

Minutes

Subject:	Meeting of the Aircraft Noise Community Consultative Group		
Location:	Meeting held via Microsoft Teams due to Covid restrictions in place		
Date:	12 September 2022	Time:	1:01pm – 3.05pm
Members Present	In Person: Catherine Harland, Independent Chair Kristina Cooper, Auckland Airport Helen Twose, Auckland Airport (alternate) Malcom Bell, Franklin Local Board Graeme Easte, Albert-Eden Local Board (from 1.09pm)	Via Teams: Councillor Alf Filipaina, Auckland Council Anne Candy, Manurewa Local Board Bruce Kendall, Howick Local Board Cath O'Brien, BARNZ James Evans, Airways NZ Ella Kumar, Puketāpapa Local Board Garth Wylie, Industry Representative Jan Robinson, Papakura Local Board Kevin Kevany, Ōrākei Local Board (alternate) Maria Meredith, Maungakiekie-Tāmaki Local Board Mark Eason, Community Representative Patrick Whelan, BARNZ (from 2.00pm) Tauanu'u Nick Bakulich, Māngere-Ōtāhuhu Local Board	
In Attendance	In Person: Jeremy Lo, Auckland Airport Shaun Sie, Auckland Airport Sam Yun, Auckland Airport Matthew Dugmore (AIAL) Mick Cottrell (AIAL) (Departed at 1.36pm) Stephanie King (Marshall Day Acoustics) Steve Peakall (Marshall Day Acoustics) Pranaya Thaker (Marshall Day Acoustics)	Via Teams (cont): Nicholas Lau, Auckland Council Rizal Ismail, Auckland Council Karl Taylor, Airways NZ (alternate)	
Members of the Public	Nil		
Apologies	Catherine Farmer, Whau Local Board (alternate) Helen Futter, Community Representative Mark Allen, Waitākere Ranges Local Board Bobby Shen, Puketāpapa Local Board (alternate)		

1. Welcome, apologies and attendance

The Independent Chair declared the meeting opened at 1.01pm. The apologies were noted and accepted.

- Pranaya Thaker of Marshall Day Acoustics introduced Steve Peakall and Stephanie King who will be assuming Marshall Day noise monitoring work with his imminent departure from MDA.
- Mick Cottrell from Auckland Airport’s Aeronautical Commercial Network Development Team who will be providing an aviation update.
- Cath O’Brien, the new Executive Director of BARNZ, following Justin Tighe-Umbers’ departure.
- Introduction of the members present on line.

2. Public Forum

The Chair noted that no requests were received from the public to speak at or to observe the meeting.

3. COVID-19 Recovery Update (AIAL Annual Results information slides discussed)

Mick Cottrell spoke to the item. Airlines around the world face challenges with the recovery post Covid as they cannot just “switch back on”, following such a dramatic reduction in activity and ‘mothballing’ of aircraft two and half years ago, together with significant volumes of aviation and ground handling staff being either put on furlough or made redundant. The recovery phase is in an incremental pathway due to staff shortages. Airlines are flying routes based on profitability decisions. In the past, airlines were willing to incur losses on certain flights, however, this is no longer the case for COVID recovery. Airline slot requests for the next season commencing at the end of October indicate that international seat volumes will be 60% to 70% of FY19 levels with domestic activity looking likely to be back close to 100% by the end of the year.

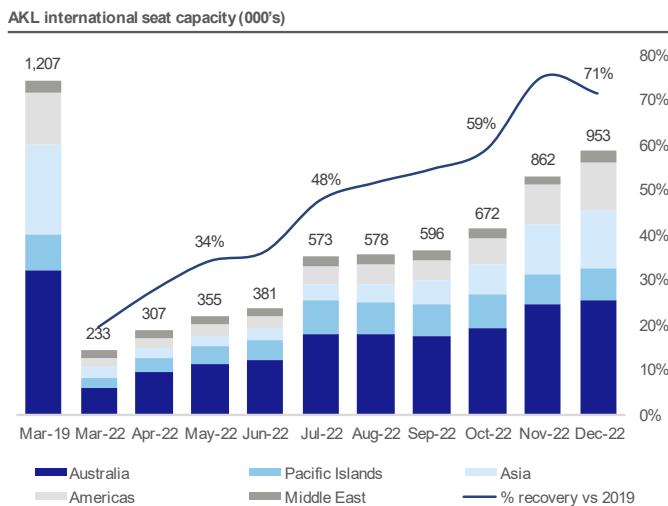
The recovery in travel is underway



2022 Annual Results

International seat capacity serving Auckland is expected to significantly increase over the remainder of the calendar year as airlines restart previous Auckland services and launch new routes

- Highlights
- Financial performance
- Our continuing journey**
- Outlook



Source: Sabre

Announced and launched airline restarts

Month	Airline	Route	Status	
June	Qantas	Hong Kong		
	Jetstar	Rarotonga		
July	Qantas	Adelaide, Cairns, Hobart, Honolulu, Houston, Noumea, Papeete, Sunshine Coast		
	Hawaiian	Honolulu		
	Macquarie	Los Angeles via Papeete		
	Sept	Qantas	Norfolk Island	
		Qantas	New York	NEW
Oct	Qantas	Chicago		
	Qantas	Dallas	NEW	
	Qantas	San Francisco		
Nov	Qantas	Vancouver		
	Qantas	Kuala Lumpur via SYD	NEW	
Dec	Emirates	Dubai direct		



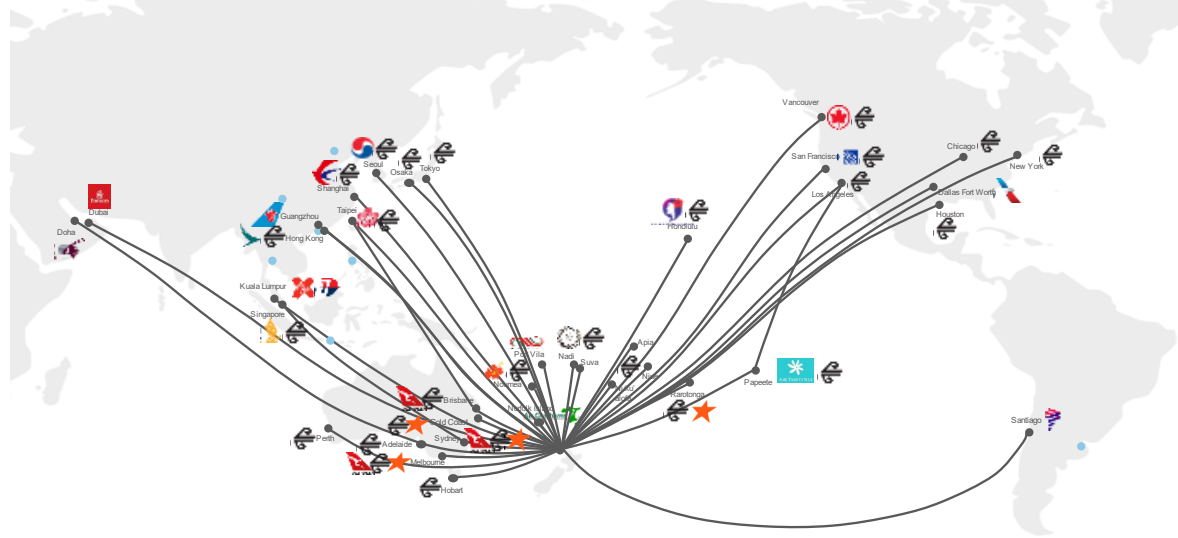
Reconnecting New Zealand to the world



2022 Annual Results

- Highlights
- Financial performance
- Our continuing journey
- Outlook

17 airlines connected Auckland Airport with 28 destinations across the region at 30 June 2022. With the restart of services and the launch of new routes, 23 airlines will connect Auckland Airport with 37 destinations across the Middle East, Asia, the Americas and the Pacific by December 2022.



Suspended routes

Suspended airlines

2



The Chair opened the floor for questions.

Bruce Kendall – Questioned capacity for flights to Europe? Mick Cottrell – Supply and demand is affecting the prices with fares up to 35-40% more expensive. There are fewer seats available than in FY19 due to the reduced number of flights that the airlines have scheduled.

Mark Easson – Have the Chinese not signalled their intention to return? There was a competition of prices between three Chinese airlines for flights to Europe via China. Mick Cottrell – Flights to Europe transiting through China will not be a priority for the airlines due to the pandemic.

Kevin Kevany – Airports around the world were struggling with the restart with queues and delayed baggage. Kevin had flown internationally recently and gave praise to the travel experience departing from and arriving at Auckland Airport. Mick Cottrell – thanked Kevin on behalf of the airport team and noted that because New Zealand was a little delayed with border openings, we were able to learn from what had happened in the other airports.

Graeme Easte mentioned that sustainability and carbon emission awareness may mean that people travel less and are more conscious of the environmental impact of air travel.

4. Minutes of Meeting Held on 13 June 2022

No discussion and changes. The Chair moved and the ANCCG resolved that the minutes of the meeting held on 13 June 2022 be confirmed as true and correct.

5. Matters Arising from the Previous Minutes

Kristina Cooper worked through the paper with the following highlighted:

- *Matters Arising Item 2: Revision of existing Sydney night arrivals route on Runway 23L to assess whether the height of flights at LOSGA can be increased at night.* – Testing confirmed that it is possible to raise the altitude at LOSGA by 1000 feet (from 6000 feet to 7000 feet) for night flights with this increase of 1000 feet being unlikely to cause any unintended consequences (eg aircraft needing to deploy flaps to



reduce speed at Beachlands when turning at the VIBAG waypoint when there is a tail wind). Auckland Airport now working with CAA and Airways on the change, aiming for February AIP.

- *Matters Arising Item 3: Development of Appointment Package including Terms of Reference for New Members* – The Chair advised that the Council is undertaking work independently on Local Board appointee process, including use and involvement of alternates, for all groups Local Boards are represented on. ToR for ANCCG member will reflect the outcome of Council considerations re the processes for selecting and appointing alternates once this is known.
- *Matters Arising Item 7: Relocate the Whitford noise monitor to the edge of the MANA (close to where yellow and orange tracks intersect the centre line) and the Clevedon monitor to Beachlands.* Pranaya Thaker advised that three responses have been received to date responding to the invitation for expressions of interest to host a noise monitor at Beachlands. Site visits have been arranged to finalise the noise monitor position between three of them. Work is progressing to identify potential properties at the edge of the MANA.
- *Completed Item 4: Velodrome noise monitor correlation rates.* Pranaya added that in addition to background noise levels being higher at the Velodrome another cause identified is the changed ratio of turboprops and jets due to the drop in international flights from the COVID restrictions. The noise monitor is less able to pick up noise from quieter turboprop aircraft, and during Covid international travel restrictions there was a higher proportion of turboprop aircraft. MDA expect the correlation to return to the high 70% touching 80% as international flights return, when combined with the other parameter changes that were recommended by Casper.

Kevin Kevany – Referred to a point in the June meeting minutes that “turboprops are quieter and do not generate as much noise” which appears to suggest these were not really a problem. He noted that in his experience that 9/10 complaints he receives relate to turboprop aircraft when they fly at under 3000ft around Stonefields, Glen Innes, Point England and Panmure.

6. Decision Document on Sydney Night Flights

Kristina Cooper spoke to the Sydney Night Flights Decision Paper circulated to members, which drew together the information provided in both the March and June Discussion Papers as well as the feedback received from ANCCG members at those meetings and via the on-line survey or by discussions.

Section 7 of the Decision Paper summarises the reasoning behind the Airport’s decision to retain the current approach for the Sydney night flights via the Central-Western route and work with Airways to raise the aircraft height at LOSGA by 1000ft.

- 1) Advice from Airways is that the Northern concept considered would create a risk of flight paths crossing. Air Space safety favours the continuation of the current arrivals path for flights from Sydney so that they do not cross the flight paths of departing flights to other destinations.
- 2) Changes to flight paths for night flights from Australia in 2018 have already shared aircraft noise associated with night flights from Australia relatively evenly across Auckland with 1/3 of flights using a flight path north of Auckland (for flights originating from Brisbane and other Northern Australia airports); 1/3 of flights using a flight path to the south of Auckland (for flights originating from Melbourne and other South Australia airports) and the remaining approximately 1/3 of flights originating from Sydney passing through western and central Auckland.
- 3) While not a definitive factor on its own, changes to the Sydney arrivals path would increase track miles and carbon on either the North or South concepts considered.
- 4) BARNZ supports retaining the status quo, considering this strikes a balance between noise, carbon impact, safety and cost.
- 5) There is a not a significant difference in the volume of persons exposed to a sleep disturbing event under the three routes for A320 narrow body aircraft which is the most common passenger aircraft used on this route; noting however that for the larger 777 type aircraft (which is not used as much) that there is a more significant difference with the Western-central route having approximately 17,000 more people exposed to a sleep disturbing event than the Southern route with this aircraft type.

- 6) While the Southern concept has the lowest volume of people exposed to a sleep disturbing event at the present time, it is targeted for significant urban development over the next 10 years under Auckland's Unitary Plan.
- 7) The South Auckland area which the Southern concept route would fly over has all night time domestic aircraft from the South flying overhead, in addition to night flights from South Australia.
- 8) Feedback from ANCCG members supports the Status Quo with 73% of members favouring retaining the status quo of Sydney night flights using the western-central flight path. Only three members were in favour of change, with two members supporting Sydney night flights being changed to use the Northern concept flight path put forward as a concept and one member proposing a hybrid concept of using the Southern route for flights from Sydney arriving between 0100-0500 hours and flights outside of those hours remaining on the Central-Western route.

The Chair opened the floor for questions.

Kevin Kevany – Requested Councillor Filipaina's feedback for the record to indicate whether he is committed to the status quo.

Councillor Alf Filipaina – Thank you so much for the process that we have gone through. My comment is that I totally support the decision Auckland Airport has made. There was always going to be a process and a process has been done. We have had people from within ANCCG give their input into it. The reason I didn't introduce myself when we had the opportunity earlier in the meeting is because people know the history that I have in this particular committee going back to the Manukau City Council days. I have been a Councillor for 19 years and Governing Body representative since the supercity council amalgamations. For me, process is key. I can see the process has been followed here by the airport staff. That is my official position on the result and decision of the airport.

Kevin Kevany – Noted that he disagrees with the process and the outcome. He considers:

- 15 nautical miles is miniscule, 'teacups and thimbles. It is a 'greenwash' with every last thimble fill of fuel being sacred and noise amounting for nothing. It seems to be an approach of 'just take the shortest route in and ignore the rest' and he finds such an approach unacceptable.
- He would like to see a peer review of the noise disturbance events as he does not seriously believe that the number of people impacted at Whangaparaoa where aircraft pass at 18,000 feet compares with planes at 5000 feet over Meadowbank, Ōrākei and Stonefields.
- He questions there being a thin solid line used as the route for aircraft to fly rather than a wider width of available flight paths and finds it extremely disappointing that the flight paths are not being spread over a wider area. He considers the ANCCG was told that Smart Approaches would be satellite based, flexible and adjustable and would be able to move about to suit conditions.
- He questions the validity of a 1000 feet increase in height of aircraft at LOSGA as he remembers LOSGA previously being at 10,000 feet as opposed to 4000 feet at night. This has confirmed his view that LOSGA needs to be moved post haste out of urban Auckland.
- The noise complaints received are all about the Sydney night flights and this process and outcome is really disappointing. He would like the CE of Airways to come and talk to this meeting in February/March 2023 about why the Sydney night flights cannot be moved away from the central Auckland areas.

Kristina Cooper noted that she is sorry that Kevin feels disappointed with the process that has been followed, but notes that it was a nine-month process covering considerable discussion at two ANCCG meetings and two discussion documents, with analysis undertaken for both by Marshall Day on flight volumes, complaints received and noise impacts as well as by Airways on alternative flight concepts and the impact of these on other flight gates. A lot of effort had been put in by the Airport, Airways and Marshall Day with different concepts considered with an open mind. From the Airport's point of view the additional track miles were not the definitive factor. Rather it was a safety risk issue caused by the alternative flight path concepts crossing with existing arrivals gateways, which had been discussed at some length at the June ANCCG meeting with the aid of diagrams prepared by Airways to illustrate this. Moreover, all members had provided their views across the March and June ANCCG meetings, and the majority view of ANCCG members was that

the current tracks over western and central Auckland should remain, rather than the flights being moved to South or North Auckland.

The Chair stated the Airport has gone through the process and has made its decision after a full process had been followed. She opened the floor for further questions.

James Evans – Indicated he was uncomfortable with Kevin Kevany’s suggestion that Airways has an agenda. What Airways had done was to assess the different flight paths and put forward the different elements that are associated with each. There was an increase in crossovers of arriving and departing flights if the alternative concepts were adopted. This was discussed in depth at the June meeting, which unfortunately Kevin was not at. Airways do not support changes being made to flight paths with that kind of cross-over risk at a low circadian rhythm time during the night. Airlines and BARNZ both consider that an additional 15 NM (nautical miles) is significant for fuel burn. Sustainability has already been raised as a concern by the Albert-Eden Local Board representative in relation to discussions on future flight volumes post Covid.

Mark Easson – Looks at this as a fairness issue. The only argument against this that can be considered is the safety argument. But there are no departures between 1-5am therefore Airways should be able to manage this risk. He gave examples of airports such as Heathrow and New York which have significant flight path diversions for aircraft noise with flight paths up to 30 NM extra to avoid built up central areas. Mark is not convinced that the best is being done for noise. 73% of ANCCG members said is okay for flights to go over Mount Eden. While he appreciates raising the height at LOSGA, he fears that unless the speed at LOSGA is lowered aircraft will be using speed brakes.

Bruce Kendall – Requested that measures of aircraft noise be undertaken of the height increase. Kristina Cooper noted that the LOSGA noise monitor remains in use and an additional noise monitor is being installed at Beachlands, both of which will enable this to occur.

Graeme Easte – Referred to Mark’s comment on speed braking and noted that pilots need to plan ahead to carry out any speed braking before reaching the city and not while crossing the city. Speed braking should be used as a last resort.

7. Meeting Governance Update:

Advertisements for the two community representative positions will be open from 1 to 15 October, with advertisements in local newspapers as well as on the Auckland Airport website.

Finalisation of the Local Board Membership Terms of Reference will await the conclusion of the internal Council work on the process for Local Boards to select and appoint representatives to community groups. The Council work is being prepared as a recommendation from Council staff but has not yet completed the Council Governance process or been signed off. The ANCCG member Terms of Reference in relation to Local Board representation and alternates will reflect the Council position. This is the only matter awaiting finalisation on the member Terms of Reference.

8. Draft Annual Noise Management Report

Kristina Cooper introduced the draft Annual Noise Management Report for FY22 noting that for the last two years this annual report has been provided as a draft to enable ANCCG member feedback to be taken into account before it is finalised.

The Chair opened the floor for feedback for the draft document. As there was none, Kristina Cooper took members through section 9 which summarises the noise initiatives undertaken during FY22 and proposed areas of focus for FY23.

Key highlights for FY22 were the development of the Northern STAR route for flights landing on the 05R runway arriving from North America which removed these flights from flying over Central and West Auckland. This new flight approach path has been in use since December 2021. The Airport, Airways and Airlines also completed the year-long trial of the Orange Smart Track for domestic aircraft arriving from the South, which provides an alternative route to the Red Smart Track. The Orange Trial was completed with the new track confirmed and in use from October/November last year.

The Airport had committed to preparing a Discussion Document in relation to the concerns raised by the Ōrākei Local Board regarding the Sydney night flight path for flights landing on runway 23L. Two Discussion Papers were prepared, with expert advice obtained from Marshall Day Acoustics, with these discussed at two ANCCG meetings. While no changes to the approach path were appropriate, the option to increase the height of LOSGA was identified, which has become an FY23 initiative.

In FY23 two new noise monitors will be installed, one at Beachlands and one at the edge of the MANA under the centre runway approach, neither location of which has previously had noise monitoring occur. An Induction Day for new ANCCG members has been requested, which is aimed for February 2023. The noise section of the Auckland Airport corporate website is being revised to simplify its structure to six key areas in order to improve navigability for members of the public:

- Understanding aircraft noise
- Flight Paths
- Noise Mitigation Programme
- Airport Community Trust
- Community engagement on noise (ANCCG)
- How to make an aircraft noise complaint

In addition, Airways are investigating the possibility of early morning aircraft departing for South Australia on Runway 05 turning early to fly westwards to south Australia. Airways will be requested to present on this at the ANCCG in December.

There was discussion about when the report would be finalised for the Council with the consensus being in the next two weeks.

Item 10 was dealt with at this point, returning to Item 9, followed by Item 11.

9. Annual Noise Mitigation Programme Report

Matthew Dugmore spoke to the 2021/2022 Report. The in-house installations and inspections part of the Programme was put on hold when Auckland was in lockdown between August and December last year. No inspections and installations were carried out which created some back-log. In mid-December 2021, with the traffic light restrictions in place, the programme recommenced. Since then, there have been:

- 7 pre-inspections
- 14 offers accepted
- 20 installations
- 22 covenants registered

Strictly speaking, there were no properties eligible for the 2021/2022 or 2022/2023 annual offers of noise mitigation packages because forecast aircraft noise levels were not high enough to trigger the obligation requirements. However, Auckland Airport is still extending offers to properties in the future HANA noise contours, despite them not being eligible. This was so that the programme continued to operate and residents who would normally be eligible continued to receive its benefit.

The 2022/2023 Offer is being made in September 2022 to 147 properties (29 tenanted) that are located within the Future HANA. 170 letters are being sent to eligible property addresses as well as the property owner. Sending letters of offer directly to the physical properties will aid in increasing tenant's awareness of the Programme.

Previous community information sessions were by invitation only which did not always receive high attendance. An in-person session will be held at the Papatoetoe War Memorial Library (no invitation required) with an on-line virtual community information session also being trialled. The airport website is also being reviewed to make the Mitigation Programme more prominent and details easier to locate.

Kevin Kevany – Praised the programme and mentioned it should continue to be available to wider areas.

Bruce Kendall queried how much does it cost on average per house and Matthew Dugmore advised for houses within the HANA the cost is between \$12,000 - \$16,000 with the airport meeting 100% of that. For

properties within the MANA the cost is between \$8,000 - \$12,000 with Auckland Airport meeting 75% of the costs. The 25% contribution by the owner/tenant equates to approximately \$2,000 - \$2,500. There are no eligible properties in the MANA boundary this year. Through the Auckland Airport Community Trust (AACT), a low-income household in the MANA can apply for a grant to meet the 25% contribution.

Graeme Easte asked what the total funding so far had been and Matthew Dugmore advised Auckland Airport has put in 12 million dollars so far for house insulations.

Nick Bakulich – Commended Matt and his colleagues for being very efficient in their work and having maintained the level of houses being offered the programme. Being on the AACT he has been involved in supporting the Trust contributing to the 25% contribution for low-income properties within the MANA.

Chair – Echoed Nick's comments by saying that when she first became the Chair it was a very narrowly defined process and difficult to get uptake. She appreciates the fact that during COVID Auckland Airport made a proactive choice to continue with the offer programme going beyond the strict definition that applied and commends this.

10. Quarterly Aircraft Noise Report

The Quarterly Report was taken as read with Pranaya Thaker highlighting two key points as follows and then inviting any questions:

- There were the highest monthly flight operations since March 2020
- One complainant made up 68% of complaints

Kevin Kevany – Has anyone contacted the complainant directly? Kristina Cooper noted she would have expected this to have occurred before she became involved in mid-2020 but undertook to reach out to the complainant directly to ensure they understand the process being followed by the airport regarding the complaints being raised.

The Chair referred to Figure 10 regarding two flights over the central areas turning earlier than is normally seen. James Evans advised that one flight requested an early turn to avoid bad weather and the other flight turned at the altitude reflecting CAA rules.

11. Members reflections on the ANCCG term just finishing

Councillor Alf Filipaina, Auckland Council – May the committee continue. Wish the best for members not continuing and thanks the members for the work they have done and special thanks to Catherine Harland.

Anne Candy, Manurewa Local Board – Thank the chair and appreciates the expertise around the table. Impressed with the representation from the local boards and community representatives. She values the input that has taken place during the meetings.

Bruce Kendall, Howick Local Board – Enjoyed his time being part of this community and values the input and passion of the members. It has been great to be a part of this group.

Cath O'Brien, BARNZ – Look forward to taking part in future conversations and the induction meeting at the Marae in February.

Ella Kumar, Puketāpapa Local Board – Will look to continue to support the group and its members. The community representative voices are very important, thank you.

Garth Wyllie, Industry Representative – He has been on this group on a number of occasions over the years and found it valuable and his organisation is happy to re-nominate him again.

Graeme Easte, Albert-Eden Local Board – This will be my last meeting and he will encourage someone to step up and replace him. Things have been improving regarding night flights. He is pleased to see the progress of the meetings.

Malcom Bell, Franklin Local Board – Have enjoyed the discussion on Sydney Night Flights. He has been re-elected unopposed so may be back for the next three years on the Group depending on how responsibilities are allocated.

Maria Meredith, Maungakiekie-Tāmaki Local Board – Thanks the Chair and Matthew for the detailed and informative reports provided and the rest of the committee as the work being done in this Group is important.

Mark Easson, Community Representative – Looking back last few years, we have achieved a lot to affect some changes. He requested BARNZ encourage a pilot to attend the meetings to speak on the technical issues that comes up during the meetings.

Nick Bakulich, Māngere-Ōtāhuhu Local Board – Thanked the Chair for her leadership and acknowledged the good people that have moved on to other fields during the term. He thanks the people preparing the reports, observing that they contain very important details that aid decision making.

James Evans, Airways – During his three years there have been some robust conversations which were challenging at times but ultimately benefited the community. Noted some changes have been quite beneficial such as getting turning points moved away from populated areas. The committee keeps the aviation sector on point and it has been beneficial to hear community views. He appreciates everyone, and the contributions made.

Kevin Kevany, Ōrākei Local Board – The Airport and Airways representatives have lifted the level of professionalism in their respected areas. He thanks the Chair for her professionalism.

Kristina Cooper – This is seen as a very important forum by the Airport. It is an open and robust forum with honest conversations. The Group has made a number of achievements over the last two years such as the new North American flight track which built on the significant changes to the night tracks for Australian flights made in 2018.

Pranaya Thaker, Marshall Day Acoustics – Been here for just under three years. It has been a pleasure and the Group will continue to challenge to seek the best outcomes for Aucklanders.

Councillor Filipaina noted that the induction date on 22 February clashes with *Te Matatini* (22 – 25 February). Kristina Cooper undertook to confirm and adjust the induction date.

The Chair acknowledged the thanks members of the Group had passed on to her and also expressed her appreciation of the time and contributions they have made. Noted that the committee has been supported well by various people in different roles who have come and gone. There have been beneficial incremental changes over the last three years and is encouraging that we have been able to make these changes even during COVID.

12. Other Business

The Chair – The Workplan provides provisional dates for the induction day in February and the 13th of March meeting next year. These dates will be finalised when the new members and community representatives come on board.

The Chair closed the meeting at 3.05pm, farewelling Pranaya Thaker and sending her best regards to the outgoing members, those stepping down or not returning to serve the Group.

Meeting closed: 3.05 pm

Next meeting: 19th December 2022