

Minutes

Subject:	Aircraft Noise Community Consultative Group (“ ANCCG ”)
Location:	Manukau Room, West Annex, Manukau Civic Centre 31-33 Manukau Station Road, Manukau
Date and time:	4 September 2018, 1:00pm – 3:00pm
Present	David Shand, Independent Chair Mike Turner, Airways NZ Graeme Easte, Albert-Eden Local Board Charlotte Day, Auckland Airport Emma Howie, Auckland Airport Justis Kamu, Auckland Airport Jos Fryer, Auckland Council Ian Ferguson, BARNZ Helen Futter, Community Representative Mark Easson, Community Representative Tiumalu Peter Fa’afiu, Industry Representative Amanda Hopkins, Franklin Local Board Tauanu’u Nick Bakulich, Māngere-Ōtāhuhu Local Board Stella Cattle, Manurewa Local Board Troy Churton, Ōrākei Local Board Dr Ashraf Choudhary, Ōtara-Papatoetoe Local Board Bill McEntee, Papakura Local Board David Holm, Puketāpapa Local Board Kevin Kevany, Special Advisor, Ōrākei Local Board
In Attendance:	Brigid Borlase, CAA Laura McNeill, Marshall Day Acoustics David Wong, Auckland Council Matthew Dugmore, Auckland Airport Jomaine Wareham, Minute-Secretary/Auckland Airport
Apologies	Andy Boyd, Airways NZ Kellie Roland, Auckland Airport Alf Filipaina, Auckland Council (late apologies) Hugh Pearce, BARNZ Justin Tighe-Umbers, BARNZ Malcolm Bell, Franklin Local Board Tafafuna’i Tasi Lauese, Māngere-Ōtāhuhu Local Board Bernie Diver, Maungakiekie-Tāmaki Local Board Donna Lee, Ōtara-Papatoetoe Local Board

1. PUBLIC SESSION

1.1 Welcome and opening comments from the Chair

The meeting was declared open by the Chair, Mr David Shand at 1:02pm.

The Chair invited the Committee to introduce any new attendees

- Emma Howie from Auckland Airport's Planning Team, introduced colleague Matthew Dugmore as an observer
- The Chair introduced Brigid Borlase from the Civil Aviation Authority (CAA), who would be giving a presentation at this meeting.

Auckland Council representation – there will be two reps from Auckland Council, one from Planning and one from Monitoring and Enforcement. As Jos is leaving Council, a replacement will be appointed for this position (Council will advise of this replacement once they are appointed). The Planning role will be jointly held by Nicolas Lau and David Wong who at this stage will attend alternative meetings. The Chair noted that this new dual representation seems very appropriate, particularly given the planning issues involved in the second runway.

1.2 Apologies

The apologies were noted and accepted by the meeting. The Chair noted that 7 of the 12 local boards were represented at the meeting -- Māngere-Ōtāhuhu, Manurewa, Ōtara-Papatoetoe, Franklin, Puketāpapa, Ōrākei and Albert-Eden.

1.3 Comments and Issues Raised by Members of the Public

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

1.4 Minutes of meeting held on 5 June 2018

The minutes of the June meeting had been circulated and received by the Committee. The Chair invited attendees to provide comments on the minutes and to also check that the attendance record was correct.

The minutes were accepted as a true and accurate record, moved by David Holm.

1.5 Matters arising from the previous minutes

Mr Holm raised the issue of helicopter noise as a result of the relocation of Mechanics Bay helipad, requesting information on who the public should be contacting. The Chair reiterated

that although helicopter noise issues are outside the ANCCG's terms of reference it was noted at the previous meeting that Ōrākei or other local boards should bilaterally pursue these issues with the relevant helicopter operator. Mike Turner (Airways) confirmed that they are willing to assist local boards by providing flight data where possible and subject to Airways resource constraints.

The Chair noted that several matters arising, including day/night noise complaints process and Night STARs update are on today's agenda for discussion.

The Chair asked whether the possible relocation of the Whitford monitor following the changes made in the final U23 SMART approach, raised by Franklin Board at the last meeting had been resolved between the Board and Airways. Ms Hopkins advised that this has not been resolved as yet.

Ms Hopkins noted that in the June minutes reference to the revised U23A approach being was now closer to some houses in Beachlands was incorrect as the houses are located in Whitford. It was agreed that the minutes should be changed accordingly.

1.6 Acoustic Demonstration by Marshall Day

The Chair noted that the noise demonstration to be presented by Laura McNeill was in response to a request by a Committee member. Ms McNeil commented that there are different types of aircraft noise that indicate what the aircraft is doing i.e. taking off, accelerating, braking, landing etc. Also noise comes both from engine operation and airflow over the plane and obviously is influenced by aircraft speed and height.

Ms McNeill demonstrated the sounds from different aircraft types and provided a description of each aircraft. The aircraft samples recorded for this demonstration focused on the type of noise rather than the noise-level itself. Mark Easson commented that airbrake noise will generally not be perceived on the ground because of the height at which the aircraft may be operating.

The Independent Chair thanked Ms McNeill and requested that the sound files be made available on the website.

1.7 Quarterly Aircraft Noise Report, May-July 2018

The Chair noted that this report has been distributed and received by the group and invited Ms McNeill to provide the meeting with an overview. The Chair noted that the informational content of the Report has continued to improve, including now Figure 5 on number of SMART approaches per week and Figure 17 on the split of noise complaints between international and domestic flights where the complaints system had been able to identify the specific flight complained about.

Mark Easson commented that compliance with noise limits and CAA Rules may not be enough to identify procedures that may not be consistent with noise mitigation.

Ms McNeill provided an overview on the two new slides of the report, specifically Figure 5 and Figure 17.

In relation to Figure 17, Graeme Easte asked for an explanation on the much higher proportion of domestic flights in December attracting complaints Ms McNeill will investigate further.

The Chair noted that Figure 17 indicated that the great bulk of the complaints concerned international flights and that this is important new information.

Ms McNeill referred the group to Figure 21 and 22 – which shows the flight tracks associated with the noise complaints. The Chair commented that a large number of the flights complained about concerned landings from the west passing over LOSGA and that these could be flights arriving from Sydney at night.

The Chair requested that, for a period of one month, an analysis of the specific flights that are the subject of these complaints be provided. Details of a breakdown of complaints (destination and time of day) for a given month will be presented at the next meeting. It was noted that to the extent that individual airlines may be identified this information should first be discussed with BARNZ before any presentation to the Committee.

In relation to Figure 7, the Chair sought reassurance from Airways that the left-hand turn towards the south during night takeoffs on Runway 23L for aircraft heading northeast are now standard procedure. Mike Turner from Airways confirmed this is correct, as shown in the report. Kevin Kevany questioned why the night takeoff pattern for Sydney flights appears to continue across the city, when other flights are on the coast. The Chair requested that Mr Turner note this for further discussion.

The Chair noted that regarding Sydney night flight departures on Runway 5L turning left later which is being implemented is a more complex issue.

He commented that changes implemented by Airways should show up on the flight path figures in the next Quarterly Report and thus can be reviewed at the December meeting.

1.8 Update on the Night STARS

The Chair noted that information on the projected usage of the Night STARS was included in the presentation at the June ANCCG meeting and shared electronically with the group. The new Night STARS are active, with flying commenced on September 1, 2018 and 21 daily night arrivals being affected, with Central suburbs and Takapuna overflights being reduced with the flights now overflying Pukekohe and Stillwater at higher altitudes.

The Chair noted an issue raised by Mark Easson at the previous meeting regarding the altitude of the new overflights of Pukekohe and Stillwater. It was confirmed by Airways and Marshall Day that residents were consulted and information on the new flight paths distributed.

The Chair noted that Night STARS was not being used by flights arriving from Sydney at night. He requested that this be discussed at the next meeting.

Presentation by Auckland Council, Civil Aviation Authority and Airways on aircraft noise abatement and CAA role

Mr Fryer of Auckland Council addressed the meeting, providing a summary of the four mechanisms that councils are empowered with to control noise. They are: Excessive Noise, Unreasonable Noise, Noise Rules in a District or Unitary Plan and Consent or Designation conditions. Mr Fryer's presentation will be circulated and placed on the website.

The Chair introduced Brigid Borlase from the CAA, who addressed the meeting and provided a summary of the CAA's role in aircraft noise, the Civil Aviation Act and Rules. The following points were noted: the Ministry of Transport sets the rules for noise abatement under the Act. This covers flight rules, altitudes, flight paths and operating procedures in the vicinity of aerodromes. The role of the CAA is to enforce these rules; the two key rule parts are part 21 and 93 which specifically provides for noise - part 93 which relates specifically to Auckland Airport (hardcopy was distributed). CAA's focus is primarily on safety issues although Rule 93 on takeoff and landing procedures has noise mitigation components, based largely on ICAO practices. It is open to anyone to request changes to the Rules if they consider changes are needed. It was noted that ministerial approval is required to amend the Rules.

Mr Turner addressed the group with a summary on Auckland's specific noise abatement processes.

The Chair thanked Mr Fryer, Ms Borlase and Mr Turner for their presentations.

1.9 Presentation of Annual Noise Management Report

The FY18 Annual Noise Management Report was circulated both electronically and in hardcopy format. It was noted that this report is required under the Airport designation in the Unitary Plan. The Chair invited Ms McNeil to talk to this report and open it for discussion.

In relation to pages 11 and 12, the Chair noted that these indicate the aircraft noise contours for 2018 and in 2019 will cover an increased area, reflecting an increase in traffic and therefore increased noise. More properties will thus qualify for noise mitigation

packages as determined by Auckland Airport. It was confirmed that the full report will be published tomorrow.

Noise Reduction Initiatives Night STARS – Emma Howie advised that the inclusion of this is new to the report, and arises from an alteration to the designation.

1.10 Other Business

There was discussion on local board member involvement in follow up of complaints. It was noted by the Chair and Ms Day that local board members are cc'd into the responses from Auckland Airport. It was suggested by Stella Cattle and agreed that complainants be offered the opportunity to subsequently discuss the issue with their local board member.

The Chair advised that Aeropath, the agency within Airways which designs flight paths had agreed to attend the next ANCCG meeting on 4 December, to discuss how flight paths are designed and what factors are taken into account.

The Chair advised that he will continue to pursue the issue of changes to the website to increase the visibility of how to access the complaints system. This was agreed to and supported by the committee members.

Meeting closed: 3:00pm

Next meeting: Tuesday 4th December 2018, 1:00pm – 3:00pm