

Minutes

Subject:	Aircraft Noise Community Consultative Group (“ ANCCG ”)
Location:	Manukau Room, West Annex Manukau Civic Centre 31-33 Manukau Station Road Manukau
Date and time:	Tuesday 6 March 2018, 1:03pm – 3:20pm
Present:	David Shand (Independent Chair) Helen Futter (Community Representative) Mark Easson (Community Representative) Amanda Hopkins (Franklin Local Board) Steve Tollestrup (Waitākere Ranges Local Board) David Holm (Puketāpapa Local Board) Bill McEntee (Papakura Local Board) Kevin Kevany (Special Advisor, Ōrākei Local Board) Ashraf Choudhary (Ōtara-Papatoetoe Local Board) Stella Cattle (Manurewa Local Board) Donna Lee (Ōtara-Papatoetoe Local Board) Graeme Easte (Albert-Eden Local Board) Jos Fryer (Auckland Council) Tauanu’u Nick Bakulich (Māngere-Ōtāhuhu Local Board) Cr Alf Filipaina (Auckland Council) (2pm onwards) Justin Tighe-Umbers (BARNZ) Hugh Pearce (BARNZ) Simon Lambourne (Auckland Airport) Charlotte Day (Auckland Airport)
In Attendance:	Jomaine Wareham (Auckland Airport) Kellie Roland (Auckland Airport) Laurel Smith (Marshall Day Acoustics) and four members of the public

Apologies:	<p>Tiumalu Peter Fa’afiu (Industry Representative)</p> <p>Tafafuna’i Tasi Lauese (Māngere-Ōtāhuhu Local Board)</p> <p>Bernie Diver (Maungakiekie-Tāmaki Local Board)</p> <p>Kowhai Olsen (Mana Whenua Representative)</p> <p>Colin Davis (Ōrākei Local Board)</p> <p>Troy Churton (Ōrākei Local Board)</p> <p>Felicity Auva’a (Papakura Local Board)</p> <p>Andy Boyd (Airways New Zealand)</p> <p>Mike Turner (Airways New Zealand)</p> <p>Malcolm Bell (Franklin Local Board)</p>
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1. PUBLIC SESSION

1.1 Welcome and opening comments from the Independent Chair

The meeting was declared open by the Independent Chair, Mr David Shand at 1:03pm.

1.2 Apologies

The apologies were noted and accepted by the meeting.

1.3 COMMENTS AND ISSUES RAISED BY MEMBERS OF THE PUBLIC

Mr Shand noted that there were three members of the public who had requested to address the meeting.

Dr Peter Milner, a resident of Ellerslie, addressed the meeting and expressed the following concerns: the increasing number of flights paths above Ellerslie and intersecting near his home, involving different aircraft types, including jets using traditional and SMART Approaches, single and twin propeller aircraft, freight operator and helicopters; the speed of some aircraft approaching the airport and the impact of aircraft noise inside homes and overnight. Dr Milner had heard that certain waypoints would be moved and supported aircraft approaching the airport from the north travelling off the coast of North Shore.

In response Mr Shand noted that a proposal to move night flights approaching Auckland Airport from the north from above the central city to over the harbour (Night Star) was under development. However he advised that design and relocation of flight paths was a lengthy process and relief would not be immediate.

Hugh Pearce advised that an aircraft would not be flying at approx. 300 knots or 600km/ph when approaching the airport; that the deployment of undercarriage was an alternative to using speedbrakes; and that good progress was being made on the Night Star approaches. Simon Lambourne noted the issue of helicopters above Remuera and Ellerslie areas had been investigated, and are not Auckland Airport-related flights and are operating out of other heliports or aerodromes in Auckland. In response to a question from Kevin Kevany, Mr Lambourne confirmed that there was no aircraft noise monitor in Ellerslie and that the monitor in Remuera had been relocated as its data showed there not an aircraft noise problem there. Mr Shand requested that Dr Milner put his concerns in writing so they could be reviewed, and Dr Milner agreed to do this. Mark Easson requested Dr Milner provide the information he received as a result of his complaint as there was possible misinformation which may need review. Dr Milner agreed to do this.

Mr Peter Cowley, a resident of Mt Roskill above Lynfield Cove, addressed the meeting and expressed the following concerns: the impact of the operation of the new 05 flight path and the absence of an aircraft noise monitor in the area; the aircraft noise experienced between 9.30pm and 10.30pm and also during the daytime; and international academic findings that the negative impacts of aircraft noise on public health. Mr Cowley proposed that flight paths be located when there is the low population density. At Mr Shand's request, Mr Cowley provided the meeting with a copy of his speaking notes.

Mr Shand noted that the Lynfield monitor was removed with the agreement of the Local Board as it was better used elsewhere in Auckland. Steve Tollestrup advised that despite the lower population density in the Waitākere Ranges, the area was protected by legislation due to its amenity value so it should not be a 'dumping ground' for flights not wanted by residents elsewhere in Auckland. Mr Lambourne noted that there may be some confusion between the flight path operation and the runway mode operation and suggested he and Mr Cowley discuss the matter after the meeting.

Ms Annette Perjanik, a resident above Lynfield Cove, addressed the meeting and expressed the following concerns: the negative impact of SMART Approach flights on her ability to sleep at night and their disruption of peace and quiet during the daytime; her desire to live somewhere that is not beneath a flight path; and the negative health impacts of flight paths.

Justin Tighe-Umbers thanked the members of the public for their feedback and noted that the aviation industry acknowledges that the impact of aircraft noise on the community is a global issue and one that is taken seriously by the industry. He also noted that the industry's commitment to hold the overall noise outputs at current levels despite the growth in flight numbers and the impact of new aircraft design and quieter engines – all with the goal of reducing the impact of the aircraft

noise on the community. Mr Lambourne supported this saying that the world's latest commercial aircraft, the A350-1000, visited Auckland Airport last month and Airbus had confirmed its new aircraft was quieter than a B777 and a B787.

Graeme Easte enquired about pilot behaviour as a factor in managing aircraft noise. Mr Shand noted that the ANCCG had discussed this issue at previous meetings and that there were different causes of aircraft noise eg flap deployment, air brakes, landing gear, engine thrust which produce different types of noise. In response to a question from Helen Futter, Marshall Day Acoustics confirmed that it would be possible to demonstrate different types of aircraft noise at a future meeting.

Before moving to the next agenda item, Mr Shand welcomed Jos Fryer to his first meeting, as the new Auckland Council officer selected to attend the ANCCG meetings and Mr Fryer introduced himself. Mr Shand asked Mr Fryer to review the aircraft noise information published on the Auckland Council website and provided through its Call Centre to ensure it was accurate and so that those enquiring about aircraft noise would be referred to the ANCCG and Auckland Airport's flight monitoring and enquiry system. Mr Shand also invited everyone participating in the meeting to introduce themselves and after this had occurred he noted the strong Local Board representation provided by the eight Local Boards at today's meeting.

1.4 Minutes of meeting held on 6 December 2017

Mr Shand noted that the minutes of, and papers relating to, the previous meeting had been circulated and published on the ANCCG webpage, and he invited comments on the minutes.

In reference to agenda item 1.6 at the top of page 5 Kevin Kavaney expressed his concern about the Auckland Airport website and how to find information about making an aircraft noise complaint. Mr Shand noted that this concern would be looked into.

The minutes of the 6 December 2017 meeting were approved.

1.5 Matters arising from the previous minutes

Mr Shand noted that at the last meeting the ANCCG had discussed the Civil Aviation Authority (CAA) Rules and Laura McNeill from Marshall Day undertook to provide him with a copy of the aircraft noise rules as they related to Auckland Airport. Mr Shand circulated that information to members of the ANCCG and Charlotte Day agreed to present at the June 2017 meeting on the impact and significance of the rules.

1.6 Follow up on Airways/BARNZ December 2017 presentation and report-back on 27 February 2018 technical meeting

Mr Shand noted that he had circulated a report summarising the meeting he, Mr Easson and Ms Futter held with Airways, the Board of Airline Representatives New Zealand (BARNZ) and Auckland Airport to further discuss technical issues associated with aircraft noise. Mr Shand advised that the meeting was a follow-up to the presentation by Airways and BARNZ at the December meeting, and he had limited attendance to the Independent Chair and the two Community Representatives to facilitate discussion of the issues. Mr Shand noted it was a productive discussion, including: information being shared on the design process for flight paths; planned changes in relation to the Night Stars to reduce overflying of the Auckland isthmus at night; and Rule 93 of the Civil Aviation Rules on the minimum altitude for aircraft taking off before they turn. Mr Shand said that Airways and BARNZ were urged to carefully factor aircraft noise issues into their decision making. He believed that the improved dialogue between the aviation industry and the ANCCG and the increased sharing of information were concrete evidence of the ANCCG acting on its mandate, which would hopefully in turn lead to changes by the industry.

Mr Shand acknowledged feedback from the aviation industry that the ANCCG was influencing decision making and that changes were occurring as a result of advocacy by the ANCCG. Mr Shand reminded those present that neither he as the Independent Chair nor the ANCCG collectively took positions on all matters, as this was more appropriately done by the separate entities represented on the ANCCG eg the northern runway. Mr Easson expressed his view that the ANCCG should take collective positions and be seen to be making a difference, and this view was also supported by Ashraf Choudray. Mr Shand noted that if there was a desire for the ANCCG to take positions then this was best done by smaller groupings or subcommittees of the ANCCG, led by either Mr Easson or Ms Futter. Such groups would need to carefully consider issues based on facts and evidence should be undertaken before recommending actions to the wider ANCCG group. Mr Easson agreed with this approach provided the aviation industry was also involved in the consideration of issues to increase the chances of the recommendations being actioned. Mr Easte noted the ability of smaller groupings to make high-level principle recommendations without going into details. Mr Shand concluded this discussion by saying he would convene a sub group of the ANCCG to identify the issues of importance which the ANCCG may like to progress, to address the expressed desire for the ANCCG to be more proactive. Mr Easte expressed a desire that Local Boards be represented on the

sub group, and Mr Shand agreed they would be invited to participate.

Following a question from Mr Kevany the ANCCG discussed the Night Stars proposal. Mr Lambourne proposed that there be a presentation on Night Stars at the next meeting.

David Holm expressed interest in seeing the reasons why it was difficult to relocate the LOSGA waypoint which was situated within his Local Board boundary, and noted that combined the aircraft noise monitoring system and noise complaint system provided the appropriate data on which the ANCCG could determine aircraft noise matters.

1.7 Quarterly Aircraft Noise Report

Mr Lambourne noted that the quarterly report for the period November 2017–January 2018 had been distributed prior to the meeting. He advised that: aircraft operations were up 1% from last year; there had been increased use of runway 05 due to prevailing winds; 141 enquiries were received over the three month period, of which 82 related to specific aircraft; only 45% of the specific aircraft enquiries related to Auckland Airport flights; two people – one in Remuera and one in One Tree Hill – made 33% of the 141 enquiries; the Remuera aircraft noise monitor was moved to Wattle Downs in December 2017; and the Lynfield aircraft noise monitor was removed in December 2017 and would be relocated to Clevedon in March 2018. Mr Lambourne noted, for the benefit of the members of the public at the meeting who had raised concerns about aircraft noise in Lynfield, that pages 29 and 32 of the quarterly report contained aircraft noise monitor data for that community.

The ANCCG discussed the merits of receiving more information in future in relation to airlines and aircraft that were the subject of specific enquiries. It was agreed that Mr Shand and Ms Day discuss this matter further after the meeting.

Ms Futter noted the aircraft noise data from the Wiri and Wattle Downs monitors and applauded the decision to put monitors in these locations.

Mr Easte queried a flight that operated between Ardmore Airport and Auckland Airports, however Ms Day and Mr Pearce confirmed that while unusual there was no issue with such a flight.

1.8 Presentation on Flight Monitor and Enquiry System (Casper) and current follow up procedures

Mr Shand noted this item was being continued from the December 2017 meeting and drew the ANCCG's attention to the aircraft noise enquiry process flow chart which had been circulated at the last meeting and again at this meeting. Mr Shand also summarised the discussion that had taken place to date: there needed to be one system capturing all complaints (the role of the CASPER system) with information being inputted into the system using a common format and via the website or by phone; there needed to be

acknowledgement responses and replies sent to those who had provided the information. He noted that Airways would be reducing the time delay for the publishing flight information on CASPER from 20 minutes to 10 minutes and that it had been agreed that Local Boards would be copied in on correspondence. Mr Lambourne confirmed that Auckland Airport had been in touch with all Local Boards and informed them that they would receive copies of all substantive issues raised opposed to mere acknowledgment for residents of their Local Board area. Mr Shand also noted that anyone contacting a member of the ANCCG to make a noise complaint should be redirected to the CASPER system so that it can be formally recorded, the appropriate amount of information can be captured and the enquiry actioned. He noted the desire to amend the Auckland Airport website to make it easier for people to know how to make a noise complaint.

Mr Kevany expressed his view that the CASPER system should be real-time, not subject to a 10 minute delay, that the phone number should be an easy to remember one and that complaints dealt with efficiently by the call centre. Mr Lambourne confirmed that the noise complaint number was very easy to find on the website and noted the ease of providing feedback via the telephone number. To assist the ANCCG, Mr Fryer also outlined Auckland Council's noise complaint procedure for the information of members and confirmed the difficulty at times in locating the source of noise based on the information provided.

In response to a question from Cr Alf Filipaina, Charlotte Day advised that there was concern from some people about the removal of the ability to send noise enquiries by email. However this was removed as a feedback option to ensure that sufficient information was provided by enquirers and in standard form to enable the cause of their concerns to be properly investigated. Cr Filipaina proposed that given the lack of public concern about the noise enquiry process, the current procedure should be continued.

David Holm sought confirmation that the name of airline is referenced in the formal replies to those who have enquired about a flight, and Ms Day confirmed this already occurred.

Mr Shand closed the discussion noting that the ANCCG had outlined what it thought was important in relation to the CASPER flight monitor and enquiry system, including that the need for the CASPER system to receive quality information in standard form to enable enquiries to be investigated and responded. He considered that this outweighed the preference of some people to email their concerns irrespective of the amount of information provided in the email.

1.9 Second Runway Notice of Requirement Submission Update

Auckland Airport's Planning Manager, Kellie Roland, presented to the ANCCG, providing an overview of aircraft noise planning requirements and an update on the company's Second Runway Notices of Requirement (NoRs) application for the alteration of the designation for the airport's second runway. Topics outlined in her presentation, which was circulated to the ANCCG, and discussed at the meeting, included:

- the changes required to the second runway designation
- the planning being undertaken to enable the second runway to be operational in 2028
- the location of the second runway and the resulting Obstacle Limitation Surface (OLS)
- the Annual Aircraft Noise Contour (AANC) process and requirements
- the second runway's 10pm-7am operational restriction for aircraft arriving from/departing to the east
- the minimum noise monitor requirements
- the second runway's interim noise control measure for the first five years of operation
- improvements to the annual Noise Management Report
- the noise mitigation programme and eligibility for noise mitigation package
- the noise mitigation fund, known as the Auckland Airport Community Trust
- the second runway public notification and consultation process
- the outline plan of work required by the Resource Management Act
- the Notice of Requirement process, including: community engagement; the ability of members of the public to make a submission prior to the closing date of 15 March, and that while Auckland Airport is the decision.

In response to a question from Mr Easson, Ms Roland confirmed that the designation process meant that Auckland Council received submissions and made recommendations, and Auckland Airport would be the decision-maker, subject to appeals to the Environment Court.

Ms Roland finished her presentation by inviting ANCCG members to contact her should they wish to discuss, or have in questions in relation to, the NoR.

Mr Shand thanked Ms Roland for her presentation and her efforts since mid-last year to keep the ANCCG informed on this matter.

1.10 Other business

As there was no other business Mr Shand thanked everyone for attending and declared the meeting closed.

Meeting closed: 3:23pm

Next meeting: Tuesday 5 June 2018, 1pm-3pm

Venue:

Manukau Room, West Annex, Manukau Civic Centre, 31-33 Manukau Station Road, Manukau