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NOISE MONITORING SUB-COMMITTEE

Friday, 26 April 2024

Present:

Norman Elias, Chair and Passenger Rep

Councillor Lynn Gibbon, Cheshire West and Chester Council

Councillor Doreen Knight, Liverpool Council

Councillor Keith Laird, St Helen's Council

David King-Hele, Environmental Health, Wirral Council

Isobel Mason, Environmental Health, Halton Council

Joe McNamara, Hale Council

Ian Rushworth, Environmental Health, Liverpool Council

Neil Traynor, Environmental Health, St Helen's Council

Councillor Bill Woolfall, Halton Council

Liverpool John Lennon Airport

Andrew Dutton, Head of Environment and Sustainability

Colin Barnes, Environment and Safeguarding Manager

Secretariat

Joe D'Henin, Secretary

1 **APOLOGIES**

Apologies for absence had been received from:

- Councillor Liz Grey, Wirral Council
- Martin Doyle, Cheshire West and Chester
- Councillor Tony Brennan, Knowsley Council

2 **DECLARATION OF INTERESTS**

There were no declarations of interests.

3 **APPOINTMENT OF CHAIR**

The Secretary invited members of the Noise Monitoring Sub-Committee to appoint a Chair for the forthcoming year.

Norman Elias was nominated by Cllr Bill Woolfall, seconded by Cllr Keith Laird. As no further nominations were received, it was:

Resolved – That Norman Elias be appointed Chair of the Noise Monitoring Sub Committee for the period April 2023 - April 2024.

4 **APPOINTMENT OF VICE-CHAIR**

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

As there were no nominations received, the item was deferred to the next meeting and highlighted at the Consultative Committee.

5 **CHANGES IN MEMBERSHIP**

The secretary reported that since the last meeting, the membership of the Sub-Committee had been amended so that Councillors were now drawn exclusively from the Consultative Committee whilst Technical officers were drawn separately from individual Councils.

The Chair reported that Bob Swann, Chair of the Consultative Committee, had resigned from Sub-Committee and Consultative Committee due to ill health. As a result, Members noted their thanks and best wishes to Bob.

6 **MINUTES OF LAST MEETING**

Resolved – That the minutes of the meeting of the Noise Monitoring Sub-Committee held on Friday 19 January 2024 be approved as an accurate record.

7 **NOISE COMPLAINTS LOG**

Colin Barnes, Environment and Safeguarding Advisor, introduced the Noise Log for the period 1st January 2024 to 31st March 2024 with a comparison of aircraft movements over a 24-month period from April 2022 to April 2024. Details of aircraft movements alongside an explanation of runway orientation and how this influenced the approach and departure routes.

An outline of the appended slides was reported, providing a breakdown of the 88 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 the previous year. It was noted that March saw the highest number of complaints during the period, with 53 complaints reported from 10 individuals. The highest number of complaints on any single day during the period was 14 complaints on the 29 March 2024, whilst Halton seen the highest number of complaints with 53 complaints during the period.

Members of the Sub Committee discussed the rationale for selecting runways which related to environmental conditions (predominately wind direction). Wind direction must be taken into account as it helped provide lift on take-off and control the speed on landing. Members also discussed complaints from

aircraft movements which had operated under the normal parameters. The Head of Environment and Sustainability outlined that these were internationally set and safety driven parameters relating to height and distance from runways for take offs and landings which could only be deviated from in airports in mountainous regions or city airports surrounding high buildings that created physical obstacles.

8 AIRSPACE CHANGE

Change Process (ACP). It was reported that Liverpool Airport started the process in February 2018, and had proceeded to stage 4 of the 7 detailed stages, having consulted on potential proposals between January -April 2020. The Process was paused in November 2020 and the Liverpool Airport reverted back to stage 2 in order to work in harmony (synchronise) with the other airports in the Manchester Terminal Manoeuvring Area (MTMA) – Liverpool, Manchester, Leeds Bradford, East Midlands and the upper airspace Air Traffic Control (NATS NERL) as part of the national airspace masterplan. It was further reported that a three-week simulation was to take place in June 2024 to review how the proposed routes worked in practice between the airports in the MTMA. Following the result of the simulation exercise, the airports in the MTMA will seek to move forwards to have a co-ordinated further consultation probably in later summer 2025 if Gateway 3 was passed by the Civil Aviation Authority.

Members sought further clarity on the timeline for next steps. The Head of Environment and Sustainability indicated that the completion and implementation of the airspace change programme would likely be in 2028, pending outcomes of the future detailed steps. A full timeline was requested, this will be presented at the next NMSC when there would be a little more certainty after the simulations.

9 DATE OF NEXT MEETING

It was reported that the date of the next meeting was scheduled for Friday 13 September 2024 at 10.30 am on Microsoft Teams and would cover the noise complaints log for April to June 2024.

10 ANY OTHER BUSINESS

Noise Action Plan

The Head of Environment and Sustainability provided an update on the Noise Action Plan. The previously discussed Noise Action Plan was submitted to DEFRA several months ago and DEFRA had requested amendments which were to be undertaken relating to a forecast of future noise exposure from 2021 to 2026. Due to the impact of the pandemic travel restrictions, 2021 data

was not representative and comparison with 2026 painted an unrealistic comparison. The committee were informed of the proposed changes before the submission to DEFRA, and how these would be caveated.

Noise Monitoring Sub Committee

26th April 2024



1

Aircraft Movements

January to March 2024



2

Runway Orientation



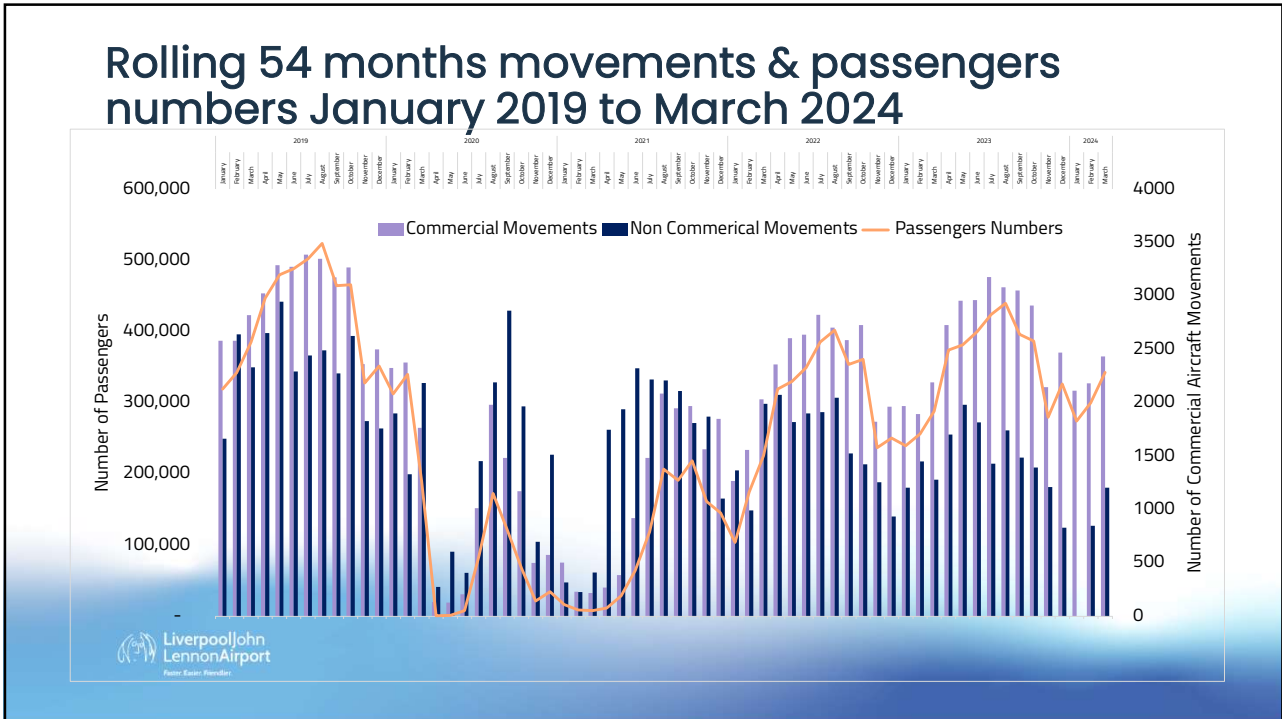
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Rolling 24 months movements April 2022 to March 2024

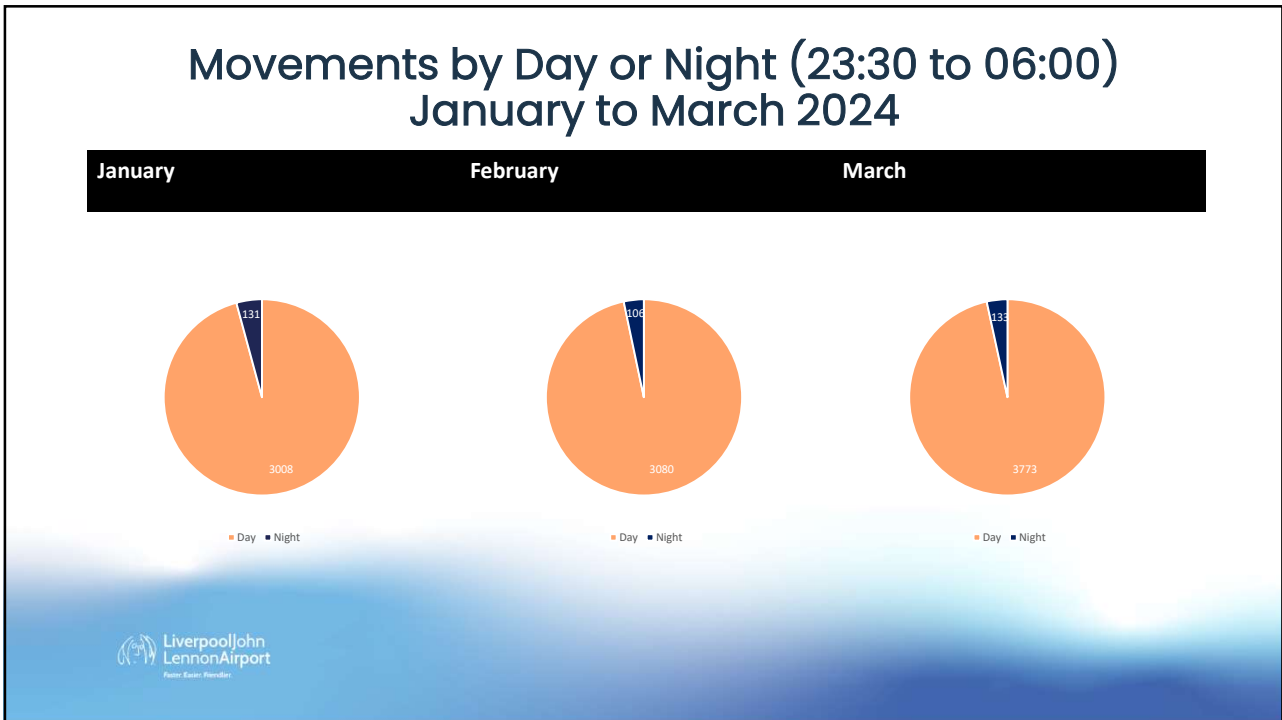
Month	Total	Cargo	Charter	Diverted	GA	Positioning	Scheduled	Unknown	Commercial
2022									
Apr	4,431	10	67		2,073	43	2,238		2,358
May	4,417	1	78		1,816	95	2,427		2,601
Jun	4,534	78	4		1,899	23	2,530		2,635
Jul	4,732	80	30		1,911	45	2,666		2,821
Aug	4,747	14	17		2,045	27	2,644		2,702
Sep	4,107	12	25		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
Oct	4,396	13	24	3	1,390	58	2,908		3,003
Nov	3,424	19	20	4	1,209	25	2,146	1	2,210
Dec	3,394	7	33	1	827	46	2,480		2,566
2024									
Jan	3,012	19	13		846	23	2,111		2,166
Feb	3,443	5	21		1,203	33	2,181		2,240
Mar	3,903	14	34		1,374	48	2,433		2,529



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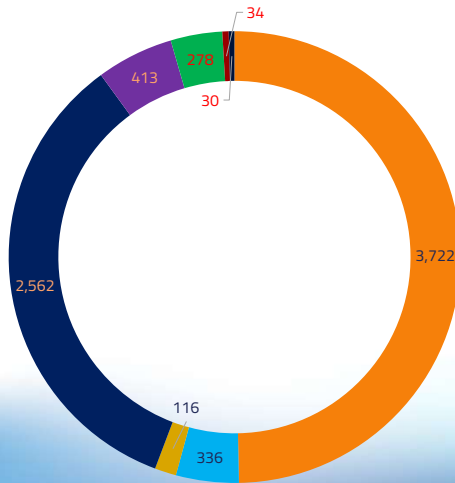
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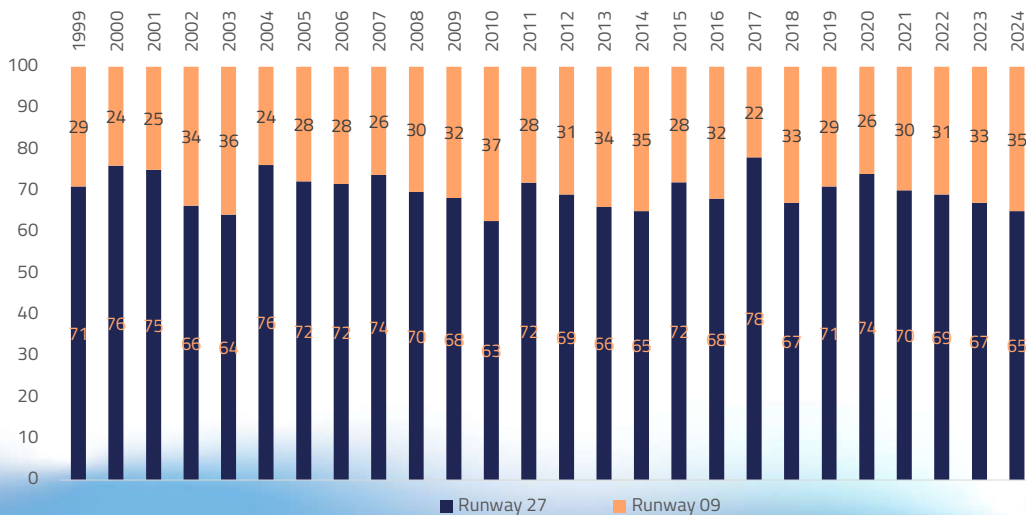
Movements by Airline October to December 2023

EASYJET LOGANAIR LUFTHANSA RYANAIR WIZZ AIR AER LINGUS PLC WIDEROE Play

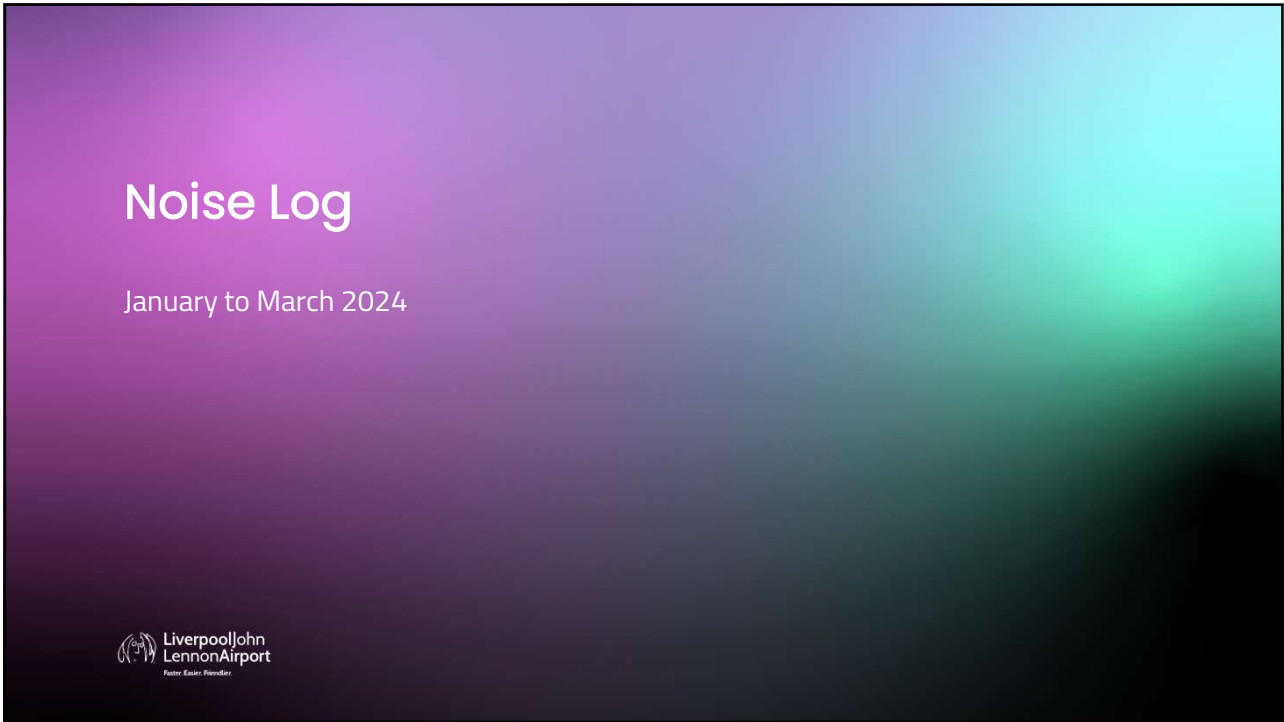


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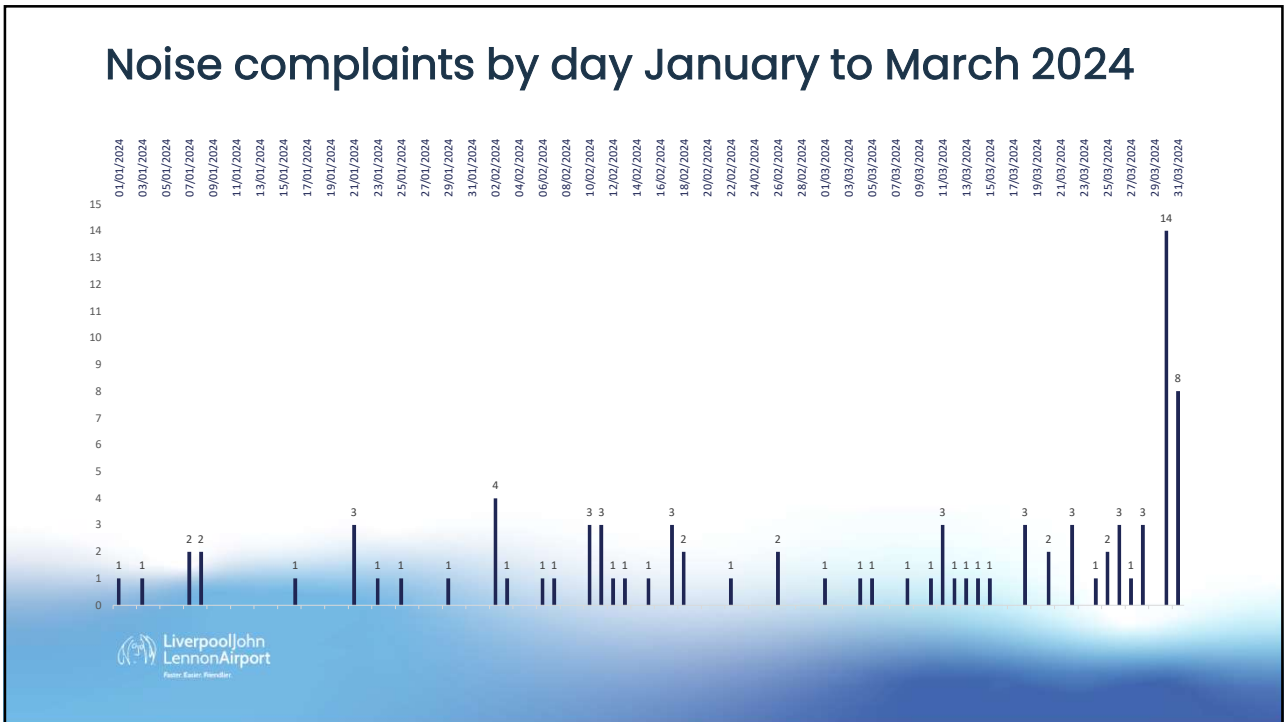
Annual % runway use 1999 to 2024



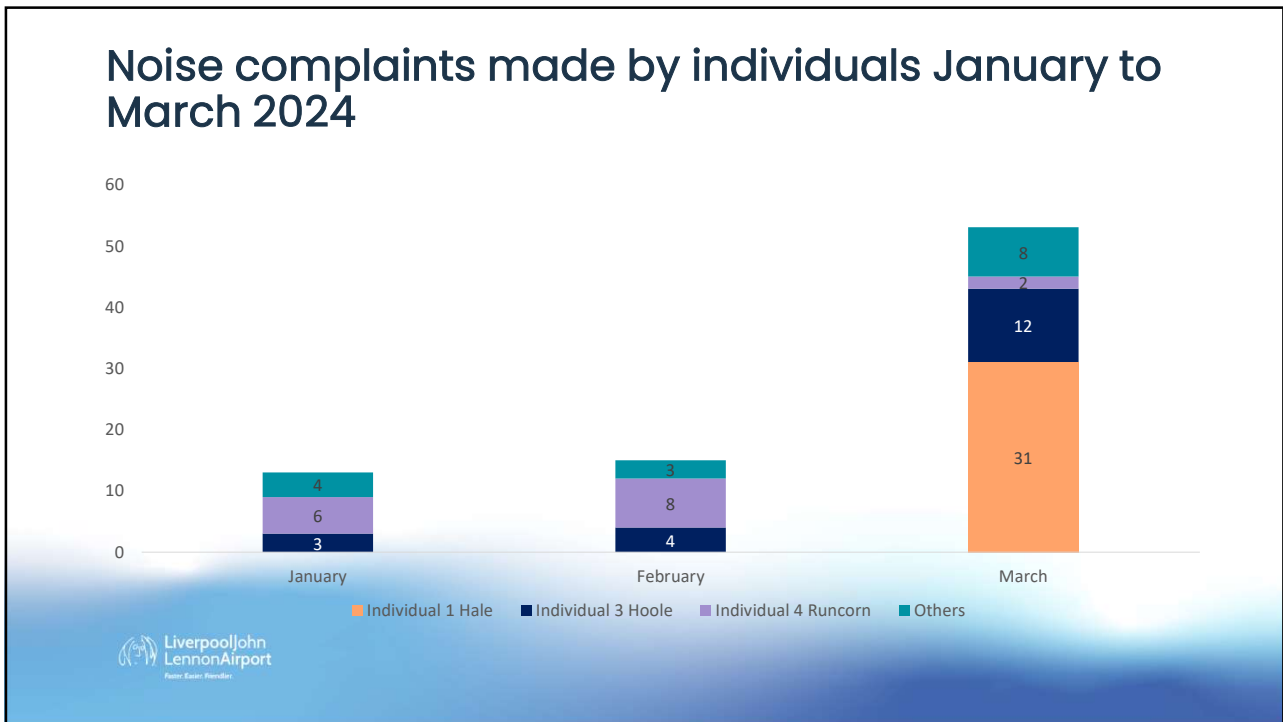
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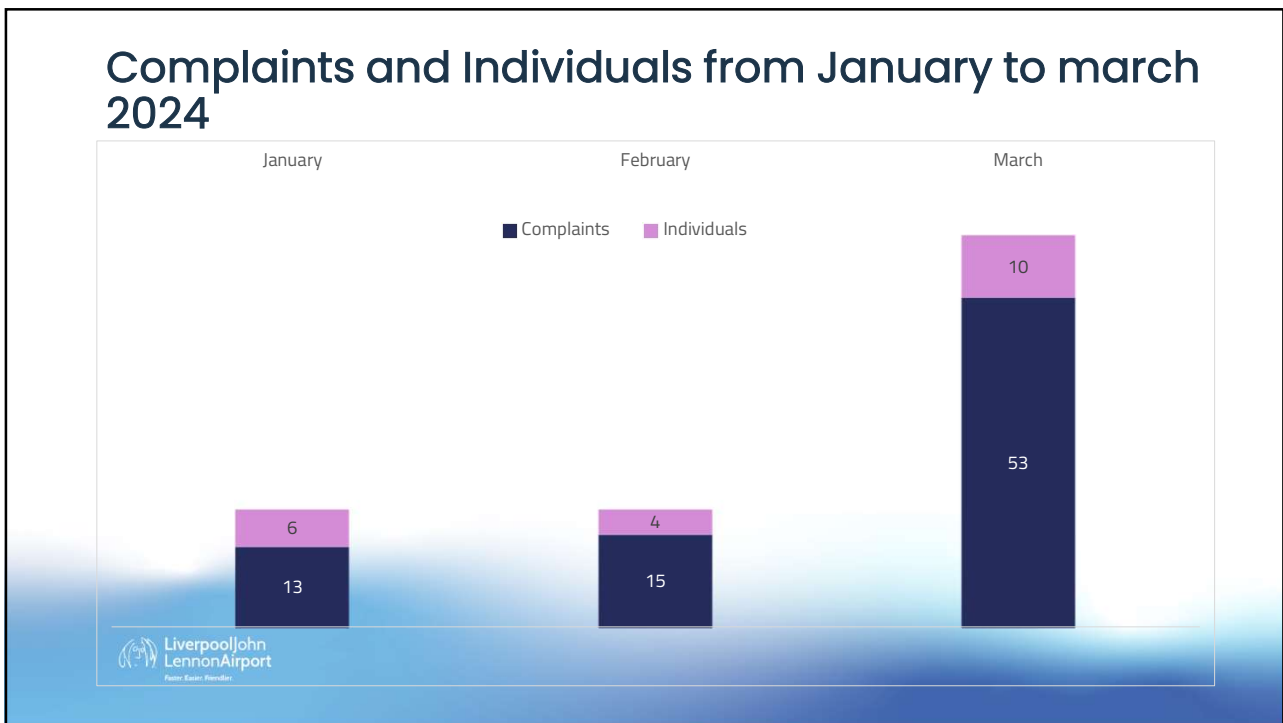
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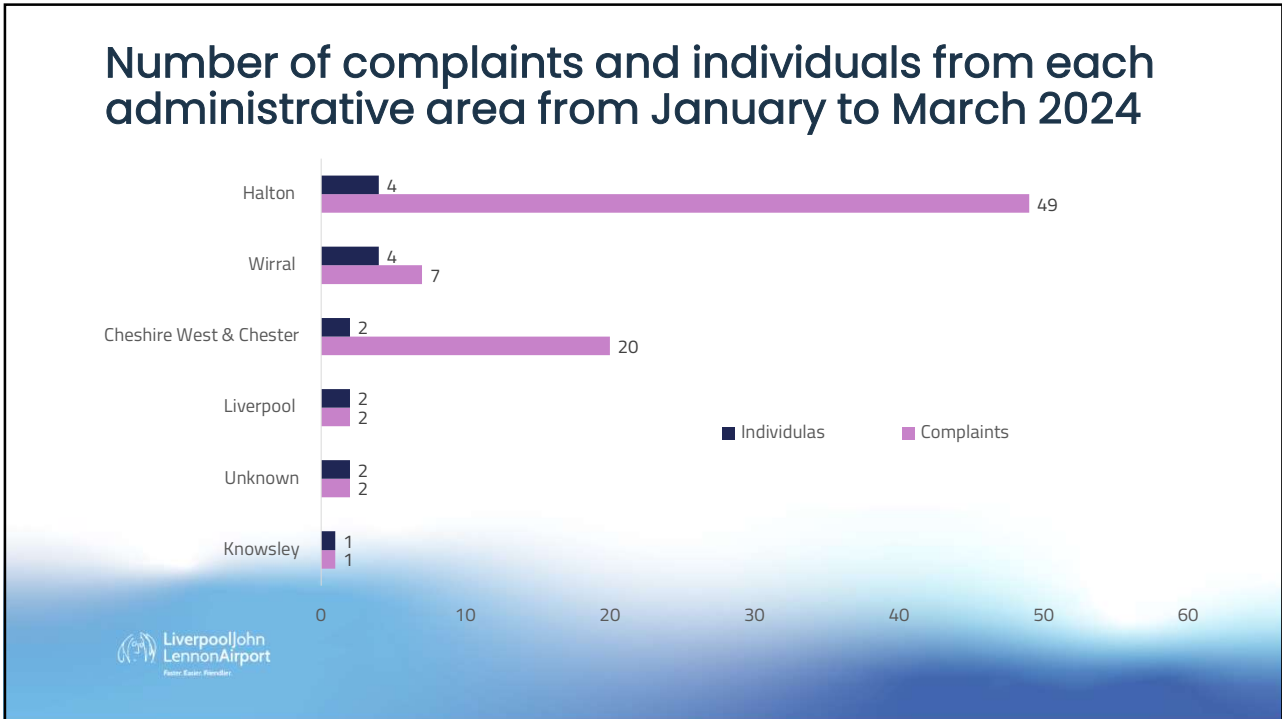
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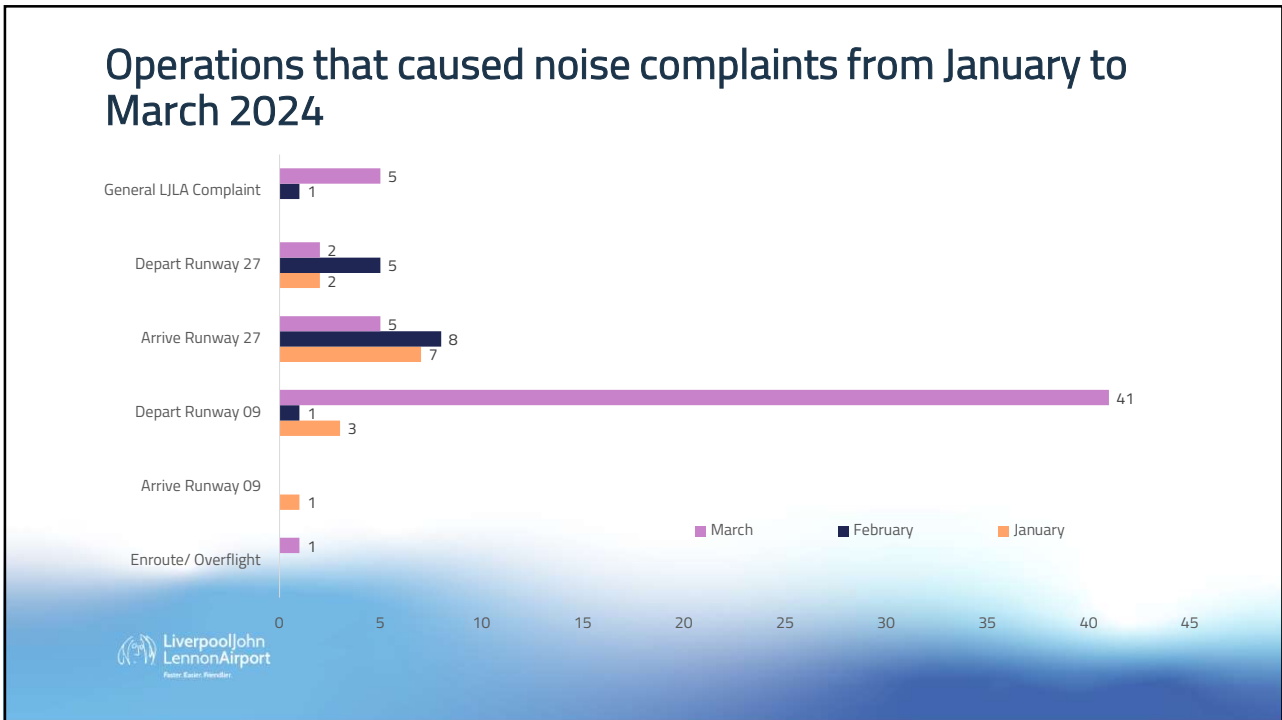
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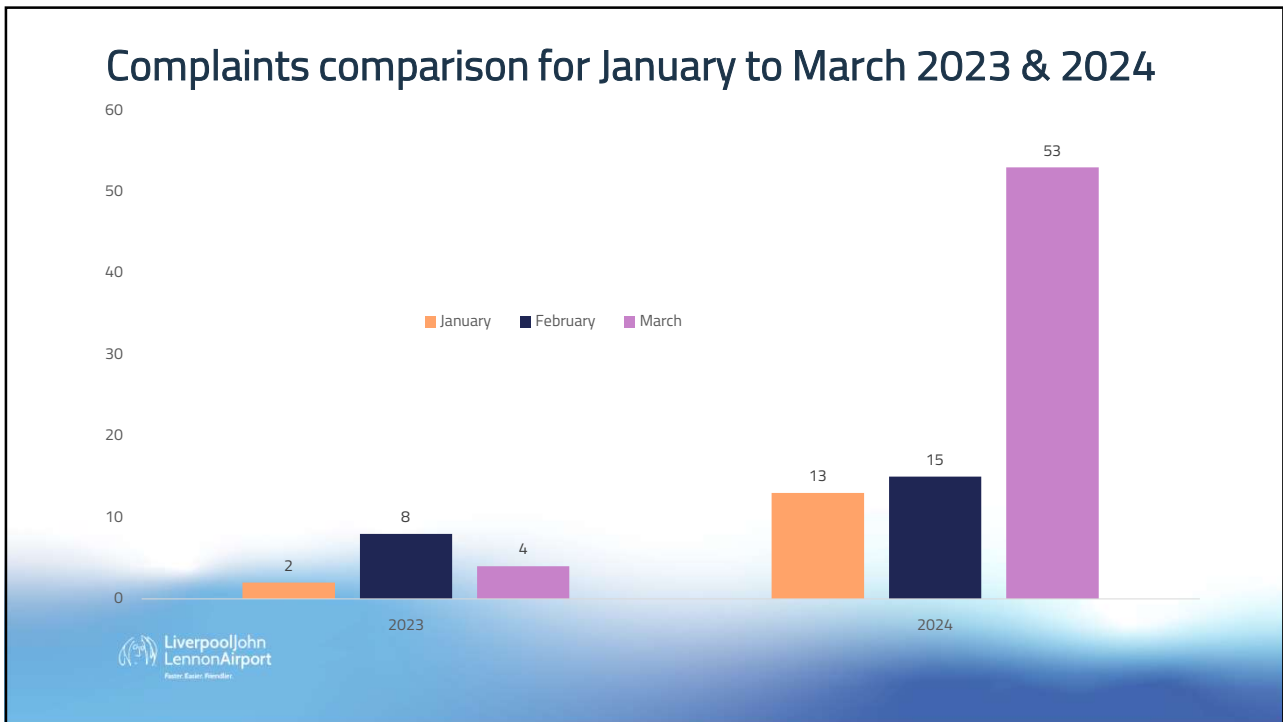
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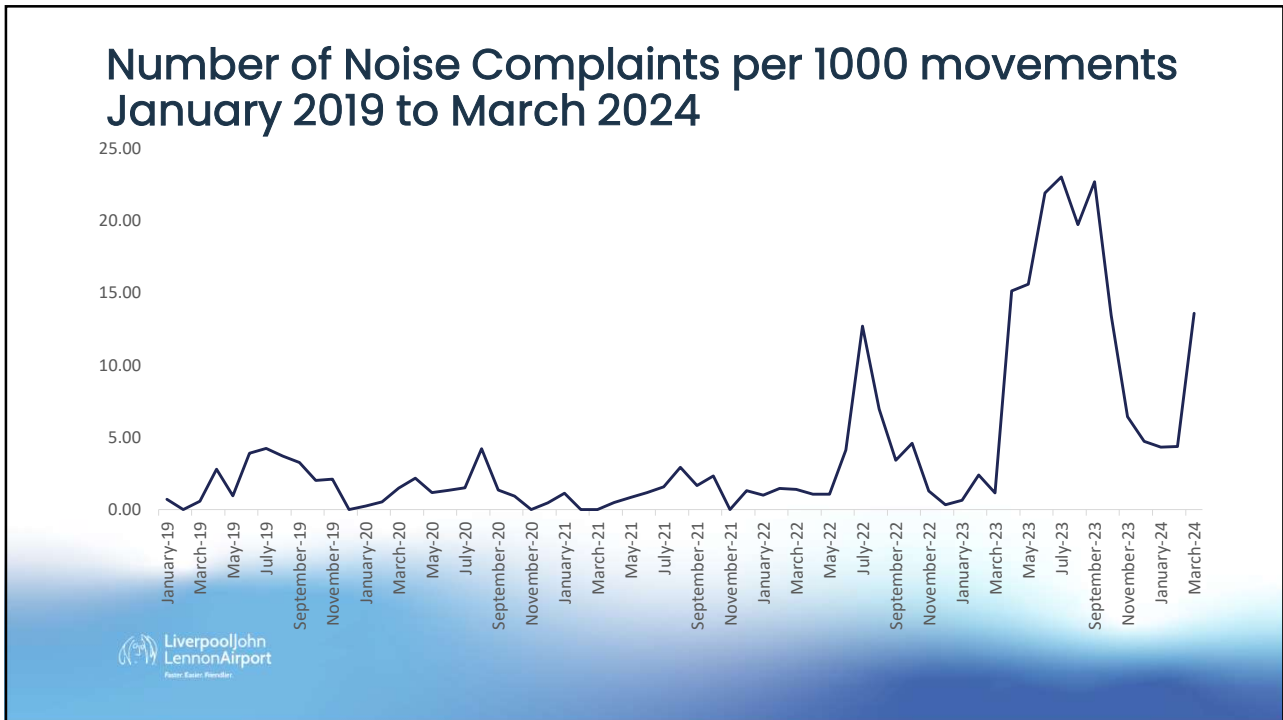
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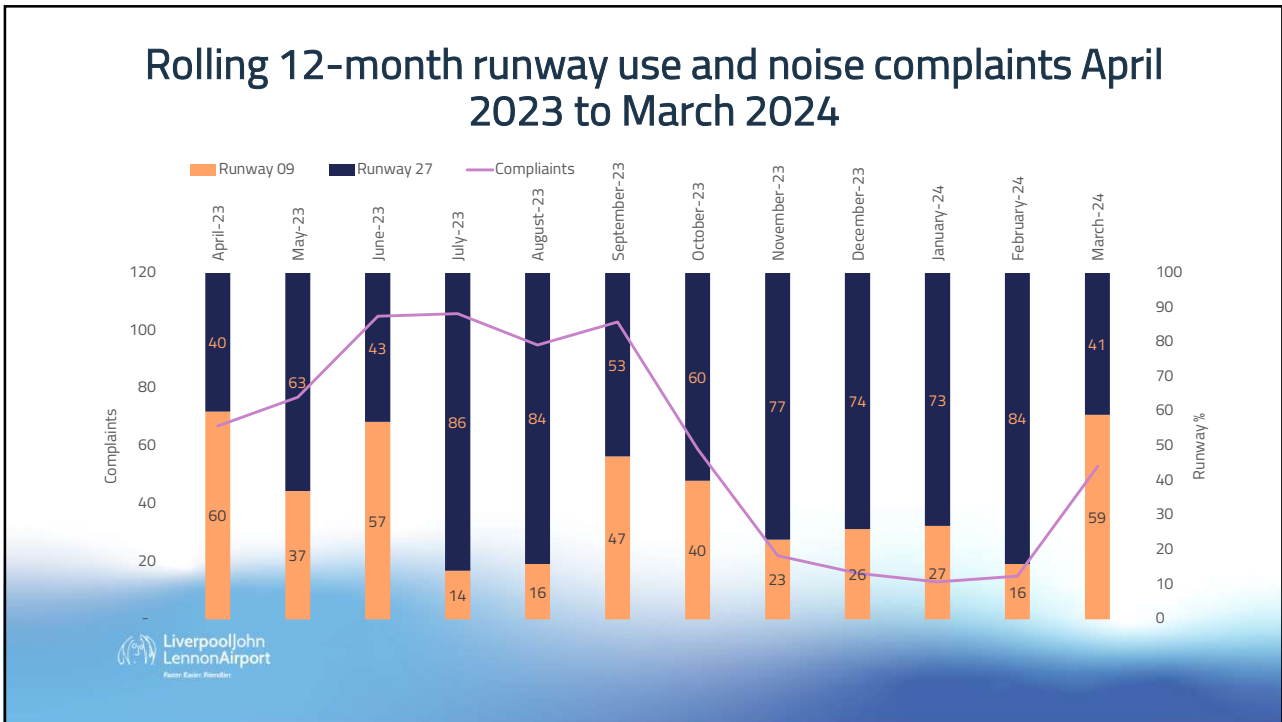
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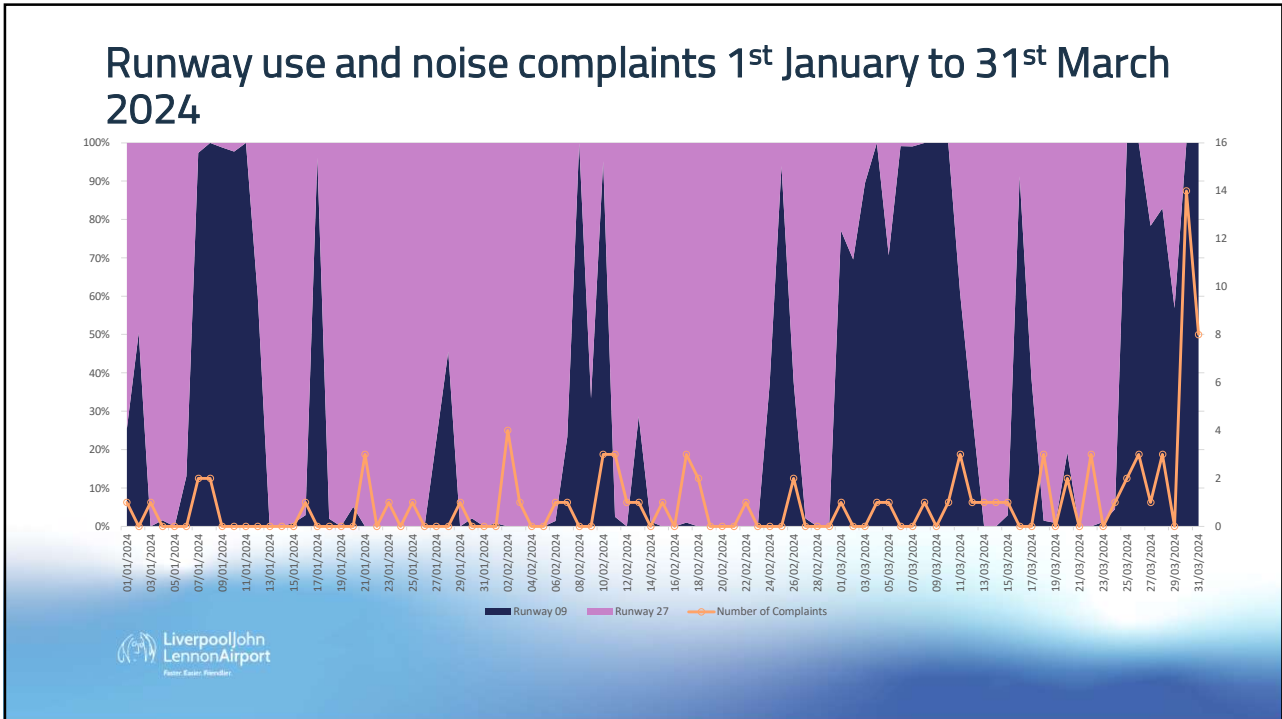
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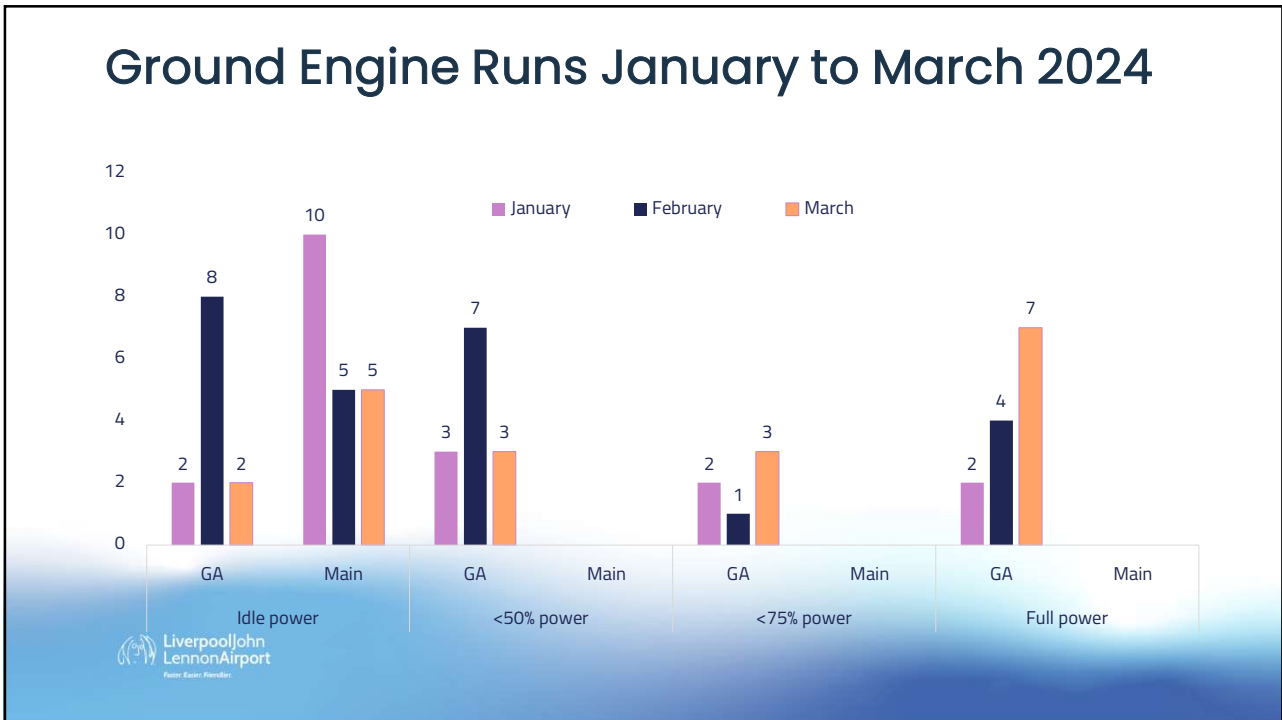
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