



Media Release
20 October 2017

DRAFT REPORT ON TRIAL SMART APPROACH FLIGHT PATH PUBLISHED

Airways New Zealand, Auckland Airport and the Board of Airline Representatives New Zealand (BARNZ) published today the draft report on the trial of the Yellow U23 SMART Approach flight path.

The decision to trial this third satellite-guided flight path to Auckland Airport from the north was publicly announced by the aviation industry in December 2014. The 12-month trial of the flight path, known as the 'Yellow U23 SMART Approach', commenced on 1 September 2015 and concluded on 31 August 2016. The flight path was used between 7am and 10pm by up to 10 aircraft per day.

The Yellow U23 SMART Approach was flown by 440 aircraft during the trial, saving 3,175 nautical miles and 76,536 kilogrammes of fuel, and reducing carbon emissions by 241,852 kilogrammes.

Data was gathered from eight noise monitors in the community during the trial, four of which were located under or near the Yellow U23 SMART Approach flight path. Noise experts concluded that the difference in noise exposure on a day with 10 Yellow U23 SMART Approach flights and a day with no Yellow U23 SMART Approach flights was less than one decibel, or imperceptible, at most monitor sites. There were two exceptions to this – in Whitford where the difference was a “just perceptible” four decibel difference and in Remuera where the difference was an “imperceptible” two decibel difference.

The draft report's recommendations include: that the Yellow U23 SMART Approach flight path be adopted for operational use in late 2017; that it only be used between 7am and 10pm; that a maximum of six flights per day use the flight path; and that the maximum number of flights per day can be increased to 10 in the future if certain conditions, outlined in the draft report, are met. The draft report also recommends that a third satellite-guided flight path to Auckland Airport from the south be trialled from July 2018.

Airways New Zealand's chief operating officer, Pauline Lamb, says, “SMART Approaches are an example of best practice international air traffic management. They are becoming more and more common place in New Zealand and are popular because they typically use less fuel, reduce aircraft noise and deliver significant benefits for the environment.”

BARNZ's executive director, Justin Tighe-Umbers, says, “The fuel saved by airlines during the trial was enough to fly a B777 aircraft return Auckland–Sydney twice, the reduced carbon emissions contributing to airlines' ongoing commitment to a cleaner, more sustainable environment.”

Auckland Airport's acting general manager of aeronautical operations, Anil Varma, says, “Airways, Auckland Airport and BARNZ invite people interested in the Yellow U23 trial to read this draft report and provide feedback on its contents and the draft recommendations. There will also be opportunities for those making submissions to present their views in person to Airways, Auckland Airport and BARNZ.”

More information about SMART Approaches and a copy of the Draft Report on the Yellow U23 SMART Approach trial is available online at www.aucklandflightpathtrial.co.nz .

Written submissions on the Draft Report on the Yellow U23 SMART Approach flight path trial will be accepted until 5pm on 15 November 2017.

ENDS

Attachments:

Map of Yellow U23 SMART Approach flight path
2015-2016 Yellow U23 SMART Approach Flight Path - Draft Report 2017

For further information please contact:

Simon Lambourne, Auckland Airport, 027 477 6120
Emily Davies, Airways New Zealand, 021 815 149
Justin Tighe-Umbers, BARNZ, 027 268 4053