

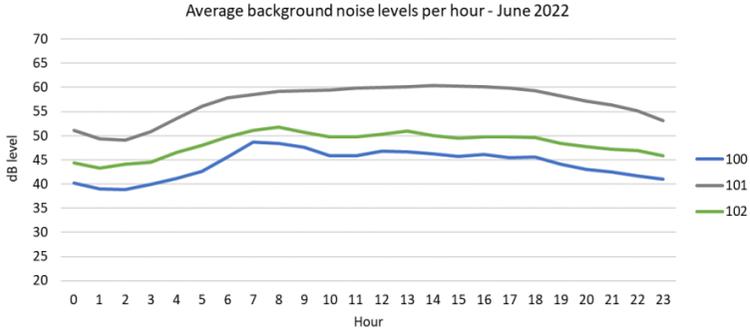
## Matters Arising from ANCCG Meeting on 13 June 2022

	Ongoing Matters Arising	Meeting	Action By	Due Date	Status
1	Consideration of a Sydney arrivals routes to address early morning flights.	9/12/19 8/06/20 14/9/20 14/12/20 8/3/21 14/6/21 14/3/22 14/6/22	K Cooper	12/9/22	K Cooper to reach out to any ANCCG member who has not yet provided feedback before a decision is reached providing a final opportunity for feedback. Industry to reach a decision on the concepts for a Northern Night STAR and/or a Southern Night STAR for night flights arriving from Sydney on Runway 23, taking into account the feedback received from ANCCG members on the March and June Discussion Documents on these topics. Refer Agenda Item 6.
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	14/3/22 13/6/22	K Cooper Airways	Ongoing	Testing confirmed that it is possible to raise the altitude at LOSGA by 1000 feet (from 6000 feet to 7000 feet) for night flights with this increase of 1000 feet being unlikely to cause any unintended consequences (eg aircraft needing to deploy flaps to reduce speed at Beachlands when turning at the VIBAG waypoint when there is a tail wind). Auckland Airport now working with CAA and Airways on the change, aiming for February AIP.
3	Development of Appointment Package for new members including Terms of Reference, Code of Conduct for members and relevant appointment letter	13/9/21 13/12/21	K Cooper	12/9/22	Council is undertaking work independently on Local Board appointee process, including use and involvement of alternates, for all groups Local Boards are represented on. ToR for ANCCG member will reflect the outcome of Council considerations re alternate process, once this is known. Verbal update to be provided to meeting. Code of Conduct confirmed at June ANCCG. Refer Agenda Item 7
4	Development of material for new members to be ready prior to December 2022 appointment of new members	14/6/21 13/9/21 13/12/21	K Cooper, E Kumar	Project for FY22	Step 1 of member survey complete 13/9/21 Step 2 no further feedback received on revised draft programme so this will now be developed and held February 2023.
5	Make plans to hold an ANCCG at the Te Manukanuka o Hoturoa Marae, Uenuku Way Auckland Airport, when COVID-19 conditions permit.	14/6/21 13/9/21 14/3/22	K Cooper	28/2/23	Airport staff have been significantly impacted by Covid-19, with many staff either being off or covering essential roles of other staff off. Holding the ANCCG at the Te Manukanuka o Hoturoa Marae, Uenuku Way Auckland Airport has therefore been deferred until the February induction day.

	Ongoing Matters Arising	Meeting	Action By	Due Date	Status
6.	Initiate the process to appoint new or reappoint existing Community Representatives on the ANCCG.	13/6/22	K Cooper H Twose	19/12/22	Advertisements prepared and will be posted 1 October seeking applications up until 15 October. This provides a six week period for interviews and appointment process, aiming to be finalised by 1 December. Appointment is made by a majority decision of Council, Airport and Independent Chair.
7.	Relocate the Whitford noise monitor to the edge of the Mana (close to where yellow and orange tracks intersect the centre line) and the Clevedon monitor to Beachlands.	13/6/22	P Thaker K Cooper	12/9/22	Appropriate properties at Beachlands have been selected and letters inviting interest sent to residents in the selected area. Work is underway to identify appropriate properties at the edge of the Mana. A verbal update will be provided at 12/9/22 meeting on responses received.

Complete since previous meeting

	Ongoing Matters Arising	Meeting	Action By	Due Date	Status
1	Develop Code of Conduct for Members	13/9/21 13/12/21	K Cooper	13/12/21	Code of Conduct confirmed at December 2021 ANCCG meeting and signed at 13 June 2022 meeting.
2	Consider axis in graphs between high noise areas and low noise areas in Annual Report	13/6/22	P Thaker	12/9/22	Graph layouts considered but consensus is normalising the scale is not a good idea, as the graph ranges vary from 1 event per day to 100, and you would lose readability of the temporary monitor graphs.
3	Advise noise mitigation package status for new schools within the MANA (eg Mission Heights schools)	13/6/22	M Dugmore	12/9/22	<p>Designation 1100, clause 10i provides that any new school/preschool which is unable to be located outside of the MANA has the airport contribute 50% of the cost of noise mitigation treatment. (Existing schools/pre-schools receive noise mitigation treatment offers when they fall within the 60 dB Ldn AANC)</p> <p><b>New Public Schools or Pre-schools Within the MANA</b></p> <p>i AIAL shall offer the owner(s) of any new public (i.e. non-private or integrated) school or preschool to be established on affected sites located within the MANA, funding (and if the offer is accepted, provide funding) for acoustic treatment and related ventilation measures to meet the requirements in, and to a standard consistent with, clause (g) of this Condition, above, provided that this offer shall be conditional on:</p> <ul style="list-style-type: none"> <li>• The owner agreeing to contribute 50% of the costs of the acoustic treatment and ventilation measures;</li> <li>• The Regional Network Manager — Auckland of the Ministry of Education or successor of that office certifying, following consultation on the issue of location with AIAL, that the proposed new school or preschool could not reasonably be located outside the MANA, such consultation having been undertaken as soon as reasonably practicable before selecting a potential new school or pre-school site.</li> </ul>

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4	Investigate level of flight correlation at the Velodrome noise monitor, which is one of the three mandated noise monitors used to determine the annual AANC, and hence the noise mitigation offers.	13/9/21 13/12/21 14/3/22 13/6/22	P Thaker K Cooper	12/9/22	<p>Casper advises that the background noise levels at Velodrome (at between 54-64dB during the day and 48-55dB during the night) are considerably higher than the ideal monitoring location, and up to 10dB higher than at the Prices Road or Puhinui locations (see graph below). The elevated background noise levels reduce the difference between the aircraft noise LMax and the residual level at the time the aircraft passes, meaning the current 12dB difference required to trigger the monitor 'noticing' the noise from an aircraft movement is triggered less often at the Velodrome monitor.</p>  <p style="text-align: center;"><i>Figure 2 – Average background noise levels per hour</i></p> <p>Casper has tested changes to the Velodrome Monitor in a new test system it has developed, and recommended the following changes to the Airport, which have been made with effect from 1 August:</p> <ul style="list-style-type: none"> <li>• Reduce the matching LMax parameter from 12db to 7db – in the test system this has shown to improve the correlations from 60% to 74% (as a result of lowering the difference between the residual noise levels and the LMax levels).</li> <li>• Reduce the Noise Monitor area from 2500m to 2000m to compensate for the elevated background noise levels, and reduce the incident of aircraft detection where the greater distance to the Noise Monitor will likely result in missed correlations</li> </ul> <p>The combined effect of these two changes is predicted (as a result of work in the test system) to result in a correlation rate of over 90%. A review of the actual improvements for the final quarter of 2022 will be provided at the December ANCCG meeting.</p>