

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:	Tuesday 5 June 2018, 1:00pm – 3:00pm
Present	David Shand, Independent Chair Charlotte Day, Auckland Airport Lisa Mulitalo, Auckland Airport Emma Howie, Auckland Airport Bernie Diver, Maungakiekie-Tāmaki Local Board Donna Lee, Ōtara-Papatoetoe Local Board Dr Ashraf Choudhary, Ōtara-Papatoetoe Local Board David Holm (Puketepapa Local Board) Graeme Easte (Albert-Eden Local Board) (apology for lateness) Tafafuna’i Tasi Lauese, Māngere-Ōtāhuhu Local Board Malcolm Bell, Franklin Local Board Amanda Hopkins, Franklin Local Board Kevin Kevany, Special Advisor, Orakei Local Board Steve Tollestrup, Waitakere Ranges Local Board Nick Bakulich, Mangere-Otahuhu Local Board Donna Lee, Otara-Papatoetoe Local Board Stella Castle, Manurewa Local Board Mark Easson, Community Representative Helen Futter, Community Representative Mike Turner, Airways Hugh Pearce, BARNZ Justin Tighe-Umbers, BARNZ Cr Alf Filipaina, Auckland Council (apology for lateness) Jos Fryer, Auckland Council

In Attendance: Laura McNeill, Marshall Day Acoustics
Ramona Tauvela, Auckland Airport, (Minutes Secretary)
One member of the public

Apologies Jomaine Wareham, Auckland Airport
Andy Boyd, Airways

1. PUBLIC SESSION

1.1 The Chair welcomed attendees and opened the meeting at 1.05 pm.

2. COMMENTS AND ISSUES RAISED BY MEMBERS OF THE PUBLIC

2.1 The minutes of meeting held on 6 March 2018 were adopted.

2.2 Matters arising from the previous minutes

The Chair stated his view that the small number of noise complaints received does not reflect the level of community concern about aircraft noise and that difficulty in using the website was a possible factor in this. He advised that he had requested the airport to rearrange the aircraft noise section of the website to make access to the complaints/enquiry system easier.

He also advised that the presentation on Managing Noise made by Airways and BARNZ in the non-public part of the December ANCCG meeting was now publicly available on the website.

He noted that the Civil Aviation Authority had not been able to attend this meeting as previously planned, but that they would be invited to the September meeting to clarify their role on aircraft noise management.

2.3 Quarterly Aircraft Noise Report – February-April 2018

Kevin Kevany raised the issue of helicopter noise, which is of concern in Orakei Ward, not being monitored. He believed that the Auckland Council should have a position on the regulation of helicopter noise. The Chair noted that although the issue is important it is outside the ANCCG TOR. It was agreed that Orakei Board should raise this issue bilaterally with the government agencies concerned, including the Civil Aviation Authority and with Auckland Council. To assist Orakei Board in this Mike Turner agreed to provide information to Kevin on helicopter movements from Airways systems noting that most of these were outside of controlled airspace.

The Chair asked whether there were any patterns or differences in complaints during the weekends or holidays (concerning people being disturbed). Charlotte Day responded that data could be collected to show the days which result in greater number of complaints whether this be weekends or mid-week

The Chair noted that a useful number of specific flights which were the subject of complaints could be identified. This could be used to determine which airlines, what time of day and what days of the week attract the most complaints.

Helen Futter queried the number of complainants shown inside the yellow circles in Figure 10 page 15 of the report. Laura advised it may be a misprint due to the scale and will rectify accordingly.

The Chair suggested enlarging the print size of the quarterly report so that it can be more easily read. Laura agreed to do this for future reports.

Helen Futter asked why night time restrictions start at 10pm, rather than say 9pm when many people would be already in bed. Laura advised that it is the standard international approach, based on research.

Noise Monitors:

Amanda Hopkins referred to Whitford residents requesting the temporary noise monitor in their area being moved to cover the revised U23A approach when it commences in early 2019.

Action: Charlotte, Laura, Malcolm and Amanda to discuss further to determine whether the monitor should be moved and if so, determine an appropriate location.

David Holm requested a breakdown of complaints concerning domestic or international flights. Laura stated that most domestic flights fly south and international flights fly north.

Action: Laura to follow up and supply the breakdown between domestic and international flights.

Terminology Discussion: Enquiry vs Complaint

Graham Easte queried terminology generally used of “enquiry”, as opposed to “complaints”, is appropriate. Charlotte and Laura noted that the enquiries covered people making complaints and also those with questions, for example about the noise mitigation package.

Action: It was agreed that future reports should separate complaints from enquiries.

2.4 Presentation on Yellow U23 SMART Approach Final Report :

The Chair noted that there had been a special meeting of ANCCG on this topic in October last year when the draft report was considered. He noted that the decision to implement the new approach was formally made by Auckland Airport. . Charlotte Day advised that in practice the decision was made by the industry group (Airport, BARNZ and Airways) based on the public feedback received and the extent to which the trial met its objectives.

There was a discussion on the changes to the original U23 approach. Following consultation, the flight path has been moved further off shore and slightly to the east.

There was a discussion on the extent to which the RMA covered airspace. Emma Howie advised that RMA consultation and jurisdiction is a separate process, distinct from the consultation for the SMART approaches. Emma explained that there is a 1,000 feet threshold above which the RMA does not apply.

Questions were raised as to the level of consultation which was undertaken and why it was done. Justin Tighe-Umbers (BARNZ) stated that consultation is undertaken to consider the impact on the community in which the airport operates.

Graeme Easte questioned why there was the need for a trial, draft report and consultation when the path is limited to six flights a day and is only flown when 23L is in use. Mike Turner and Justin reiterated that this was intended as a means of engaging with the local communities.

David Holm suggested that since there are benefits to the SMART approaches they should be utilised more.

Kevin Kevany requested a list of the airlines which flew the SMART approaches. Mike Turner provided a verbal update on this and agreed to circulate the list of approved airlines.

Mark Easson asked which airline or flight gets priority in assigning approaches to inbound aircraft and whether Airways will monitor the frequency of usage of the U23A approach. He requested that ANCCG be provided this usage information.

Mike Turner responded that the approaches will be allocated depending on how busy the airspace is in order to provide optimal sequencing.

Amanda Hopkins noted that the revised U23A approach was now closer to some houses in Whitford than the original U23 approach. She was informed that the aircraft

over Whitford would be at approximately 2,800 feet which is 200 feet higher than during the trial. However the aircraft would be in thrust idle so the noise profile would be less as they are in effect gliding.

Amanda Hopkins also queried whether the two enquiries from Franklin area which have been made on the U23A had been copied in to the local board. Laura queried whether the contact details for the local board was correct and would confirm with Amanda directly.

3. Non-Public Session

3.1 Presentation on Night Approaches (Night STARS)

It was noted that a copy of this presentation by Airways, BARNZ and Auckland Airport will be uploaded to the ANCCG website. The presentation focused on the reduction in traffic over the central city at night to areas of a lower population density. A new northern approach would cross over Whangaparaoa and then track down the Gulf off the North Shore rather than tracking over the city to LOSGA. Likewise a new southern approach would cross over Franklin before turning left rather than tracking over the city through LOSGA. Mark Easson queried the calculated decibel levels for Whangaparaoa and Franklin for the two new approaches and suggested they would be less than this set out in the presentation. Laura agreed to review these calculated noise levels.

The Chair expressed a wish that the new approaches be implemented as soon as possible and requested details of further consultation with local boards in North Shore, which would feel some impact. He noted that the six North Shore boards had all been invited to this presentation but that none were in attendance. Lisa will initiate consultation thorough the local Boards.

General Business

Helen Futter noted that when she had recently called Auckland Council to complain about the aircraft noise they referred her to the Auckland Airport Corporate website. This suggested that the changes desired by ANCCG were occurring. .

Mark Easson raised the issue of the ANCCG now making recommendations and suggestions. He proposed that the first one would be a suggestion towards moving traffic away from central suburbs of Auckland and prevent all flights being routed through LOSGA.

Based on this the Chair then moved the following motion, which was carried.

“The ANCCG notes with satisfaction recent and proposed moves which will assist in reducing the impact of noise from night aircraft operations at Auckland International Airport

1. Night departures to the NE on Runway 23L turning left after take-off rather than right (subject to traffic) so as to fly largely over rural areas rather than the city
2. Night departures to the NW on Runway 5R to the west and northwest proceeding further out before turning left and thus crossing the Gulf rather than the city
3. Proposed Night Star approach from NW (Asia and northern Australia) to cross near Whangaparaoa and proceed down Gulf to line up with Runway 23 rather than proceed across city and through LOSGA
4. Proposed Night Star approach from south (southern and western Australia) to cross over Franklin to line up with Runway 23 over rural areas rather than pass over city and through LOSGA

However the non-industry members of ANCCG believe there are still further opportunities to reduce overflying of the city. They are particularly concerned at the location of LOSGA and believe the possibility of having more than one such way-point should be considered.

They would like to discuss further with the Airways NZ Unit which designs flight paths how they approach this design and what possibilities they see to redesign flight paths to reduce overflying of the City, including day time as well as night operations.”

Mike Turner agreed to facilitate such a discussion for the next meeting.

Meeting closed: 2:40pm

Next Meeting: Tuesday 4 September, 1 pm