

Report

To: Members of the Aircraft Noise Community Consultative Group (ANCCG)

From: Catherine Harland, Independent Chair

Subject: Potential Focus Areas for 2019 to 2020

Date: 29 May 2019

1. Recommendation

That Members of the ANCCG:

- (a) Note the items under 3A and 3B that form the basis of the ANCCG's Work Plan;
- (b) Clarify in discussion the non-industry ANCCG member suggestions for potential areas for investigation or education as outlined under 3C; and
- (c) Invite air industry ANCCG members to review the potential areas and report back with recommendations on what could form the basis of a Work Plan for the 2019-2020 year including any ideas they may have for minimising aircraft noise on the community or more effectively responding to community concerns regarding aircraft noise.

2. Purpose and context

The ANCCG has operated for some years and over that time there has been changes to aircraft operations and noise attenuation measures that have mitigated the impact of increasing flight volumes at Auckland Airport.

A number of noise initiatives were progressed during the period of David Shand's Independent chairmanship. With an incoming Chair now in place and prior to the upcoming local government elections where Local Board representative appointees may change, it is timely to collate the thoughts of existing members and identify potential areas that the ANCCG could include in a future work plan.

At the 4 March 2019 meeting, members were invited to send suggestions to the Chair for items they would like to see progressed in the coming year. This paper brings together suggestions received from non-industry ANCCG members. Many have been raised previously. Not all may be feasible or practical. As such, input and advice from industry members is needed before a collaboratively agreed work plan can be finalised.

3. Potential areas for focus

Under the Terms of Reference, the ANCCG is required to meet at least every three months i.e. four times a year, with two hours having been established as an appropriate time period. With that time commitment in mind, a work plan for the Group must incorporate set items of business and those that periodically occur, along with progressing any areas of investigation or education. Each of these are identified below.

A. Set business items

- Public Forum
- Minutes and Matters Arising
- Quarterly Aircraft Noise Report (as per Terms of Reference, monitor noise levels and compliance with noise abatement procedures)

B. Periodic reporting/presentations (ANCCG meeting month)

- Financial Year Annual Noise Management Report (September)
- Annual Aircraft Noise Contours
- SMART approaches
- Second Runway Notice of Requirement
- Noise Mitigation Programme (March - offer process, September - annual outcomes)
- Member Inductions and Auckland Airport Community Trust appointment (as required)
- Industry briefings on roles/responsibilities/initiatives – Airways/ BARNZ/ CAA/ Auckland Airport/ Auckland Council
- Regular review of noise complaint procedures (as per Terms of Reference - includes website)

C. Potential Areas for Investigation/Education

The following items have been identified by non-industry ANCCG members as areas that are currently being or could be pursued over the 2019 – 2020 period. It is a collation of ideas supplied and should not to be interpreted as a recommended direction from the Independent Chair.

(1) Current:

- a. Website improvements for complaints and information
- b. Placement of Noise Monitors

(2) Runway Take-offs climb height: Runway 05R all flights to climb on the RW heading to 5,000ft before tracking west or north; Runway 23L flights for the North East (particularly those late at night), to also climb on the RW heading to 5,000ft

- a. Assess level of voluntary adherence to the above i.e. is there a significant noise issue?
- b. What impacts, both benefits and disadvantages, would arise for the community and industry from introducing such a change in operations?
- c. Based on the above information, are there non-regulatory (advisory) mechanisms that could be used and/or should a change to the CAA Rule 93.59 Departure Noise Abatement Procedures be pursued?

(3) Early morning/Night flight Route Changes to avoid residential areas, consider:

- a. Potential rerouting of noisy early morning cargo operations e.g. from Sydney/Melbourne
- b. Early flights from the USA/Hawaii/Tahiti and points east for landing on 05R to track north of the central suburbs, as in the Stillwater-North STAR reversed
- c. Moving Sydney flights to a route crossing north of the CBD. As Sydney is north of Auckland can these flights follow routes for all other northern sourced arrivals? Melbourne planes should not be flying up to proceed on routes that overfly residential areas e.g. following in behind flights from Sydney.

(4) Compliance with existing procedures/rules that mitigate noise:

- a. Understand the noise impacts on communities of approvals to fly at speeds higher than 250 knots below 10,000ft and if appropriate identify mechanisms to reduce the frequency of these requests
- b. Understand compliance with operational restrictions associated with time zones i.e. 11pm to 6am and the airport's approach to flights in the 10-11pm and 6-7am time periods.

(5) Low-flying:

- a. Develop an understanding of NextGen technologies that may reduce the environmental impact of aviation but by flying lower and slower may increase the noise impacts in communities.
- b. Explore means to reduce the noise impact of regional turbos and monitor their adherence to the requirement for aircraft to not fly at an altitude of less than 5,000 ft over the high-density population areas in the Auckland Noise Abatement Area.

(6) Noise Mitigation Package:

- a. Gather and/or report on data that shows the measured reduction in noise that results from installations undertaken in the HANA/MANA
- b. Review process to identify what might be done to improve uptake particularly by landlords

(7) Information/Education briefings on:

- a. Processes involved with introducing or implementing changes that can mitigate noise e.g. Airways flight path design/management; CAA rules and Advisory Circulars; RMA-Unitary Plan, regulations, legislation
- b. Consequences that can arise from breaching Airways flight path/control procedures that mitigate noise and CAA noise abatement procedures
- c. Use of the Aeronautical Information Publication NZ (AIP) for noise related matters
- d. Means to more effectively mine/analyse flight and noise monitoring data (e.g. digital automation, machine learning) to pinpoint areas of concern and assist in mitigating aircraft noise

(8) Other:

- a. Review Terms of Reference
- b. Reduce the 25-minute delay in the online flight monitoring system (Casper) to enable easier identification of aircraft when making a complaint
- c. Move LOSGA north before the tracks and flightpaths are planned for the Second Runway
- d. Create a Guide setting out positive actions/behaviours pilots can take to be a good neighbour for the overflown communities and 'fly with care throughout Auckland skies'

4. Next steps

The above is a very long-list of potential items. Many have been raised previously. Not all may be feasible or practical, some may require considerable industry resources to progress and the time period involved may stretch beyond 2020. Industry players may have ideas that would be more effective at minimising the impact of aircraft noise on the community.

To enable a realistic and collaboratively agreed work plan, it would be appropriate for air industry members to review the potential areas listed in C. above and report back with recommendations on:

- (a) Feasibility or otherwise (including cross-referencing back to previously supplied information);
- (b) Likely resources (people, technology, financials etc) involved and suggested timeframes for progressing and reporting back on feasible items; and
- (c) Any other ideas industry has for minimising aircraft noise on the community or more effectively responding to community concerns regarding aircraft noise