

ANCCG Meeting

Monitoring Period

November 2018 – January 2019

Meeting: 4 March 2019



Flight

Aircraft Operations

Figure 1: Number of Aircraft Operations per Month

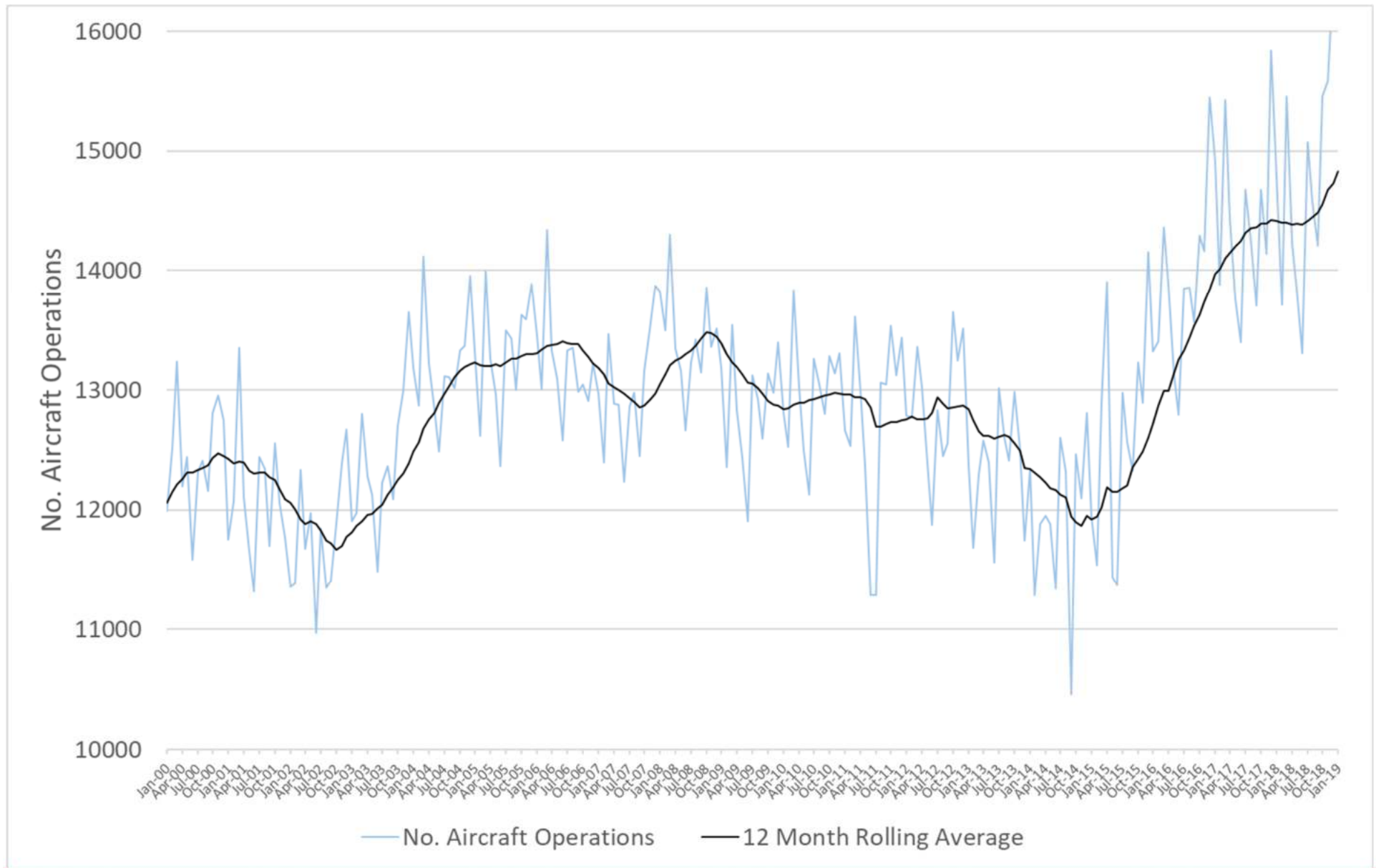


Table 1: Summary of Aircraft Operations

Operation	Total	Day	Night
Arrivals	24,046	20,748	3,298
Departures	23,959	21,719	2,240
Circuit	85	84	1
Total	48,090	42,551	5,539

Table 2: Average Daily Aircraft Operations

Total	Day	Night
523	463	60

Figure 2: Aircraft Operations by Time

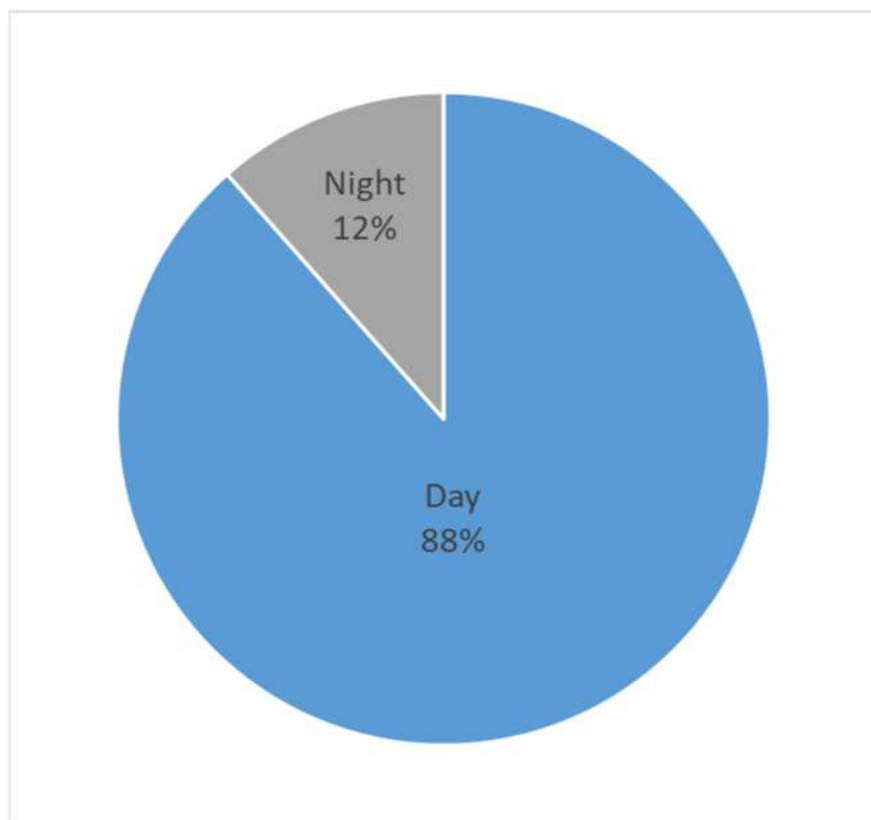


Figure 3: Aircraft Operations by Aircraft Type

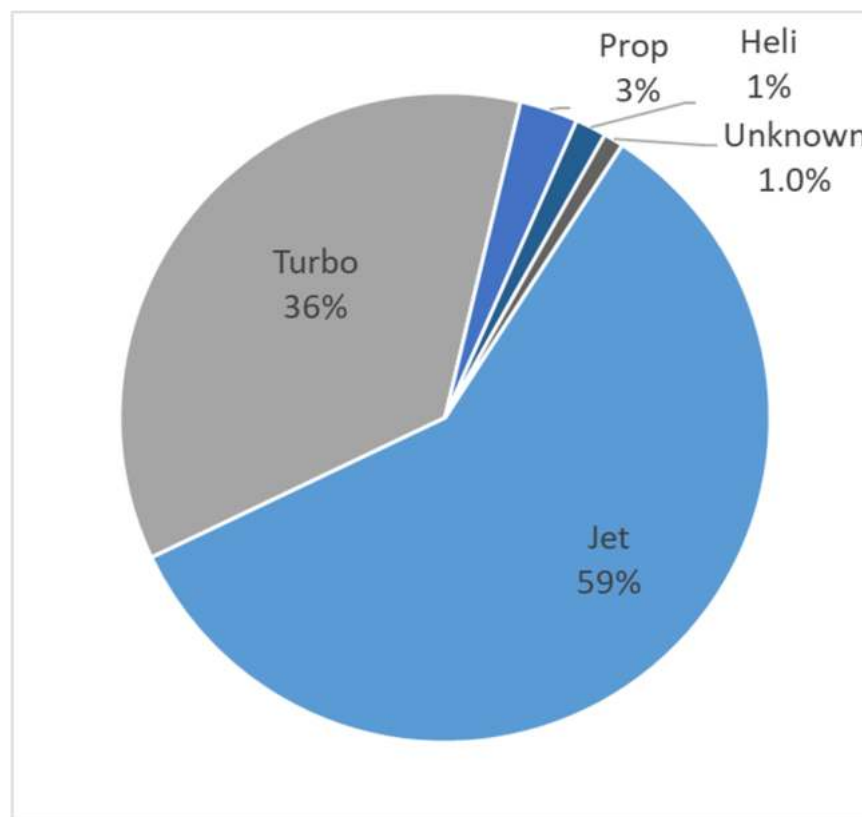


Figure 4: Aircraft Operations by Runway

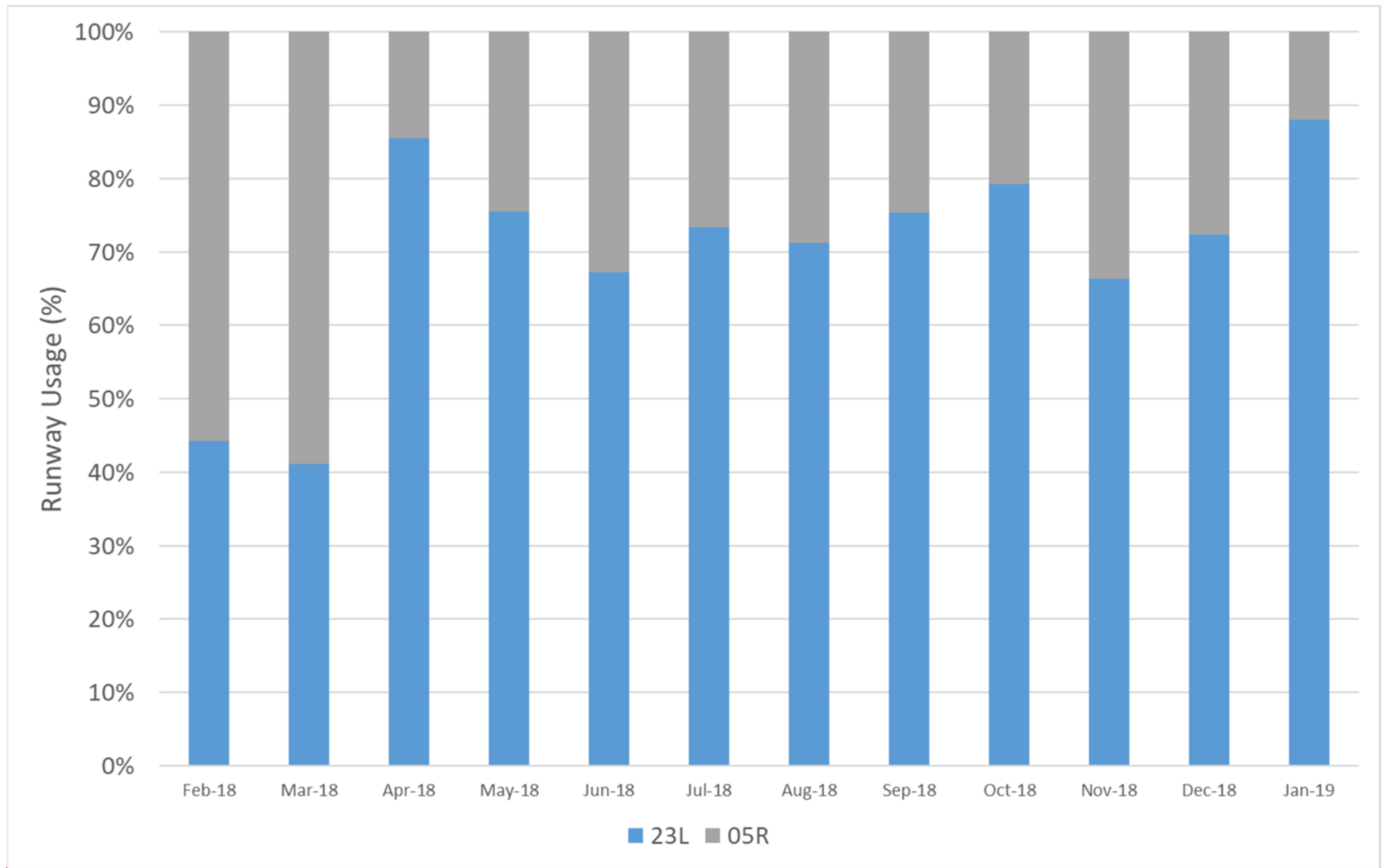
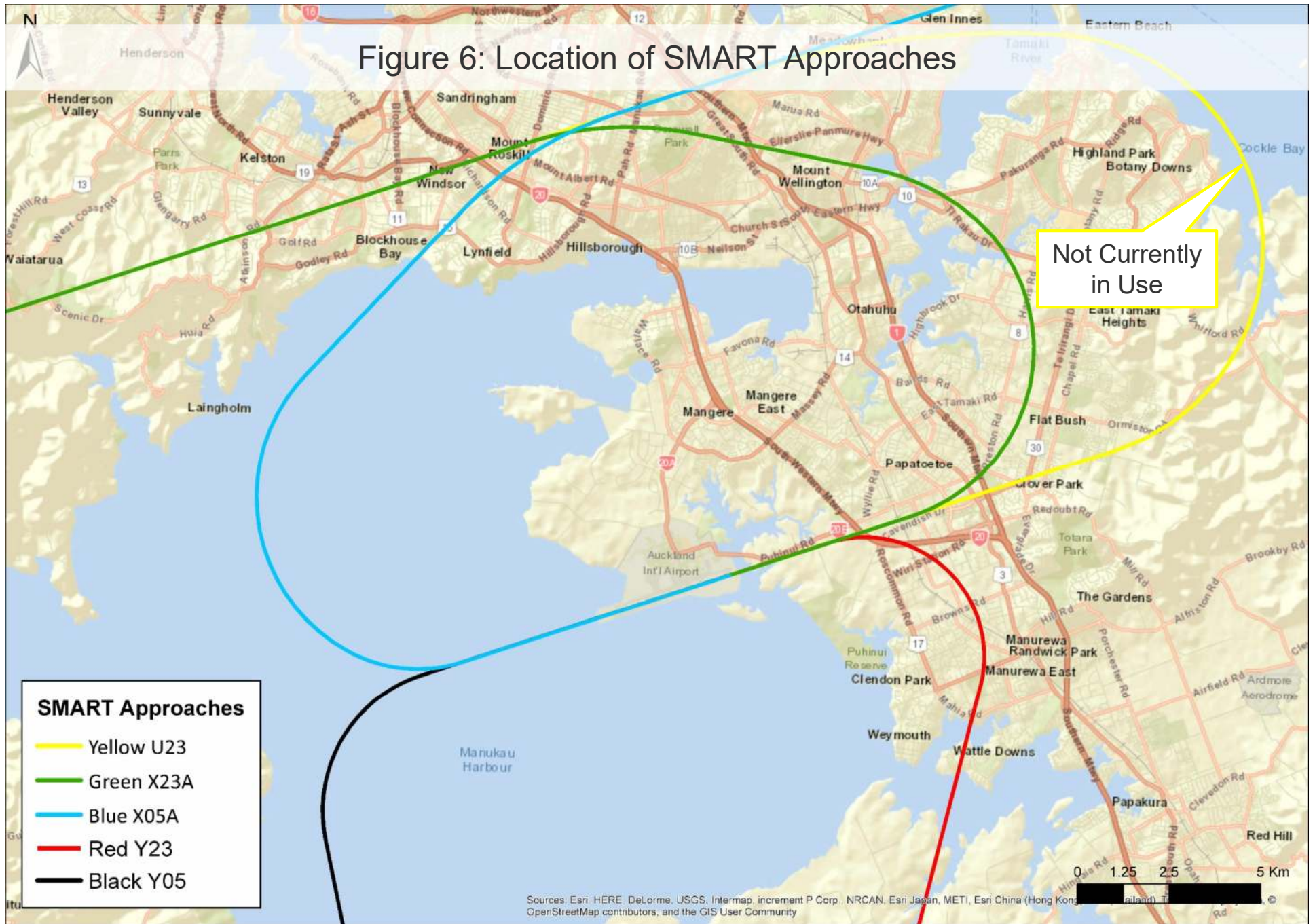


Figure 5: Number of SMART Approaches per week



Figure 6: Location of SMART Approaches





Flight Path Diagrams

Figure 7: Flight Paths for a Busy Runway 23L Day (7am-10pm)
100% Westerly Winds/Runway 23L

The map displays a high density of flight paths centered on Auckland. Red lines, representing landing paths, are predominantly oriented from the east and southeast towards the runway. Blue lines, representing takeoff paths, radiate outwards from the runway towards the west and southwest. The map includes geographical labels such as Waiheke Island, Waiheke, Elana Airfield, and the Haurangi Ranges. A scale bar at the bottom left indicates a distance of 0 to 10 NM. A legend at the bottom right identifies the red lines as 'Landing' and the blue lines as 'Takeoff'.

Figure 8: Flight Paths for a Busy Runway 23L Night (10pm-7am)
100% Westerly Winds/Runway 23L

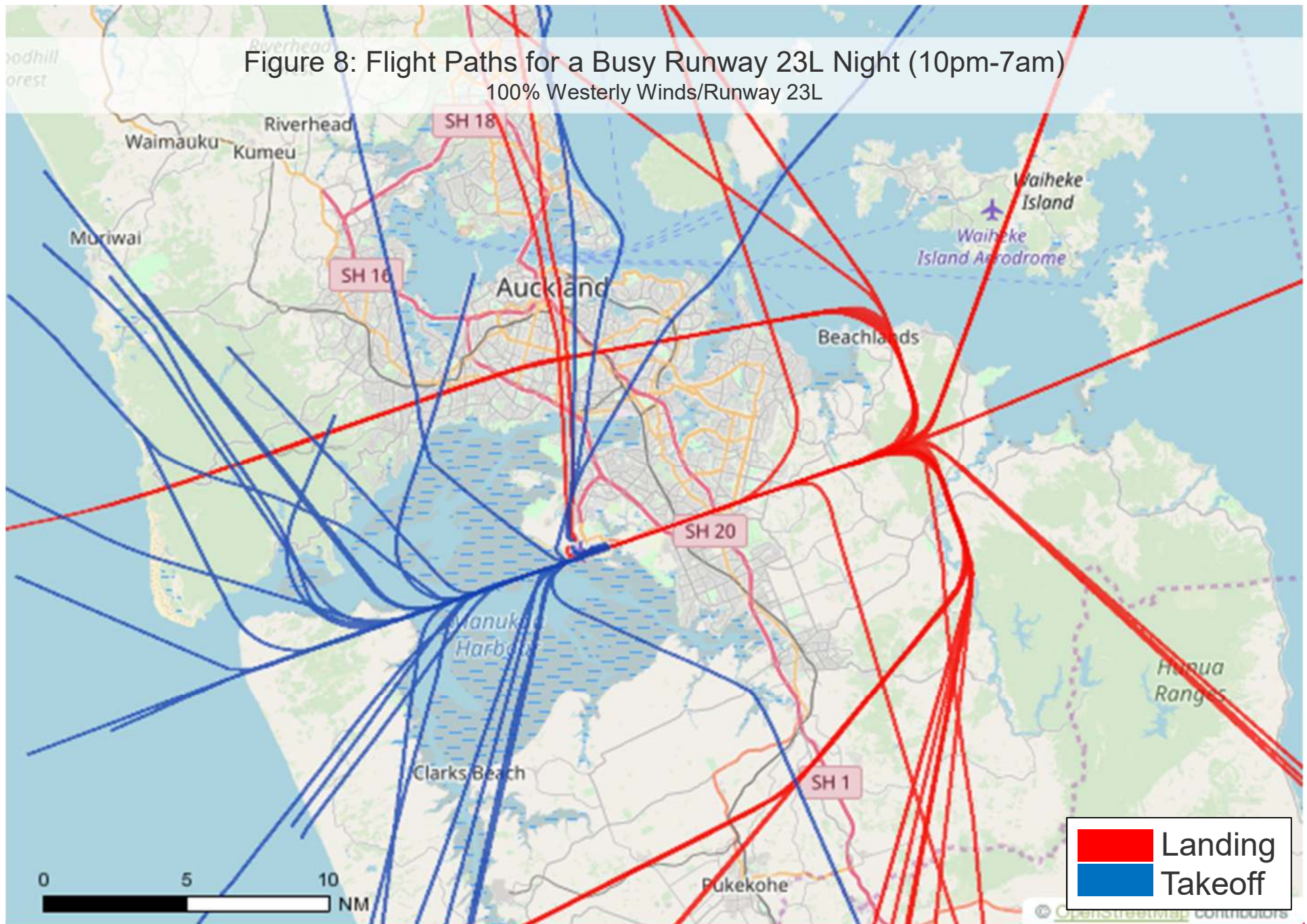


Figure 9: Flight Paths for a Busy Runway 05R Day (7am-10pm)
100% Easterly Winds/Runway 05R

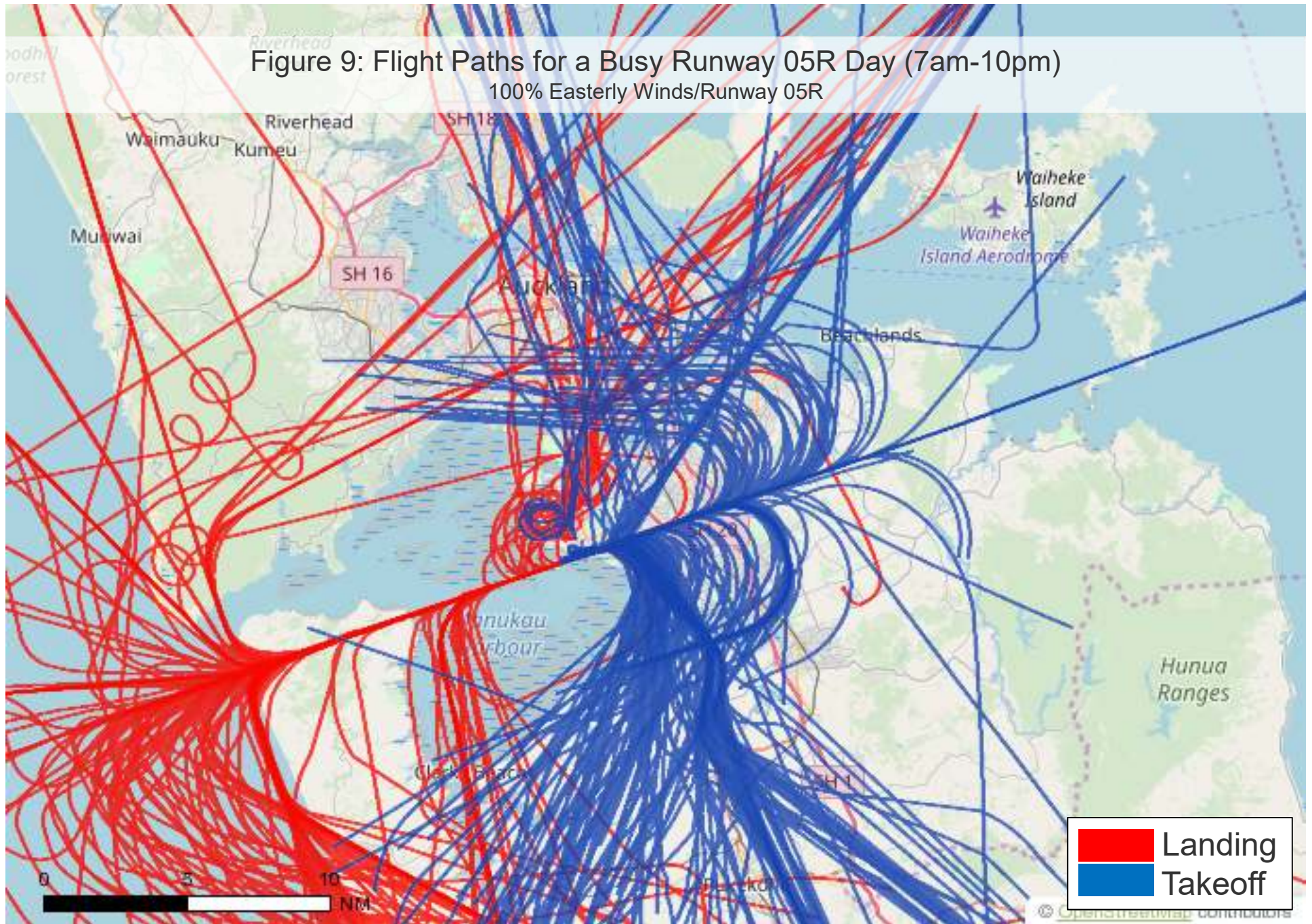
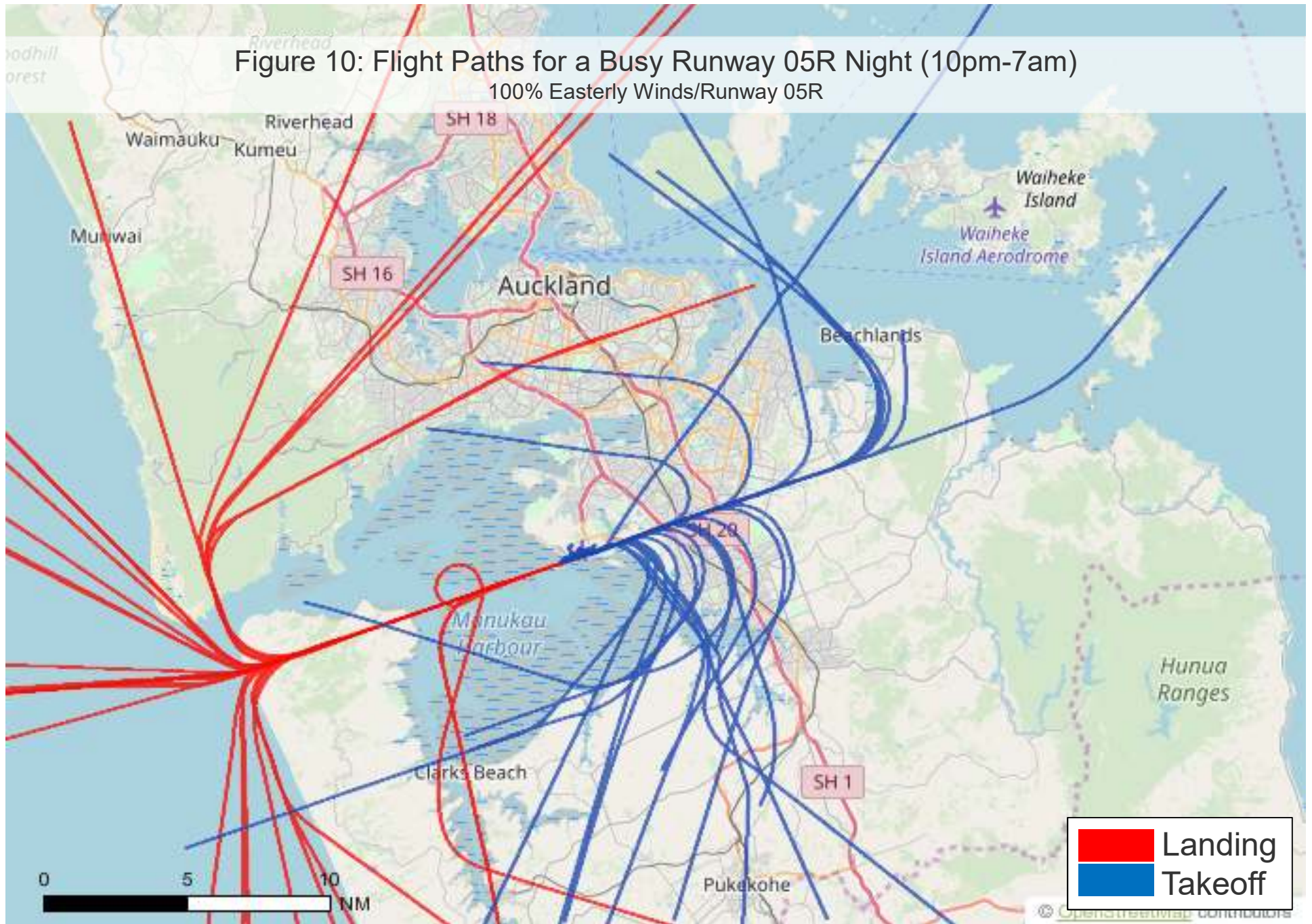


Figure 10: Flight Paths for a Busy Runway 05R Night (10pm-7am)

100% Easterly Winds/Runway 05R



Noise Complaints



Figure 11: Number of Aircraft Noise Complaints per Month

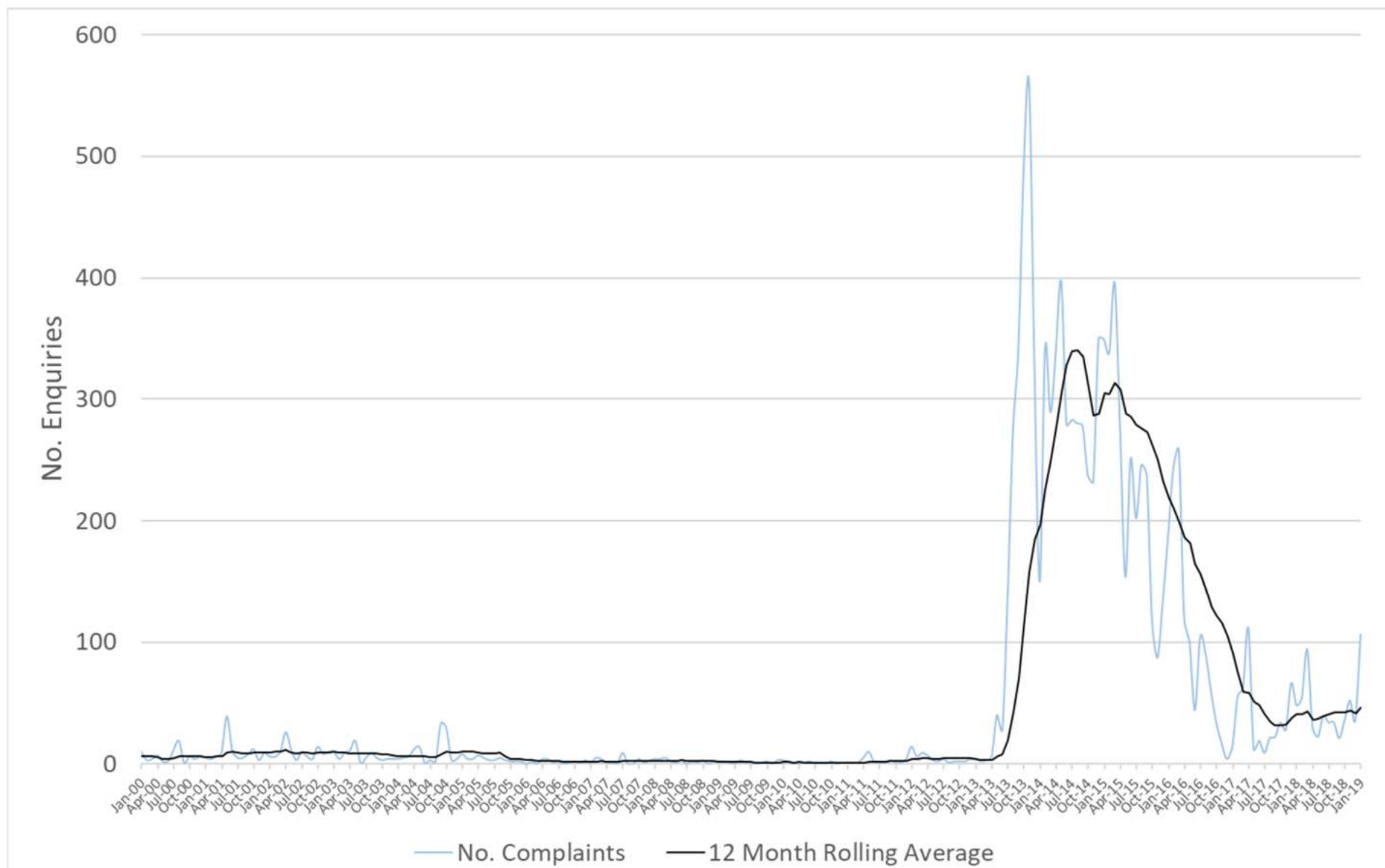


Table 3: Summary of Noise Complaints

	Total	November	December	January
Number of Complaints	194	52	36	106
<i>Specific</i>	169	42	28	99
<i>Generic</i>	23	9	7	7
<i>Question</i>	2	1	1	0
Number of People Complaining	33	16	16	11

Note: Four people made 76% (148) of the total number of noise complaints for the three month period. These people were located in Onehunga and the Awhitu Peninsula. The complainant in the Awhitu Peninsula made over 70% of the complaints for January.

Figure 12: Map of Noise Complaints

The map displays the Auckland region with various suburbs labeled, including Waiuku, Totara Vale, Milford, Glenfield, West Harbour, Te Atatu Peninsula, Waitemata Harbour, Auckland, Eden Terrace, Glen Innes, Sandringham, New Windsor, Kelson, Sunnyvale, Blockhouse Bay, Lynfield, Hillsborough, Highland Park, Eastern Beach, Botany Downs, Cockle Bay, Kawaikawa Bay, Ness Valley, Manurewa, Manurewa East, Clendon Park, Weymouth, Paerata, Fukekohe, Awahitu, and Karekare. The map also shows the location of Auckland International Airport. Noise complaint locations are marked with yellow circles (New Complainants) and grey circles (Existing Complainants). Numbers inside the circles indicate the tally of complaints over 3 months. Aircraft noise areas are shown as colored regions: ANNA (55 dB Ldn) in green, MANA (60 dB Ldn) in orange, and HANA (65 dB Ldn) in pink. A scale bar at the bottom left indicates distances from 0 to 12 Km. A north arrow is located in the top left corner.

Legend

Location of Complainants

- New Complainants (Yellow circle)
- Existing Complainants (Grey circle)

NB: Numbers show a tally of complaints over 3mth

Aircraft Noise Areas

- ANNA (55 dB Ldn) (Green outline)
- MANA (60 dB Ldn) (Orange outline)
- HANA (65 dB Ldn) (Pink outline)

Figure 13: Number of Noise Complaints by Area

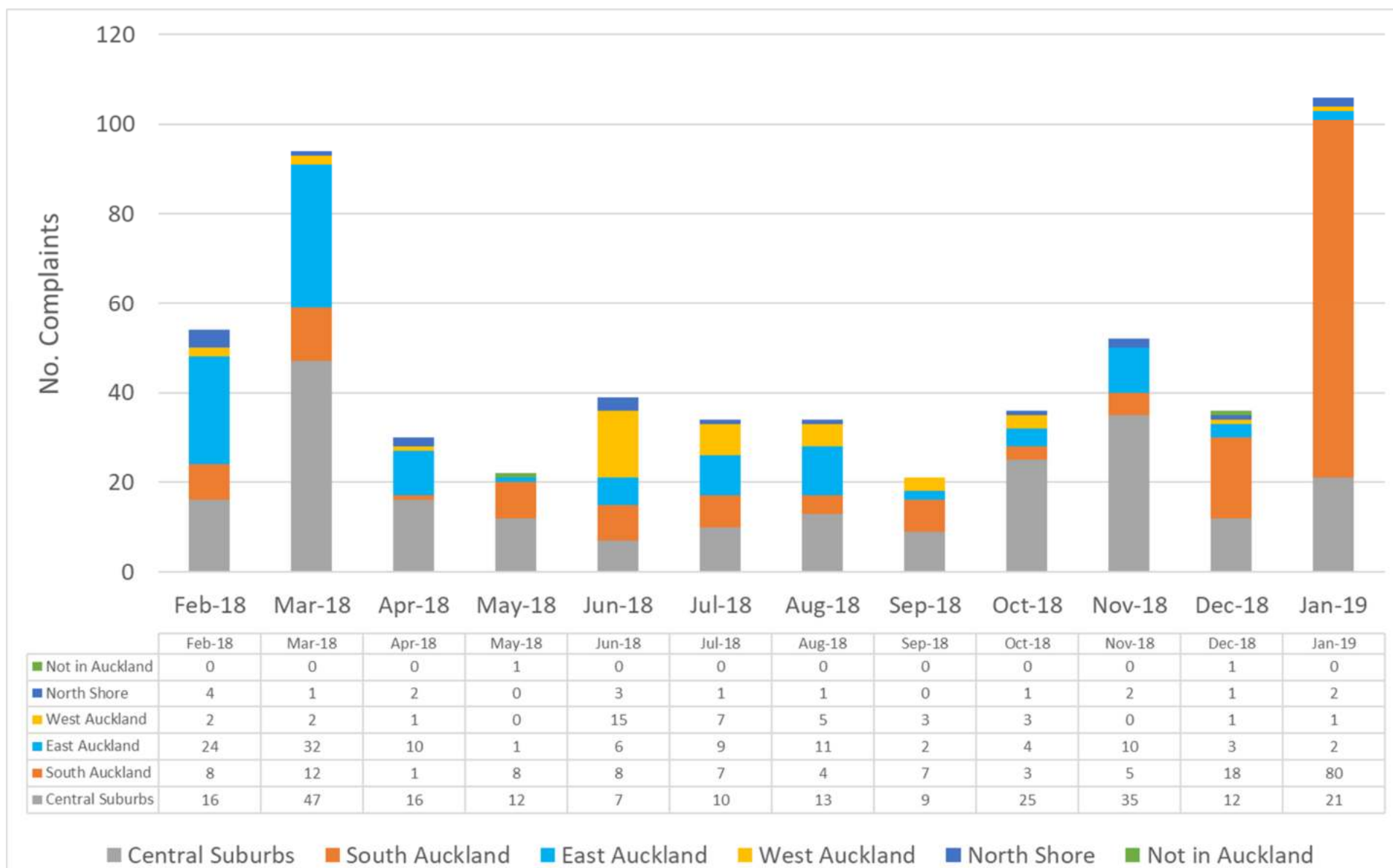


Figure 14: Noise Complaints by Time

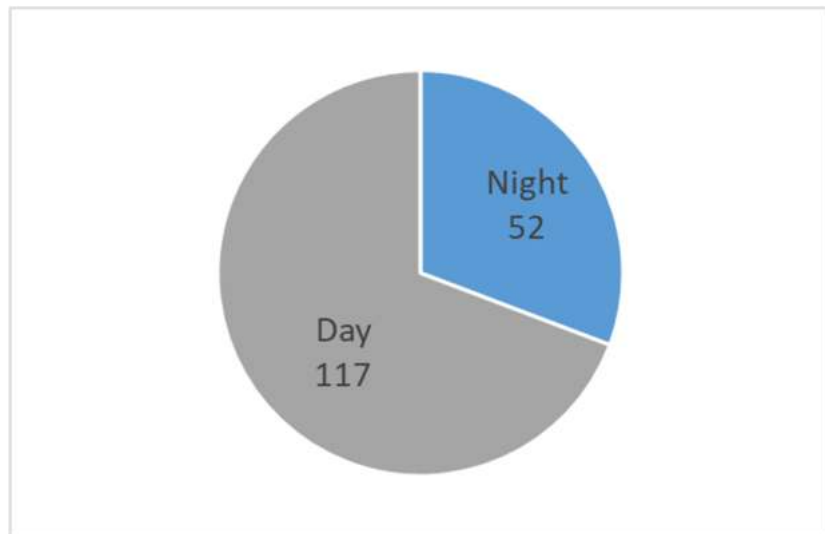


Figure 15: Noise Complaints by Runway

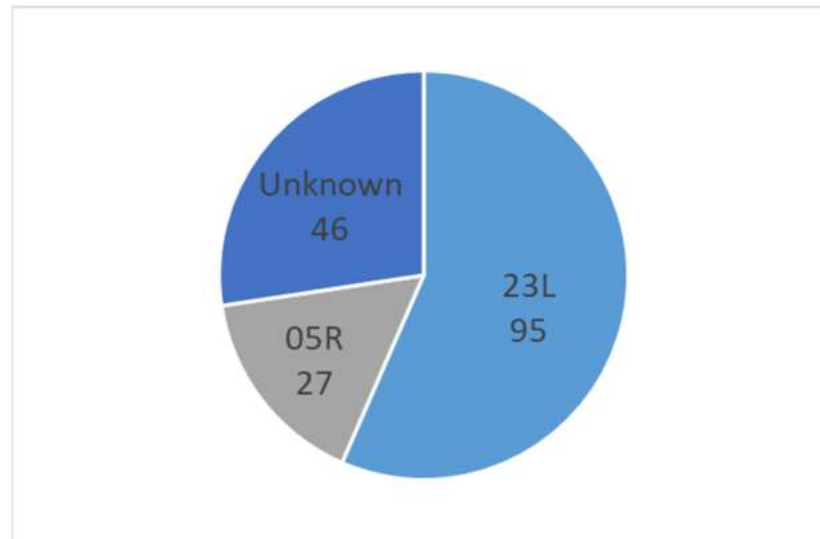


Figure 16: Noise Complaints by Aircraft

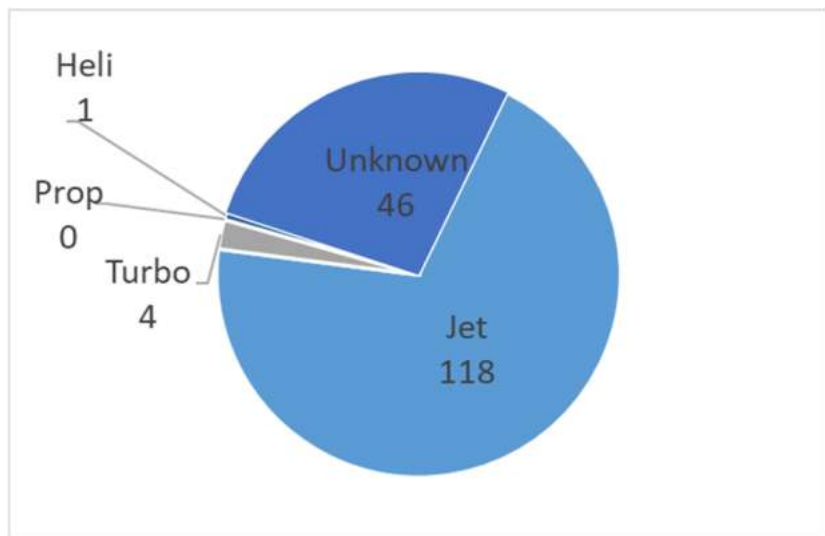


Figure 17: Noise Complaints by Operation

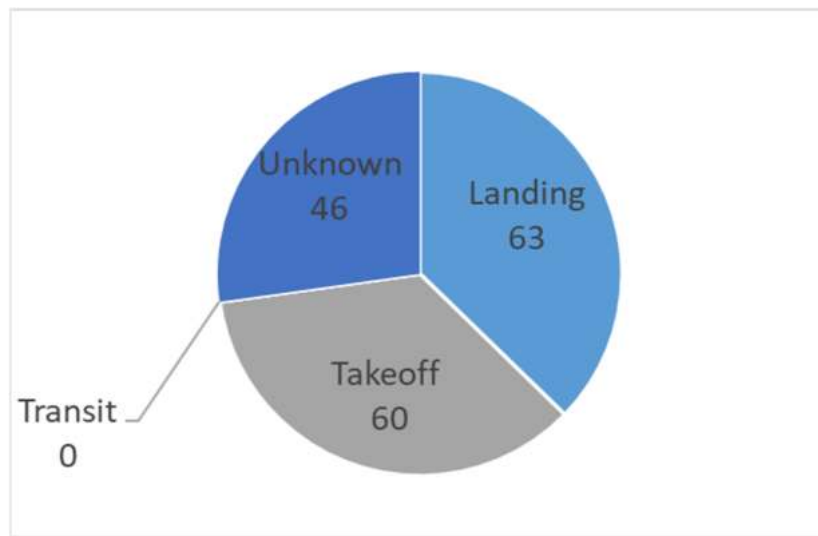


Figure 18: Noise Complaints by Destination

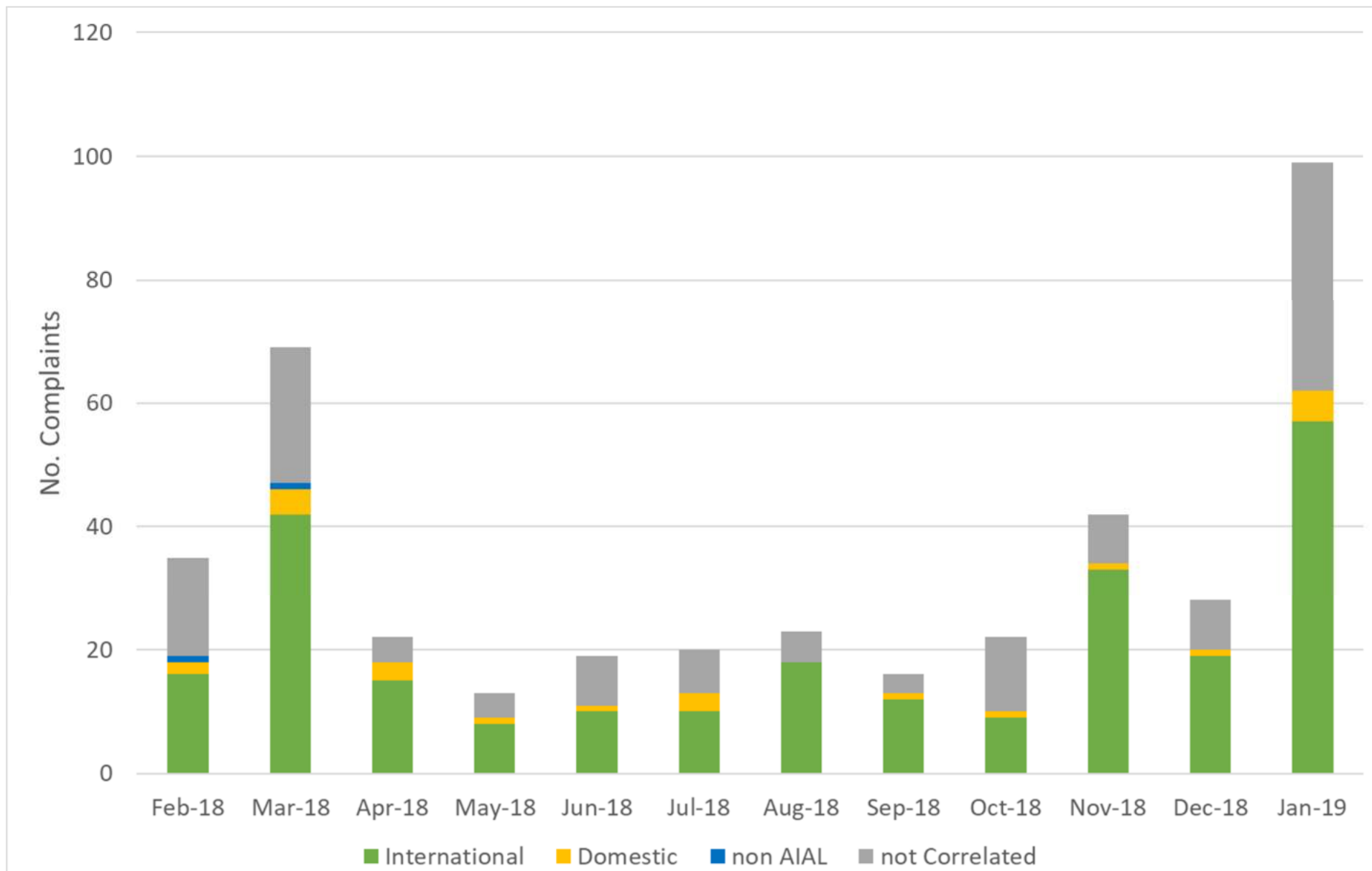


Figure 19: Noise Complaints vs Usage of Runway 05R

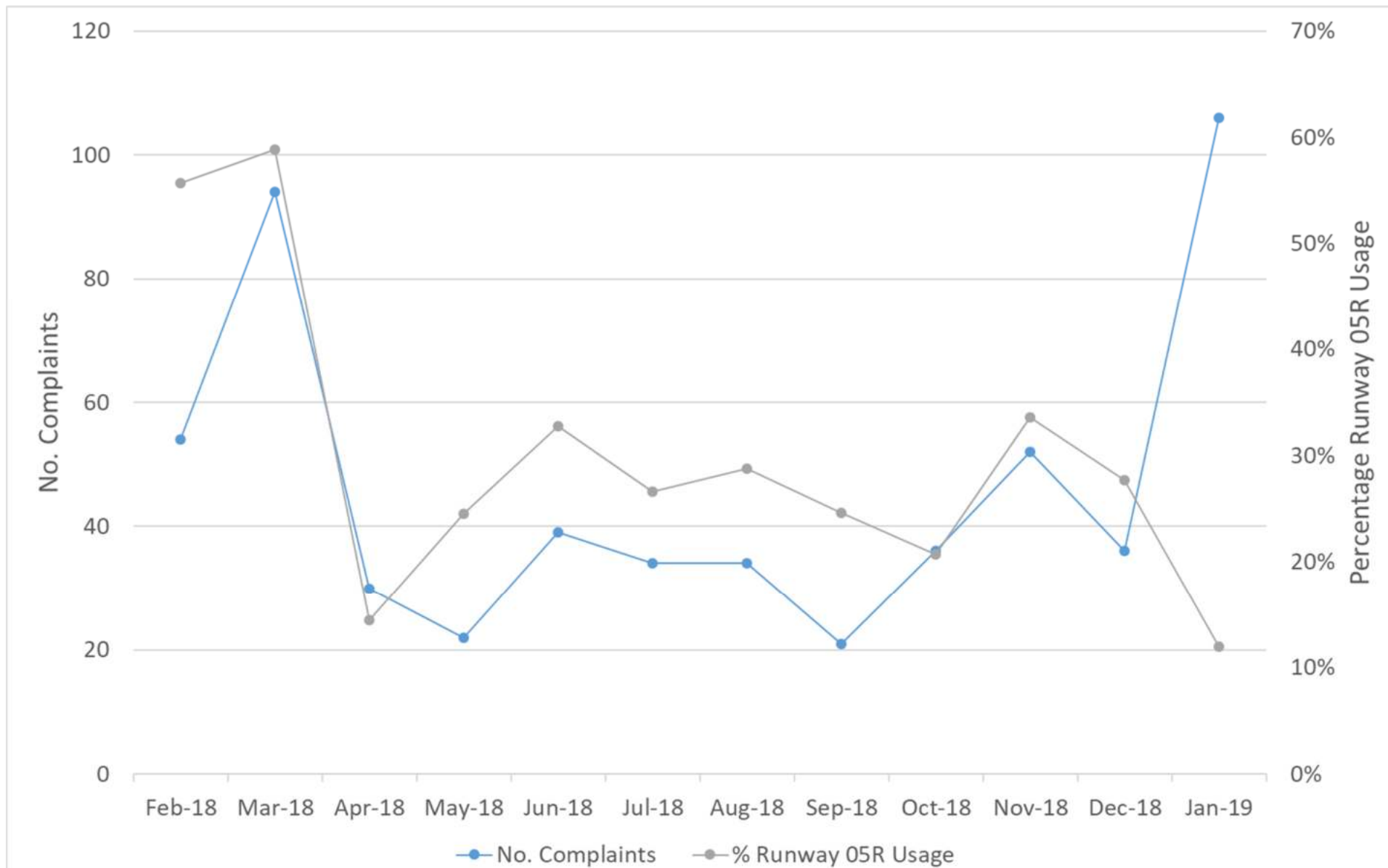


Figure 20: Noise Complaints by Hour vs Aircraft Operations by Hour

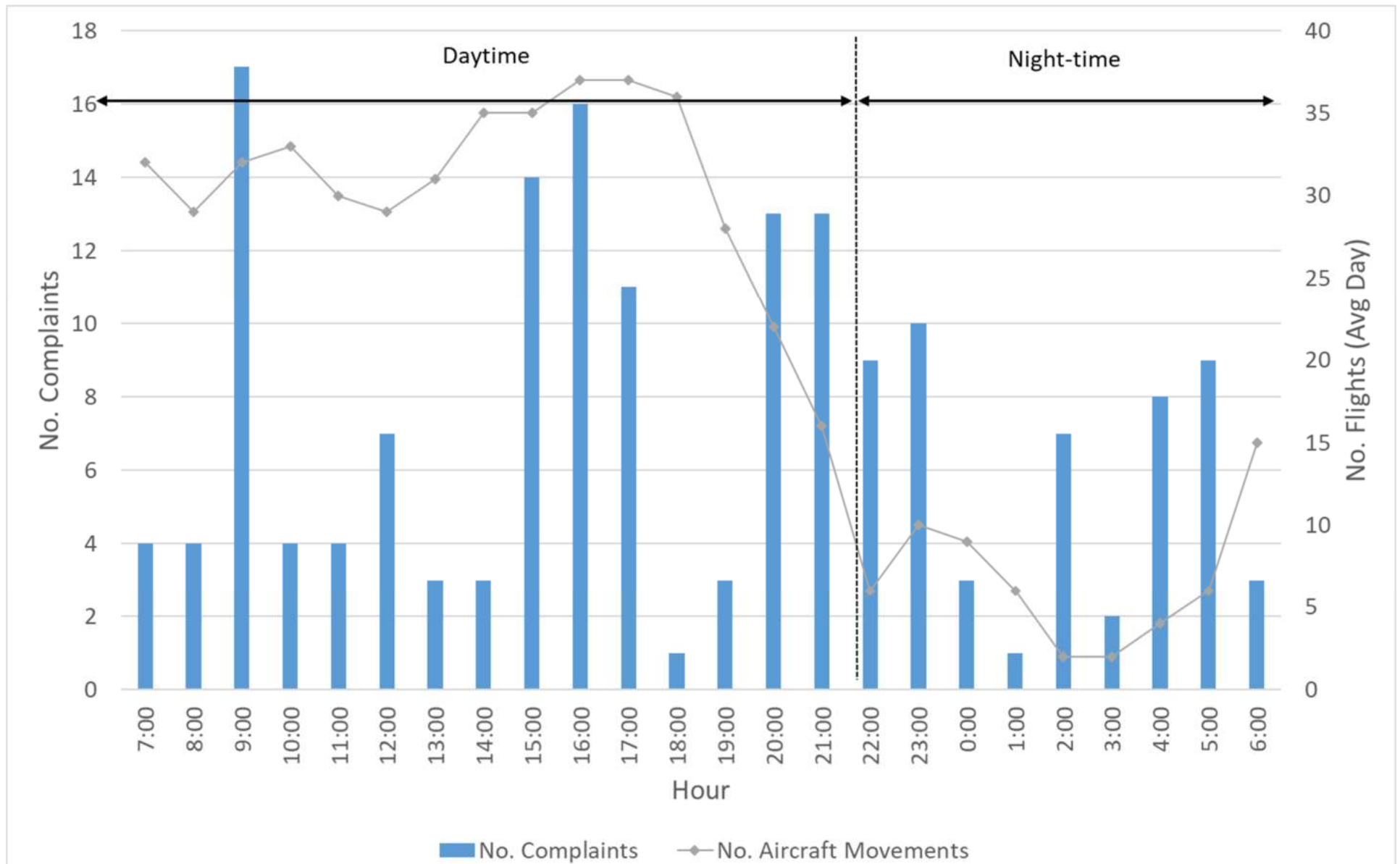


Figure 21: Noise Complaints by Type

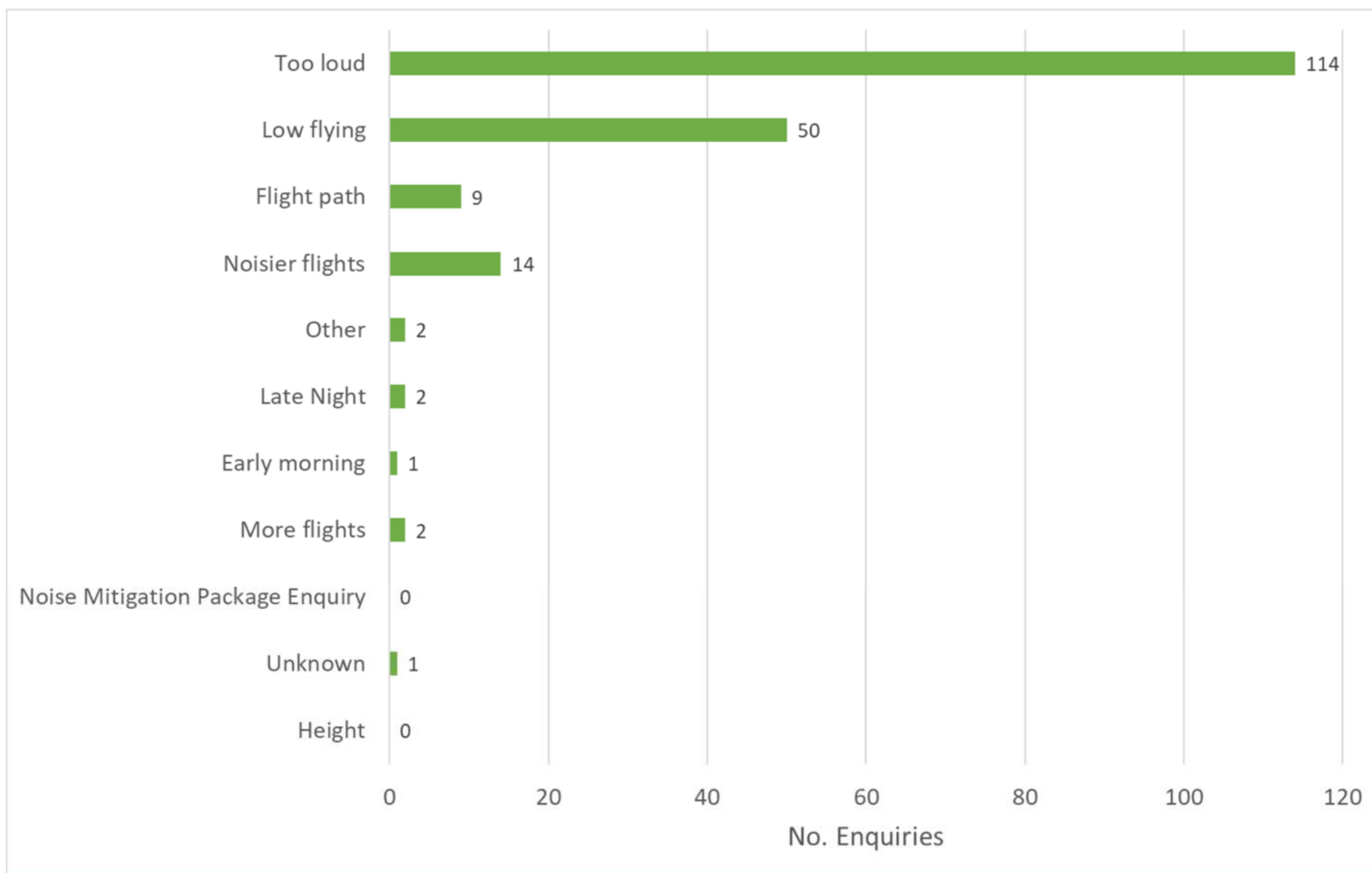


Figure 22: Specific Aircraft Identified in Noise Complaints

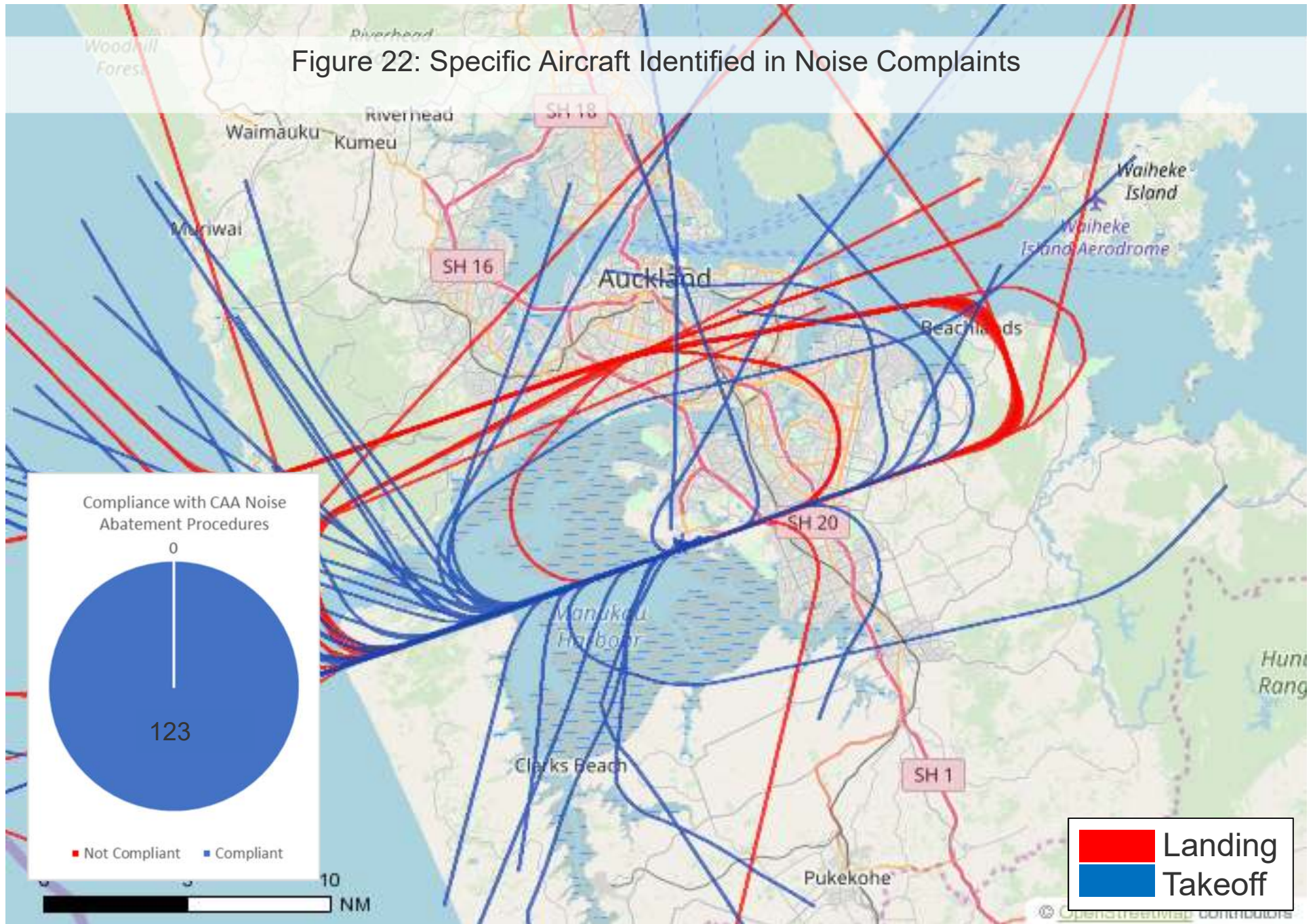
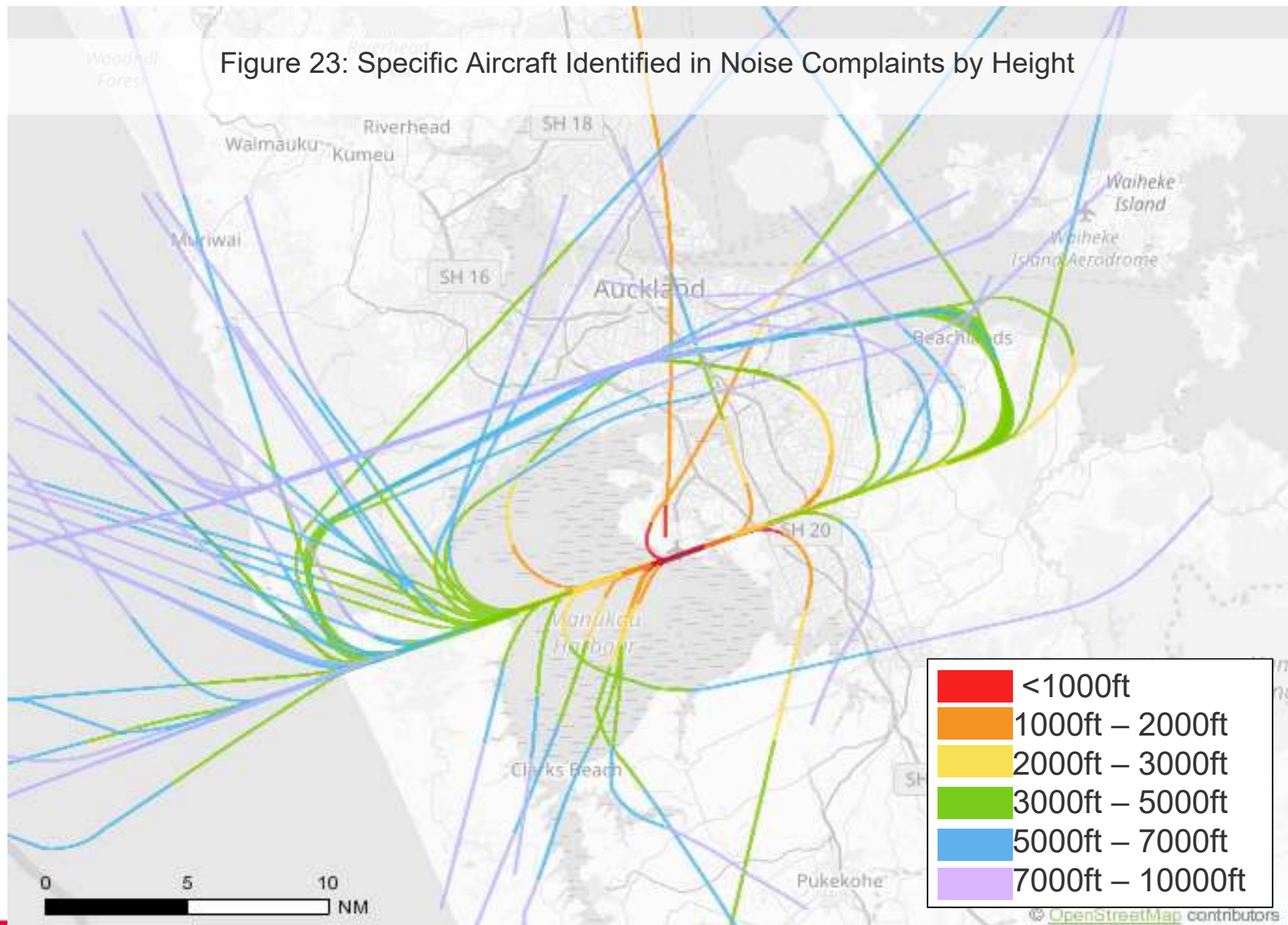


Figure 23: Specific Aircraft Identified in Noise Complaints by Height





Noise Monitoring

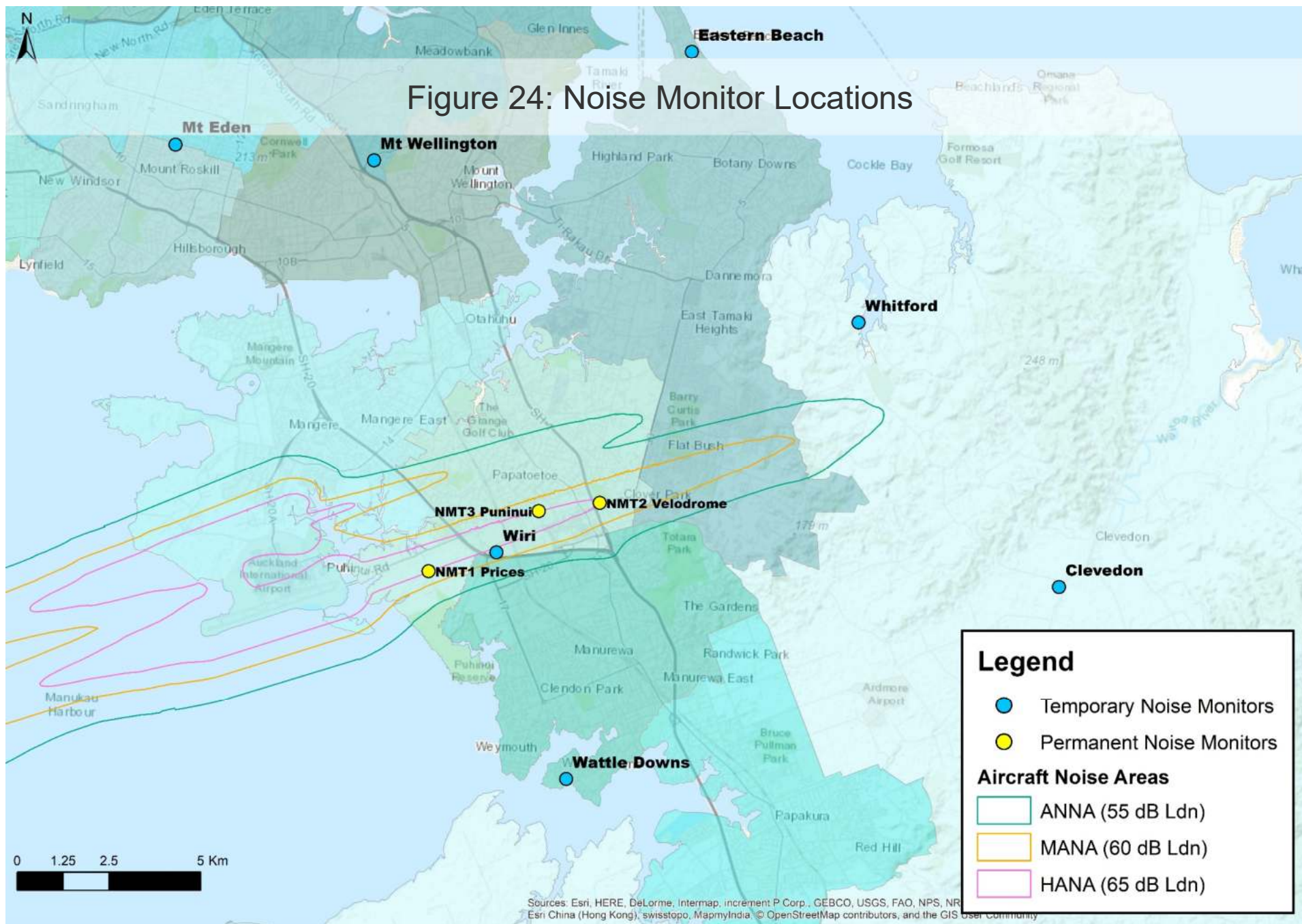


Figure 25: Measured 365 Day Rolling Noise Exposure (L_{dn}) – Permanent Monitors

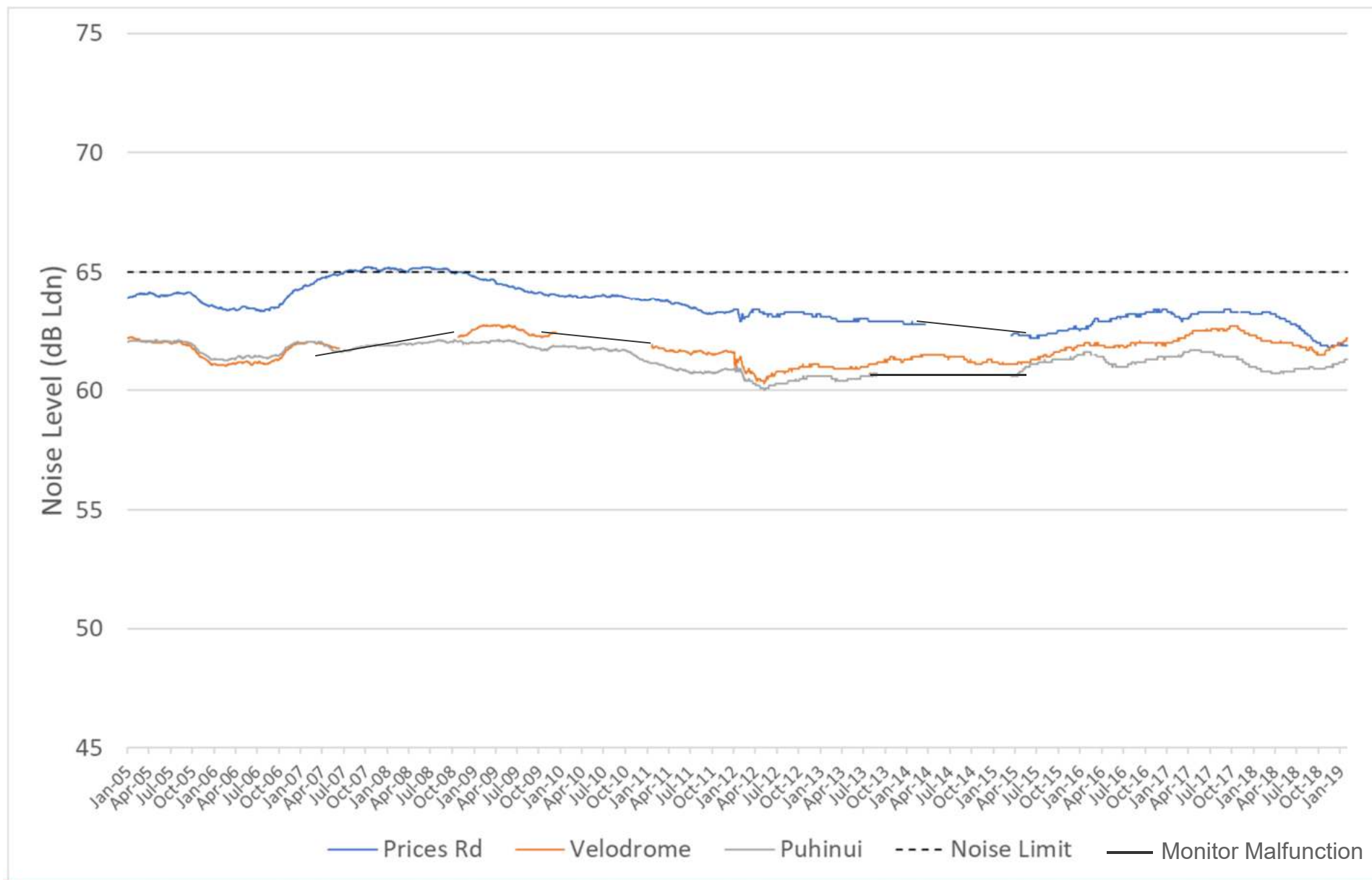


Figure 26: Number of Aircraft Noise Events in Each Noise Band - Permanent Monitors
 (L_{Amax} – Maximum Noise Level)

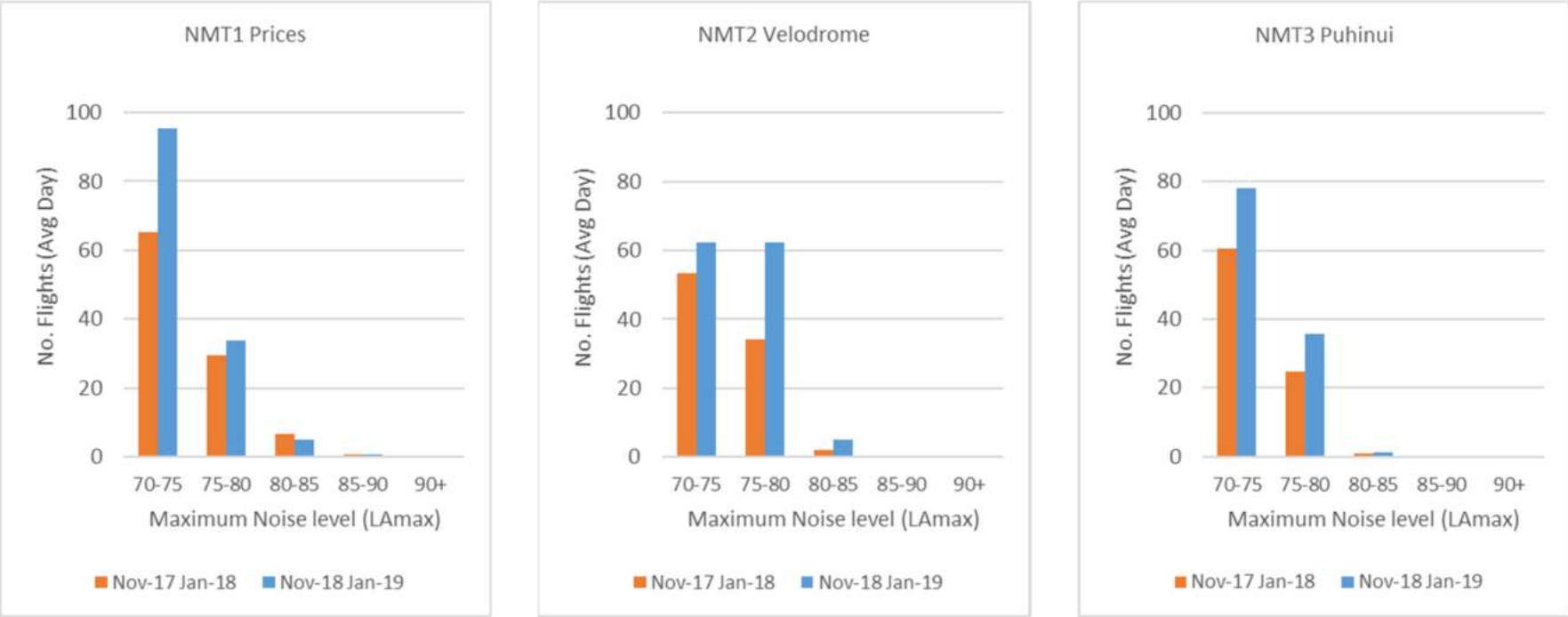


Table 4: Correlation of Aircraft Operations with Noise Events – Permanent Monitors

	NMT1 Prices	NMT2 Velodrome	NMT3 Puhinui
No. Aircraft Operations	22,157	14,955	16,056
No. Noise Events	19,147	12,353	15,294
Correlation	86%	83%	95%

Table 5: Temporary Noise Monitor Summary of Measured Aircraft Events

	Date Deployed	Days in Field	Measured L_{dn}	Average L_{Amax}
Mt Eden	1-Apr-15	1402	41	62
Mt Wellington	17-Apr-15	1386	41	65
Whitford	10-Jun-15	1332	41	60
Eastern Beach	11-Jun-15	1331	43	61
Wiri	4-May-17	638	61	76
Wattle Downs	23-Dec-17	405	48	67
Clevedon	10-Mar-18	328	39	62

Figure 27: Measured Monthly Noise Exposure (L_{dn}) – Central Suburbs Temporary Monitors

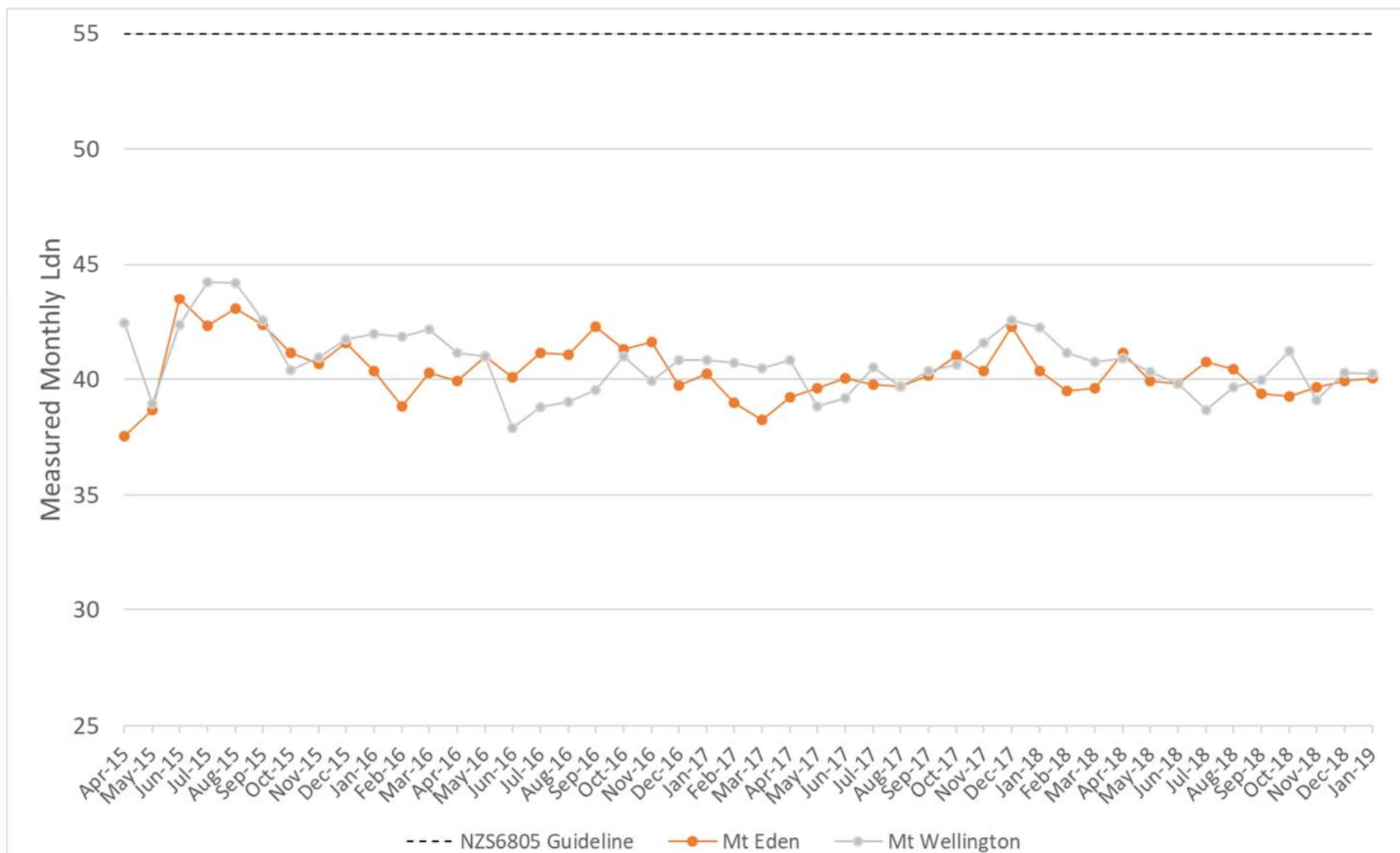


Figure 28: Measured Monthly Noise Exposure (L_{dn}) – Eastern Suburbs Temporary Monitors

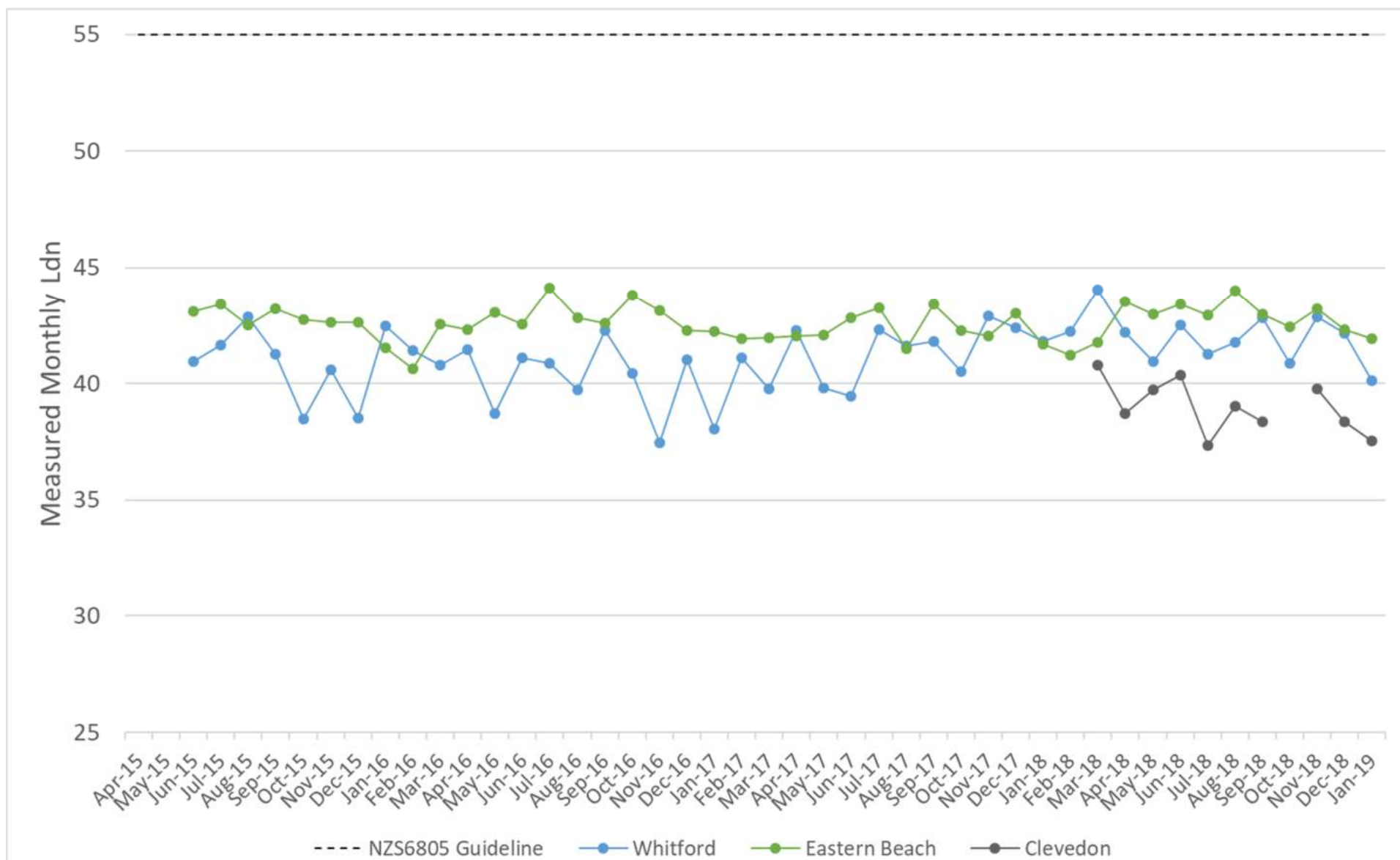


Figure 29: Measured Monthly Noise Exposure (L_{dn}) – Southern Suburbs Temporary Monitors

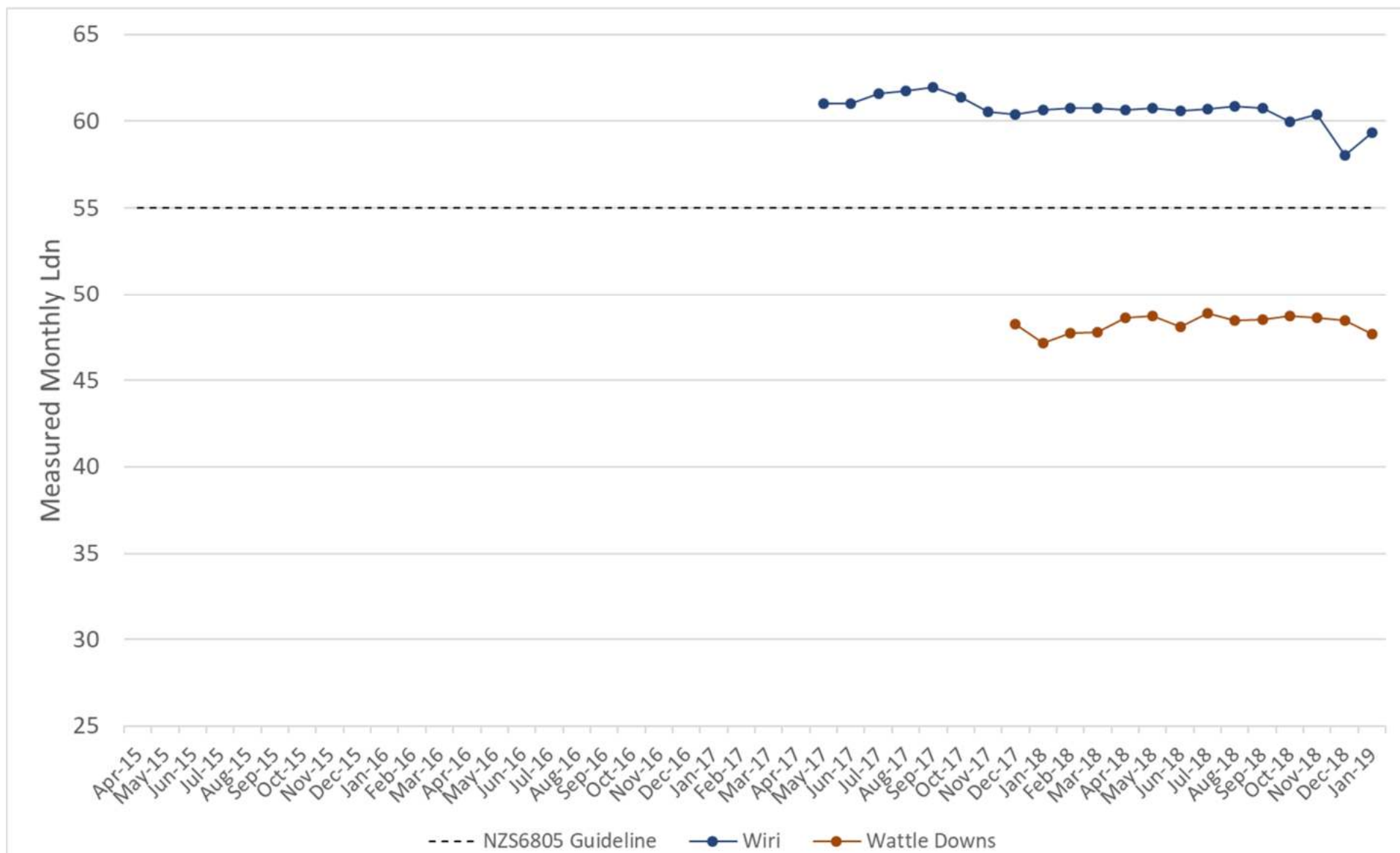


Figure 30: Number of Aircraft Noise Events in Each Noise Band - Central Suburbs Monitors
(L_{Amax} – Maximum Noise Level)

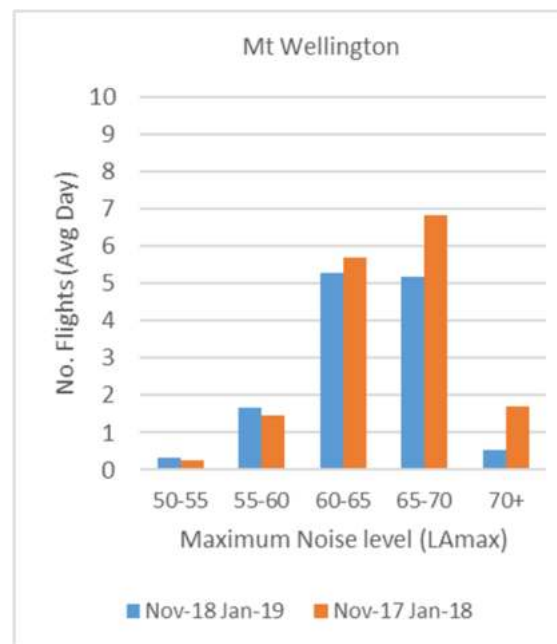
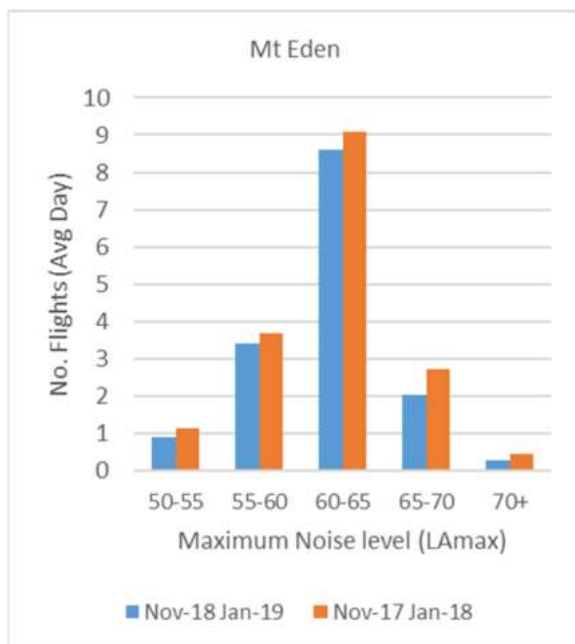


Figure 31: Number of Aircraft Noise Events in Each Noise Band - Eastern Suburbs Monitors
(L_{Amax} – Maximum Noise Level)

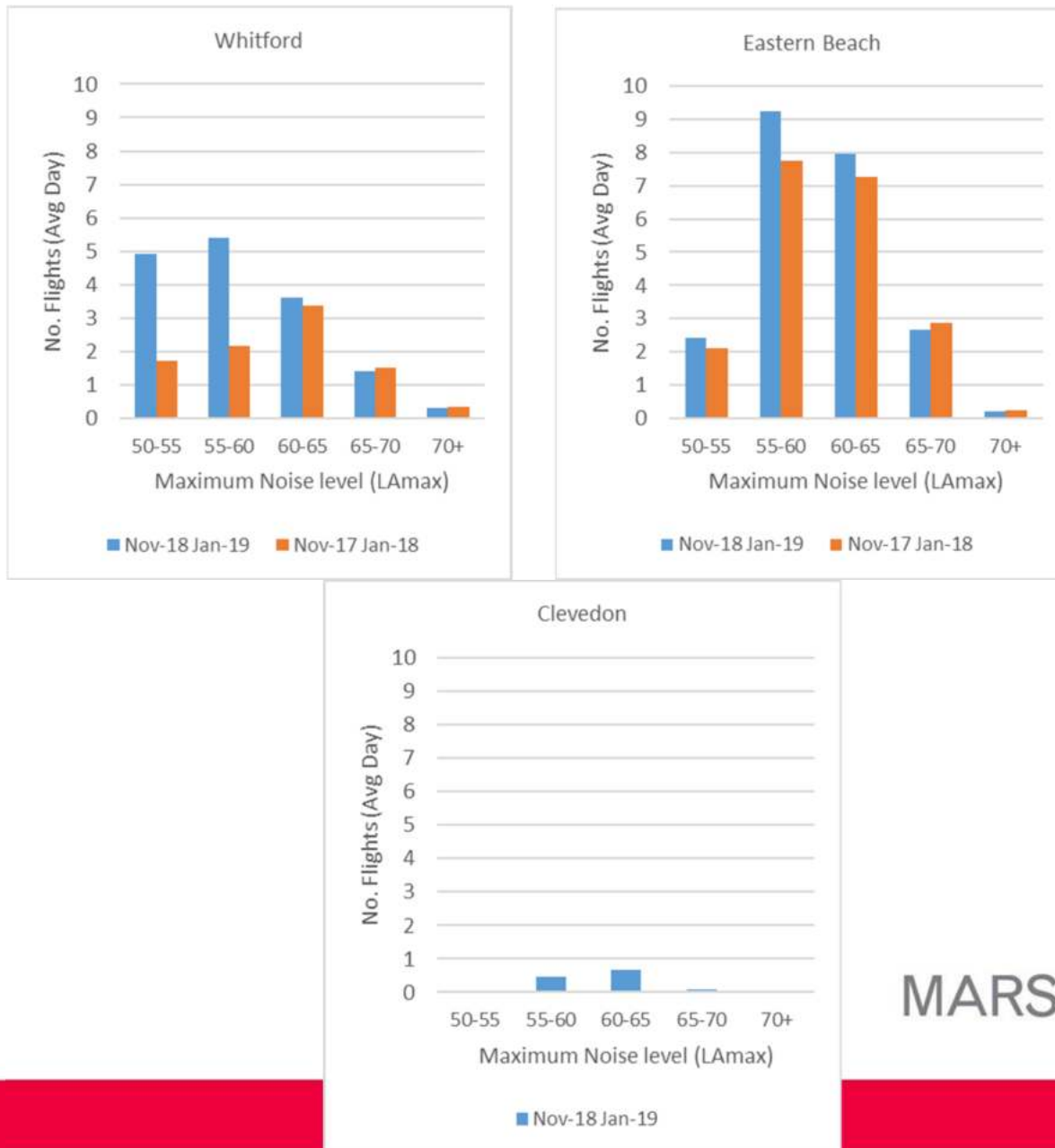
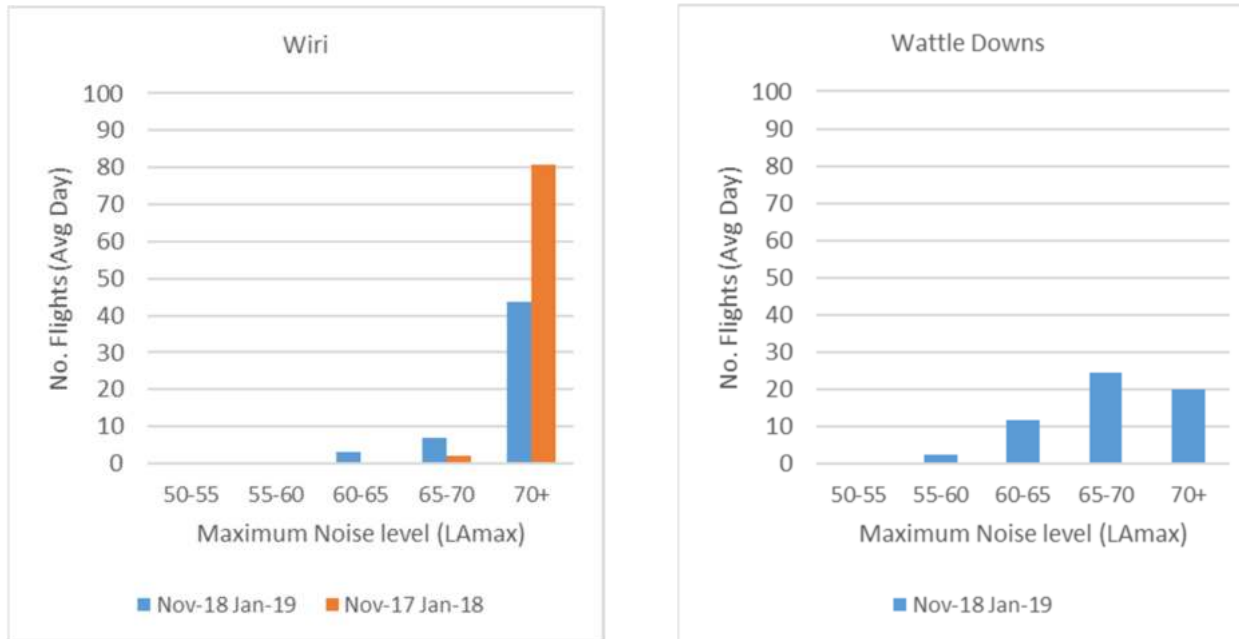


Figure 32: Number of Aircraft Noise Events in Each Noise Band - Southern Suburbs Monitors
(L_{Amax} – Maximum Noise Level)



A detailed close-up photograph of a jet engine's fan section. The image shows multiple rows of dark, curved fan blades arranged in a circular pattern, radiating from a central hub. The lighting is dramatic, with bright highlights on the outer edges of the blades and a darker, shadowed center. A semi-transparent white horizontal band is overlaid across the middle of the image, containing the text "Engine Testing".

Engine Testing

Figure 33: Engine Testing Monitoring Locations

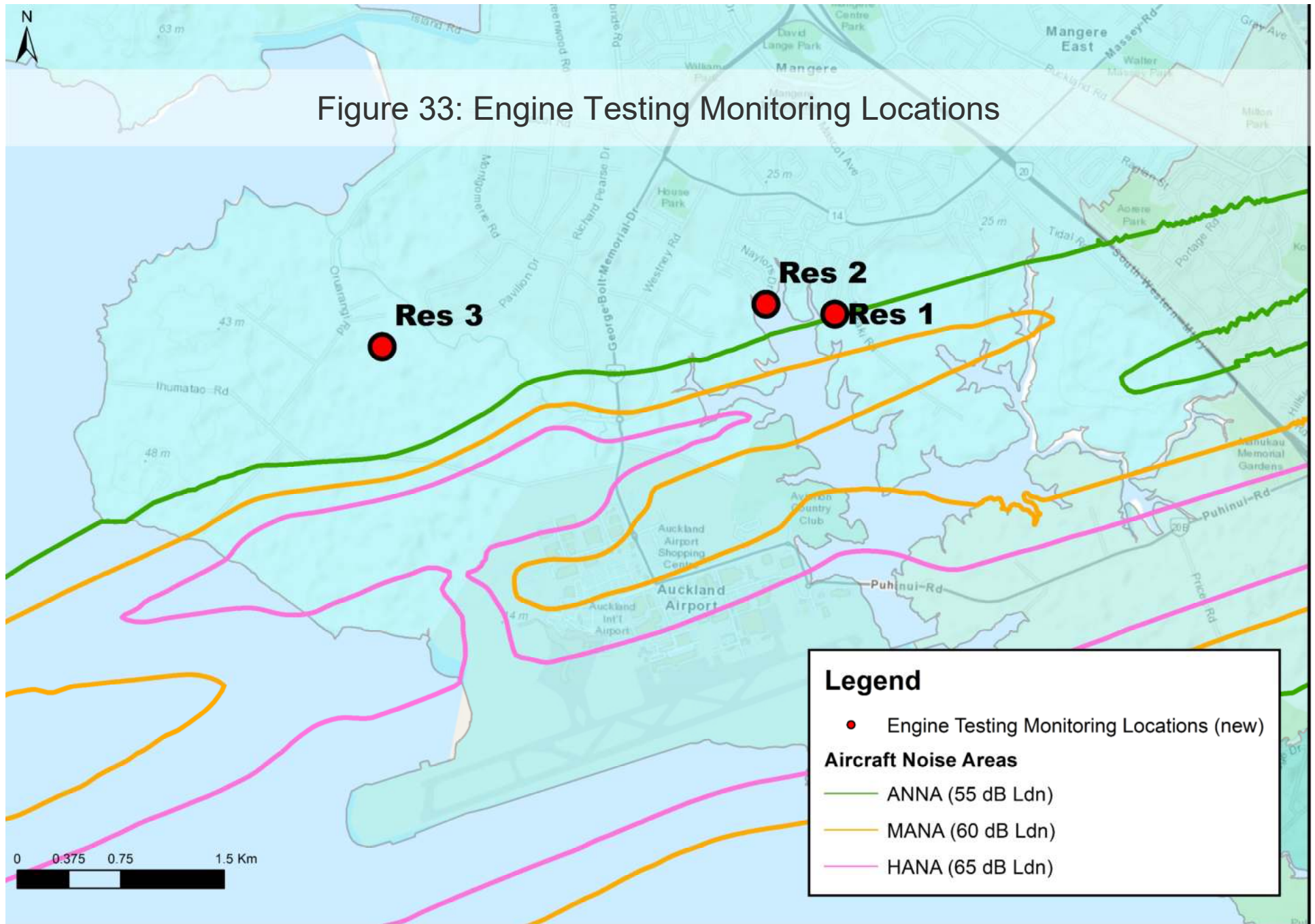
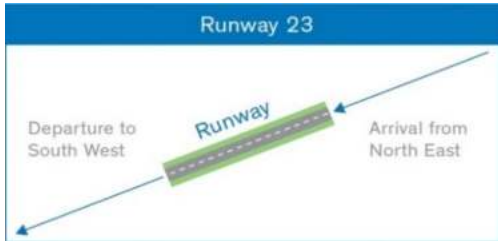
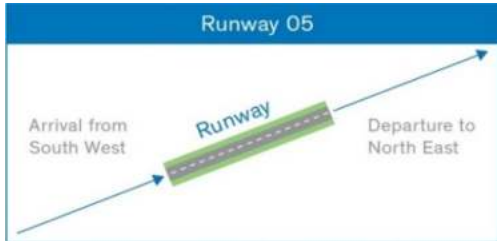


Figure 34: Engine Testing Summary



Appendix A: Glossary of Terminology

Term	Definition
Daytime	The period from 7:00am to 10:00pm
Night-time	The Period from 10:00pm to 7:00am
Runway 23L/Runway 05R	Occurs in Westerly Wind Conditions Occurs in Easterly Wind Conditions
	 
Complaint Type	
“Specific” complaint	Complaints relating to a specific aircraft operation.
“Generic” complaint	Complaints that don’t relate to a specific aircraft operation but relate to noise in general.
“Question” enquiry	An enquiry to find out more information about noise related topics.
“Aircraft” Noise	Noise that is from aircraft operations only.
“Ambient” Noise	Noise that is from general ambient noise sources (cars, wind etc.). Excludes noise from aircraft operations.
A-weighting	The process by which noise levels are corrected to account for the non-linear frequency response of the human ear.
L_{dn} – Noise Exposure	The average A-weighted noise level over a day/month/year with a 10 dB penalty applied to the night-time (10pm – 7am).
L_{Amax} – Maximum Noise Level	The highest A-weighted noise level which occurs during an aircraft operation.
ANNA	Aircraft Noise Notification Area – Set at 55 dB L_{dn}
MANA	Moderate Aircraft Noise Area – Set at 60 dB L_{dn}
HANA	High Aircraft Noise Area – Set at 65 dB L_{dn}

Appendix B: Noise Complaint Type

Cause	Description
Low flying	Aircraft flying at a low altitude
Too loud	Aircraft making too much noise
Early morning	Aircraft flying in the early morning
Late night	Aircraft flying late at night or overnight
Height	Aircraft flying higher or lower than usual
More flights	More aircraft operations than usual
Noisier flights	Aircraft are noisier than usual
Flight path	Aircraft flying on a different flight path than usual
Other	The disturbance is different from those listed
Unknown	Cause not stated
Noise Mitigation Package Enquiry	Enquiry relating to the Noise Mitigation Packages

Appendix C: Suburbs by Area

Suburb	Area	Suburb	Area	Suburb	Area
Alfriston	South Auckland	Manurewa	South Auckland	Randwick Park	South Auckland
Anawhata	West Auckland	Meadowbank	Central Suburbs	Remuera	Central Suburbs
Beachlands	East Auckland	Mellons Bay	East Auckland	Saint Heliers	Central Suburbs
Bucklands Beach	East Auckland	Milford	North Shore	Sandringham	Central Suburbs
Clover Park	South Auckland	Mount Eden	Central Suburbs	Shelly Park	South Auckland
Cockle Bay	East Auckland	Mount Roskill	Central Suburbs	Somerville	South Auckland
Cornwallis	West Auckland	Mount Wellington	Central Suburbs	Takanini	West Auckland
East Tamaki Heights	East Auckland	Muriwai	West Auckland	Te Atatu South	West Auckland
Ellerslie	Central Suburbs	Northpark	South Auckland	The Gardens	South Auckland
Epsom	Central Suburbs	One Tree Hill	Central Suburbs	Titirangi	West Auckland
Flat Bush	East Auckland	Onehunga	Central Suburbs	Totara Heights	South Auckland
Glendowie	Central Suburbs	Onewhero	South Auckland	Totara Vale	South Auckland
Greenlane	Central Suburbs	Otahuhu	South Auckland	Waitakere	West Auckland
Grey Lynn	Central Suburbs	Otara	South Auckland	Waiuku	South Auckland
Half Moon Bay	East Auckland	Pakuranga Heights	East Auckland	Wattle Downs	South Auckland
Herne Bay	Central Suburbs	Panmure	Central Suburbs	Westmere	Central Suburbs
Howick	East Auckland	Papatoetoe	South Auckland	Weymouth	South Auckland
Karaka	South Auckland	Point Chevalier	Central Suburbs	Whanganui	Not in Auckland
Mangere	South Auckland	Point England	East Auckland	Whangaparaoa	Not in Auckland
Mangere Bridge	South Auckland				
Manukau	South Auckland	Pollok	South Auckland		