

Minutes

Subject:	Meeting of the Aircraft Noise Community Consultative Group	
Location:	Meeting held at Auckland Airport, Pohutukawa Room Level 2, 4 Leonard Isitt Drive and via Microsoft Teams	
Date:	13 June 2022	Time: 1:04pm – 2:38pm
Members Present	In Person: Catherine Harland, Independent Chair Kristina Cooper, Auckland Airport Justin Tighe-Umbers, BARNZ Malcom Bell, Franklin Local Board (from 1:12pm) Helen Twose, Auckland Airport (alternate)	Via Teams: Anne Candy (Manurewa Local Board) Bruce Kendall, Howick Local Board Ella Kumar, Puketāpapa Local Board Garth Wyllie, Industry Representative Helen Futter, Community Representative Hugh Pearce, BARNZ Keven Mealamu, Papakura Local Board (alternate) Maria Meredith, Maungakiekie-Tāmaki Local Board (departed at 2.27pm) Mark Easson, Community Representative Michelle Clayton, Waitākere Ranges Local Board (alternate) Tauanu’u Nick Bakulich, Māngere-Ōtāhuhu Local Board (departed at 2.30pm) Troy Churton, Ōrākei Local Board (departed at 1.58pm) Warren Piper, Whau Local Board James Evans, Airways NZ
In Attendance	In Person: Jeremy Lo, Auckland Airport Shaun Sie, Auckland Airport Sam Yun, Auckland Airport	Via Teams: David Wong, Auckland Council Karl Taylor, Airways NZ Pranaya Thaker, Marshall Day Acoustics Rizal Ismail, Auckland Council
Members of the Public	Nil	
Apologies	Councillor Alf Filipaina, Auckland Council Catherine Farmer, Whau Local Board (alternate) Kevin Kevany, Ōrākei Local Board (alternate)	Jan Robinson, Papakura Local Board Libby Middlebrook, Auckland Airport Matthew Dugmore, Auckland Airport Mark Allen, Waitākere Ranges Local Board

1. Welcome, apologies and attendance

The Independent Chair declared the meeting opened at 1.04pm. The apologies were noted and accepted.

The two alternate representatives noted above were welcomed (Keven Mealamu and Michelle Clayton) and other first time attendees welcomed:

- Rizal Ismail – Auckland Council Compliance Team member, replacing Richard Green.
- Jeremy Lo – Operations Risk and Assurance Business Partner, will be taking the minutes in place of Steve Hardwick.
- Sam Yun – Operations Safety Risk and Compliance Support team member. As a recent Aviation Management Graduate Sam is observing to learn this area and will provide IT support in place of Shaun Sie from the next meeting onwards.

2. Public Forum

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

3. NZ Aviation Coalition Co-Chair Update

Justin Tighe-Umbers provided an update on the outlook for aviation over the coming year.

- Positive outlook with the borders opening up. The NZ border will fully open on 31st July 2022.
- There has been strong recovery on the back of the Tasman border opening. By year end international flight capacity is now forecast to reach about two-thirds that of 2019. The numbers are higher than what had been forecast at the beginning of the year.
- Domestic recovery continues to be strong, growing week on week, and is continuing its rebound to the previous 2019 levels.
- The handbrake is a labour shortage in the sector with difficulties in recruitment impacting the ability to reboot aviation. Jet fuel cost increases are also significantly impacting the sector.

There were no questions from the floor. The Chair thanked Justin and welcomed the good news.

4. Minutes of Meeting Held on 14 March 2022

No discussion and changes. The Chair moved and the ANCCG resolved that the minutes of the meeting held on 14 March 2022 be confirmed as true and correct.

5. Matters Arising from the Previous Minutes

Matters Arising Item 1: Sydney Night arrivals route – See agenda item 9.

Matters Arising Item 2: Revision of existing Sydney night arrivals route on Runway 23L to assess whether the height of flights at LOSGA can be increased at night. – Airways and Aeropath are working together to explore the potential for raising the altitude at LOSGA by 1000 feet (6000ft to 7000ft). Airlines would need to undertake testing to ensure there are no unintended consequences of increased noise in circumstances when there is a tail wind which would increase the speed of aircraft. There is more work to be done and a further update will be provided to the next meeting.

Matters Arising Item 3: Development of Appointment Package including Terms of Reference for new members. See agenda item 8.

Matters Arising Item 4: Development of material for new members: No further update as this is programmed for February 2023.

Matters Arising Item 5: The potential holding of an ANCCG meeting at the Marae. Feedback from members indicated interest at either the September 2022 meeting for this committee or the March 2023 meeting with new members. The December meeting was considered too close to Christmas.

Matters Arising Item 6 – Velodrome correlation levels – Kristina Cooper noted that CASPER has identified three factors it believes are impacting the correlation rates:

1. A large number of community events held near or under the microphone affects correlation as the monitor may not detect the noise from a flight as the aircraft noise is not 12dB higher than the other noise in the vicinity.
2. With COVID in the last two years, the proportion of Jet flights has reduced to a 50-50 split with turboprops (put another way, the proportion of turbo-prop flights has increased during Covid times). Turboprops are quieter and do not generate as much noise, therefore trigger the 12dB noise differential less frequently than jet aircraft. CASPER is investigating system programming changes to counter the issues in point 1 and 2.
3. Location of this monitor was set in 1998 under the Manukau City District Plan. Since then, there have been changes to flight paths, particularly the Red Smart Track. These Red Track SMART flights are just on the outside of the range of this monitor and not picked up. CASPER mentioned that after changes to the programming, the next step (if needed) would be to look at another location. The current location is a mandated location under the Auckland Unitary Plan designation; therefore, a trial would need to be undertaken to identify if there will be any improvement, and if so, be reflected in a change to the designation.

Helen Futter asked – Is there a timeline for the Technicians investigations? Pranaya Thaker responded that Marshall Day and CASPER are having discussions in relation to different methods of calculation. CASPER uses a different method of calculating correlation to that applied by Marshall Day. In CASPER’s method the red flights are included and just skim the monitor, so the correlation comes back worse than it should be.

Action: Kristina Cooper to come back to Helen Futter and the Chair between now and the next meeting with the results of these discussions and actions taken.

6. Annual Noise Monitor Review

Kristina Cooper noted that the review of noise monitor locations was something undertaken last year, with the Airport committing to annually review the locations with ANCCG members to obtain feedback.

There are three permanent monitors at Prices Road, Velodrome and Puhinui Road that are mandated under the Auckland Unitary Plan and will remain. Monitors at Wiri and Wattle Downs monitor noise from the Red SMART Track and departing domestic flights and will remain. A monitor in Mount Eden which is close to LOSGA monitors the Green, Blue, and Yellow Tracks and will also remain.

There are two monitors at Whitford and Clevedon which were put in place to monitor trials to changed flight paths, where these trials have now finished, which the Airport proposes to relocate.

First proposal – Whitford Monitor relocation to edge of MANA

A year ago, it was proposed to move the monitor because the Yellow SMART Track trial has concluded and the track in use, but there was opposition from some ANCCG members. From the Airport’s perspective the Whitford location is not a good use of the monitor because there is only one flight a day on the Yellow Track currently and no complaints have been received over the past two years. The Airport proposes to move the monitor to the edge of the MANA close to where the Yellow track and the Orange track intersect and join the centre approach path. The monitor will still collect data from the Yellow track but from a different location. Marshall Day has noted that this position will provide new information as noise levels at the outside edge of the MANA have not previously been monitored.

Second proposal – Clevedon Monitor relocation to Beachlands

The Clevedon monitor was installed to monitor the noise level of the Orange SMART Track trial. That has concluded and the flight path confirmed. There were no complaints received during the trial or since then. The monitor has served its purpose in that location and can be relocated. There has never been a monitor in Beachlands. All flights from Australia, Singapore, Kuala Lumpur and additional flights coming from the east coast of New Zealand all join the main approach at Beachlands. Marshall Day has indicated support for

the proposal to install a monitor at Beachlands due to the number of flights that intersect at that point and flight levels would be approximately 4000 feet.

Third proposal – Mount Wellington Monitor

The monitor was removed in June 2021 for 15 months to fund development of the North American Night Star route (developed and in use since December 2021), with a commitment to consider its redeployment (albeit not necessarily at the same location) in September 2022. The Airport proposes linking the reinstatement of this monitor with the decision on the Sydney Night Arrival Tracks, so if there were to be a different route any changed aircraft noise impacts can be monitored.

The Chair opened the floor for comments or questions:

- Helen Futter – Strongly supports having a monitor on the MANA boundary.
- Malcom Bell – Delighted. It would be reassuring to have a monitor in Beachlands as there are a reasonable number of complaints from residents. No issue with the relocation of the Whitford monitor since it will still capture noise from any Yellow Track flights, and also supportive of knowing what the level of aircraft noise is at the boundary of the MANA.

The Chair concluded that members appeared comfortable with Auckland Airport’s proposals and to take that as positive support.

7. Annual review current/future noise reduction initiatives

Kristina Cooper requested that members identify any comments, matters or considerations they would like to see reflected in the section on noise reduction initiatives in the Annual Noise Management Report. The report will be written over next two months and will be provided as a draft to the September meeting for members’ feedback. At present, the noise initiatives include the ongoing work on Sydney night flights and a review of the settings and location for the Velodrome monitor.

The Chair asked if there were any early thoughts from members and none arose.

Helen Futter commented – Looking at the graphs in annual reports and the quarterly reports, the number of noise events go up in tens in areas where it is noisier. The number of noise events goes up in ones where it is less noisy. This can provide a distorted view. She asked if it is possible to use the same scale.

Bruce Kendall observed he was at Mission Heights primary and secondary school (Botany/Flatbush) on the weekend as a flight was coming in. He wanted to highlight that it is a school area in a new residential area and the teachers have provided feedback that it is noisy. The schools are high on the hill, so the aircraft appear closer.

Action: Kristina Cooper will check if the schools were included in the noise mitigation programme area.

The Chair concluded by saying there are further opportunities to provide input. Members can email Kristina Cooper directly or raise items at the September meeting when the draft Annual Noise Management Report is considered.

8. Meeting Governance update

- *Signing of Code of Conduct* – The Code of Conduct was passed around for those present in the room to sign. Kristina Cooper will send it out for those representing members not present to sign.
- *Member Terms of Reference* – The Chair contacted Auckland Council’s team that support the local board governance process. In advance of the upcoming elections, they are currently reviewing elected local board members appointments to other organisations and the framework that applies to assist incoming boards. The Chair is waiting on Auckland Council’s approach to feed that into the Terms of Reference/Position Descriptions.
- *Community Representative appointment* – Our community representative terms come to an end in October at the same time as the Local Board representative terms finish. The Airport will advertise for community representatives in September as well as seeking input from Mark Easson and Helen Futter if they want to continue in the role. This will be managed in conjunction with the Chair with the aim of having have new or re-appointed members at the December meeting.

- *Mana Whenua participation update* – Matthew Dugmore has worked closely with local Mana Whenua and their Kaitiaki. An agreed approach has been reached and recorded in a formal letter sent to the Council. This is now complete and in place.
- *Update on Independent Chair* – Catherine Harland’s term has ended. Auckland Airport has consulted internally as well as with Council. The consensus is that she has done an excellent job and we would like to extend her term. Councillor Alf Filipaina agrees and Kristina has written to Auckland Council recommending extending her term for two and a quarter years to mid-2024. The term will end mid cycle to avoid having new local board members and a new Chair at the same time.

9. Discussion Document on Sydney Night Flights

Kristina Cooper provided a summary of the key topics contained in the June Supplementary Discussion Paper which covered the points members had sought further information on at the March ANCCG meeting.

- Section 3 outlined the risks created by flights crossing the arrivals and departures ‘gateways’ in the airspace, with a plan provided by Airways illustrating these ‘gateways’.
- Section 4 outlined the sleep disturbance impact from a A320 and a 777 movement for each of the three routes under consideration. There was relatively little impact in terms of sleep disturbing events (outside of the centre approach path) for the A320 aircraft for the three options prior to joining the centre approach path at EMRAG. For the 777 aircraft the sleep disturbing events prior to EMRAG were:
 - 18 000 on the central/western route
 - 5000 under the northern concept
 - 2000 under the southern concept
- Section 4 also contained a Person Event Index analysis by Marshall Day which indicated a small 5-7% reduction in overall noise exposure by moving to either the southern or northern route concepts, as the large majority of affected people live under the extended runway centreline.
- Section 5 provided further clarity on how the carbon impact calculations had been completed. Rather than calculating carbon impacts for individual aircraft types as had been undertaken for the March Discussion Document, the Airport used the ICAO (International Civil Aviation Organization) Carbon Emissions Calculator. That indicated for the southern concept route there was an increase of 300 tonnes of carbon per annum, a 0.6% increase and for the northern concept route, an increase of 568 tonnes of carbon per annum, a 1.1% increase.
- Section 6 set out a concept for a northern route crossing Auckland by the Stillwater/Silverdale area, then flying down the East Coast to Beachlands before joining the centre approach line. The northern route concept would add an additional 15 nautical miles to the flight track compared with the current central route.
- Consideration of the impact on the Waitakere Heritage Area was requested. Flights from Sydney enter the Waitākere Heritage Area at 12,000 feet, which would not be likely to trigger a noise event on noise monitors. There have not been any noise complaints with regard to these flights from the Waitākere Heritage Area.

The Chair then invited each member in turn to provide feedback on the options for consideration by the Airport.

Airways: James Evans – Airways would not themselves look to increase track miles or increase flight crossings in this way as it creates a higher risk due to these crossings needing to be managed by Air Traffic Controllers at night when circadian rhythms are such that people are fatigued and risk of human factor errors increase. Airways would have left the flight path at its central/western route as any change of route does not create any air traffic control benefit.

BARNZ: Justin Tighe-Umbers – BARNZ supports retaining the status quo of the central/western route. When working on developing new aircraft tracks, BARNZ supports changes that both avoid increasing noise and avoid increasing carbon miles. The aim is to strike the right balance between noise, carbon impact, safety and cost. BARNZ does not consider either the southern concept or the northern concept routes strikes the right balance. Airlines are not comfortable with flights unnecessarily crossing and increasing risk. Airlines are held accountable by ICAO for the carbon they burn and are always looking for ways to reduce carbon, not increase it. BARNZ does not consider that the volume of complaints received justifies supporting changing the flight path and increasing track miles and carbon burn. There is only a very small overall reduction in noise brought about by a result of these changes versus the increased risk and increased track miles.

BARNZ: Captain Hugh Pearce – Captain Pearce agrees with all the points made by Justin Tighe-Umbers. In addition, he noted that the analysis undertaken in the Supplementary Document was based on the 777 fleet as representing the upper end of the noise range, however the 777 fleet is now used significantly less. Many 777 aircraft have been retired during the Covid-19 period. Air NZ, for example, has halved its 777 fleet over the last two years and replaced these with 787 aircraft which are considerably quieter. It is now predominantly 787s or A350s which are flying from Asia to Auckland Airport. The issue is one of weighing up cost, carbon and flight safety against a potential reduction to aircraft noise.

Waitākere Local Board: Michelle Clayton – There have not been significant complaints received in the Waitākere area in relation to aircraft noise from flights flying over it.

Whau Local Board: Warren Piper – The Whau Local Board considered the two concepts against the current flight path. There were mixed views. Strong concern existed over the potential increased carbon and the potential increased safety risk. Weighing against this, it was also considered that aircraft noise could be quite noticeable and in a predominantly rural quieter area, this could be very noticeable. The consensus of the Whau Local Board is to stick with the existing western/central route. Warren Piper asked what impact the potential 1000 feet increase in flights at LOSGA would have to sleep disturbance event? Pranaya Thaker from Marshall Day noted there would be approximately a 1.5 decibel reduction which would possibly reduce the Person Event Index from a 5% to 7% reduction to around a 4% to 6% reduction for 777 flights.

Puketāpapa Local Board: Ella Kumar – The Puketāpapa Local Board had nothing additional to add to the points made previously at the last ANCCG and supported maintaining the status quo of the Central/Western flight path. She agreed that the cost of carbon needs to be managed but at the same time noise is important too. There needs to be a balance between both.

Albert-Eden Local Board: Not present.

Maungakiekie-Tāmaki Local Board: Maria Meredith – The Maungakiekie Local Board area does not receive very many noise complaints and did not have a concern over the current Central/Western route.

Ōrākei Local Board: Troy Churton – Ōrākei Local Board strongly supports moving flights away from the Central/Western flight path. At night there are fewer flights therefore the crossover risk can be managed safely. [The Ōrākei Local Board representative needed to leave early but previous views expressed by the Ōrākei Local Board also noted that the central area has the greatest density of population and night-time overflights should not occur over areas of Auckland with the greatest density of people].

Howick Local Board: Bruce Kendall – The Howick Local Board noted that increasing the height at LOSGA at night time might perhaps be the best of both worlds and the best solution.

Franklin Local Board: Malcolm Bell – The Franklin Local Board advised that both discussion documents had been socialised with the Franklin Local Board. The Franklin Local Board wanted to emphasise that the population in the southern area will be increasing significantly over the next 10 years - Drury alone will increase by 50,000 people with further population growth planned for Waiuku, Patamāhoe, Pukekohe, Paerata/Wesley College

area and Clarks Beach. The analysis presented appears to have been based on historical census data from around 2018 and does not represent a forward-looking view of the changes in population growth and urban areas planned over the next 10 years. In addition, Auckland Council has a strong commitment to reduce carbon. The Franklin Local Board does not support changes to the flight paths which increase carbon. The Northern Option does not make sense at all. The Franklin Local Board supports the status quo remaining of the Central/Western route.

Ōtara-Papatoetoe Local Board – Not present.

Māngere-Ōtāhuhu Local Board: Tauanu’u Nick Bakulich – The Māngere-Ōtāhuhu Local Board is happy with the status quo of the Central/Western route and does not believe there should be any change.

Papakura Local Board: Kevin Mealamu – The Papakura Local Board supports Malcolm Bell’s points regarding the South Auckland area growing quickly and this needing to be taken into account. The Papakura Local Board continues its previous view of the status quo with no change to the Sydney night flight route using the Central/Western route.

Manurewa Local Board: Anne Candy – The Manurewa Local Board is happy with the current approach path for Sydney night flights of the Central/Western route and does not want any change. It echoes the concerns of the further effect of growth for the South Auckland area expressed by Malcolm Bell with the increased population in this area that would be exposed to aircraft noise if the southern concept were implemented.

Hibiscus and Bays Local Board: The Independent Chair noted that both discussion documents had been sent to the Chair of the Hibiscus and Bays Local Board because the northern concept route crossing at Silverdale affected the Hibiscus and Bays Area. No response had been received to date.

Community Representative: Helen Futter – As a community representative Helen’s position was that the matter should be considered from a health perspective taking into account the whole of Auckland. She supports maintaining the status quo of the Central/Western route from a whole of Auckland perspective because any change just moves noise from one community to another community. She considers it is important to be equitable and ensure that all areas share the noise burden. Helen supported lifting the height at LOSGA if this is practicable.

Community Representative: Mark Eason – As a former pilot Mark considered that the risk from flights crossing is not so great at night-time and is in fact manageable and able to be addressed because there are fewer flights. Mark strongly questioned whether it is fair to have the six night-time flights fly over the same area and the same houses every night. He believes that the carbon increases are a bit of a red herring because any aircraft needing to go around a storm will use a much larger amount of carbon. Mark considers the circadian fatigue issue is irrelevant to flights as the route is programmed in at top of descent and does not need changing again thereafter [James Evans from Airways noted it is ATC circadian levels which cause a fatigue risk factor which Mark acknowledged]. Mark notes there are a number of airports overseas where aircraft are sent on a longer route in order to avoid disturbing residents with aircraft noise. Sydney is an example where approximately 30 extra track miles are added when taking off to one direction, and he does not understand why NZ is not prepared to do this. Mark is strongly in favour of the northern concept route tabled in the June Discussion Document.

Industry Representative: Garth Wyllie – When looking at changes like this health and safety is the first consideration for industry. Cost is the second consideration - in this case fuel costs are very high at present. Impacts on the environment and any carbon burn are a third very important consideration. The EMA’s view is that the status quo should be maintained but the aircraft height increased at LOSGA if this is possible.

Auckland Council: Councillor Alf Filipaina – Not present but had previously requested a whole of Auckland approach be taken.

Auckland Council: David Wong – Present as an observer representing the Auckland Council Plans and Places Team so noted he is just observing and not expressing any view.

Auckland Council: Rizal Ismail – Present as an observer representing the Auckland Council Compliance Team so noted he is just observing and not expressing any view.

Independent Chair: Catherine Harland – The Chair summarised the discussion noting that it comes down to a balance between the existing people continuing to be exposed to aircraft noise and new people that would be exposed to aircraft noise under the alternative concept routes. On all approaches the people living under the runway centre line will continue to receive the same aircraft noise impact and also receive the most aircraft noise. The Chair noted one option which had not been in feedback today would be to have flights after a particular time such as 0100 use the new flight path while flights before that time continued to use the current flight path. The Chair felt that on balance if another route was to be developed, then the South would be the option rather than the North (because of the increased length of the Northern route and its greater risk of flights crossing) but she is very mindful of future population growth in the South. Overall, the Chair felt there is no clear conclusion to be drawn. It is a balance between safety risks, environmental impact and carbon burn and the aircraft noise impact on the population. However, she is very supportive of lifting aircraft height for night flights at LOSGA if that does not generate other adverse impacts.

Helen Futter suggested that Auckland Airport identify the Local Boards that have not yet provided feedback either at the March or June ANCCG meeting or on-line via the online survey, and reach out to obtain their view.

Actions:

- Kristina Cooper to reach out to any ANCCG Local Board member that has not yet expressed a view
- Kristina Cooper to take ANCCG views to Auckland Airport Senior Leadership Team for a decision
- Decision paper to be provided to the September ANCCG meeting

10. Quarterly Aircraft Noise Report

Pranaya Thaker spoke to the report noting it is a standard report in terms of complaints with one complainant from Remuera making up over 60% of the complaints. There were some questions raised at the end of the last meeting. One question related to the standards for microphone calibrations. There are a number of different international standards as well as the NZ Standard. Marshall Day Acoustics meets the NZ Standard. Another question raised was where does the 80% correlation target comes from for noise monitoring? Marshall Day looks at all the noise events and compares that against the flights that go over the monitor. The international standard requires a minimum 50% correlation. Historically Marshall Day selected 80% as a good target to meet.

Helen Futter – Thanked Pranaya and commented it is helpful and important as the extrapolated data is used to create the noise contours. That determines who qualifies for the noise mitigation package and which package they qualify for.

Kristina Cooper drew attention to Figure 8 in the February-April 2022 Quarterly Report which shows the Flight Paths for a Busy Runway 23L Night was a night where the Preferential Runway Mode was able to be used. This mode is set out in Civil Aviation Rule 93.65 and specifies that when winds are 5 knots or less and operational circumstances permits, flights arriving at night must land directly at the airport crossing the Manukau Harbour and departing flights depart over the Manukau Harbour. For flights arriving from Australia, this means these flights are able to avoid flying over urban Auckland. This is one of the ways noise can be minimised over the city. On busier nights it is not able to be used due to insufficient space between flights.

A new addition to the report (refer page 28, Table 4) is a summary of Noise Monitor Maintenance Work undertaken over the previous quarter. This is intended to give assurance that monitors are regularly being maintained and checked with repairs undertaken as required (eg noise monitors being recalibrated and

microphones or hardware replaced as required). CASPER will continue to provide this report on a quarterly basis for the monitors they own, with Marshall Day providing data for the monitors they supply.

The Chair opened the floor for any feedback or questions. None were provided.

11. Quarterly Noise Mitigation Programme Report

Matthew Dugmore was not present at the meeting but subsequently provided the following update:

- There has been steady progress in completing installations which had been delayed by last year's lockdown. In the last quarter, a total of 7 installations were completed (5 HANA and 2 MANA) and 2 installations are in progress.
- There are 3 properties which are currently in the covenant registration process.
- An increased interest in the programme is emerging, as flights return. A strong response is expected to the 2022/2023 offer which will be made in July/August 2022.

12. Other Business

Work Plan – The work plan had been circulated with the agenda materials. The Chair alerted members to the three yearly reflection on member terms scheduled for the September meeting. It is an opportunity for members who have been on the ANCCG for some time to provide feedback on how the Group has worked over the period and provide any pointers. At that stage the Community Representative nominations process would have started. Kristina Cooper added that there will also be a draft Annual Noise Management Report for members to provide feedback on.

Helen Futter – asked whether a planning student, graduating in a Masters in Planning, would be able to sit in and observe a meeting as part of their training? Justin Tighe-Umbers commented that there is no objection from him where it is part of public items on the agenda. The Chair suggested Helen progress the matter with Kristina outside of the meeting.

The Chair thanked the Group and declared the meeting closed.

Meeting closed: 2.38 pm

Next meeting: 12th September 2022

Te Manukanuka o Hoturoa Marae, Uenuku Way Auckland Airport (tbc, depending on Covid status)