

ANCCG MEETING 6 MARCH 2018

AGENDA ITEM 1.6

SUMMARY REPORT BY INDEPENDENT CHAIR ON MEETING WITH AIRWAYS, BARNZ AND AIRPORT

27 February, 2018

1. At our September meeting we had a very useful presentation from Airways and BARNZ on managing aircraft noise. To remind you, this presentation is attached to the minutes of the September meeting. However we were short of time to fully discuss the presentation including concerns raised by Mark Easson about flight paths overflying residential areas.
2. I therefore requested a follow up meeting with the industry members (Airways, BARNZ and Auckland Airport) and this took place last week. The attendees from the non-industry side were me as Independent Chair and Mark Easson and Helen Futter as the two community representatives.
3. At the beginning we made the point that we believe that current procedures are causing disruption to many residents, even given that noise limits and CAA Rules are being observed.
4. A further reason for requesting this meeting was to attempt to address the feeling expressed by some members of the community that ANCCG has not brought about any changes in flight operations. In particular we were concerned to get greater assurance that aircraft noise issues are adequately factored into decisions made by industry members of ANCCG.
5. The increased volume of flights particularly night flights, is exacerbating the noise problem.
6. Airways explained that the design of flight paths is undertaken by a subsidiary organization within Airways, that this is highly complex and time consuming work and that changing flight paths therefore takes considerable time – around 2-3 years. However they pointed out the following recent or intended changes in flight paths which will reduce aircraft noise over residential areas which were discussed in their December presentation to ANCCG.
 - Night-time flights from RWY 23L (that is take-offs to the west) now generally turn left to track over Manukau harbour rather than turning right and climbing over central city suburbs
 - Early turn departures implemented for domestic jet overnight departures
 - Previous trials of amended departure profile for night-time departures off RWY 05R (that is to the east) for flights to Australia and North Asia

- Draft proposals for “Night STARS” under which night-time flights across the city part of the isthmus would be reduced with new northern and southern flight paths at higher levels over water and rural land.
7. However these Night STAR proposals relate only to night flights, not day flights.
 8. The Industry reps pointed out that shorter approaches tend to increase the need to use speed brakes.
 9. The reasons for currently using LOSGA were explained along with the difficulty of relocating LOSGA or having multiple entry points.
 10. We made the point that current rules and procedures allow aircraft cleared to a point on the approach to descend early and fly as fast as they like if the accepted international speed restriction is not observed by ATC. Mark suggested that all arrivals and departures should be restricted to 250 kts below 10,000 feet and that the profile descent of the STAR should be adhered to. This would eliminate some of the “maverick” flying such as 320 kts at 4,000 feet over Milford.
 11. We discussed the anecdotal evidence that some airlines operating into Auckland may have insufficient regard to noise reduction. Each airline using Auckland Airport has its own standard operating procedures (SOPs) which must however comply with Civil Aviation Rules. Some aircraft are not equipped to use Smart Paths.
 12. We briefly discussed the issue of changes to Rule 93 in the Civil Aviation Rules. This requires a climb to 3,000 feet to the NE prior to turning right which should be modified for late night departures so as to avoid the city.
 13. It was also noted that from 2020 all airlines will be required to report on their fuel usage under new carbon offsets policy.
 - 14. So what comes of all this? In essence we were urging Airways, BARNZ and Auckland Airport to continue finding ways and routes to minimise noise caused by overflying populated areas, especially at night, and to accept that current procedures do create disruption to many residents.**
 - 15. It would be up to any non-industry member of ANCCG to formalise requests from ANCCG to the industry if they think it appropriate. As Independent Chair that would be outside my remit.**