

# Minutes

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<b>Subject:</b>	Meeting of the Aircraft Noise Community Consultative Group	
<b>Location:</b>	Pohutukawa Room – Quad 5, Leonard Isitt Drive and via Microsoft Teams Meeting	
<b>Date:</b>	14 June 2021	<b>Time:</b> 1:03pm – 2.44pm
<b>Members Present</b>	<b>In Person:</b> Catherine Harland, Independent Chair Kristina Cooper, Auckland Airport Helen Twose, Auckland Airport (alternate) Graeme Easte, Albert-Eden Local Board (from approx. 1.15pm) Sophia Healey, Airways NZ Bruce Kendall, Howick Local Board (from approx. 1.15pm) Malcom Bell, Franklin Local Board (from approx. 1.15pm)	<b>Via Teams:</b> Jan Robinson, Papakura Local Board Ella Kumar, Puketāpapa Local Board (from approx. 1.20pm) Justin Tighe-Umbers, BARNZ Helen Futter, Community Representative Kevin Kevany, Ōrākei Local Board (alternate) (departed approx. 2.30pm) Mark Easson, Community Representative Tauanu'u Nick Bakulich, Māngere-Ōtāhuhu Local Board Maria Meredith, Maungakiekie-Tāmaki Local Board Warren Piper, Whau Local Board
<b>In Attendance</b>	<b>In Person:</b> Steve Hardwick, Auckland Airport Shaun Sie, Auckland Airport Karl Taylor, Airways NZ Pranaya Thaker, Marshall Day Acoustics Bobby Shen, Puketāpapa Local Board (alternate)	<b>Via Teams:</b> Isabella Wang, Auckland Council David Wong, Auckland Council Michelle Clayton, Waitākere Ranges Local Board Matthew Dugmore, Auckland Airport (from 2.25pm)
<b>Members of the Public</b>	Nil	
<b>Apologies</b>	Libby Middlebrook, Auckland Airport James Evans, Airways NZ Councilor Alf Filipaina, Auckland Council Hugh Pearce, BARNZ Mark Allen, Waitākere Ranges Local Board Saffron Toms, Waitākere Ranges Local Board (alternate)	

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## 1. Welcome, apologies and attendance

The Independent Chair declared the meeting open at 1:03 pm. The apologies were noted and accepted.

## 2. Public Forum

The Chair noted no requests were received from the public to speak at or to observe the meeting.

## 3. NZ Aviation Coalition Co-Chair update

Justin Tighe-Umbers provided a brief update on the aviation sector:

- Domestic flight movements recovery “still strong” (nationally at or above 80% of pre-Covid numbers).
- International flight movements still 80% below pre-Covid numbers.
- Trans-Tasman “Safe Zone” – slower start than anticipated, with 4 “pauses” required so far, all managed well and within Ministry requirements. School holidays are anticipated “peaks”.
- Aviation sector predicts safe travel beyond Australia and the Pacific tied strongly to vaccine population coverage, with resultant travel “roll-out” possible for early 2022.

The Chair moved receipt of the update, which was carried.

## 4. Minutes of meeting held on 08 March 2021

After clarifying a discrepancy that Graeme Easte noted (between meeting date in Minutes which was correct versus current Agenda which was incorrect), the Chair moved and the ANCCG resolved that the minutes of the meeting held on 08 March 2021 be confirmed as true and correct.

## 5. Matters arising from the previous minutes

*Matters Arising Points 1A & 1B: Industry & mana whenua representatives* – Kristina Cooper stated that:

- the final Industry Representative Position Description will be sent to CBAFF, EMA, Manufacturing NZ and Auckland Chamber of Commerce (Auckland Business Chamber) (parties the Chair specified) to obtain expressions of interest to a 4-week deadline.
- Two meetings have been held internally so far to discuss the draft Mana Whenua position guidelines.

Nick Bakulich requested an indicative date for appointing a Mana Whenua representative, to which Kristina Cooper and the Chair responded that the process is still at a “relationship-building” phase.

Ella Kumar raised an issue that insufficient training is available currently for inducting Council/Local Board representatives to this Aircraft Noise Community Consultative Group.

**Action:** Ella Kumar, Bobby Shen and Kristina Cooper to jointly seek and collate ideas (the process to also seek input from community representatives), then present results to the wider Group to determine what would be useful, with a view to providing a better induction.

*Matters Arising Point 3: Airways to seek air-braking information from pilots*– Karl Taylor reported:

- Air NZ pilots reported they don’t use air-braking as a matter of course “if there is no wind”, but if they encounter tailwinds (eg, strong southerlies at Weymouth), air-braking will be required.
- Curved approaches around waypoints may mean that prior to the waypoint there may be no issue, but that after going around the waypoint “they may hit wind”.

Graeme Easte stressed that “matter-of-course” situations are not the main issue, rather, the “exceptions” are, after which the following discussion ensued:

- Graeme Easte: are pilots not forewarned about any such wind? Also, can a “Best Practice” guidelines (not “Rules”) be introduced for pilots on effects of noise upon the populace being overflown? Sophia Healey - “comms” did go out to pilots, around matters such as ideal flight paths, applying brakes correctly and fuel efficiency as airlines are very conscious about fuel-efficiency and have worked with Airways on this (air-braking does not assist in minimising fuel burn).

- Graeme Easte: the extent / frequency of air-braking over his home has reduced in recent years.
- Mark Easson – (who was a pilot): “nobody can tell a pilot when or when not to use air-braking” and also noted that decreased speed waivers between 10pm and 6am have reduced air-braking at night.

The Chair noted that the majority of the remaining Matters Arising are dealt with within current Agenda items, and that the meeting would move on to item 6 on flight route development.

## 6. Update on flight route development

Kristina Cooper referred to:

- her proposal at the previous meeting (mothball one noise monitor and redirect savings to a new flight path design relating to night flights on the 05 approach); and
- the page in materials circulated to the Group prior to the meeting entitled “Schedule 2 – Services” containing terms of the contract entered into to provide such flight path design.

Kristina Cooper invited Karl Taylor’s comments, reported below (along with ensuing discussion):

- Karl Taylor: summarised the new 05R USA Night STAR path being designed, which are being aimed for completion before the December 2021 AIP deadline; that relates to flights from the Pacific and USA, not Asia, which will take flights away from overflying Auckland’s eastern suburbs.
- Bobby Shen: Local Board representatives require an overview of the effects upon and changes to specific suburbs to assist in providing appropriate information to residents, in advance rather than in a reactive fashion. Kristina Cooper noted that this particular change arose out of a discussion at the March meeting, but that an Airways’ presentation has been scheduled for the September 2021 meeting which will provide the complete picture of changes over the last few years in relation to reducing night time noise over Auckland.
- Bruce Kendall: does the path enter NZ over Whangaparaoa? Karl Taylor - correct, at over 10,000 feet at that point.

The Chair commented positively on the development and moved the item be received, which was carried.

## 7. Annual review of noise monitor locations

Kristina Cooper summarised the memorandum in materials for the meeting entitled “Annual Review of Noise Monitor Locations”. The monitor relocation proposed in the memo (move a Whitford monitor, installed in 2019 for the now-complete “Yellow Trial”, to the edge of the MANA around Flatbush where the Orange and Yellow Tracks intersect with the centre approach line) received the following input:

- Helen Futter: agreed with the proposal, stating “there is nothing currently in the MANA”.
- Graeme Easte: its new location “would still be east of the motorway?”; Pranaya Thaker: yes, well east, near Flatbush, and Kristina Cooper indicated proposed position on a map (on-screen).
- Malcom Bell: disagreed with the proposal, stating the Whitford community would dispute the validity of the removal and many complaints would likely ensue. There was discussion between Malcom Bell, Kristina Cooper, Karl Taylor and the Chair with differing views on flight volumes / times and aircraft sizes over that area.
- Karl Taylor: the main crossing in question is between Maraetai and Beachlands, but the proposed new location “would still pick all those up”. Malcom Bell – possibly, but those would all be “at a lower level” and in non-Covid times there would be many more flights.
- Nick Bakulich: supported the proposal “based on Flatbush feedback”.
- Kevin Kevany: missing from the chart [*in materials*] is the Mt Wellington monitor. Kristina Cooper – that was the one mothballed to fund new flight path design [*item 6 above*]. Kevin Kevany – so, for 15 months there is only one monitor other than at airport noise contours? Kristina Cooper – no, there are Wattle Downs, Mt Eden, Clevedon. Kevin Kevany – this is “clustering”, whereas we thought “ample coverage” had been agreed to, this is another suburban monitor disappearing; is it time to consider purchasing “a couple more”?
- The Chair noted the proposal to have a monitor in Flatbush at the edge of the MANA was “sensible” and asked if another monitor could be obtained?

- Kristina Cooper: the current funding levels for existing monitors is all the funding the Airport has on this budget line and all we can do at present is to examine whether the existing monitors could be better placed. That is why the proposed relocation was tabled for discussion and committee feedback.
- Two attendees questioned monitor cost; other attendees gave input noting a report had been presented to members at a previous meeting. The consensus was around \$20K for equipment only; \$25K including ongoing upkeep. Justin Tighe-Umbers cited present industry financial constraints, and that even a \$20K spend is not feasible. Relocation cost estimate was about \$7,500 + GST.
- Several attendees discussed the Velodrome monitor and its previous vandalism issues.
- Malcom Bell: a better understanding of monitors' "mathematical modelling" would be useful. The Chair suggested Kristina Cooper would be able to organise such information through Marshall Day.
- Kevin Kevany: Has Auckland Airport sought prices from service providers other than Marshall Day? Kristina Cooper – no, with no current intention to do this. There are also complexities with monitors needing to link into the Casper system.

**Action:** That Marshall Day Acoustics include an explanation in the Annual Noise Management Report on the science of noise monitoring and contour predictions.

No clear consensus via feedback was available on the proposal, and the Chair identified that it will now be for Auckland Airport to make a decision on the proposal.

**Action:** That Auckland Airport report back to the Group with its decision on the proposal.

## 8. Interim update on Orange Track trial

Pranaya Thaker of Marshall Day Acoustics summarised the "Orange SMART Approach – Preliminary Noise Findings" presentation in materials for the meeting, after which Kristina Cooper addressed the "Orange Track Trial Interim Report" memo in the materials. The trial must continue until September/October 2021, but there being no complaints so far relating specifically to the Orange Track, it is proposed that until October 2021 the trial be continued for daytime flights, but that the cap of 25 per day be removed.

Malcom Bell and Ella Kumar agreed that this proposal "makes sense". The Chair concluded that with no adverse comments arising from the meeting, the proposal was "supported".

## 9. Paper on noise effects from trans-Tasman travel

Pranaya Thaker summarised the memo "Trans-Tasman Bubble" (Document No. "Mm 015") in materials circulated for the meeting. Kristina Cooper reiterated that the memo was prepared at the request of the Group and members were encouraged to share or use the information in it to answer any questions from the public.

The Chair moved the item be received, which was carried.

## 10. Quarterly Aircraft Noise Report

Pranaya Thaker presented the Quarterly Aircraft Noise Report and addressed the following key points:

- Page 3 of the Report – the increase in flights has "levelled out";
- Page 6 of the Report – 56% use of R23L vs 44% use of R05R for the quarter which is unusually high use of R05R (normally around 20%); generally higher use of 05R correlates to more noise complaints;
- Page 35 of the Report – Marshall Day had raised the Wiri noise monitor calibration issue with Casper, but it has yet to be resolved.

Pranaya Thaker requested feedback from the meeting about the usual year-on-year comparisons per quarter being affected by Covid-19 flight reductions and sought feedback from the ANCCG on whether comparisons should be undertaken with the immediate year, or the previous year pre-Covid:

- Kevin Kevany and Bruce Kendall: felt the comparison should be to the 2019 period, not the Covid-19 one.
- The Chair: Pranaya Thaker and Kristina Cooper to decide on an appropriate basis for comparison(s);

- Helen Futter question; Page 20 of the Report cites a large number of uncorrelated flights; Kristina Cooper referred to members of the public using the noise complaints system to request “statutory planning information” along with flights from other airports or emergency services.

**Action:** That Marshall Day Acoustics update the next ANCCG meeting on Casper’s Wiri monitor response.

There being no further feedback, the Chair declared the Report received.

## 11. Quarterly Noise Mitigation Programme Report

*[Pending Matthew Dugmore joining the meeting, the Chair moved forward Agenda item 12 (Work Plan) and invited Kristina Cooper to present on that item (recorded as item 12 of these Minutes)].*

Matthew Dugmore summarised his memo “Noise Mitigation Programme - 2021 Quarter 2 Report”, noting Stage 1 and 2 offer progress and Covid-related heat pump shortages, and reiterating his interest in feedback on good locations for community sessions. Ella Kumar and Jan Robinson recommended local libraries.

Graeme Easte raised the distinction between applications by tenants vs owners/landlords, which Matthew Dugmore and the Chair responded to.

Matthew Dugmore responded to a Graeme Easte question that the proportion of “all properties identified as eligible for remediation packages” to those actually “ticked-off” is about 50% (of between 800 to 1000 properties, about 500 have been completed since around 2016).

The Chair declared the Report received.

**Actions:** Matthew Dugmore to:

1. Inform an upcoming meeting of results of the RFP process and potential new installation provider.
2. In response to a Nick Bakulich request, inform an upcoming meeting of reasons (if available) for applicants who have not taken up previous mitigation offers deciding to finally apply for the package.
3. Investigate using local libraries as venues for community information sessions.

## 12. Work Plan Review

Kristina Cooper addressed the Work Plan in the materials for this meeting, touching briefly upon various September 2021 items in the Plan. The consensus was Local Board dates for 2022 would more likely be known by the December meeting.

At this point Kevin Kevany stated that the meeting “had missed a progress report on the Sydney night flights” and questioned whether “we will meet the AIP deadline for that?”. Kristina Cooper responded that the flight path design being funded (citing Agenda item 6) is not for Sydney flights, and that the Airways presentation scheduled for the September meeting would likely address Sydney night flights.

Kevin Kevany asserted that he had thought “we were finally getting around to Sydney” and that he had thought “the money was going to the Sydney problem” and he had reported this to the Ōrākei Local Board. The Chair responded that Sydney was a separate issue that Mark Easson had addressed at the last meeting.

*[at this point Matthew Dugmore joined the meeting via MS Teams].*

Mark Easson stated the USA “was a priority because of 4am flights”, that Sydney had “not as many flights”, that Airways had previously stated “it was not reasonable to move the Sydney flights” and that therefore the question “is not a new path, but adherence to the current rules”.

*[at approximately this point Kevin Kevany left the meeting].*

The Chair declared the Work Plan received.

**Action:** That Kristina Cooper update the Work Plan for the next ANCCG meeting.

### 13. Other business

Helen Twose: proposed the September 2021 meeting take place at Te Manukanuka o Hoturoa Marae, Auckland Airport. The Chair supported the suggestion as it would be valuable for building relationships. General support for the proposal ensued. Kristina Cooper noted that a light lunch would be provided.

**Action:** Lock in the Marae venue for either September or December meetings as appropriate, with commencement 30 minutes earlier than usual to allow for protocols to occur.

Graeme Easte: Is the Airport keeping in mind the need to undertake “baseline noise monitoring” for any proposed second runway at Auckland Airport, to which Kristina Cooper responded that Covid-19 reductions in traffic volumes meant that this would not be required in the immediate period.

Ella Kumar requested a brief update from airline or airport attendees on staff health and wellbeing, to which Sophia Healey responded, citing difficulties due to consequent restructurings, general constraints but continued delivery of safe services despite these. The Chair expressed her best wishes and gave thanks for the continued organisation and support for these Community Consultative Group meetings.

**Meeting closed:** 2:44 pm

**Next meeting:** Monday 13 September 2021 12:30pm – 3:00pm  
Te Manukanuka o Hoturoa Marae, Uenuku Way Auckland Airport (tbc).