

Minutes

- Subject:** Meeting of the Aircraft Noise Community Consultative Group
- Location:** Via on-line Microsoft Teams
- Date:** 8 June 2020 **Time:** 1:00pm – 2:30pm
- Present:** Catherine Harland, Independent Chair
Charlotte Day, Auckland Airport
Councillor Alf Filipaina, Auckland Council
Anne Candy, Manurewa Local Board
Bobby Shen, Puketāpapa Local Board (alternate)
Debbie Burrows, Maungakiekie Local Board, attended second half of meeting
Ella Kumar, Puketāpapa Local Board
Emma Howie, Auckland Airport
Glenn Murphy, Manurewa Local Board (alternate)
Graeme Easte, Albert-Eden Local Board
Helen Futter, Community Representative
Jan Robinson, Papakura Local Board
Justin Tighe-Umbers, BARNZ
Kevin Kevany, Ōrākei Local Board (alternate)
Mark Allen, Waitākere Ranges Local Board
Mark Easson, Community Representative
Nick Bakulich, Māngere-Ōtāhuhu Local Board
Patrick Whelan, BARNZ (alternate)
Paul Healey, Airways NZ
Troy Churton, Ōrākei Local Board
Warren Piper, Whau Local Board
- In Attendance:** David Wong, Principal Planner, Auckland Council
Isabella Wang, Senior Compliance Monitoring Officer, Auckland Council
James Evans, Airways NZ
Kristina Cooper, Minute-taker / Auckland Airport
Laura McNeill, Marshall Day Acoustics
Matthew Dugmore, Auckland Airport
Nicholas Lau, Principal Planner, Auckland Council
Pranaya Thaker, Marshall Day Acoustics
- Members of the public:** Nil
- Apologies:** Bob Wichman, Howick Local Board (alternate)
Bruce Kendall, Howick Local Board
Catherine Farmer, Whau Local Board (alternate)
Chris Makoare, Maungakiekie-Tāmaki Local Board
Hugh Pearce, BARNZ
Libby Middlebrook, Auckland Airport
Pooja Prasad, Auckland Airport

1. PUBLIC SESSION

1.1 Welcome and apologies

The meeting was declared open by the Independent Chair, at 1:00pm. The apologies were noted and accepted by the meeting.

The Chair noted that the meeting was being held via Microsoft Teams due to the country still being at Level 2 of Covid-19, outlined the practicalities of operating a large meeting in Teams, and the functions available in Teams.

1.2 Public Forum

The Chair noted that no request had been received from any member of the public to speak and no members of the public were present.

The Chair invited Mr Tighe-Umbers, BARNZ to give an update from the perspective of the industry in light of what has been happening. Key points noted were:

- There was a 95% reduction in flights movements in New Zealand in March. The impact cannot be overstated from the perspective of the airlines and the aviation industry; it has been absolutely catastrophic.
- Domestic flights are now (June) at 25% of the normal schedule, which is expected to increase to 50% after Level 1 arrives.
- International flights are at 100 flights per week, the majority of which are cargo. There are only 3 internal airlines operating scheduled passenger flights which is a result of the border closure, causing a massive economic impact down-stream.
- BARNZ and a newly formed NZ Aviation Coalition are working with the government on a joint safe travel initiative to incrementally connect NZ to the rest of the world. The first focus is the Tasman, followed by the Pacific Islands. Long haul connections are more challenging to reconnect until such time as other nations are trusted or rapid testing/tracing is developed.

Discussion occurred with:

- The Chair acknowledging the devastating impact on the aviation industry and thanking Mr Tighe-Umbers for the hard work in getting domestic travel moving and the efforts going into moving forward the creation of international connections
- Mr Allen noting the possibility of commencing with different Australian states within the safe travel bubble, and emphasising the importance of reconnecting with Pacific Islands to maintain connections, health services and their economies
- Mr Easte suggested the possibility of travelers to NZ being asked to quarantine at home in their country of departure prior to their departure.

1.3 Minutes of meeting held on 9 March 2020

Mr Kevany raised a matter at page 4 of the minutes relating to a concern he had raised on the use and flying height of turbo-prop aircraft departing/arriving Auckland Airport which are flying outside of controlled airspace. The minutes recorded that the discussion concluded at the last meeting with 'no action identified'. Mr Kevany did not feel it was acceptable as an outcome and wanted a letter to be drafted requesting an expansion of the controlled air space to include where these turbo-prop aircraft are flying and sent along the lines of the Speed Restrictions letter on the agenda at this meeting. After some discussion it was agreed that Mr Kevany and Mr Churton will talk with the CAA to understand

the process by which this can be raised with the CAA, and come back to the ANCCG membership with what is learned on the process for the ANCCG group to consider. The Chair specifically noted that there was not any authority given for any action to be taken on behalf of the ANCCG at this stage.

As this new action did not involve any changes to the previous minutes, the Chair moved that the minutes of the meeting be confirmed as true and correct. No objections were received from the members present.

1.4 Matters arising from previous meetings

A hardcopy of Matters Arising in a table format was received by the Group for discussion. Updates were provided on items not yet complete:

- Point 1: *Industry and mana whenua representatives.* With Covid-19 and lock-down, not progressed. To be progressed by next quarter.
- Point 2: *Aircraft flight speed and air brake usage* – a draft letter is on the agenda for discussion.
- Point 3: *Report back on usage of the Orange (S23) approach.* Ms Day said that due to the Covid-19 lockdown there has been far less traffic on the Orange track since mid-March (1 – 2 per day rather than 15 per day) therefore it was considered that for the trial to represent a valid reflection of noise impacts, it needed to wait until domestic traffic returned to more normal levels and around 15 flights per day were using the track. No objection was received from ANCCG members to that recommendation.
- Point 4: *Explore means to inform tenants, in addition to homeowners (as currently done), about the noise mitigation packages available.* Ms Howie advised that with Covid-19 this had not been progressed, but would occur over the next quarter with suggestions to be brought to the September ANCCG. Ms Howie also advised that the lockdown restrictions had prevented the installation of noise mitigation packages in people's houses during that period.
- Point 5: *Northern STAR serving 05R to be developed.* James Evans advised that the impact of the border closures and flight restrictions during lockdown meant Airways NZ was trading at a significant loss. It had therefore worked closely with Treasury to revisit its budgets and capex commitments, with all capex ceased other than safety critical projects. Northern STAR work was likely to be pushed out to 2022. That advice generated a significant amount of discussion with the following points made:
 - Mr Kevany felt development of northern STARS was a priority, with this being a perfect time to undertake the work and the need greater, as the flights that will resume will be Trans-Tasman flights. Mr Kevany did not accept the work stopping and suggested the ANCCG write to the Minister seeking prioritisation of the work.
 - Mr Easson noted that the process for developing the Northern Stars commenced several years ago and asked for at least the Sydney Northern STAR to be developed. He noted that most of the complaints related to those early morning flights.
 - Mr Churton suggested a letter to the Minister requesting funding for Airways to do this work.
 - Mr Tighe-Umbers reiterated that this is an extreme time for airlines, Auckland Airport and Airways. All organisations are working through redundancies and layoffs with remaining work having to be reassessed and reprioritised. He noted

that by default as a result of the reduced flights, the noise levels have reduced. He asked that the matter be deferred for six months in recognition of the situation the industry is facing.

- Mr Churton did not accept that suggestion. He felt that left wriggle room for airlines and Airways regarding the approaches flown by airlines.
 - Mr Evans confirmed there had been no changes or slacking in procedures and rules relating to noise management.
 - The Chair brought the discussion to a close saying the committee will come back to the topic at its next meeting.
- Point 6: *Annual Noise Management Report* – noted the workplan provides for this at the December 2020 meeting
 - Point 7 *Review of Terms of Reference* – This is future work.

1.5 Letter to CAA regarding speed and brake usage

The third version of a letter drafted by Mr Easson, Community Representative and modified by the Chair after a suggestion from Mr Easte, Albert-Eden Local Board, had been circulated to members in advance. There was discussion about the content of the letter with the following key points made:

- Mr Easte felt that the letter as drafted addresses the point and was pleased that the authorities are being asked to do something about the issue.
- Mr Easte proposed that the heading be changed to specifically add applying over built-up areas. After some discussion the committee agreed that was not appropriate – particularly because areas such as the Waitakere Ranges Heritage Area which are valued for their remoteness and quietness may be impacted, and adding a reference to built-up areas may create divisiveness even though all of the Auckland area would benefit.
- There was consideration as to whether the letter would be signed by all local board and community representatives, and if so, whether the letter needed to be reviewed by the Local Boards. Cr Filipaina noted he was uncertain what implication the matter has for Auckland Council as he has not yet had time to obtain advice. It was decided to leave the letter as being from Messrs Easson and Easte with a more general statement to be drafted by the Chair recording support from community and Local Board representatives without naming them.

The Chair noted her role as Independent Chair was to facilitate the letter, but not sign it due to her independent status. She also noted that the letter was being progressed by non-industry members of the ANCCG.

The Chair moved that the letter, with the above recorded change, be sent later in the week and asked whether there was any community representative or local board member who did not support the letter. There was no objection.

The Chair thanked Mr Easson and Mr Easte for their work on the letter.

1.6 Quarterly Aircraft Noise Report

Mr Thaker of Marshall Day presented the Quarterly Report to the committee noting that the level of aircraft movements has not been normal, and the data did not follow normal trends there is a significant reduction in flight movements.

The table of specific noise complaints was discussed. There was discussion of the level of complaints for the first half of the quarter, noting that from mid-March onwards only one or two complaints had been received.

Ms Futter noted that while there has been a reduction in complaints with the reduction in flights, there will have been an increase in stress levels for people, and from a health perspective, complaints may increase going forward as it is more complicated than just flight numbers.

The quarterly report was received.

1.7 Work Plan

The Chair noted that further industry briefings were off the table for the next while as the aviation industry was reviewing its world. Standard items and noise mitigation project updates from Emma Howie will continue.

On that, Emma Howie noted that the installations of the noise mitigation packages were put on hold during the Covid-19 lockdown, but they are now working on the next phase of installations. Given annual offers are based on the noise contours, she expected that the programme would likely slow down, as the Actual Noise Contours would move inwards in the foreseeable future.

1.8 Other Business

It was questioned whether the Auckland Airport Community Noise Trust payments would continue. Ms Howie indicated that these would not change and would occur annually in October as always.

Mr Easson asked whether, with the budgetary constraints, would this change how this group is funded. Ms Day answered that running the ANCCG is a Unitary Plan requirement so there would not be any change.

There was a question as to whether the complaints procedure would continue as the members have come to expect it. Charlotte Day answered as far as she is aware it will.

The Chair invited other comments from industry representatives. Ms Cooper commented that while final budgets have not been set if there was to be any significant changes proposed the ANCCG would be consulted. Mr Tighe-Umbers said that the ANCCG is a valuable forum that BARNZ and the airlines would look to continue to support as best as they can. The airlines intent is to be a good part of the community and address concerns where they can within budgetary constraints. Mr Evans asked for recognition of the reorganisation impacting industry partners and the effect on people in the sector at this time.

The Chair thanked everyone who has been involved and wished everyone well who may be affected by the various restructures and reorganisations.

Meeting closed: 2:30pm

Next meeting: Monday 14 September 2020 1:00pm – 3:00pm
Due to the Sudima Hotel recently becoming a quarantine facility, location to be confirmed nearer to the time