

Minutes

Subject:	Aircraft Noise Community Consultative Group (“ ANCCG ”)
Location:	Novotel Hotel Auckland Airport Ray Emery Drive, Auckland Airport
Date and time:	6 December 2017, 2:00pm – 4:38pm
Present:	David Shand (Independent Chair) Helen Futter (Community Representative) Mark Easson (Community Representative) Peter Fa’afiu (Industry Representative) David Holm (Puketāpapa Local Board) Tafafuna’i Tasi Lauese (Māngere-Ōtāhuhu Local Board) Donna Lee (Ōtara-Papatoetoe Local Board) Malcolm Bell (Franklin Local Board) Amanda Hopkins (Franklin Local Board) David Collings (Howick Local Board) Allan Verrall (Maungakiekie-Tāmaki Local Board) Graeme Easte (Albert-Eden Local Board) Steve Tollestrup (Waitākere Ranges Local Board) Mike Turner (Airways New Zealand) Bob Fletcher (BARNZ) Hugh Pearce (BARNZ) Charlotte Day (Auckland Airport) Simon Lambourne (Auckland Airport)
In Attendance:	Laura McNeill (Marshall Day Acoustics) Six members of the public

Apologies:	<p>Cr Alf Filipaina (Auckland Council)</p> <p>Kowhai Olsen (Mana Whenua Representative)</p> <p>Tracy Mulholland (Whau Local Board)</p> <p>Bernie Diver (Maungakiekie-Tāmaki Local Board)</p> <p>Ashraf Choudhary (Ōtara-Papatoetoe Local Board)</p> <p>Stella Cattle (Manurewa Local Board)</p> <p>Colin Davis (Ōrākei Local Board)</p> <p>Harry Doig (Puketāpapa Local Board)</p> <p>Felicity Auva'a (Papakura Local Board)</p> <p>Tauanu'u Nick Bakulich (Māngere-Ōtāhuhu Local Board)</p> <p>Shail Kaushal (Papakura Local Board)</p> <p>Kevin Kevany (Special Advisor, Ōrākei Local Board)</p> <p>Andy Boyd (Airways New Zealand)</p> <p>Tim Boyle (Airways New Zealand)</p> <p>Justin Tighe-Umbers (BARNZ)</p> <p>Jomaine Wareham (Auckland Airport)</p>
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1. PUBLIC SESSION

1.1 Welcome and opening comments from the Independent Chair

The meeting was declared open by David Shand at 2.02pm. He welcomed Hugh Pearce who would be replacing Bob Fletcher as one of the BARNZ representatives on the ANCCG. Mr Shand also thanked Bob Fletcher for his contribution to the ANCCG and wished him well for his retirement.

1.2 Apologies

The apologies were noted by the meeting.

1.3 COMMENTS AND ISSUES RAISED BY MEMBERS OF THE PUBLIC

The Independent Chair noted that there were three members of the public who had requested to address the meeting.

Mr Bernard Hollewand, a Three Kings resident, addressed the meeting and expressed the following concerns: night aircraft noise, including the limitations of the night noise abatement procedures; his difficulty in finding online information about noise, noise mitigation and making noise complaints; the concentration of flight paths above residential suburbs; and the desirability of the ANCCG proactively suggesting changes.

The Independent Chair responded that over the past year the ANCCG had made some progress in better addressing aircraft noise issues. He noted in particular the increased transparency of ANCCG processes with public attendance and agenda, minutes and meeting papers being now publicly available on the Auckland Airport website. Mark Easson noted the volume of public feedback he is receiving also in relation to the concentration of flights, noise as a result of night departures using Runway 05, and perceived problems of using the online flight monitor and enquiry system. Bob Fletcher noted that the aviation industry was currently reviewing night arrival procedures from the North West to reduce the overflying of residential areas. Simon Lambourne noted the online information and flight monitor and enquiry system would be discussed later in the meeting.

Ms Kylee Goodwin, a Greenlane resident, addressed the meeting and expressed the following concerns: the impact of flights above her home; the low number of aircraft noise complaints being a reflection of reluctance to and difficulty of complaining; and perceived inadequate consultation on new airspace management technology and performance based navigation prior to their introduction around the world and in New Zealand.

The Independent Chair agreed that the low number of complaints did not mean there are not ongoing aircraft noise issues for the ANCCG to consider. Mr Shand also referred Ms Goodwin to the quarterly aircraft noise report for more detailed information about aircraft noise in Auckland.

Mr Robert Howell, an Onehunga resident, addressed the meeting and expressed the following concerns: the impact of the increasing number of aircraft flying at lower than usual altitudes on him, his neighbours and suburbs across Auckland, especially Central Auckland suburbs; his preference for complaints or feedback to be provided via email which was previously possible.

Tafafuna'i Tasi Lauese noted that South Auckland was significantly more affected by aircraft than other suburbs, that Auckland Airport was focused on managing the impact of aircraft noise as much as possible and investing in the communities most affected, and that members of the community could also provide feedback to their Local Boards on aircraft noise. The Independent Chair also noted the important roles that BARNZ and Airways New Zealand have in the management of aircraft noise through their role in operating the air traffic system and the flights. Peter Fa'afiu noted the need for the ANCCG to receive explanatory background information on the nature of complaints and feedback so as to better understand the factors giving rise to them and thus improve the quality of the reports.

1.4 Minutes of meeting held on 26 October 2017

The Independent Chair noted the comprehensive detail contained in the minutes of the October meeting, which was a special meeting to brief Members on the Yellow U23 SMART Approach flight path.

The minutes were approved.

The Independent Chair noted that he had written to four Local Boards in relation to their lack of attendance at meetings and he had received responses. The Local Boards noted that ANCCG meetings clashed with other meetings. Mr Shand noted that the 2017 meeting dates had been determined in consultation with ANCCG members and that this would also be done when the 2018 dates were fixed. Mr Shand was confident that Local Board attendance would improve in 2018, and noted the attendance of eight Local Boards at today's meeting compared with only four at the previous meeting

1.5 Quarterly Aircraft Noise Report

The Independent Chair noted the quarterly report for the period August-October 2017 contains a great deal of factual information in relation to flight paths and aircraft noise, including new information in the latest report to further improve its comprehensiveness. He noted the high transparency of information relating to aircraft flight paths and aircraft noise as a result of this quarterly report being published on the ANCCG website.

Mr Lambourne advised that the new information in the report included: the identification and heights of the specific flight paths which had resulted in an aircraft noise complaint; a new graph in relation to the compliance of the flights about which there had been complaints; new L_{Amax} graphs for each of the temporary monitors; and the reporting of noise monitor L_{dn} data by suburban regions.

The Independent Chair noted Figure 19 on page 21 of the quarterly report which indicated that there had been 54 noise complaints, all of which were reviewed by Auckland Airport and all of which complied with the Civil Aviation Authority Noise Abatement Procedures and the Auckland Council's unitary plan designation requirements for aircraft noise.

Graeme Easte noted that there was full compliance with regulatory requirements but he had an ongoing concern about the use of L_{dn} data for regulatory matters. The Independent Chair noted that L_{dn} was the official aircraft noise standard in New Zealand and internationally.

Mr Fa'afiu noted the value in the new information which had been provided in the latest quarterly report and thanked Auckland Airport and Marshall Day Acoustics for taking on board the ANCCG's feedback that it would like it to contain more explanatory information in the report.

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

Mr Lambourne provided the ANCCG with an overview of the Auckland Airport website and the location of the aircraft noise information. He noted multiple and prominent locations where the public could find out how to contact Auckland Airport and provide feedback on

aircraft noise – both in the traveller and corporate sections of the website. Mr Lambourne also indicated how the information relating to aircraft noise is managed, including the noise mitigation packages; as well as how and where members of the public could locate and use Casper – the online flight information and complaint/enquiry system.

Mr Holm enquired about a link to aircraft noise content on Auckland Airport’s website also being made available on the Auckland Council website. The Independent Chair noted that the ANCCG was waiting for Auckland Council to appoint an Officer to observe the ANCCG so this matter could be progressed.

Mr Shand also noted the increasing number of complaints in relation to helicopter flights across Auckland, and the need for this addressed, but noted that the ANCCG’s terms of reference cover only aircraft operating to and from Auckland Airport.

Ms McNeill and Charlotte Day provided the ANCCG with an overview of process involved in aircraft noise enquiries, received either by telephone or the website linked to Casper. Ms Day noted that specific information was requested from enquirers to enable each flight to be properly investigated and the ANCCG was shown examples of the replies provided to the enquirers. Ms Day noted the process followed by Auckland Airport and Marshall Day Acoustics depends on whether the person is a new enquirer or a persistent enquirer. Ms Day also noted that where appropriate enquirers may also be contacted by phone or met with in person, to discuss their concerns.

David Collings and the Independent Chair expressed a desire for the relevant Local Board member to receive copies of the responses to aircraft noise enquirers, when that functionality was available using Casper – as had happened in the past. It was agreed that this should be done.

The Independent Chair noted that in view of the shortage of time this agenda item would need to be continued at the next meeting. However, he noted the desirability of having a standard data format for all enquiries and thus of having one central point, that is Auckland Airport, for the collection of this data.

Before closing the Public Session, the Independent Chair thanked members of the public for attending.

2. NON-PUBLIC SESSION (ANCCG Members only)

2.1 Presentation by Airways New Zealand and the Board of Airline Representatives New Zealand on Aircraft Noise Mitigation

Mike Turner and Hugh Pearce presented to the ANCCG on how Airways New Zealand and BARNZ manage aircraft noise, including: influences, roles and responsibilities; the legal framework for aviation; the noise abatement contributions by Airways New Zealand, airlines,

pilots and Auckland Airport; examples of specific initiatives that have been undertaken to reduce noise, such as changing night-time arrival and departure procedures, the Part 93 'preferential runway' rule, LOSGA flight improvements; and possible future opportunities, including STAR and SMART approaches.

Mr Turner and Mr Pearce answered a number of questions from the ANCCG in relation to their presentation, including:

- the requirements for an airline to use a SMART Approach
A higher level of pilot training and base-skill is required to fly a SMART Approach. An airline also needs regulator approval to fly SMART Approaches. At present only five airlines are approved to use the SMART Approaches at Auckland Airport.
- the types of approach that cause public concern
Frequently, it is a standard approach which results in a noise complaint not a SMART Approach.
- the details of the noise abatement procedure
Ms McNeill will provide a one-page summary of the CAA Noise Abatement - Procedures to the Independent Chair, to be circulated to ANCCG members
- the ongoing opportunity to reduce aircraft noise given the evolution of aircraft design
Significant changes have already occurred, but perhaps at a slower rate than was previously possible. Airlines continue to invest significant amounts of money to reduce the noise profile of their aircraft.
- the use and impact of air brakes
Approaching a runway at thrust-idle is the goal for a pilot. However air brakes may need to be used depending on wind, weather and other aircraft movements.
- the impact of global airline networks and international airport slots on New Zealand
The times that aircraft arrive at Auckland Airport are dictated by when the aircraft can leave the airport where the flight originates, and reflect the commercial decisions of an airline.
- the impact of 'fast-flying' aircraft over certain Auckland suburbs
Rules relating to the arrival are designed to standardise the way pilots approach the airport and minimise fast-flying aircraft.
- the commitment of the aviation industry to reducing aircraft noise
Airlines are focused on the impact of aircraft noise on the community and airlines are committed to doing what they can to reduce this, including flying more flight miles than needed to reach their destination in order to avoid communities below.

The Independent Chair thanked Mr Turner and Mr Pearce for their useful presentation, which had clarified the ways in which Airways New Zealand and BARNZ were focused on reducing the impact of aircraft noise on the community. However he believed further discussion is needed for non-industry members to fully understand how flight paths are determined, with the desirability of minimising overflight of residential areas. He proposed that further discussion would take place at the next meeting.

Mr Lambourne noted that Auckland Airport had received the proposal from Airways New Zealand in relation to Night STAR arrivals from the North West to reduce the impact of aircraft noise on Auckland's central suburbs. Marshall Day Acoustics was assessing the noise impact of that proposal and the ANCCG would be updated on this matter at its next meeting.

2.2 Second Runway Notice of Requirement Submission Update

Mr Lambourne advised that Auckland Council and Auckland Airport were still in discussions and exchanging information on the lodged Notice of Requirement (NoR). Auckland Council will publicly notify the NoR in the first half of 2018.

2.3 Yellow U23 SMART Approach Update

Mr Lambourne advised that since the last ANCCG meeting, the aviation industry had completed the public consultation process on the draft report on the Yellow U23 SMART Approach flight path trial. Approximately 750 submissions had been received and are now being analysed, and approximately 12 Howick-based residents presented their submissions in person at a meeting at Nixon Park. Airways New Zealand, BARNZ and Auckland Airport are reviewing all feedback prior to publishing a final report in 2018.

2.4 Aircraft Noise Monitor Location Update

Charlotte Day advised that the temporary noise monitors in Lynfield and Remuera are being relocated. They had been located in Lynfield and Remuera for the now-completed SMART trials. In addition the monitored aircraft noise levels in these suburbs are significantly below 55 dB and there are very low level of noise enquiries from the local communities. Aircraft noise can also be monitored in these suburbs using nearby monitors. Ms Day noted the new South Auckland locations for the two temporary monitors would be Clevedon and Weymouth, and the ANCCG would be advised the exact locations at the next meeting. Mr Lambourne advised that he had met with representatives from the Puketāpapa and Ōrākei Local Boards, who understood and supported the decision, and that he had also briefed a representative of the Franklin Local Board on the relocation.

The Independent Chair welcomed this decision, noting the need to locate the temporary monitors where they were most needed and useful. Mr Holm noted that some of the additional information in this month's quarterly report was provided as a result of the discussion he and Harry Doig had with Mr Lambourne and Ms McNeill in relation to the relocation. In response to a question from Amanda Hopkins Ms McNeill confirmed that noise monitors do not need to be directly under a flight path to monitor the noise from aircraft using the flight path.

2.5 Dates, times and key issues for 2018 Meetings

The Independent Chair advised that a circular would be sent to Members so they could express their preference for 2018 meeting days, times and locations. The four meetings will take place in March, June, September and December, on the same week and day of the month.

Mr Shand and Auckland Airport noted that it was for ANCCG members to determine when best suits them for the meetings, acknowledging that it would be difficult to accommodate everyone's preference.

2.6 Other Business

The Independent Chair closed the meeting by noting the progress achieved by the ANCCG during the year, especially in relation to transparency of information. He again thanked Bob Franklin for his contribution and wished him well for his retirement; and he wished ANCCG members a safe and enjoyable festive season.

Meeting closed: 4:38pm