



ANCCG update Second runway

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Auckland Airport by numbers

Since 2014 passengers numbers have increased from 14.5 million to 19 million

- 24 million by 2024
- 40 million by 2044



Airport of the future

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- A new domestic jet terminal joined on to the existing international terminal
- Upgrading the international check-in and departure experience and public arrivals area
- Improving the roading, public transport and walking access around the airport precinct
- A second runway

Economic benefits

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- Investing \$1 million every working day
- \$1.8 billion by 2022

Up to

 27,000

new long term, full time jobs

1.4 billion

lift in household incomes

+

2 billion

lift on Auckland's GDP

A photograph showing the front of a white commercial airplane on a runway at dusk. The runway lights are illuminated, and the sky is a mix of blue and orange. The image is partially obscured by a white diagonal shape that contains the text.

Second runway background ⁴

- Existing Auckland Airport Designation
- Airport Masterplan 2014
- Auckland Unitary Plan Process
- Aircraft Noise Areas

Runway options

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Ten alternative options considered and assessed

- Eight options to the north
- Two options to the south

Carried out by a range of technical specialists using a multi-criteria analysis



Preferred option

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Determined best location is still near what was consented 16 years ago

- North of the international terminal and the existing southern runway

Changes needed include

- Moving 72 metres further north
- Increasing the length by 833 metres





Rationale

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Why this option

- Scored the highest in terms of environmental and cultural criteria
- Will not require any reclamation
- Considered to have the least effects on natural character
- Is in keeping with the character of the airport environs

Affected properties

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504 affected

- 475 are residential properties
- Aorere College
- 25 Rural

Landowner locations

- Mangere
- Papatoetoe
- Flat Bush
- Clover Park



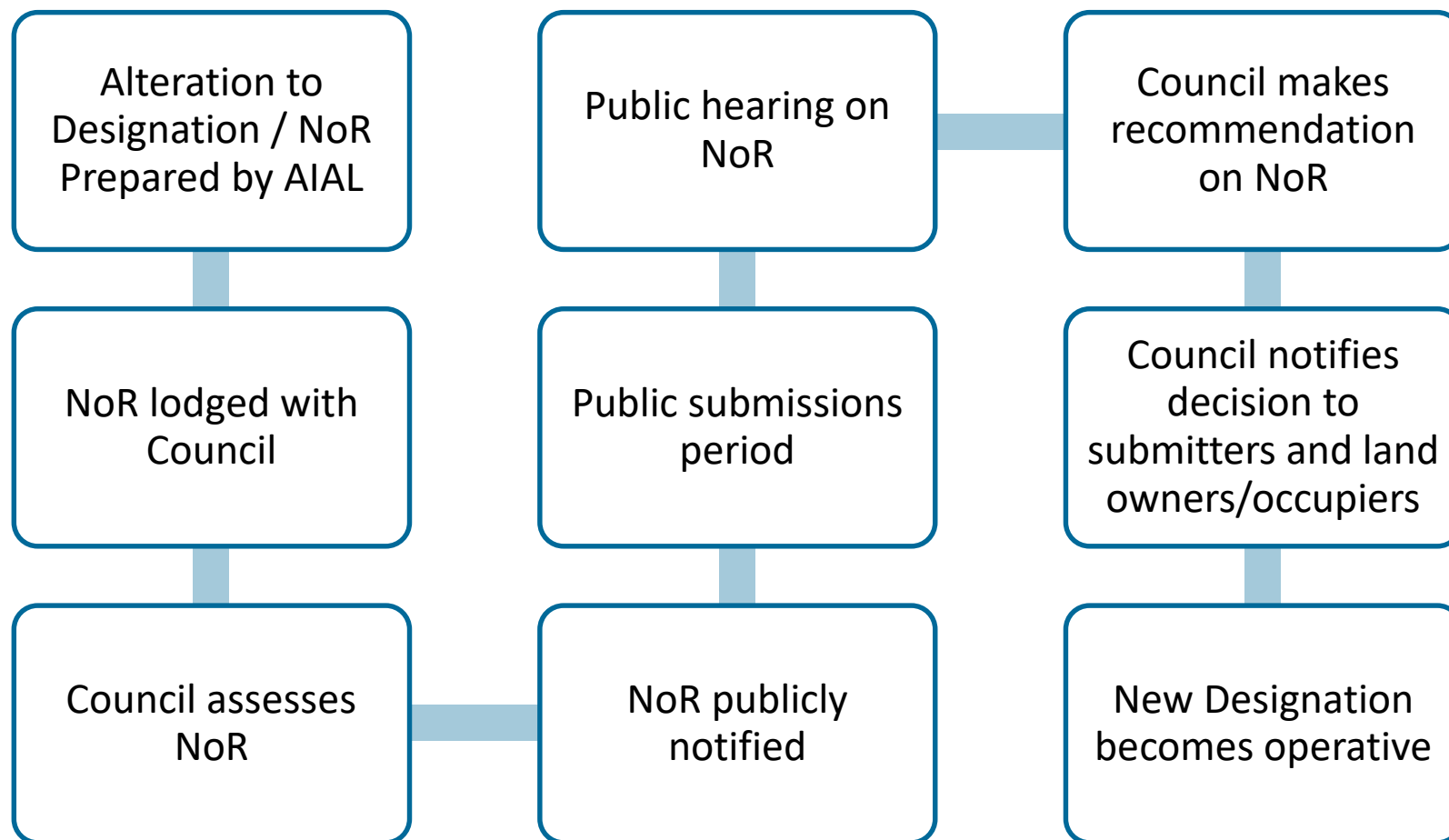
Property owner engagement ¹⁰

Opportunity to engage face to face

- How airport manages aircraft noise in the community
- When the runway will be operational - timings
- Noise Mitigation Programme – eligibility and benefits
- Explain NoR process

NoR Process – what next

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An aerial photograph of Auckland Airport, showing the tarmac with numerous aircraft, the terminal building, and the surrounding coastal area with water and hills in the background.

Timings

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July 2017

- Affected landowner information sessions

August 2017

- NoR submitted

October 2017

- Publicly notified – submissions opened

February/March 2018

- Hearings