

Minutes

Subject: Meeting of the Aircraft Noise Community Consultative Group

Location: Pavilion Room III, Sudima Hotel, 18 Airpark Drive, Auckland Airport

Date: 9 December 2019 **Time:** 1:07pm – 3:05pm

Present: Catherine Harland, Independent Chair
Anne Candy, Manurewa Local Board
Ashraf Choudhary, Ōtara-Papatoetoe Local Board
Bruce Kendall, Howick Local Board
Charlotte Day, Auckland Airport
Councillor Alf Filipaina, Auckland Council
David Wong, Auckland Council
Ella Kumar, Puketāpapa Local Board (from 1.21pm)
Emma Howie, Auckland Airport
Graeme Easte, Albert-Eden Local Board
Helen Futter, Community Representative
Hugh Pearce, BARNZ
Justin Tighe-Umbers, BARNZ
Kevin Kevany, Alternate, Ōrākei Local Board
Malcolm Bell, Franklin Local Board
Mark Allen, Waitākere Ranges Local Board
Mark Easson, Community Representative
Nick Bakulich, Māngere-Ōtāhuhu Local Board
Troy Churton, Ōrākei Local Board
Warren Piper, Whau Local Board (until 2:38pm)

In Attendance: Laura McNeill, Marshall Day Acoustics
James Evans, Airways NZ
Justis Kamu, Auckland Airport
Pooja Prasad, Minute-Secretary / Auckland Airport

Members of the public: Charlene (Observer)
Gillian Spencer (Observer)

Apologies: Alan Cole, Franklin Local Board (Alternate)
Bobby Shen, Puketāpapa Local Board
Chris Makoare, Maungakiekie-Tāmaki Local Board
Debbie Burrows, Maungakiekie-Tāmaki Local Board (Alternate)
Jan Robinson, Papakura Local Board
Kay Thomas, Whau Local Board
Keven Mealamu, Papakura Local Board (Alternate)
Paul Healey, Airways NZ

1. PUBLIC SESSION

1.1 Welcome and apologies

The meeting was declared open by the Independent Chair, Catherine Harland, at 1:07pm. The apologies were noted and accepted by the meeting.

1.2 Introductions – New members, Industry, Chair and Membership overview

The Chair congratulated and welcomed new and returning ANCCG members to the meeting and invited each person to introduce themselves.

Mark Easson said this was his second term as a community representative and as a former airline captain, his role involved bringing technical expertise for community members.

Malcom Bell introduced himself and said he is from the Franklin Local Board and has served on the ANCCG for a number of terms.

Bruce Kendall said he was newly elected to the Howick Local Board.

Warren Piper said he was representing the Whau Local Board on behalf of the Local Board Chairperson, Kay Thomas, as she was unable to attend the meeting.

Mark Allen introduced himself as a newly elected member of the Waitākere Ranges Local Board.

Ashraf Choudhary said it is his second term on the committee and he represents the Ōtara-Papatoetoe Local Board.

Graeme Easte advised he is from the Albert-Eden Local Board and has served two terms on the committee.

Nick Bakulich said that he is from the Māngere-Ōtāhuhu Local Board and it will be his second term with the ANCCG.

Troy Churton introduced himself and said he is from the Ōrākei Local Board.

Kevin Kevany said he is an unelected advisor for Ōrākei.

Helen Futter said this is her second term as community representative and she lives in the moderate air noise area.

Alf Filipaina said he is the Auckland Council representative on the ANCCG and he acknowledged the two members of public seated behind him.

Anne Candy introduced herself and said she represents the Manurewa Local Board.

David Wong said he is a Principal Planner from Auckland Council and alternates with Nicholas Lau to attend the ANCCG meetings.

Hugh Pearce said he is from BARNZ and provides technical support to the committee.

Emma Howie said she is from Auckland Airport and manages statutory planning.

James Evans said he is from Airways NZ and is responsible for the approach sector. He gave an overview of the Air Traffic Management System later in the meeting (due to time constraints that was subsequently undertaken at the conclusion of the meeting for members able to stay on).

Laura McNeill said she is from Marshall Day Acoustics and her company monitors noise and processes noise data on behalf of Auckland Airport.

Charlotte Day said she is from Auckland Airport and that her role includes noise management.

Justin Tighe-Umbers said he is the Executive Officer of BARNZ, the Board of Airline Representatives in New Zealand. He said BARNZ represents twenty-seven of the airlines that fly at Auckland Airport.

The Chair addressed new members and said the terms of reference provided with the Agenda sets out the structure, appointment process etc for the operation of the ANCCG.

1.3 Public Forum

The Chair welcomed members of the public. She noted that both had spoken to Ms Day and wished to observe the meeting without addressing the forum.

1.4 Minutes of meeting held on 2 September 2019

The Chair moved, Mr Evans seconded, and the ANCCG resolved that the minutes of the meeting held on 2 September 2019 be confirmed as true and correct.

1.5 Matters arising from previous meetings

The Matters Arising document was received by the Group for discussion. Updates were provided on items not yet complete:

- Point 1: *Flight origin and destination complaint information.* Ms Day said there had been issues gathering certain dates on the Casper system and she will provide ANCCG members, and in particular Mr Easson, with the complaint information once that had been resolved.
- Point 2: *Yellow and Orange SMART approaches.* Ms Day advised that the Yellow approach has been up and running since May with an average of two or three flights a day in appropriate westerly wind conditions. She said the Orange approach recommenced mid-September and is well utilised. Ms Day added that the Orange approach is only used during the daytime to date, however there is scope as detailed in the initial trial criteria to extend it to 24-hour usage at the midpoint of the trial.

Mr Easson asked if the Yellow approach had generated the responses from locals that were predicted. Ms Day said that there were very few complaints in respect of the Yellow approach. There have been no complaints from Cockle Bay and Howick.
- Point 3: *Industry and mana whenua representatives.* The Chair said that she did not have an opportunity to progress this and it is still work to be undertaken. Cr Filipaina suggested assistance could be provided via Auckland Council's Te Waka Unga Mua ki Uta. The Chair thanked him for the offer.
- Point 4: *Glossary of airline abbreviations.* The Chair said she has drafted a document that is currently being reviewed by Ms McNeill, Ms Howie and Ms Day for accuracy. Once the review has been completed, the document will be circulated to the Group.
- Point 5: *Update on noise mitigation package compliance monitoring.* Ms Howie advised that Auckland Airport have started approaching homeowners who have received a noise mitigation package and providing them with a survey for feedback. The feedback sought relates to the homeowner engagement process and not the package itself, as that is not being altered. She said 22 responses have been received so far and feedback has generally been positive.

Ms Howie added that successful testing had also been undertaken by Marshall Day Acoustics to confirm that mitigation packages were compliant.

Ms Howie said one such test involved a MANA property that came back with a noise result of 37 decibels which complies with the requirement to achieve an internal noise level of less than 40 decibels.

Ms Futter enquired if it would be possible to table the results of this testing without breaching the confidentiality of this particular house and Ms Howie agreed to provide this information.

Ms Howie said revised noise contours have now been confirmed by Marshall Day Acoustics for next year 2020. Mr Bakulich enquired if the airport has considered providing translations for the information provided to community members on noise mitigation packages. Ms Howie confirmed that material for mitigation packages are translated and translators are also provided at community sessions.

- Point 6: *Follow up actions for quarterly aircraft noise report.* Ms McNeill said bar colours and other changes requested to tables in the last meeting have been actioned and appear in the new quarterly report. Ms Day said the data gap identified in the last meeting could not be recovered as the information had been lost during a system upgrade.
- Point 7: The Chair advised that the Aeropath presentation is scheduled for June 2020.

1.6 Quarterly Noise Report

Ms McNeill addressed the Group and the following points were noted:

- Each quarterly report covers a three-month period and is prepared prior to each meeting.
- The same graphs and tables are used in each quarterly report to allow easy comparison between data.

Mr Easson referred to Figure 5 on page 7 of the report and asked what happens when, in the Yellow approach, aircraft pass the limit line and go above the maximum. Mr Evans said this could be an aircraft on downwind or visual approach as Airways track all aircraft flying through a portion of airspace. Ms McNeill pointed out that no aircraft had gone over the limit but, she will attempt to darken the yellow color on Figure 5 to make it easier to see.

Mr Easson referred to Figure 8 on page 11 and noted that a fairly thick red line has been drawn over LOSGA during night time arrivals for Runway 23 but this line does not indicate how many flights have flown over LOSGA.

Ms McNeill said she could provide a tally of flights on the LOSGA track to resolve this. Mr Allen suggested the information might also be helpful for other tracks with high numbers.

Mr Easte referred to Figure 12 on page 17 and asked if repeat complainers have a genuine concern or if they are seeking further attention. Ms Day replied that it is usually both and work has been done in the last few years to approach repeat complainers, provide them with substantive information and answer their questions.

Mr Kevany asked if more is being done to explore use of a general email address to make complaints. Ms Day said Auckland Airport will not be considering this as the Casper system provides a more comprehensive reporting mechanism.

Mr Kevany suggested this opinion is purely an airport point of view and it does not consider the needs of residents. He said the online noise reporting system should continually be reviewed with the aim of making it easier for the public.

The Chair highlighted the airport has made it clear that they will not pursue use of email to log complaints as the Casper system allows a systematic way of gathering the information that can map noise events to aircraft and be analysed to identify particular issues. She also noted that people are able to note down the time of the aircraft noise and then go on the website at a later time to complete the details.

Ms Howie advised that people can also phone the helpline number 24/7 as an option for having complaints recorded.

Mr Allen referred to Figure 22 on page 24 and noted the Compliance pie chart covers the Waitākere Ranges. He asked if the map can be zoomed out to show the Waitākere Ranges or the pie chart reduced/moved and Ms McNeill agreed to do this.

The Chair referred to Table 5 on page 31 and asked why the Whitford monitor does not show on this table – although it is included on Figure 24, page 27. Ms McNeill explained that is because the Whitford monitor was moved from one location to another and it had not been in place long enough for the data to be included.

Mr Churton asked what the cost is for a temporary noise monitor. Ms Day said he would need to clarify the type of cost he is referring to. She said many costs could be considered including purchase cost, lease cost and operational cost.

The Chair asked Mr Churton to copy her with details of the information about the costs he is interested in so Ms Day can provide answers at the next meeting.

Mr Tighe-Umbers asked to make a point in relation to the question raised by Ōrākei members about noise monitors. He said that monitors are expensive and encouraged ANCCG members to better articulate the problem they are seeing or what information they need.

Mr Churton asked if there may be a cost benefit to be had by placing a few extra monitors in different locations around Auckland. He said this will get around the widely held belief that that industry is reluctant to put monitors in certain locations.

Councillor Filipaina added that Local Boards may wish to provide some financial assistance towards the purchase of temporary noise monitors (in their areas) to ease the burden placed on the airport.

Mr Easte suggested that in the past electronic road signs were expensive and not able to move flexibly but that has changed in recent years, and wondered whether that may also become relevant for noise monitors.

1.7 Annual Noise Report

The 2019 Financial Year Annual Noise Management Report was tabled at the meeting. Ms McNeill addressed the Group and said two noise contours are calculated for the airport each year.

Marshall Day Acoustics compare the new set of contours with the contours predicted in the previous year to see if there has been any growth. If there has, houses in the new contour are offered acoustic treatment in the sound insulation program.

Ms McNeill noted that the 2020 contours have retracted slightly from 2019 so no new houses will have offers made this year.

Dr Choudhary commented that Puhinui Road is significantly affected by aircraft noise and a number of new houses are being built in this area. He asked how the airport approaches new homeowners (many of whom are migrants) to advise them about noise mitigation packages.

Ms Howie clarified that new home owners are not contacted for such packages as any new build must meet acoustic performance standards as part of their building consent.

Ms McNeill referred to the map (Figure 15) on page 11 of the report showing the location of all complainants who made complaints in the 2019 financial year. She noted that quite a few complaints come from South Auckland and the central suburbs, followed by East Auckland and North Shore.

Mr Allen asked if any trends are being seen in relation to the location of complaints or complainants. He enquired if there were any correlations between the location of complaints and where the noise monitors are located. Ms McNeill replied that it changes every year and previous noise reports may be used to compare results.

Mr Churton noted that only two of the seven noise monitors appear to be in places where high numbers of noise complaints are made. He said three of the seven monitors are in areas that are not listed for complaints and the final two are in areas where there are less than 5 complaints. He enquired why this is the case and Ms McNeill said noise monitors are placed in different locations for different reasons. Monitors can support the complaints process but generally serve other purposes such as monitoring existing or proposed future SMART approaches e.g. Orange.

Mr Bakulich addressed the Chair and enquired if members could be given a site visit at Auckland Airport to better understand the layout of the airfield. Ms Day said this has been offered in the past and can be offered again if ANCCG members are interested. Mr Bell indicated he had participated in a trip and found it very useful. Ms Prasad to email members to ascertain who would like to undertake a tour.

Dr Choudhary asked if the Annual Noise Report can be emailed to him so that he can share it with his fellow Local Board members. The Chair advised this and other information will be made available on the ANCCG website, but he could be emailed a copy as well.

Mr Easson referred to the noise reduction initiatives on page 12 and said it was agreed last year to move some aircraft away from Central Auckland at night and this was achieved with changes to the STARs from the north for Runway 023.

He noted that a similar northern STAR serving 05R would be beneficial for the remaining night noise experienced by the central city. Mr Evans replied that it is under action and Airways are targeting the middle of next year.

The Chair queried the timing of the report as 2018 it had been made available in August. Ms Howie advised that it had been brought forward that year to align with work underway for the Northern Runway, and more typically it is produced in October for presentation at the December ANCCG meeting.

The Chair asked if there are capacity constraints or if it would be possible to produce the Annual Noise Management Report one week in advance of the ANCCG meeting to allow members to read the information before the meeting.

Both Ms McNeill and Ms Day advised this is possible.

Due to time constraints Items 1.09, 1.10 and 1.11 were dealt with at this point.

1.8 Airways – Overview of the Air Traffic Management System – presentation deferred until conclusion of meeting for those members able to stay on

Mr Evans provided the Group with an introduction to Airways New Zealand, air traffic control and how it pertains to the noise environment. The following points were noted:

- Safety is primary for air traffic control and getting aircraft to and from their destinations
- New Zealand has the largest Flight Information Region (FIR) in the world
- SMART approaches allow aircraft to maintain a constant descent on approaches.

- ATC will endeavour to use the preferential runway system at night-time in conditions of light and variable wind.

Post meeting presentation concluded at 3.55pm

1.9 Noise 101

Due to time constraints, the agenda item was deferred until the next ANCCG meeting.

1.10 Work Plan review

Based on advice that a Monday afternoon timing would be suitable for Local Boards and for the Council Representative, the Chair advised provisional dates for the 2020 meetings: 9th March, 8th June, 14th September and 14th December. All members agreed with the dates proposed.

The Chair drew members attention to the Terms of Reference which only provide for two community representatives. As part of the three yearly process other local community applicants had put themselves forward and for succession and alternates the option for one or two more representatives may be a concept worth exploring. She invited ANCCG members to think about this as the terms of reference will need review in the future.

Councillor Filipaina said that he had no issues with looking at reviewing the terms of reference with the option of having up to four community representatives.

Mr Easte stated it was important not to rush the solution of more community representatives without correctly identifying the problem. The Chair agreed and said she was raising this only as a point of discussion at this stage.

1.11 Other Business

Ms Howie provided an update on the Notice of Requirement for the second Northern Runway. As of 19th November 2019, sign off has been received from the Environment Court and the Designation is now confirmed.

Mr Easte queried the sea level of the airport given the anticipated rise in the future. Ms Howie advised that the future new runway is at a higher elevation than the existing runway.

The Chair thanked all those who attended given the short-notice for their attendance, wished all well for the festive season ahead and invited members who wish to stay for the Airways presentation (Item 1.8) to do so.

Meeting closed: 3:05pm, post meeting Airways presentation (Item 1.8) concluded at 3.55pm

Next meeting: Monday 9 March 2020 1:00pm – 3:00pm
Pavilion Room III, Sudima Hotel, 18 Airpark Drive, Auckland Airport