

# Minutes

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<b>Subject:</b>	Meeting of the Aircraft Noise Community Consultative Group	
<b>Location:</b>	Meeting held In-Person and via Microsoft Teams	
<b>Date:</b>	19 December 2022	<b>Time:</b> 1:03pm – 2:58pm
<b>Members Present</b>	<b>In Person:</b> Catherine Harland, Independent Chair Kristina Cooper, Auckland Airport Councillor Alf Filipaina, Auckland Council Andrew Webster, Papakura Local Board (alternate) Heather Haylock, Community Representative Kelvin Hieatt, Papakura Local Board Karl Taylor, Airways NZ (alternate) Malcom Bell, Franklin Local Board	<b>Via Teams:</b> Anne Candy, Manurewa Local Board Andrew Kay, Franklin Local Board (alternate) Bruce Kendall, Howick Local Board (from 2pm) Cath O'Brien, BARNZ Fiona Lai, Puketāpapa Local Board Helen Futter, Community Representative Hugh Pearce, BARNZ Kay Thomas, Whau Local Board Maria Meredith, Maungakiekie-Tāmaki Local Board (From 2.08pm) Mark Allen, Waitākere Local Board Mark Easson, Community Representative Nick Bakulich, Māngere-Ōtāhuhu (departed 2.20pm) Troy Churton, Ōrākei Local Board
<b>In Attendance</b>	<b>In Person:</b> Bianca Cresswell, Auckland Airport (Community Trust) Jeremy Lo, Auckland Airport Matthew Dugmore, Auckland Airport Sam Yun, Auckland Airport	<b>Via Teams (cont):</b> Shaun Sie, Auckland Airport Stephanie King (Marshall Day Acoustics) Steve Peakall (Marshall Day Acoustics) David Wong, Auckland Council
<b>Members of the Public</b>	Nil	
<b>Apologies</b>	Garth Wylie, Industry representative James Evans, Airways Rex Smith, Albert-Eden Local Board (alternate) Kowhai Olsen, Mana Whenua Patrick Whelan, BARNZ	

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**1. Opening Karakia, Kristina Cooper**

**2. Welcome by Independent Chair**

The Independent Chair declared the meeting opened at 1:03pm.

**3. Introduction by members**

**Members in the room:**

**Catherine Harland, Independent Chair** –appointed by Auckland Council and Auckland Airport as the independent Chair three and a half years ago. Previously served for 15 years as an elected member in the region and as a director of Watercare and other organisations.

**Kristina Cooper, Auckland Airport** – Currently the Head of Operations Risk and Assurance. Formerly with BARNZ and was involved in the Unitary Plan development in 2015/2016 including airport noise.

**Malcolm Bell, Franklin Local Board** – In his 4<sup>th</sup> term of ANCCG. Been in New Zealand for 20 years and worked for a major Pharmaceutical Company in the UK.

**Councillor Alf Filipaina, Auckland Council** – Acknowledged Kristina for the Karakia. Been in the Police for 38.5 years and retired in 2016. Councillor since 2003, started in Manukau City then Auckland Council and has been involved in the ANCCG since.

**Heather Haylock, Community Representative** – Recently elected, lived in the HANA for 25 years. Currently a children’s book author, worked for Puhinui School for 13 years and a former town planner at Auckland City Council. Looking forward to ANCCG meetings for the next three years.

**Karl Taylor, Airways New Zealand** – Has worked for Airways New Zealand for 25 years, initially in the Air Traffic Control Tower. Currently looks after the air traffic team that controls Auckland approach within 50-60 miles of Auckland.

**Kelvin Hieatt, Papakura Local Board** – Recently elected, lives under one of the points aircraft go over occasionally. Previously undertaken contracting work for Airways New Zealand.

**Andrew Webster, Papakura Local Board (alternate)** – Recently elected and has family that live under the main flight path and knows about the impacts of aircraft noise. Currently works for ASB and is responsible for East and South Auckland Financial Advisors.

**Jeremy Lo, Auckland Airport** – Works in Kristina’s team supporting ANCCG, CAA and Biosecurity Regulations. Been at the airport for 5 years.

**Sam Yun, Auckland Airport** – Works in Kristina’s team and helps out administratively in ANCCG meetings.

**Members Online:**

**Helen Futter, Community Representative** – Scientist with training in safety management and environmental health science. Has been involved with commenting on resource consents and worked as a noise control officer. Grateful for the Noise Mitigation Package which has been installed in her home located in the MANA. In her third, 3-year term on ANCCG.

**Mark Easson, Community Representative** – Former Air New Zealand pilot for 30 years, familiar with procedures and flight paths in the Auckland area. Does not live in area affected by Auckland air traffic but is in an area affected by Whenuapai air traffic. Is glad to be back on ANCCG and welcomes the new Community Representative.

**Mark Allen, Waitākere Local Board** – Executive Officer at Community Waitākere. In his second term and a staunch advocate for the quietness of Waitākere. Looking forward to this term.

**Cath O’Brien, BARNZ** – Currently the Executive Director for BARNZ, worked previously for Air New Zealand. Welcomes the new and returning members. BARNZ represents a wide range the aviation ecosystem. Looking forward to working with everyone.

**Troy Churton, Ōrākei Local Board** – Returning representative and the alternate is Scott Milne, with previous alternate for Ōrākei being Kevin Kevany for many years. Provider of data on noise complaints in his region. Highlights the importance of using data to make policy decisions. Good to see many familiar faces.

**Hugh Pearce, BARNZ** – Works for Air New Zealand and provides technical advice to BARNZ. Has worked in numerous leadership roles and hopes to answer the technical and puzzling questions.

**Kay Thomas, Whau Local Board** – Chair of Whau Local Board in her second term and first term for ANCCG.

**Stephanie King, Marshall Day Acoustics** – Auckland Airport’s independent acoustic engineer, every quarter MDA provides a report on noise for the ANCCG and prepares the Annual Noise Management Report.

**Steve Peakall, Marshall Day Acoustics** – Has been involved in aircraft work since 2005. MDA conducts the day-to-day noise reporting for the airport.

**David Wong, Auckland Council** – Senior policy planner for Auckland council. Formerly, a Reporting Planner and dealt with the alteration to the airport’s designations and changes to the 2<sup>nd</sup> runway in the Auckland Unitary Plan. Attends the meeting on an alternate basis with his colleague, Nicholas Lau.

#### 4. Apologies

The apologies were noted and accepted.

#### 5. Public Forum

The Chair noted that no requests were received from the public to speak at or to observe the meeting.

Troy Churton – How does the public submit a request to present or attend? Kristina Cooper – There is a note on the website in the ANCCG section [Aircraft Noise Community Consultative Group | Auckland Airport](#) and in addition, through engagement in the noise complaint process members of the public are advised of the committee and the opportunity to present if the complainant has an ongoing issue.

Helen Futter – In the past community representatives have offered it to the public as an option to attend.

#### 6. Minutes of Meeting Held on 12 September 2022

No discussion and changes. The Chair moved (seconded by Cr Filipaina) and the ANCCG resolved that the minutes of the meeting held on 13 June 2022 be confirmed as true and correct.

#### 7. Matters Arising from the Previous Minutes

Kristina Cooper spoke to the paper highlighting the following:

- *Matters Arising Item 3: Revision of existing Sydney night arrivals route on Runway 23L to assess whether the height of flights at LOSGA can be increased at night.* – Auckland Airport is working with CAA and Airways on the change and aiming for an AIP publication in Q1 of 2023.
- *Matters Arising Item 4: Relocate the Whitford noise monitor to the edge of the MANA (close to where yellow and orange tracks intersect the centre line) and relocate the Clevedon monitor to Beachlands.* – The Beachlands noise monitor was installed and has been working since early November 2022. The MANA location at Flatbush was identified and letters inviting interest sent to residents in the selected area with one potential site expressing interest. That site was visited to assess installation and this is now being arranged.

Councillor Alf Filipaina – Referred to completed item 5 (*Kristina Cooper to reach out to the most regular complainant directly*) and asked what was the result after speaking to them? Kristina Cooper – The discussion explained the process followed by the Airport of checking all complaints against the noise mitigation rules and not dismissing or ignoring regular complaints. If there is any uncertainty as to whether a flight complied with the rules, the Airport reaches out to Airways New Zealand for further information or explanation. The complaints were being lodged by this complainant so that data can be captured and recorded. The overall concern is that they disagree that the noise mitigation rules are appropriate.

*Item 9 was dealt with at this point*

#### 8. Auckland Airport Community Trust Annual Report

Bianca Cresswell, Auckland Airport Community Trustee (Auckland Airport appointee) gave an overview of the Trust and its activities.

Assistance grants may be provided to homeowners in the Moderate Aircraft Noise Areas where Auckland Airport covers 75% of the cost and the homeowner 25%. For the remaining 25%, homeowners can apply for it to be covered by the Trust where they would otherwise find it difficult to access the noise mitigation programme. Remaining funds are distributed to support charities or charitable initiatives in the Area of Benefit. The majority of the funds are given out in a yearly granting round which opens in early August with distributions in October.

Since 2016, more than \$200,000 worth of noise mitigation grants were provided. Due to reduced aircraft noise over the last few years and Covid restrictions, the uptake of noise mitigation packages in the MANA was limited, with only two noise mitigation grants provided in the year ended 30 June 2022.

Since the Trust's inception in 2003 it has provided just over \$5.5M in community grants to more than 250 organisations, benefitting organisations such as education, community, environment, arts and culture and sports and health.

One of the most recent grants went to The Rising Foundation to purchase travel essentials for a student trip to Botswana where they'll be participate in cultural exchanges in addition to wildlife safari experiences highlighting the importance of conservation, to instil environmentally conscious thinking and equipping them to promote this as they return home to their own communities.

Key ongoing relationships in the Community include

- Pillars
- Papatoetoe Olympic Weightlifting Club
- The Salvation Army
- Big Buddy Mentoring Trust
- Blue Light Ventures
- Tread Lightly Charitable Trust
- Youthline
- Friendship House
- Sistema Aotearoa
- National Foundation for Deaf and Hard of Hearing

In the most recent round of annual grants, 33 applications were received applications from organisations seeking just over \$800K. Of these, 23 community grants were approved for just under \$300,000.

**Kristina Cooper** – Nick Bakulich is the ANCCG appointee to the Trust with Tieri Christopher and Bianca Cresswell the two Auckland Airport appointees. Auckland Council has two appointees. Recognising it is not possible to completely eliminate aircraft noise, the Community Trust receives an annual sum from Auckland Airport (funded via aircraft landing fees) which are then distributed to the community to mitigate impacts within the noise contours and generate positive social benefits.

<https://www.aucklandairportcommunitytrust.org.nz/>

[2022 Annual Report - Auckland Airport Community Trust](#)

*Items 10 onwards dealt with from this point*

## 9. Quarterly Aircraft Noise Report overview and questions

Stephanie King presented the summary report, drawing out the following key points:

- Page 3 – Aircraft operations between August 2022 and October 2022 have increased by 187% compared to last year but still 27% down from pre-pandemic levels in 2019.
- Page 6 – Historical use of the runway is approximately RW23L 70%/RW05R 30%. This quarter it is more even at RW23L 48%/RW05R 52%. This could be due to more easterly winds where RW05R is preferred. (Refer Figure 4)
- Page 15 – There have been an increase in complaints in the three-month period August to October 2022 compared to the same period last year, from 27 to 36, possible due to easterly wind conditions.
- Page 27 – The noise monitor location map at Figure 24 includes the new Beachlands monitor (installed in November), which was relocated from Whitford. The Clevedon monitor will be relocated to Flatbush on the MANA contour.
- Page 32 – The Velodrome correlation has improved this quarter thanks to outcomes from the CASPER investigation. As shown in Table 6 all monitors are now above 80% correlations which is considered reasonable.

Helen Futter commented on the wind conditions – With global warming are we going to see a change in wind direction and potentially have this difference in ratio of flight path usage because of wind? Hugh Pearce – It is unlikely to be global warming. New Zealand lives predominantly in the South-West flow. But seasonally from time to time there will be more easterly flow due to localised weather patterns.

Mark Easson made several points:

- It does not appear to be a localised weather pattern affecting the change of runway usage from 70% to 48% on runway 23L as it is over a period of three months, not just a couple of weeks or a month. Helen has made a good point that global warming and different patterns may affect runway 05R usage.
- Figure 8 – Six flights over LOSGA and the central route between midnight and six and only four via northern route. Bulk of night flights coming over central suburbs of Auckland and one from the south.
- Figure 10 – There were no flights over Central Auckland all night in easterly wind conditions. The changes in flight path are working.
- Figure 20 – Noted the complaints around two or three in the morning.

For the benefit of new members, Kristina Cooper asked Karl Taylor from Airways to elaborate further on which way the aircraft can fly based on the wind directions. Figure 8 displays the flight paths for a busy night on 23L runway and Figure 10 displays the flights paths for a busy night on 05R runway.

Helen Futter – noted that the LMax graphs in Figure 26 (page 31) may point to why there is an increase in complaints because of recovery from COVID. That is why the Noise Mitigation Package is designed for people to get fresh air with their windows and doors shut.

Malcolm Bell – Last meeting, there was a suggestion that by this time of the year we would reach 90% of pre-covid levels. Kristina Cooper advised that domestic activity levels are close to 100% of pre-covid levels but international are around 65%, giving a combined average of approximately 85% of flight movements pre Covid. Cath O'Brien noted that NZ is well below where it used to be for international activity, and it will take a while to build back. There are two seasons in flight scheduling (Nov to March called Northern Winter and April to October called Northern Summer) so aircraft schedules primarily change twice per year.

*Item 8 was dealt with at this point.*

## 10. Quarterly Noise Mitigation Programme Report and Annual Summary

Matthew Dugmore, Statutory Planner Auckland Airport, spoke to this item.

As part of the continuing effort to increase community uptake of the Noise Mitigation packages, for the 2022/2023 offers Auckland Airport placed community posters in the general Papatoetoe areas and rebranded the offer letters and their envelopes to increase recognition. A public meeting was held at the Papatoetoe War Memorial Library. This year, the meeting was opened to the public, rather than being by invite only as previously.

51 queries were received about the programme which was an increase on previous years. Some of these people were eligible based on the 2019 noise contours but are no longer eligible due to the noise contour retracting with reduced aircraft movements. Nevertheless, Auckland Airport has made a decision to honour previous offers for any resident/owner that enquires about now taking up the previous offer.

What have been completed so far – 12 pre-inspections, two packages accepted (1 HANA and 1 MANA), awaiting two covenant registrations and in the last quarter three installations were completed.

A future initiative being considered is creating a video featuring some residents who have had the noise mitigation package installed to give a greater understanding of what is involved and give residents/owners more comfort about engaging with the airport.

Kelvin Hieatt – What are the target areas for sound reduction and what are the outcomes that you are trying to achieve? Matt – The packages are designed by acoustic engineers to achieve an internal environment of 40dB. If you're in the HANA area of 65dB, the package will bring the noise level down by 25dB to 40dB which is the statutory level and the package is installed in habitable areas such as lounges and bedrooms. The houses are often relatively old therefore, the pre-inspection determines what needs to be installed. Any

new builds in the MANA noise contour should meet the Unitary Plan requirements and noise mitigation treatment is part of the resource consent.

Councillor Alf Filipaina – Noted that about seven or eight years ago Auckland Airport through the Community Trust went through exercises to show people how to apply for the package, using local newspapers and the Auckland Council Magazine to raise more awareness. He invited Matthew to get in touch after the meeting to find out what occurred previously.

Fiona Lai – Commented that it is important to have this package and to see how people can benefit from it. There are quite a number of tenants in the area and from the tenant's perspective, they need reassuring that it is free as they can be afraid of rent increases if improvements occur.

#### 11. Outline of ANCCG website section on AIAL website and resources available

Kristina Cooper advised that there is work underway to have the aircraft noise section on the Auckland Airport corporate website redeveloped as it can be a struggle to navigate. The aim is to have the reformatted website live by February 2023. We have workshopped that there are six key reasons why people want to obtain information on aircraft noise from the website:

1. To understand aircraft noise
2. To understand flight paths
3. Make a noise complaint
4. Find out about noise mitigation
5. Make an application for a Noise Mitigation Package
6. Find out about the ANCCG

A direct link to see the minutes and other documents for the ANCCG is [Aircraft Noise Community Consultative Group | Auckland Airport](#).

Troy Churton suggested the complaints portal should be improved. There are too many restrictions in place and there is an opportunity to improve the flexibility and versatility eg the system automatically assumes the time of making the complaint is the flight time. Kristina Cooper – The online complaint system is a product Auckland Airport uses from CASPER and we will give them this feedback.

Mark Allen – Cell phone coverage causes challenges for some living in the Waitākere Ranges who might want to get into CASPER straight away. There is no noise monitor in the area and so there is a reliance on individuals entering complaints to capture data. How does the website filter between flights to/from other airports to Auckland Airport? Do people make a complaint to Whenuapai or to Auckland Airport?

Kristina Cooper – If people make a complaint about flights relating to other airports, Auckland Airport provides them with the details to reach out to that other aerodrome. For example:

- North Shore Aerodrome – 0800 494 647 [info@nsac.co.nz](mailto:info@nsac.co.nz)
- Ardmore Airport – 09 298 9544 [reception@ardmoreairport.co.nz](mailto:reception@ardmoreairport.co.nz)
- Pikes Point Heliport – 09 636 0509
- Mechanics Bay Heliport operated by Helicopter Me – [09 303 4354](tel:093034354) or [info@helicopterme.co.nz](mailto:info@helicopterme.co.nz)
- Air Force - 0800 1 FORCE (0800 136 723) or Whenuapai Air Base General enquiries: 09 417 7000
- NZ Police (for Police Helicopter) [Expression of Dissatisfaction | New Zealand Police - online forms](#)

Kelvin Hieatt – At 0336 one morning he woke up to some vibration, almost earthquake like, and looked at Flightradar24 to pick out the aircraft type. It is the jet thrust that seems to be causing the issue. Do we get many complaints about vibration as opposed to noise complaints? Kristina Cooper – We do receive low level flight path noise complaints. If you have a specific flight it is encouraged to put in a complaint so that data can be collected.

Steve Peakall – You can get structural noise, where a building is excited by a low frequency component of a noise source. High frequency noise dissipates and you're left with a low frequency component. It also

depends on where the property is in relation to the airport in terms of the angle of degree to the centre line and whether the aircraft is departing in a westerly or easterly direction. Agree with Kristina that the best practice is to put in a specific complaint and then the data can be investigated.

## 12. Outline of Members' Induction Day

The Members Induction Day is a new initiative based on feedback that there is a lot of technical information for new members to absorb. The programme (circulated with meeting papers) has been based on a survey conducted in 2021/2022 with ANCCG members. The Induction Day is open to members, alternates and council staff.

There was discussion about the appropriateness of the date being a Monday as there is a fortnightly Local Board Chair's Forum on 13 February, however it was explained that the Airport had reached out to some local boards to pick the optimal day, and the Tuesday originally identified had not been seen as appropriate. The Chair noted that it will be challenging to change the date and time of the Induction Day and welcomes the alternates to attend and get base knowledge.

## 13. Work Plan and Any Other Business

The work plan outlines the meeting dates and agendas for the year ahead. The ANCCG meetings have typically been on a Monday as Local Boards have meetings from Tuesdays to Thursdays.

Helen Futter – observed that the Group had not heard from a representative of the Ōtara-Papatoetoe Local Board. The Chair advised the appointees are Ashraf Choudhary and new member Vi Hausia (alternate) who were both sent the meeting invite. They will be invited to the Induction Day.

Chair – Aware Maria Meredith had joined later on, invited her to introduce herself to the Group. Maria Meredith – Apologies for arriving late and is from the Maungakiekie-Tāmaki Local Board having joined the ANCCG for the second half of last term.

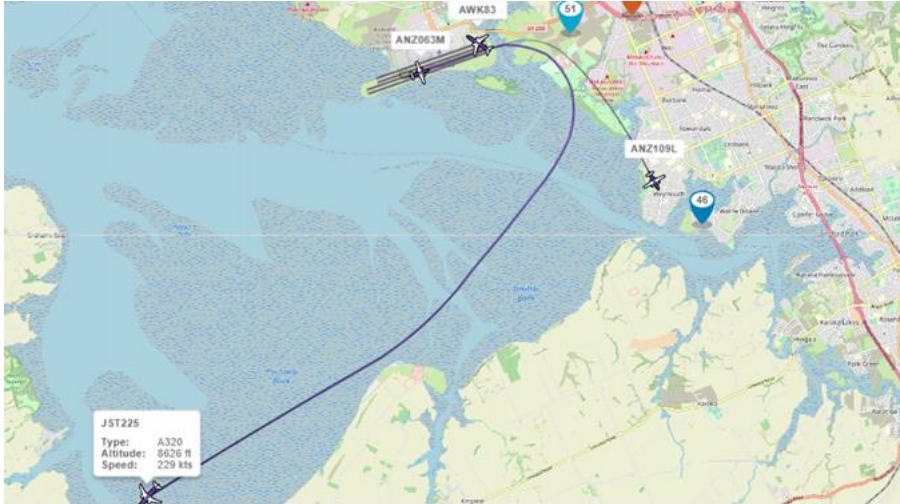
Troy Churton – Proposed that Kevin Kevany be appointed an additional community representative. Kevin was instrumental in helping draft revised ToR for the Group in 2015 and was the alternate for Troy for the Ōrākei Local Board during the last term. Kevin offers insights that meets the purpose of what the Group is for. The Chair indicated the idea had arisen in discussions she had held with the Ōrākei Local Board Chair. However, it required input from both Auckland Council and Auckland Airport and the conversation would be continued offline in the new year. Mark Easson – Commenting on Troy's request, did Kevin apply for the community representative position? Chair – he did not apply.

### **Karl Taylor (Airways) presented an update from Airways on two planned flight path changes:**

- For Runway 05 night arrivals from Chicago and New York flights, when wind would prevent them from using the Northern Night Star, these flights would need to cross the city via LOSGA. A new track has been developed bringing these flights South, over the Coromandel, South of Thames and then joining the Domestic flight path arriving from South of the City.



- For Runway 05 night departures of narrow body aircraft to South Australia before 0700 a new trial route turning the aircraft South East very soon after take-off has been developed. It will allow the aircraft to avoid flying over Manukau turning at Chapel Downs and Totara Park before flying over Conifer Grove. Instead, by turning soon after take-off, the aircraft will be flying over the Manukau Harbour much earlier. This significantly reduces noise over South Auckland. (Note this route is only available to narrow body aircraft and not wide body aircraft which cannot make such a tight turn). The trial will commence February 2023 with results reviewed in June.



- Depending upon the outcome of the February to June South Australia trial flights, the trial may be extended to narrow body aircraft departing to Sydney. This would also require consideration of the impact on the current noise contours. Airways is commissioning new equipment in March which will enable departure instructions and flight routes to be assigned based on the time of day. The ANCCG will be updated at its 2023 meetings on these trials.

### Closing Karakia, Matthew Dugmore

Meeting closed: 2.58pm

Next meeting: 13 March 2023