

# Minutes

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- Subject:** Meeting of the Aircraft Noise Community Consultative Group
- Location:** Pavilion Room III, Sudima Hotel, 18 Airpark Drive, Auckland Airport
- Date:** 2 September 2019      **Time:** 1:00pm – 2:58pm
- Present:** Catherine Harland, Independent Chair  
Charlotte Day, Auckland Airport  
David Holm, Puketāpapa Local Board  
Emma Howie, Auckland Airport  
Graeme Easte, Albert-Eden Local Board  
Helen Futter, Community Representative  
Paul Healey, Airways NZ  
Justin Tighe-Umbers, BARNZ  
Kevin Kevany, Special Advisor, Ōrākei Local Board  
Malcolm Bell, Franklin Local Board  
Nick Bakulich, Māngere-Ōtāhuhu Local Board  
Stella Cattle, Manurewa Local Board (present until 2:40pm)  
Steve Tollestrup, Waitākere Ranges Local Board  
Troy Churton, Ōrākei Local Board
- In Attendance:** Laura McNeill, Marshall Day Acoustics  
Libby Middlebrook, Auckland Airport  
Nicholas Lau, Auckland Council  
James Evans, Airways NZ  
Pooja Prasad, Minute-Secretary / Auckland Airport
- Members of the public:** Nil
- Apologies:** Amanda Hopkins, Franklin Local Board  
Ashraf Choudhary, Ōtara-Papatoetoe Local Board  
Councillor Alf Filipaina, Auckland Council  
David Wong, Auckland Council  
Donna Lee, Ōtara-Papatoetoe Local Board  
Hugh Pearce, BARNZ  
Marc Butler, Auckland Council  
Mark Easson, Community Representative  
Matthew Dugmore, Auckland Airport  
Peter Haynes, Albert-Eden Local Board  
Tiumalu Peter Fa’afiu, Industry Representative

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## 1. PUBLIC SESSION

### 1.1 Welcome and apologies

The meeting was declared open by the Independent Chair, Catherine Harland, at 1:00pm. The apologies were noted and accepted by the meeting.

### 1.2 Public Forum

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

### 1.3 Minutes of meeting held on 10 June 2019

The Chair requested an amendment of the minutes to remove a word that is duplicated in error on page 3. With this amendment, the Chair moved, Mr Tollestrup seconded and the ANCCG resolved the minutes of the meeting be confirmed as true and correct.

### 1.4 Matters arising from previous meetings

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

- Point 1: *Update on public forum responses.* Ms Day said discussions about how members of the public can be made aware of the public forum and changes to the website are ongoing.
- Point 2: *Relocation of monitors.* Ms Day reminded members that a memo was tabled at the last meeting and she had spoken to Ms Futter about the placement of monitors. She noted that the location of the monitors is as per the Noise Monitor Strategy.

As there are no spare monitors, Ms Day advised they will remain in position under the Orange SMART approach for the trial period. She noted the approach is currently suspended and will be recommencing in two weeks.

Ms Futter said the permanent noise monitors are currently positioned on the boundary between the HANA and MANA. In the future, she believes it would be good if the boundary between the MANA and ANNA could also be monitored. This is because members of public are sceptical about computer modelling and the extrapolation of data to form the boundaries between the MANA and ANNA. Ms Futter concluded that a noise monitor, in this area, could be used to confirm the accuracy of the boundary.

Ms Day said this feedback will be considered when the new monitors which are required for the second runway are added and Ms Howie advised that noise monitoring of the Mangere bulge area is required.

Mr Churton indicated the memo was not showing on the website for the June meeting. The Chair advised the Secretary would correct that oversight and Ms Day would email Mr Churton a copy of the report.

- Point 3: *Flight origin and destination complaint information.* Ms Day said data presented in the ANCCG June meeting was skewed by a single complainant who made approximately three hundred in a two-day period.

She said data tabled at this meeting is not markedly skewed but does include members of public who have made multiple complaints. Given this issue, Ms Day queried the validity or usefulness of this data.

Mr Easte asked if members of the public who make multiple complaints are contacted in person. Ms Day explained that she and Ms McNeill put together responses to complaints and while some are standard, others are detailed and tailored to the issues raised by the complainant.

Mr Churton asked why searching the word 'complaint' in the search function of the Auckland Airport website does not direct him to the page used to make a complaint. Ms Day said this tool can be found by going to the corporate section of the Auckland Airport website and searching under 'Managing Aircraft Noise'.

The Chair suggested Mr Churton use Google to keyword search 'Noise Auckland Airport' as opposed to using the search function on the airport website as a Google search is a more likely route for someone with a noise concern.

The Chair also suggested it would be prudent to continue producing flight origin and destination complaint information until Mr Eason had the opportunity to review it as he was most keenly interested in the data and may have thoughts on what can be done with it.

Mr Bakulich queried if habitual complainants are managed in the same way as a person who complains once. Ms Day explained the initial response is to educate the complainant on noise matters and this is the same for everyone. Those who are still unhappy may be met at their location, with their local board members, at the Radar Centre in Auckland etc. to increase their understanding of the process and alleviate their concern.

Mr Bakulich asked Ms Day to clarify if a part of the response also involved checking to see if there has been an aircraft breach or not. Ms Day said this is checked but very rarely is an aircraft in breach. Usually, it is an aircraft that has been vectored off a certain arrival or departure route due to bad weather.

Mr Kevany queried the potential for implementation of a new STAR for Sydney and America flights. Mr Evans advised that work on Night STARs to O5R was about to start as one of the initiatives. He noted that all the work needed to be done, along with consultation, before a commitment to any change would occur.

- Point 4: *Community representation.* Ms Day noted this is the last ANCCG meeting for the current community representatives. She said applications have been received from potential candidates and the interview process is underway.

The Chair advised that Mr Fa'afiu, an industry representative, is resigning from the ANCCG due to his appointment to the international board of Amnesty International. She will check the terms of reference but believes someone will need to be appointed for the industry representative role. There is also a vacancy in relation to mana whenua representatives which will need to be progressed.

- Point 5: *SMART approaches update.* Ms Day said the Yellow SMART approach has been operational since end of May and there have been no complaints directly related to

it. The Orange approach trial was put on hold in April due to a technical issue and will be re-instated on the 13<sup>th</sup> of September 2019 and run for a year.

Mr Kevany queried if Ms Day would fast track the implementation of the plan outlined in the ANCCG June meeting to raise flight paths by 1,000 feet. Ms Day clarified that nothing had been said during the Airways presentation in June to suggest that every flight path would be raised by 1,000 feet higher.

- Point 6: The Chair noted this point is an agenda item.

Mr Holm noted Auckland Council were not present at the June meeting and felt their attendance has been inconsistent during his time with the ANCCG. He hoped Council Representatives would either attend the meetings or send a substitute as he felt that a quarterly commitment in return for an overview about noise concerns affecting the whole region is reasonable.

The Chair said that Auckland Council was present in this meeting and asked Mr Lau, Principal Planner to introduce himself. The Chair also advised that Robert Laulala, Team Leader has now assigned a senior officer from his compliance team in the South, Marc Butler, to the ANCCG.

### **1.5 Completed and Upcoming Initiatives**

Mr Evans presented a summary via PowerPoint presentation on Noise Initiatives that have been progressed over the years at Auckland Airport. The following points were noted:

- SMART approaches are now used where aircraft fly a profile that allows them to come in under idle power, reducing fuel consumption and CO<sub>2</sub> emissions.
- Auckland Airport and Marshall Day have developed a streamlined and transparent reporting process for community members to raise concerns about noise relating to specific flights with the introduction of Casper Flight Tracking.
- Airways use the preferential runway procedure, when conditions permit its use, between 11:00pm and 6:00am so that flights come in and depart over the water instead of built up areas.
- Night STARs for Runway 23L between 11:00pm and 6:00am have taken over 60% of the Tasman traffic away from the central city.
- Air Traffic Control (ATC) has enforced a 250-knot maximum speed below 10,000 feet at night over built up areas unless there is a medical or other emergency.
- Non-jet SIDs (Standard Instrument Departures) over built up areas are no longer used between 10:00pm and 7:00am. In addition, jets are not permitted to do visual approaches from north of the runway at any time.
- Airways are adding maps to the radar screen used by Air Traffic Controllers, showing built up areas. If an aircraft must come off its SID at any stage, it cannot go back into the built-up areas on the map.

Mr Evans also outlined the following futures plans:

- Night STARs for Runway 05R to take up to 75% of arrivals on 05R away from the central city.
- New SIDs for non-jets that climb higher over the city.
- New STARs for both runways avoiding built up areas in Franklin District.

Mr Easte enquired if there are any implications on noise if an aircraft changes its direction significantly. Mr Evans said this is not the case and while you may notice more whistling from airflow shifting over the wings, there is no thrust change.

Mr Kevany said there are two markers over Stonefield, and he believes aircraft tend to take the track closest to the beacon at night. He asked Mr Evans if one aircraft came in over the right side of the marker, why it is not possible to require the next aircraft to come in on the left, then middle etc. Mr Evans replied that traffic efficiency does not permit such an approach. He referred to the Night STARS for 05R that are being developed as an initiative that could alleviate the issue.

Mr Easte requested a hardcopy of the presentation given by Mr Evans and a one-page breakdown of acronyms used in the document. Mr Evans agreed to provide this PowerPoint to Auckland Airport so it can be placed on the ANCCG website for interested parties to view and share.

Mr Tighe-Umbers addressed the Group and said it is important for information shared at these meetings to reach members of public who are concerned about growing noise so they can see all the work being done to mitigate it.

The Chair moved, Mr Bakulich seconded and the ANCCG thanked Mr Evans for the presentation.

*Note: The Agenda incorrectly numbered the items so 1.6, 1.7, 1.8 do not exist.*

## **1.9 Quarterly Aircraft Noise Report**

Ms McNeill addressed the Group and the following points were noted:

- Changes that were made to the report for the ANCCG June meeting have been included in this report with updated data.
- The Whitford monitor has been moved slightly so it is located below the new Yellow Approach and results from this monitor will be seen in the next Quarterly Aircraft Noise Report.
- There has been a reduction in noise complaints for jet arrivals on Runway 23L at night.

Ms Futter queried whether there had been any results from the assessment of the effectiveness of the installed noise mitigation package. Ms Howie advised that they are still awaiting results from one house. The plan is to do internal testing on two houses each year. A survey to gather feedback had been sent last Friday to all homes that had recent installations.

Mr Holm referred to Figure 16 on page 19 of the report and commented that both jet and prop aircraft are illustrated with blue bars that are difficult to differentiate. Ms McNeill noted this feedback and said she will use different colours for jet and prop aircraft going forward.

Mr Holm also referred to the complaints by destination on page 20 and enquired why domestic complaints increased substantially in April 2019. Ms Day explained the results had been skewed by a repeat complainant.

The Chair referred to page 18 and said it contained information about complaints made for South Auckland in May, June and July. She said the figures on this page are inconsistent with Table 3 on page 16 that had a note stating 45 complaints were made by one person, in this period. Ms McNeill said the complainant's suburb may have been included in the wrong category and she will investigate.

The Chair referred to page 15 of the report and asked if a note could be added to Figure 11 explaining the anomaly caused by the complainant who made serial complaints. Ms McNeill said she will make the change.

The Chair referred to the engine testing summary on page 40 and noted a gap in data for June. Ms McNeill said Apron Tower are responsible for collecting this data and have recently changed their system. It is currently investigating the gap and she will follow up with them and add missing data to the report.

The Quarterly Report be received. Moved by the Chair, seconded by Ms Cattle.

### **1.10 Provisional Future Work Plan**

Ms Day addressed the group and said the plan set out on the last page of the Memo is intended to organise set items such as Minutes and Matters Arising along with other items of importance and interest. She said that education pieces and presentations on Noise 101, procedure design and work from the CAA will feature in upcoming meetings.

Mr Churton asked Ms Day why the ANCCG Group would not be involved in the review and monitoring of the Noise Monitoring Strategy. He said the Group have a continued interest in the matter and should have a say in the placement and number of noise monitors. Ms Day responded that monitors are currently placed under the SMART approaches and while feedback is welcome, there is no plan to move them unless a new SMART approach is put in or when a new monitor is required as per the designation for the second runway.

Mr Kevany added that Airways and BARNZ have made great progress in accepting feedback and making progress. He called on Auckland Airport to accept feedback in the same spirit and felt telling Mr Churton the location of monitors is not negotiable is not in the spirit of the forum.

Mr Holm noted that noise monitors are called 'temporary' and enquired if this could be changed so people can be confident that things are not moving. Ms Howie explained that any noise monitor that is not required by the designation is considered temporary. Ms Day added there is no obligation or requirement to keep monitors at specific locations – only to have a certain number of monitors that could be moved if required.

Mr Churton addressed the Chair and said the ANCCG Group should have input on the review of monitoring locations. He said it should be added as a periodic item to be discussed at the meetings as it provided Auckland Airport with an independent sounding board on what they are doing. The Chair agreed the noise monitor placement strategy should be added into the list of 'Periodic items as required' as a reminder prompt for inclusion in a future agenda as may be appropriate at the time. The Chair noted that it was proposed that the work plan would be presented at each meeting and adjusted as needed.

Mr Easte referred to page 5 of the Provisional Work Plan and the industry decision not to issue guidance around pilot behaviour to airlines flying into and out of Auckland. He believes it would be helpful to provide general guidelines, as opposed to rules, and act as a monitor on pilot behaviour.

Mr Tighe-Umbers said this is not practical as there are 28 international airlines flying into and out of Auckland, with thousands of aircrews. He added that Air New Zealand might talk to their pilots about what is expected locally but the same could not be said about international airlines as each have their own strategies to monitor and manage pilot behaviour.

Mr Kevany referred to page 4 and the decision to provide delayed flight data on the Casper system. He felt that people cannot be expected to know flight numbers if they do not have timely access to flight radar information. Ms McNeill replied that a complainant only needs to record the time an aircraft flies over to enter it on Casper which then auto-correlates it to an event or flight.

Mr Kevany enquired why the Casper system cannot be live as per Flightradar24. Mr Healey said that an agreement was reached with union members internally to prevent Airways from offering Casper live. This is so Airways have the ability stop data from appearing on Casper in the event of an

emergency. He also noted that while Flightradar24 is accurate it does have some limitations which is why Casper was the preferred system.

In his time with the ANCCG, Mr Holm said he did not remember being told why the particular LOSGA we have is in its current place. He said it would be helpful if information could be provided about the role of LOSGA, its current location and any benefit in having it moved.

Ms Day said a presentation was given by Aeropath last year that covered why LOSGA is where it is etc., and she could arrange for them to return and present this information again for the benefit of current and future members of the Group.

The Chair moved, Mr Churton seconded and the ANCCG resolved that the amended ANCCG Work Plan 2019-2020 be approved.

### **1.11 Reflections on ANCCG as member term concludes**

The Chair invited members of the Group to give their reflections on the terms they have served.

Ms Cattle said the ANCCG has been interesting. Although she missed the first few meetings and found it difficult to understand acronyms, she enjoyed working with the airport. She was not standing for re-election so this would be her last meeting. The Chair thanked Ms Cattle for her contribution and wished her luck for the future.

Mr Tollestrup advised the Group that he will also not be standing for re-election but has enjoyed his time. He thanked Auckland Airport and Airways for displaying a tremendous amount of patience and hard work. He said it had been great to be a part of the group.

Mr Holm said he has been on the group for 6 years and over that time there has been marked change in the atmosphere. He said his role was to gain understandable information for the community and believes his questions have always been well-answered.

Mr Holm thanked the Community Representatives who came in on his second term and showed a lot of enthusiasm. He concluded by expressing his concern about the impact of an ever-increasing number of flights on work being done to mitigate noise and the carbon footprint.

Mr Kevany thanked the Chair for the difference she has made to the ANCCG. He described her memo as game changing and believes the next year will bring further progressive change.

Ms Futter said that she has learned a lot. She noted that Auckland Airport complies with its resource consent conditions and all their other changes are add-ons which is good to see. Mr Futter thanked the ANCCG Group for their patience in answering her questions and their dedication to attendance.

Mr Bell said that he has been with the committee for 6 years now and intends returning. He said that he lives in Beachlands and has noticed a decrease in flights coming over this area. He believes re-routing flights over the water and being merciful to Waiuku is a great step forward. He concluded that the Group has come a long way in his time.

Mr Tighe-Umbers said that he visits forums across New Zealand and is impressed by the positivity of the discussions here. He said that Auckland is probably the most active forum and its good, positive discussions are helpful in reaching compromises. He thanked Local Board members for their commitment to attending and passing on information to their constituents.

Ms McNeill said she has been on this committee for 7 to 8 years and has enjoyed her time and the reporting improvements that have been made. She asked the Group to keep asking technical noise-related questions and she will be happy to answer them.

Mr Churton said that Auckland Council is a 23% shareholder of Auckland Airport. He said the Group should remember what its function and responsibility is, under the terms of reference. Mr Churton

said the Group should make decisions for the industry to consider and the industry can decline their ideas, if they choose. He believes the point of the ANCCG meetings is not just to share information but, contribute to decisions and provide a different way of thinking about things.

Mr Easte said he can see the growth of international flights hitting a tipping point. With air travel there will always be noise so how best to “share the pain” is an on-going matter. He said he echoed most of the comments made in the room and sees value in continuing the work of the ANCCG.

Mr Tollestrup added a final comment that all the focus of this Group is on human issues relating to noise and noise complaints, but it is important to remember that the Waitākere Ranges have parliamentary legislation to preserve its quiet habitat.

The Chair thanked members for their feedback and all the work they have done. She wished everybody all the best and said she is looking forward to seeing those who will be returning at the December meeting.

### **1.12 Other Business**

Nil.

**Meeting closed:** 2:58pm

**Next meeting:** Monday 9 December 2019 1:00pm – 3:00pm  
Pavilion Room III, Sudima Hotel, 18 Airpark Drive, Auckland Airport