
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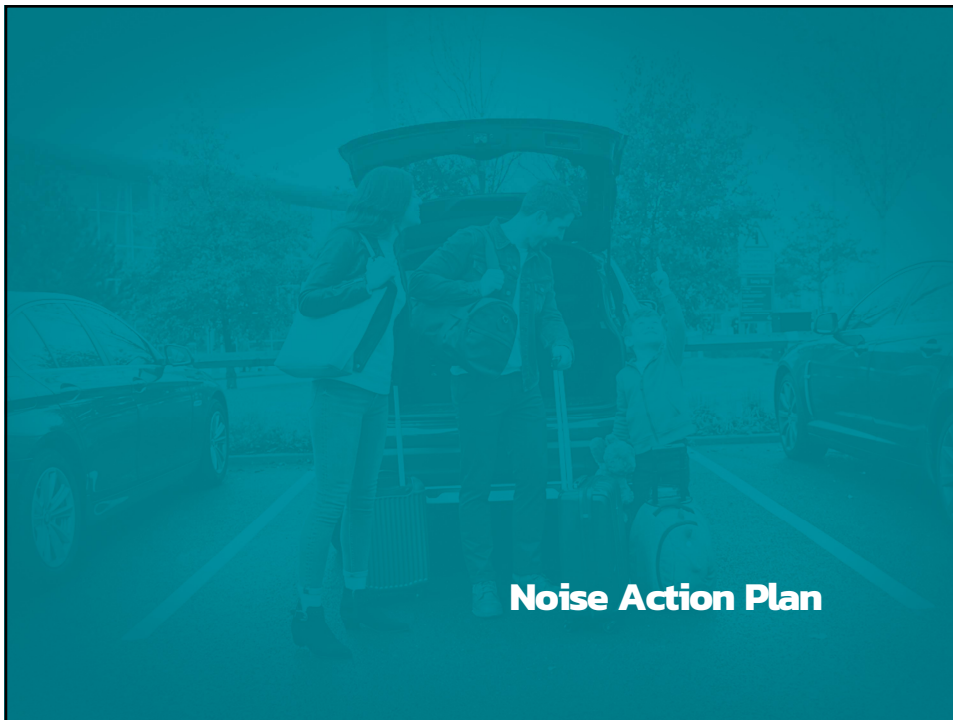
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18

Estimated total number of people and 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

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Estimated total number of people and dwellings above various noise levels, L_{day}

Noise Level (dB)	Number of Dwellings				Number of People			
	2006	2011	2016	2021	2006	2011	2016	2021
≥ 54	1,750	2,200	1,800	700	4,200	5,100	4,000	1500
≥ 57	1,100	1,300	950	<50	2,700	2,900	2,200	<100
≥ 60	350	400	150	<50	800	900	300	<100
≥ 63	<50	<100	<50	0	<100	<100	<100	0
≥ 66	<50	<100	<50	0	<100	<100	<100	0
≥ 69	0	0	0	0	0	0	0	0

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Estimated total number of people and dwellings above various noise levels,

L_{evening}

Noise Level (dB)	Number of Dwellings				Number of People			
	2006	2011	2016	2021	2006	2011	2016	2021
≥ 54	1,200	1,200	1,550	200	2,900	2,800	3,500	400
≥ 57	550	600	750	<50	1,400	1,200	1,600	<100
≥ 60	100	100	100	<50	200	200	200	<100
≥ 63	<50	<100	<50	0	<100	<100	<100	0
≥ 66	<50	0	<50	0	<100	0	<100	0
≥ 69	0	0	0	0	0	0	0	0

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Estimated total number of people and dwellings above various noise levels,

$L_{\text{Aeq, 16h}}$

Noise Level (dB)	Number of Dwellings				Number of People			
	2006	2011	2016	2021	2006	2011	2016	2021
≥ 54	1,600	2,000	1,750	550	4,000	4,700	3,900	1200
≥ 57	1,000	1,100	900	<50	2,400	2,500	2,000	<100
≥ 60	300	300	150	<50	700	700	300	<100
≥ 63	<50	<100	<50	0	<100	<100	<100	0
≥ 66	<50	<100	<50	0	<100	<100	<100	0
≥ 69	0	0	0	0	0	0	0	0

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Estimated total number of people and dwellings above various noise levels, L_{night}

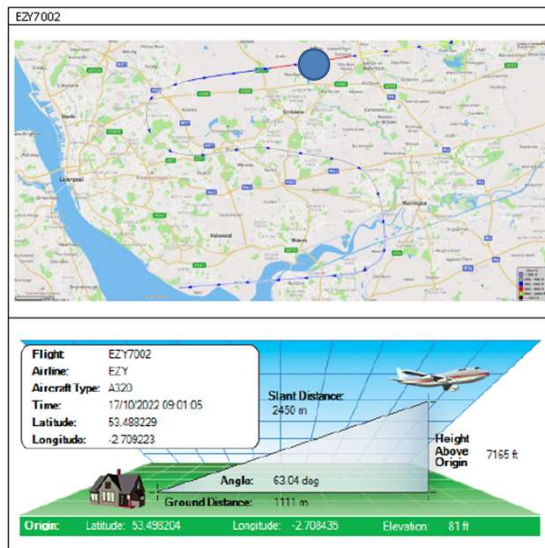
Noise Level (dB)	Number of Dwellings				Number of People			
	2006	2011	2016	2021	2006	2011	2016	2021
≥ 48	1,750	1,900	1,500	350	4,200	4,300	3,300	800
≥ 51	1,000	1,000	650	<50	2,500	2,300	1,400	<100
≥ 54	400	200	<50	<50	1,000	500	<100	<100
≥ 57	<50	<100	<50	0	<100	<100	<100	0
≥ 60	<50	<100	0	0	<100	<100	0	0
≥ 63	<50	0	0	0	<100	0	0	0
≥ 66	0	0	0	0	0	0	0	0

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Example of an Aircraft that arrived over Billinge



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