

Minutes

Subject:	Meeting of the Aircraft Noise Community Consultative Group	
Location:	Pohutukawa Room – Quad 5, Leonard Isitt Drive / via Microsoft Teams Meeting	
Date:	14 September 2020	Time: 1:00pm – 3.00pm
Members Present	In Person: Catherine Harland, Independent Chair Helen Futter, Community Representative Helen Twose, Auckland Airport (alternate) Kristina Cooper, Auckland Airport Malcolm Bell, Franklin Local Board	Via Teams: Councillor Alf Filipaina, Auckland Council Bruce Kendall, Howick Local Board Ellar Kumar, Puketāpapa Local Board Graeme Easte, Albert-Eden Local Board (joined late) Glenn Murphy, Manurewa Local Board (alternate) Jan Robinson, Papakura Local Board Kevin Kevany, Ōrākei Local Board (alternate) Mark Easson, Community Representative Mark Allen, Waitākere Ranges Local Board Nick Bakulich, Māngere-Ōtāhuhu Local Board Patrick Whelan, BARNZ (alternate) Sophia Healey, Airways NZ Troy Churton, Ōrākei Local Board Warren Piper, Whau Local Board
In Attendance	In Person: Hana Lee, Auckland Airport Laura McNeil, Marshall Day Acoustics Shaun Sie, Auckland Airport Pranaya Thaker, Marshall Day Acoustics	Via Teams: James Evans, Airways NZ (joined late) Matthew Dugmore, Auckland Airport Nicholas Lau, Principal Planner, Auckland Council Isabella Wang, Senior Compliance Monitoring Officer, Auckland Council
Members of the Public	Nil	
Apologies	Anne Candy, Manurewa Local Board Catherine Farmer, Whau Local Board (alternate) Chris Makoare, Maungakiekie-Tāmaki Local Board	Hugh Pearce, BARNZ Justin Tighe-Umbers, BARNZ Libby Middlebrook, Auckland Airport

1. Welcome, apologies and attendance

The meeting was declared open by the Independent Chair, at 1:02pm. The apologies were noted and accepted.

The Chair invited each person to introduce themselves around the room.

2. Public Forum

The Chair noted that no request had been received from any member of the public to speak or observe the meeting.

3. NZ Aviation Coalition Co-Chair Update

On behalf of Justin Tighe-Umbers, Mr Whelan provided a brief update on the aviation sector:

- Domestic flights numbers are down due to current social distancing requirements, expected to change today
- Lay-offs continue across the sectors
- Potential Tasman and Pacific bubbles continue to be delayed until further notice

Ms Cooper provided current passenger numbers by way of further context:

- 154 international passengers arriving (which is approx. 1% of normal volume) and 1,200 international passengers departing on 15 September 2020
- Domestic aircraft movements are down by 41% and domestic passenger numbers are down by 61% due to the social distancing

4. Representative Changes

The Chair noted there are some changes in representatives. Auckland Airport has confirmed Kristina Cooper (Head of Operations Risk and Assurance) and Libby Middlebrook (Head of Community and Government Relations) as the two Auckland Airport representatives, with alternates Nick Muller (Airfield Technical Manager) and Helen Twose (Communications Manager).

The Chair and members present formally expressed their appreciation and thanks to Ms Charlotte Day and Ms Emma Howie for their strong and valued contribution to the ANCCG over recent years and wished them both well for their futures.

5. Minutes of meeting held on 8 June 2020

The Chair moved, Mr Whelan seconded, and the ANCCG resolved that the minutes of the meetings held on 8 June 2020 be confirmed as true and correct.

6. Matters arising from the previous minutes

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

6.1. Point 1: Industry and Mana Whenua representatives – Ms Cooper has drafted a position description related to the Industry Representative position. The Chair will review the draft, then circulate the document to the group to provide feedback.

No progress has occurred in relation to the Mana Whenua Representative process.

Action: The Chair to circulate the draft position description for the Industry Representative position once it has been reviewed.

6.2. *Point 2: Explore means to inform tenants, in addition to homeowners (as currently done), about the noise mitigation packages available* – This point to be covered by Mr Dugmore under item 10.

6.3. *Point 3: Northern STAR serving 05R to be developed* – waiting for Mr Evans to join the meeting. Ms Healey advised that there will not be any work on the Northern 05R STAR in the short-term future, due to the impact of COVID-19 on aviation sector.

Mr Easson indicated that he has requested Mr Evans provide the cost of the previous night STARs developed in the previous meeting, in order to assess whether delaying the project is reasonable. The cost has not been provided yet.

Ms Healey will find out the cost of previous STAR development and circulate it to the group before next meeting. (Note: This matter was discussed again under item 11 after Mr Evans joined the meeting.)

6.4. *Point 4: Turbo-prop flight heights* – Messrs Churton and Kevany advised they believe the ANCCG is not the correct forum to deal with light aircraft nuisance noise which is largely generated from Ardmore and Onehunga. They will approach the CAA, Auckland Council, Police and other political channels, as necessary, to address the noise nuisance arising from uncontrolled flights particularly at night-time.

6.5. *Point 6: Potential review of ANCCG Terms of Reference, for consideration by AIAL and Auckland Council* – Future work initiative not undertaken at this time.

7. Letter to the CAA regarding speed and brake usage

Mr Easson advised that the CAA had not yet provided a comprehensive response to concerns regarding high speed aircraft in descent. He felt CAA responses to date indicated a lack of understanding and knowledge of the rules. His intention is to have the CAA approach Airways instructing that restrictions should not be automatically or regularly waived at night-time. Mr Easson will continue to communicate with the CAA until the ANCCG receives a full response.

Ms Futter said it is disappointing to see such response, but thanked Mr. Easson for his effort, knowledge and experience in air traffic control and flying.

Mr Kevany suggested that if after another attempt no satisfactory response is received then the matter should be referred to the Ombudsman.

The Chair suggested Mr Easson send a further prompt to the CAA and the matter remain on the ANCCG workplan.

Mr Bakulich enquired if the CAA would be the right organisation to contact regarding increased noise levels from frequent night-time helicopter operations. Mr Evans confirmed the CAA would be the right organisation to contact as any controls would require regulatory and airspace changes.

Mr Churton asked Mr Evans who the best contact would be for developing a tool to manage the helicopter nuisance generated from emergency services at night-time. Mr Evans believes if the flights are Police or medical flights, it would be best to approach the operators to find alternate solutions as, in his view, the CAA would be reluctant to restrict medical or Police helicopter operations.

Action: Mr Easson to continue liaising with the CAA for the speed and brake usage.

8. Quarterly Aircraft Noise Report

Pranaya Thaker and Laura McNeill of Marshall Day Acoustics presented the Quarterly Aircraft Noise Report and summarised the following points:

- This quarterly report presents similar trends to the previous report, with low numbers of aircraft movement. On average there were 166 aircraft operations per day compared to 450 – 500 aircraft per day prior to COVID-19 pandemic.
- There is a large decrease in daytime (64%) and night-time flights (67%)
- On average historical usage of Runway 23L, when westerly winds prevail, is 70%, this quarter it was much lower 44%.
- The decrease in SMART approaches is still present.
- Noise complaints in the three months May – July 2020 when compared to the same period last year decreased from 126 to 20.
- The rolling 365-day noise exposures at the three noise permanent monitors show a decrease by 0.6dB at Prices Road, 1.5 dB at the Velodrome and 1.6dB at Puhinui compared to the same quarter last year (see page 28).
- Lower than normal correlation was identified on Velodrome noise monitor (see page 31). That appears to be due to a number of aircraft departing over the harbour turning back and passing over the Velodrome monitor at a high altitude, therefore not having a noise reading high enough for the system to correlate (even though the flight is recorded as passing over the Velodrome monitor).
- Monthly noise exposure (Ldn) trends reveal a significant decrease at a start of the year as a direct result of the sudden drop in flight volumes due to Covid-19.
- Engine testing noise levels remain compliant.

Mr Allen noted the complaint from West Auckland in July (see page 18) yet the map on page 17 does not show its location. Mr. Allen enquired if the complaint was from Massey South or Massey North. Ms Cooper said the details of the complaint can be provided to him via email.

Action: Ms Cooper to provide the details of the West Auckland noise complaint to Mr Allen.

Mr Kevany stated he was not aware of noise monitors being located in the Eastern suburbs. Ms McNeill confirmed there is one in Clevedon and another one in Whitford. The Chair clarified that 'Eastern suburbs' in the context refers to 'East Auckland', not the traditional Eastern Bays suburban areas from Tāmaki Local Board area across to Remuera. These areas are included in 'central suburbs'.

Mr Kevany then enquired if there is any noise monitor in the Eastern suburbs within the central area. Ms McNeill confirmed there are noise monitors in Mt Wellington and Mt Eden. Mr Kevany suggested that installing a noise monitor at Remuera Road would be good. Ms McNeill said there was previously one deployed on Ridings Road off Remuera Road for about 2.5 years during the trials of the Yellow SMART track. The ANCCG committee supported removing it and repositioning it after the Yellow track trials because the data from the monitor at Ridings Road was not particularly useful.

Mr Kevany and Mr Churton proposed a monitoring device be installed again in the vicinity of Remuera to align with known flight paths to optimise the credibility of data. Mr Churton believes the Ridings Road is not an optimal location. Ms McNeill disagreed with Mr Churton, noting that the data received from the monitor was good data in terms of correlating with flights.

Ms Cooper suggested Ms McNeill provide a summary of the data from the noise monitor previously deployed at Ridings Road for the committee to review. The Chair agreed that would be useful along with comments from Auckland Airport on that data.

Action: Marshall Day to provide a summary of data from the noise monitor previously installed at Ridings Road and Auckland Airport to provide comments.

Mr Bell commented that a monitor at Whitford was moved for similar reason. Ms McNeill clarified that the monitor was moved slightly more towards East to correlate with the Yellow Track.

Mr Kevany suggested that a new monitor location would be a good opportunity to review flight tracks and to correct pilot's behaviour of shortcutting. Mr Easson commented it is complex issue to change flight tracks. Standard departure and arrival tracks are set by ATC and pilots follow ATC instructions and the prescribed tracks.

Mr Evans commented there are limited number of flight tracks, the entry point to Auckland runway is set and satellite navigation enables pilots to pinpoint over the same place each time. Shortcutting is possibly a misnomer and does not happen so much as nowadays more is left to automation.

Mr Easson commented the solution is to develop tracks so aircraft do not go over the city during night-time between 2300 and 0600.

9. Annual Noise Report

The Chair introduced the draft Annual Noise Report topic noting that this is a report which the Airport is required to prepare every year. It summarises noise monitoring and activity during the year, forecasts noise levels for the next year enabling predicted noise contours to be developed and also sets out future noise initiatives. This year the report has been prepared earlier than normal and provided to the ANCCG in its draft form for feedback from the ANCCG before it is finalised by the Airport.

Mr Thaker summarised the following points from the report:

- Aircraft operations decreased by 23% in FY20 when compared to last year with no large change in noise level.
- The Velodrome monitor was down for 5 months due to it being vandalised and a new monitor needing to be sourced and delivered from Europe. Other noise monitors were only down for a few days at a time for minor issues only (eg replacement of a microphone).
- Based on the forecasted flights for 2021, the projected noise is expected to decrease by around 6.0 L_{dn} (dBA) compared with the 2020 AANC (Annual Aircraft Noise Contour).
- The total number of complaints decreased by 71% and total number of people complaining decreased by 48% when compared to the previous year.

Mr Evans commented that Air New Zealand is grounding its Boeing 777 fleet until September 2021. As that is a noisier aircraft than the Dreamliner, it is expected the change will also contribute to a decrease in noise levels.

Ms Futter noted the noise model and noise contour calculation method on page 7 of the draft Annual Report are a great tool for interacting with the public and explaining the noise monitoring and contour development process to complainants. Ms. Futter said there is only a very small difference between the scientific model and how the noise contours actually performed which was very good to see.

The Chair noted that the projected noise contours have reduced and there are no new properties eligible for mitigation offer in 2021. The Chair enquired if people who were eligible for offer last year would remain eligible this year, or would the offer be based on the new projected noise contours?

Mr Dugmore advised that offers were made in March 2020 and they last for 12 months until March 2021. No decision has been made at this stage about the offers in 2021, given the noise contour has retracted significantly. The Chair expressed a concern that as the noise contours are based on projections, if aircraft volumes increase beyond these projections as COVID-19 restrictions lift, if

offers are confined to the narrow projection area only there is a risk that houses needing to be treated will not receive an offer.

Ms Cooper noted there is currently some backlogs as Airport contractors were not able to carry out the noise mitigation treatments for much of the year due to COVID-19 social distancing restrictions.

Ms Futter asked Mr Bakulich whether the Trust will offer less this year. Mr Bakulich commented the amount contributed to the Trust is set and does not vary depending on aircraft volumes.

Mr Bakulich enquired if there is data available for the number of eligible properties and the number of households accepting offers for the noise mitigation programme. Mr Dugmore stated that he keeps the records of applications and offers – there were 824 eligible properties in total in March 2020 and approximately 400 to 500 installations in last 6 years. The Chair requested the information be included in the next quarterly meeting.

Action: Auckland Airport to provide the details of noise mitigation programme for 2021 and the records of noise mitigation offers in next quarterly meeting.

Ms Wang, Compliance Monitoring Officer of Auckland Council, stated that section 10a of Designation 1100 requires AIAL to provide the details of noise mitigation programme to the Council on a 6-monthly basis. Mr Dugmore stated he provides these reports to the Council in March and September with the next report currently under preparation.

The Chair will pass some editorial comments to Marshall Day directly. She also mentioned the Designation requires AIAL to report on past and future initiatives. These are covered under the 'Noise Reduction Initiatives' section of the draft Annual Report but more explanation should be included about future initiatives. The Chair will discuss these matters with AIAL and Marshall Day directly.

The Chair invited any further comment from members to the Airport on the draft Annual Report. No further comments were made.

The Chair acknowledged that it was a good initiative from Auckland Airport to give the opportunity to the group to provide feedback on the Annual Noise Report in draft before it was finalised.

Action: Auckland Airport and Marshall Day to finalise the report and publish it to the Council and publicly as required under the Designation.

10. Quarterly Noise Mitigation Programme Report

A copy of the Quarterly Noise Mitigation Programme Report had been circulated to the group prior to the meeting. Mr Dugmore summarised the following:

- The impact of COVID-19 on implementation of the programme was significant due to physical distancing restrictions. The programme will only be implemented and operational under alert level 1. However, AIAL will continue to respond to enquiries and requests at any level.
- Since the programme has been on hold, there are minor backlogs existing with 24 pre-inspections to be undertaken, 7 installations to be completed and approximately 4 more to be done next month.
- Mr Dugmore has not received any new survey feedback on the programme to share due to installations not having occurred. He will share survey results with the group once he receives at least 100 responses, currently that sits at 52.
- AIAL completed the second noise audit measurement in the HANA property on 28 February 2020 which confirmed the noise treatment was performing well and achieving the desired noise reductions internally. Two remaining noise audits are to be completed in the upcoming month.
- Point 2 of matters arising: *Explore means to inform tenants and homeowners about the noise mitigation packages available* – Mr Dugmore has identified using social media to promote the

programme and developing materials to post on various platforms and share them with Local Boards. The exact contents of these materials are yet to be decided. This is an on-going process and any further development will be shared with the group.

Ms Futter queried whether social media is the best way to reach the tenants, not just the landlords. The Chair suggested letters could be delivered directly to the occupants of the households in the mitigation area. Mr Dugmore said he will consider that option.

Mr Allen supported the idea of consistent and standardised materials for noise mitigation programmes and noise issues, rather than ANCCG members generating them. Mr Dugmore confirmed there is one and he will circulate to the group.

Action: Mr Dugmore to circulate the noise materials to non-industry ANCCG members.

Mr Kevany requested an update on previous suggestions for notifying households in different languages. Mr Dugmore advised that the offer letter includes a phrase in a number of languages alerting owners how to access translated material. A translator who speaks Mandarin Chinese is also available on request. Mr Dugmore will review the translated document in FY21 to ensure the accuracy of the document. Mr Bakulich suggested the number of languages also needs review and possibly increased given changing demographics in the area.

Ms Futter enquired the reason for hold ups as the report states there are 12 properties still waiting for covenant registrations. Mr Dugmore advised that this is due to lawyers who are unfamiliar with the process. Auckland Airport gives applicants an option to nominate their own lawyer. If the applicants choose their own lawyer who is inexperienced in such type of work, then the lawyer can take longer to complete this process. Mr Dugmore keeps a record of the dates when the covenant is sent, and he contacts the lawyer if it takes more than 2 months. Auckland Airport recommends property owners use BT Law, who are familiar with the format and content of the covenant and the programme, to minimise delays. Ms Futter suggests that allowing the lawyers two months before sending a reminder may be overly generous, and perhaps an earlier reminder at the one-month mark might help speed things along for the resident who is waiting for their house to be treated.

Action: Mr Dugmore to review languages for the offer documents and consider adding an earlier reminder to lawyers to complete the execution of the covenants.

11. Work Plan Review

The Chair advised the Work Plan 2020 has been adjusted noting the group had discussed the Annual Noise Report today which was earlier than normally programmed. A new topic of the Auckland Airport Community Trust Annual Report has been added. This report is typically published in October; thus, the ANCCG will review the report at its next meeting in December.

The Chair enquired about the Second Runway noting that the Notice of Requirement was confirmed. Ms Cooper advised that the construction of second runway is on hold.

Mr Kevany enquired if Mr Evans could comment on point 3 of Matters Arising – Northern STAR 05R development – since Mr Evans joined the meeting subsequent to the earlier discussion. Mr Easson again explained the request for the cost of the previous STAR development. Mr Evans answered he did not realise this was an action point for him, however he will get the cost from Aeropath. He advised there are other aspects to be taken into consideration apart from the financial costs of STAR development and the process involves Air New Zealand and BARNZ as well.

Action: Mr Evans and Ms Healy to provide the cost of previous STAR development.

12. Other Business

Nil

Meeting closed: 2:34pm

Next meeting: Monday 14 December 1:00pm – 3:00pm
Venue tbc closer to the date -
Pohutukawa Room – Quad 5, 4 Leonard Isitt Drive or Microsoft Teams