

# Minutes

---

- Subject:** Meeting of the Aircraft Noise Community Consultative Group
- Location:** Pavilion Room III, Sudima Hotel, 18 Airpark Drive, Auckland Airport
- Date:** 9 March 2020                      **Time:** 1:06pm – 3:09pm
- Present:** Catherine Harland, Independent Chair  
Anne Candy, Manurewa Local Board  
Bruce Kendall (from 1.10pm)  
Charlotte Day, Auckland Airport  
Ella Kumar, Puketāpapa Local Board (from 1.18pm)  
Graeme Easte, Albert-Eden Local Board  
Helen Futter, Community Representative  
Jan Robinson, Papakura Local Board  
Kevin Kevany, Alternate Ōrākei Local Board  
Malcolm Bell, Franklin Local Board (from 1.30pm)  
Mark Easson, Community Representative  
Matthew Dugmore, Auckland Airport  
Nick Bakulich, Māngere-Ōtāhuhu Local Board (departs 2.55pm)  
Patrick Whelan, Alternate BARNZ  
Paul Healey, Airways NZ  
Warren Piper, Whau Local Board
- In Attendance:** James Evans, Airways NZ  
Justis Kamu, Auckland Airport  
Laura McNeill, Marshall Day Acoustics  
Pooja Prasad, Minute-Secretary / Auckland Airport  
Pranaya Thaker, Marshall Day Acoustics
- Members of the public:** Megan Richards (Observer)
- Apologies:** Ashraf Choudhary, Ōtara-Papatoetoe Local Board  
Bob Wichman, Alternate Howick Local Board  
Catherine Farmer, Alternate Whau Local Board  
Chris Makoare, Maungakiekie-Tāmaki Local Board  
Councillor Alf Filipaina, Auckland Council  
David Wong, Principal Planner Auckland Council  
Emma Howie, Auckland Airport  
Justin Tighe-Umbers, BARNZ  
Mark Allen, Waitākere Ranges Local Board  
Nicholas Lau, Principal Planner Auckland Council  
Troy Churton, Ōrākei Local Board
-

## 1. PUBLIC SESSION

### 1.1 Welcome and apologies

The meeting was declared open by the Independent Chair at 1:06pm. The apologies were noted and accepted.

### 1.2 Public Forum

The Chair noted that Ms Richards is in attendance and wished to observe the meeting without addressing the forum.

### 1.3 Minutes of meeting held on 9 December 2020

The Chair moved and the ANCCG resolved that the minutes of the meeting held on 9 December 2020 be confirmed as a true and correct record.

### 1.4 Matters arising from previous meetings

The Matters Arising document was received by the Group for discussion.

#### *Point 1: Flight origin and destination complaint information. (Agenda Item 1.5)*

Ms Day said the trend is showing complaints are received in relation to night-time arrivals from Sydney and Melbourne, however the overall complaint numbers remains low.

Ms Day consulted with Mr Easson (whose suggestion it was to prepare the document) on its ongoing value. It was discussed that one line on the complaint information was an individual complaint and that the complaint ID number was assigned to an individual to maintain privacy. Ms Day indicated report preparation was simple and not time consuming to undertake.

**Action:** Auckland Airport to provide the flight origin and destination complaint information at each meeting for information purposes only. Discussion would be by exception if the need arises.

Mr Easte raised an issue relating to the perceived inconsistent use of air brakes and a discussion ensued. From a regulative perspective, Airways file incident reports on aircraft which are non-compliant. The use of air brakes is not governed by legislation and as such is not something which can be deemed compliant/non-compliant. The discussion covered other systems on an aircraft which can cause a change in the noise profile (such as flap deployment) which are similarly not regulated: they are used as the normal and legal operation of the aircraft.

Mr Easson noted that he has received feedback from people in the community that aircraft are flying faster than required and thus using air braking more often than they need to if the speed was managed differently in earlier stages of the flight. He queried the New Zealand context in this matter compared to other countries.

It was discussed as to the best methods to progress this query. Mr Easson recommended contacting the CAA to ask for advice on this area and/or make appropriate suggestions for change.

The Chair expressed concern that a call to the CAA from a single person may not be effective. Industry representatives (Mr Evans from Airways and Ms Day from Auckland Airport) stated that they would not be prepared to approach the CAA to ask for such changes on behalf of their organisations. Ms Day summarised that Auckland Airport would support the right of the ANCCG as a group to write such a letter to the CAA.

Ms Day addressed Mr Easte and advised that if he has any recommendations he is welcome to make them to the CAA in his capacity as a local board member who is a member of the ANCCG group.

The Chair asked what the best way to progress this would be and Mr Evans suggested contacting CAA and asking what is required to put an enforceable speed limit in place.

**Action:** Mr Eason and Mr Easte to provide a written report for the June meeting setting out the matters of concern, recommended action and/or a draft letter to the CAA for consideration by the ANCCG Group.

#### *Point 2: Industry and mana whenua representatives*

The Chair referred to an Auckland Airport memo identifying potential sources to invite nominations for an industry representative. Ms Day explained there is one industry representative vacancy on the committee. The Terms of Reference identify this as being “freight forwarder or manufacturer, etc” with the Chair indicating that suggests the position was designed for industry that are located near to the airport, although the wording is not conclusive in that regard.

The Chair noted that the mana whenua vacancy remains an open action item.

**Action:** Ms Prasad to circulate the Memo provided by Auckland Airport to the ANCCG members to enable the Group members to provide feedback to Ms Day and/or the Chair on potential suggestions.

#### *Points 5 & 6: Aeropath presentation on flight procedure design and CAA overview of rules and noise abatement procedures*

The Chair advised that Aeropath and CAA had given presentations on the above matters (December and September 2018 respectively) to the ANCCG in response to a request from Ms Day in 2018. Due to resourcing constraints at these organisations a presentation in person may not be possible this calendar year. Ms Day added that both presentations are available on the ANCCG website and she invited Group members to review this material at their leisure.

### **1.6 Noise monitor costs**

The Cost of Noise Monitoring Terminals memo and the recirculated Noise Monitor Location memo from June 2019 was received by the Group for discussion. Ms Futter said she found the information very interesting and thanked the Airport and Marshall Day for supplying it.

### **1.7 Draft glossary**

The Chair had circulated the draft glossary prior to the meeting and thanked members who had provided feedback already. Mr Eason noted that good work has been done by the Chair on this document.

**Action:** The ANCCG Group, including industry members, are invited to provide feedback on the draft glossary by 16 March 2020 (please email Ms Prasad and the Chair with comments).

### **1.8 Update on SMART Approaches**

Mr Evans explained that Airways remain under the limit of 25 flight movements per day for the Orange (S23) approach as currently only the domestic jet fleet is certified to use it.

Ms Day said the Orange Approach started officially as a year-long trial in September 2019, after it was delayed from the original March 2019 date. The trial is limited to 25 flight movements per day. Ms Day noted that as had been planned the trial could widen to a 24/7 operation for the final six months of the trial (from day-time – 07:00 to 22:00 usage currently). The Group did not comment on increasing the trial operational hours to 24/7. Ms Day emphasised that the Orange S23 approach remains a trial and is subject to public consultation and feedback before a decision is made on its permanent implementation.

A question arose in relation to how an aircraft flies a SMART approach opposed to a conventional approach. Mr Evans indicated determining factors include sequencing, flight crew preferences, aircraft and crew certification. ATC oversees the number of SMART Approaches flown to ensure limits on certain approaches are adhered to.

**Action:** Ms Day to report back on usage of the Orange (S23) approach at the next ANCCG.

Mr Kevany raised a concern he had relating to the use and flying height of turboprop aircraft departing from Auckland Airport to the north (to Great Barrier Island for example). Mr Healey advised that these aircraft are flying visually (not designated routes), outside of controlled airspace and not on SMART Approaches. It was queried whether it was possible to force these aircraft to fly within controlled airspace. Members were advised that decisions on the extent of controlled airspace sat with CAA and involves substantive assessment processes. The Group has the ability to write to the CAA to discuss proposals for enlarging the airspace around Auckland. While discussed, no action was identified.

## 1.9 Quarterly Noise Report

Ms McNeill addressed the Group and noted the following points:

- Operations were down 6% when compared to the same quarter last year.
- There was a spike in complaints during January arising from three serial complainants.
- The Velodrome monitor was vandalised in November 2019. A replacement is being sourced from overseas and should be functioning by June 2020. This does not affect the noise monitoring data received from the other monitors.

The Group discussed whether there is contingency in place for the permanent monitors should vandalism occur again (temporary monitors cannot be used as substitutes for permanent monitor places). Ms Day advised that Auckland Airport is reviewing the security measures that will apply once the new permanent monitor is in place.

Mr Eason referred to Figure 10 on page 13 of the report that shows flight paths on the busiest night for Runway 05R were, with just a couple of exceptions, away from residential/city areas.

## 1.10 Noise 101

Ms McNeill provided the Group with an introduction to aircraft noise and the work being done by Auckland Airport and Marshall Day Acoustics to mitigate this. The following points were covered:

- The use of decibel scale (dB)
- The threshold of human hearing and logarithmic nature of hearing response
- Different metrics of noise and their uses
- Unique character of aircraft noise
- Use of  $L_{dn}$  to measure aircraft noise
- New Zealand Standard NZS 6805: 1992 for airport noise management and land use planning
- Auckland Airport Noise Management

- Aircraft noise areas at Auckland Airport (ANNA, MANA and HANA)
- Engine testing and how it is monitored
- Permanent and temporary noise monitors
- Casper System
- Yearly calculation of Actual Noise Contours
- Requirements for sound insulation

The Chair thanked Ms McNeill for her presentation.

### **1.11 Noise Mitigation programme offer process**

Mr Dugmore spoke to a tabled presentation document providing the Group with a breakdown of the noise mitigation programme, what it sets out to achieve and key updates. The following points were noted:

- Auckland Airport have aircraft noise contours as well as noise overlays. Designation 1100 in the Auckland Unitary Plan (AUP) restricts how much noise Auckland Airport can produce. It requires future aircraft noise contours and annual aircraft noise contours. The Aircraft Noise Overlays in the AUP control activities sensitive to aircraft noise (ASAN).
- Auckland Airport helps homes and communities affected by noise.
- Auckland Airport offers and installs noise acoustic attenuation to existing residential properties and educational facilities within the HANA and MANA noise contours on annual basis. It looks to achieve an internal noise environment of 40 dBA  $L_{dn}$  or less with all doors and windows closed.
- In the MANA area, houses are provided with ventilation, a heat pump and rangehood. In the HANA area, houses are provided those same items plus ceiling insulation and door / window seals. Ms McNeill noted that good seals on doors and windows (which are offered as part of the noise mitigation programme) can result in a noise reduction of 25 dB with windows closed.
- The annual noise contours are developed in October each year and published on the Auckland Airport website, in the New Zealand Herald and Manukau Courier. Letters to home owners are sent out annually and this includes invitations to drop-in information sessions. Auckland Airport completed a mail out on 2 March 2020.
- The community drop-ins are set to occur on Tuesday 10<sup>th</sup> and Thursday 12<sup>th</sup> March at Kolmar Sports Complex in Papatoetoe with an invitation extended to ANCCG members if they wish to attend and learn more.

If a homeowner registers their interest, Auckland Airport visits their home to determine what they need and provides an installation offer outlining the equipment that will be installed and other requirements. Auckland Airport will install the noise mitigation package and provide a noise mitigation folder. The homeowner will then be surveyed after installation to ascertain if their perception of noise has changed. Ms Futter commented that some people may be wary of the idea of covenants and may hesitate to speak with the airport company. Mr Dugmore explained the covenant is essentially a promise that the homeowner will not remove or lessen the effect of the equipment that has been installed without prior written approval from Auckland Airport.

- A sound insulation performance measurement was completed by Marshall Day at two MANA properties after noise treatment was installed and both were confirmed as experiencing habitable indoor noise levels of less than 40 dB  $L_{dn}$  (the level set as the design criterion for houses in the HANA).
- Auckland Airport offers an online interactive maps tool to allow residents to enter their address and check if they are eligible for a noise mitigation package.

Discussion arose around actual and perceived barriers to the uptake of the noise mitigation packages. It was suggested that some community members may be hesitant to engage with official letters. Auckland Airport do not undertake door knocking in the affected areas to inform residents of potential noise mitigation measures.

The Chair suggested that, in addition to sending letters to the home owners, Auckland Airport consider doing a mail drop of information directly to the relevant properties. That would enable tenants to become aware of the noise mitigation package offering and if they wish, discuss it with their rental agent or landlord.

**Action:** Mr Dugmore agreed to look at informing tenants, in addition to home-owners (as currently done), about the noise mitigation packages available.

### **1.12 Work plan review**

This is indicative and subject to change depending on expert attendance (CAA/Aeropath).

### **1.13 Other business**

The Chair advised that the meeting was the last for Ms McNeill and on behalf of the committee, thanked her for the work and valuable contributions she had made over her time supporting the ANCCG. She wished Ms McNeill well for the future and the ANCCG members endorsed these words by acclamation.

Ms McNeill thanked the committee and indicated her colleague from Marshall Day Acoustics, Mr Pranaya Thaker, will be providing information to the ANCCG in the future.

**Meeting closed:** 3:09pm

**Next meeting:** Monday 8 June 2020 1:00pm – 3:00pm  
Pavilion Room III, Sudima Hotel, 18 Airpark Drive, Auckland Airport