

Minutes

Subject:	Meeting of the Aircraft Noise Community Consultative Group	
Location:	Meeting held via Microsoft Teams due to Covid restrictions in place	
Date:	13 December 2021	Time: 1:05pm – 3.08pm
Members Present	Via Teams: Catherine Harland, Independent Chair Kristina Cooper, Auckland Airport Anne Candy (Manurewa Local Board) Ashraf Choudhary, Ōtara-Papatoetoe Local Board (departed 1.29pm) Bruce Kendall (Howick Local Board) (from approx. 1.10pm) Ella Kumar, Puketāpapa Local Board Graeme Easte, Albert-Eden Local Board (from approx. 1.17pm) Helen Futter, Community Representative Justin Tighe-Umbers, BARNZ Malcom Bell, Franklin Local Board	Via Teams (cont): Mark Easson, Community Representative Tauanu’u Nick Bakulich, Māngere-Ōtāhuhu Local Board (from approx. 2.06pm) James Evans, Airways NZ (from approx. 1.10pm) (alternate) Sophia Healey, Airways NZ (from approx. 2.50pm, with apologies for late arrival) Troy Churton, Ōrākei Local Board (from approx. 1.08pm) Warren Piper, Whau Local Board Michelle Clayton, Waitākere Ranges Local Board (alternate)
In Attendance	Via Teams: Steve Hardwick, Auckland Airport Shaun Sie, Auckland Airport Kevin Kevany, Ōrākei Local Board (alternate) Richard Green, Auckland Council (will be replacing Zoe Hortop) David Wong, Auckland Council	Via Teams (cont): Matthew Dugmore, Auckland Airport Pranaya Thaker, Marshall Day Acoustics Zoe Hortop, Auckland Council (replacing Isabella Wang) (departed 1.57pm)
Members of the Public	Nil	
Apologies	Libby Middlebrook, Auckland Airport Helen Twose, Auckland Airport (alternate) Maria Meredith, Maungakiekie-Tāmaki Local Board Councillor Alf Filipaina, Auckland Council Bobby Shen, Puketāpapa Local Board (alternate) Mark Allen, Waitākere Ranges Local Board	

1. Welcome, apologies and attendance

The Independent Chair declared the meeting open at 1:05 pm. The apologies were noted and accepted. Kristina Cooper noted that due to Airways not yet being present, a quorum was not in place, but as Airways had indicated Sophia Healey and James Evans would be attending but late, it was decided to start the meeting as a quorum would soon be present. Zoe Hortop (Auckland Council “Compliance Monitoring” team) introduced Richard Green to the meeting, who will be taking over from her. Helen Futter made enquiries about the possibility of a graduate Planner attending future meetings as an Observer. The Chair undertook to raise the observer question under General Matters.

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 a brief update on the state of commercial air traffic at Auckland Airport:

- After a “remarkably quiet” period, the industry is now busy in preparation for Domestic resumption.
- Cited the various dates the Government has stipulated for gradual resumption, including International stepping up from Trans-Tasman recommencing for New Zealanders in mid-January 2022 with further progressive increases in origins and types of passengers occurring through to 30 April 2022.
- International long haul flight numbers are not expected to increase in the near future, rather each flight will be fuller.

In response to a question from Helen Futter about electric planes that lift off vertically, Justin Tighe-Umbers, Mark Easson, Malcom Bell and predominantly James Evans made the following points:

- If international visitors had been allowed for the America’s Cup, trials to ferry attendees from the airport to central Auckland may have occurred, but are unlikely in the next 5 years.
- Integrating such craft into existing controlled airspace has considerable complexity.
- The noise characteristics will be completely different to current aircraft and flight patterns.
- Cited companies such as Rocket Lab in NZ and Wisk NZ a joint venture between Boeing and Kitty Hawk, the latter funded by Google co-founder Larry Page. Airways will need to keep well-abreast of developments to avoid large companies dictating what processes are adopted due to having more advanced knowledge.
- The possibility of pilotless craft would require systems of automatic “self-avoidance”, with new technical possibilities “changing monthly”.
- Hydrogen as fuel was cited, with Airbus working on 3 types of hydrogen-based fuel options, with a NZ working group being set up to investigate some percentage of synthetic fuel, but “all the talk” is currently for electric propulsion. Using hydrogen to generate the electricity for propulsion was cited.

James Evans advised that all Air Traffic Controllers have “been back to the simulators” in the past 2 weeks in preparation for the uptick in air traffic. The Chair thanked Justin Tighe-Umbers for his update.

4. Minutes of Meeting Held on 13 September 2021

The Chair moved that the minutes of the meeting held on 14 June 2021 be confirmed as true and correct. Kevin Kevany referred to the portion recording the discussion of the location of Sydney in relation to Auckland, and requested that exact coordinates be entered into the minutes. Mark Easson as an “old-time navigator” advised he considered the Airways presentation was correct. Members also cited “the great circle routes” and “simple euclidean geometry”. Subject to the action below the Chair again moved as previously, and with no dissent the minutes were adopted.

Action: James Evans to check the exact coordinates and report back to the Chair, and if anything requires changing or adding, this would be amended in the minutes prior to their publication.

5. Matters Arising from the Previous Minutes

Matters Arising Point 1: Mana whenua representatives – Kristina Cooper invited Matthew Dugmore to provide the verbal update. He had outlined the concept at an early December meeting with Te Ākitai Waiohua who will now take the concept back to their governance group and provide a formal response in Jan/Feb 2022. Meetings with Te Ahiwaru and Te Kawerau ā Maki scheduled for December were postponed due to Covid-19 concerns. Matthew Dugmore is working on arranging dates in 2022 for rescheduled meetings in order to raise the matter with these two groups. It is hoped COVID-19 management will allow more regular meetings during 2022.

Kristina Cooper spoke to Point 2B indicating there will be an industry working session in late January 2022. The February 2023 date for the induction program in Point 3 of the Complete Items was not “a typo” as the induction is being aligned with new local board members elected in October 2022 and being appointed to the ANCCG in December 2022.

Matters Arising Point 5: ANCCG meetings at the Te Manukanuka o Hoturoa Marae – Kristina Cooper informed the meeting that AIAL’s policy is that anyone attending in-person meetings must be fully vaccinated but the Marae policy is unknown at this stage, once known the Group will be advised.

Helen Futter asked that investigating the relatively low levels of flight correlations at the Velodrome monitor be added to the Matters Arising as she raised it at the September meeting. Pranaya Thaker advised Marshall Day has not yet been to site as the Casper staff member had been difficult to contact and the August to December Alert Levels 3 and 4 lockdowns had affected the ability to meet offsite with other organisations. This monitor is a Casper owned monitor so any investigations must be Casper led rather than Marshall Day led. The current correlation is around 75% and the monitor has traditionally been under (but “approaching” 80%). This is due to the noise environment and proximity to noise sources (e.g. State Highway 1). He regards 75% as acceptable for this monitor but concurs that the drop to around 60% needs to be investigated. Helen Futter expressed disappointment that the reason for the Velodrome noise monitor “correlation” being less than 80% remains unknown and the investigation had not been prioritised as this monitor is really important as a lot of data is extrapolated with computer modelling from the readings of the 3 required noise meters and then the noise contours determined from this computer modelling.

Action: Kristina Cooper to determine and communicate back the Marae vaccination policy.

Action: Kristina Cooper to add the Velodrome Monitor correlation rates to Matters Arising and ensure a site visit is carried out to investigate the correlation issues and ensure optimal location.

6. Report back on draft Member Induction Programme, Member ToR and Member Code of Conduct

Member Code of Conduct

Kristina Cooper spoke to the item and stated the most efficient way of developing an ANCCG Code of Conduct was identified as using Auckland Council’s Elected Members Code of Conduct as a template, but adjusted for the fact that ANCCG members are not all elected and that the ANCCG is a consultative group not a decision-making group. The two key principles of the Council’s Code of Conduct are trust and respect, which both fit well into the ANCCG environment. Feedback was invited on the draft Code of Conduct, which had been circulated prior to the meeting.

- Kevin Kevany (Ōrākei alternate) made the following points:
 - Helen and Mark should be signatories as community representatives (Kristina noted this was already included, which Kevin was happy to see);
 - This should be recorded as “an Auckland Airport initiative” (the Chair disagreed stating she believed it arose from the previous meeting where members had supported it being progressed);
 - That the Code was “all process, no product” and “was either meaningless or very cunning”.
- Troy Churton (Ōrākei) requested clarification of the need for it, with existing legislation and the Chairperson position already being able to cover this? The Chair responded that it is to be part of the new member induction process, and it is helpful to have it in place. Troy Churton requested clarification for whose benefit is the Code? Kristina Cooper responded that it would fill a gap for the half of ANCCG members who are not already covered by the Council’s Code of Conduct;

- Helen Futter (community representative) requested the Code be clarified within it as to what are formal versus informal communications for raising a matter under the Code;
- The Chair requested further input, receiving the following either verbally or via the “chat” function:
 - Ella Kumar (Puketāpapa) and Malcom Bell (Franklin) happy with the Code;
 - Justin Tighe-Umbers (BARNZ) stated BARNZ supports the Code as good practice for such a forum;
 - Graeme Easte (Albert-Eden) felt the Code would hopefully not be required but would be important if needed;
 - Troy Churton (Ōrākei) wished to ensure the Group is clear that “it is consultative, not a decision-making one” and Kristina Cooper affirmed yes, adding that the consultation process is seen as highly-important by the Airport, and entails the provision of sufficient information, having an open mind, allowing sufficient time to provide feedback and taking into account such feedback before making any decision;
 - Mark Easson (community representative) (in response to Helen Futter requesting his opinion) stated he “is happy to go along with it but doesn’t see the need for it”.

The Chair moved, Helen Futter seconded:

“That subject to minor wording amendments, the draft ANCCG Code of Conduct be approved and adopted.”
Agreed. (T Churton (Ōrākei) requested his vote against be recorded)

The Chair called for a volunteer to sign on behalf of the Local Boards, with Ella Kumar stating she was happy to do so and that was accepted.

[At approximately this point Zoe Hortop left the meeting]

The Chair thanked the Group for the discussion and moved to the Member Terms of Reference, requesting feedback.

Members Terms of Reference

Kristina Cooper passed on a request from Alf Filipaina that a sentence be added to clarify the rules about the attendance of alternates, that they should only attend in the absence of the main Local Board representative. The Chair invited input on this request, as well as a second issue as to whether Local Board representatives and their alternates need to be elected members or may be appointed by the Local Board from outside of their elected representatives (noting that the existing Terms of Reference are silent on this issue). The following feedback was received:

- Kevin Kevany (Ōrākei Alternate): “this is again process not product, and can we please do some business”;
- Mark Easson (Community Representative) (in response to the Chair requesting his opinion): stated Kevin Kevany (for example) had been asked to be present and was not elected, but was highly committed, makes a valuable contribution and always “turns up” and is in effect “a de facto community representative”;
- Kevin Kevany (Ōrākei Alternate): had “been through all this 3 Chairpersons back” or “five years ago” and had “helped put it together in conjunction with lawyers”;
- Ella Kumar (Puketāpapa): noted that despite the “3 Chairs back” comment it was good to re-examine the matter, and was of the opinion that Local Board Representatives should be elected and if non-attendance was an issue there are mechanisms in place to raise such matters;
- Bruce Kendall (Howick): Members of the public (“the community”) should be allowed to attend meetings and we should ensure persons such as Kevin Kevany (“whose passion is invaluable”) can continue to be in the Group;
- Graeme Easte (Albert-Eden): there is “some ambiguity” as to who is the Ōrākei representative which does need to be resolved. His understanding would be that it is Troy as he was elected, but what was the role of Kevin Kevany and what are the references to “five years ago” and “lawyers”? The Chair clarified that it refers to the Terms of Reference in the Designation of the Unitary Plan that Kevin had been involved in and that Kevin Kevany is an alternative appointed by the Ōrākei Local Board for when

Troy Churton is unavailable. That differs from Mark Easson who is one of the two appointed community representatives to the ANCCG (Helen Futter being the other);

- Helen Futter stated that it was a matter of fairness - it is only fair that each Local Board only have 1 representative present at a meeting at a time. She did not feel strongly either way about whether the representative should be elected or not, that's up to each Local board to determine.
- Chair: Two separate issues that had been raised "on and off with her over time, firstly whether a representative and their alternate should be present at the same time, and secondly whether both Local Board members and their alternates both need to be elected members;
- Troy Churton (Ōrākei): Kevin Kevany has experience valuable in itself; that both Kevin and Mark Easson are effectively "national advocates", we need to "recognise community advocates" and if the Ōrākei Local Board needs to make a resolution that both the appointee and their alternate are not required to be elected then it would do so, adding that he is "stunned it has got to this";
- Kristina Cooper (AIAL): Was present when working for BARNZ during the 2016 mediation process that amended the Designation, with the result being a significantly increased membership of the ANCCG. Prior to that time there were only five Local Board representatives on the ANCCG covering areas directly impacted by the main flight paths near the airport. The outcome of the Unitary Plan mediation process was an increase to 12 Local Boards over the wider Auckland flight path coverage and the new addition of two community representatives selected from a community nomination process;
- The Chair: Reiterated that the Terms of Reference were "silent" on the matter of both alternatives and of whether a representative (or alternate) has to be chosen from elected representatives of a Local Board, and it was important to know what the Local Boards' stance on these matters is. In her view the Terms of Reference also have other outdated aspects to them and are in need of a review. Both Council and Auckland Airport would need to be involved;
- Kevin Kevany (Ōrākei alternate): The Unitary Plan mediation process had "been rushed at the end, as they needed a result and nobody could agree, the important thing was continuity and one vote per Board had satisfied everyone";
- Ella Kumar (Puketāpapa): as an elected member she was "unsure how an unelected alternate member would work" and that "alternates can be messy" – she thinks they should be elected;
- Troy Churton (Ōrākei): requested consideration of "what harm the current situation has done".

There was no feedback provided on the Terms of Reference drafted for Community Representatives, which had already been reviewed by the Community Representatives while being drafted.

Member's Induction Day

Given the Induction Day is not until February 2023 and in the interests of time-keeping Kristina Cooper suggested any feedback on the draft timetable could be emailed directly to her. The Chair supported obtaining feedback via email and in the absence of Gillian Urquhart opted to move on to Agenda Item 8.

Actions from discussion of Code of Conduct, Terms of Reference and draft Induction Day:

- Kristina Cooper to add clarification to the Code of Conduct as to what are formal versus informal communications and then arrange a document for signatures;
- Kristina Cooper to finalise the ANCCG Community Representative Position Description;
- Consideration of the ANCCG Member Position Description be carried forward as an unresolved matter, with views sought from Auckland Council and Auckland Airport on interpretation of the Designation Terms of Reference in relation to (1) alternates presence alongside a member at a meeting; and (2) Local Board member and alternates needing to be elected representatives or can an interested, unelected person be appointed to fulfil the role; and (3) adding a 3rd community representative.
- All members to provide feedback on the draft Induction Day timetable to Kristina Cooper by 31 January 2022.

7. Report from Auckland Airport Community Noise Trust

This item was not dealt with due to Gillian Urquhart’s absence from the meeting. Subsequently (towards the end of the meeting) Tauanu’u Nick Bakulich questioned why this item had not been spoken to, as the Trust has been undertaking valuable work. Kristina Cooper explained that while the speaker had been organised, there was an administrative hiccup with the Teams Meeting not being correctly circulated, so the item will need to be carried over to 2022.

Action: That Kristina Cooper reschedule this item to the March 2022 ANCCG meeting at which Gillian Urquhart would present.

8. Presentation and Joint Memo - Orange SMART trial Results

Kristina Cooper spoke to the “Orange Trial Memo from AA, BARNZ & Airways” which had been circulated to members in advance. The trial was considered a success from the AIAL viewpoint as it had identified issues with the original flight track that were able to be resolved (i.e. adjustments to provide more distance from Drury glider operations which were visually distracting to pilots despite meeting the legally required separation), that there had been no complaints from residents under the Track, that it had taken some flights off the Red Track and therefore that AIAL supported continuing its use. Pranaya Thaker spoke to the pre-circulated Marshall Day report on the noise monitoring results from the Orange S23 Smart Trial.

- Helen Futter asked “where does the 2.1 decibel penalty come from” to which Pranaya Thaker drew the Group’s attention to Table 5 [page 4], where 2.1 is the sum of the two “Noise Level Adjustments”.
- Helen Futter requested an explanation of “Lmax” levels of noise recordings under the Flight Path, noting it was a noise measure of importance as well as Ldn. Pranaya Thaker talked to the concept of Lmax and Kristina Cooper drew attention to Fig 30, 31 and 32 in the quarterly noise report, showing 3-years’ worth of Lmax for each of the noise monitors, which Helen found helpful;
- Malcom Bell: Lives under the Orange Track and has had no issues (the “noise is faint”), and if locals had had problems, he would have heard about it but he has not;
- Mark Easson: What is the aircraft height in this Track over Clevedon? Pranaya Thaker advised it was about 3700 feet, to which Mark Eason expressed surprise “it was that low”, and stated “it looks like Orange is friendly to people on the ground”;
- James Evans: Spoke to the different methods Boeings versus 320’s use to “slow their profiles”, with 320 aircraft behaviours possibly causing more noise;
- The Chair: What would the trigger be to bring Orange Track issues back to the ANCCG? Kristina Cooper: noise complaints received and/or the allowable noise bucket being close to being exceeded (which was what occurred with the Red Track, which resulted in night time use of the Red Track ceasing).

The Chair advised that the decision sits with BARNZ, Airways and AIAL, and Kristina Cooper concurred with the caveat that ANCCG feedback must be taken into account. The Chair requested anyone against adopting the Orange Track to speak, to which there was no response.

Action: AIAL and Airways confirm final approval of the Orange Track within Airways AIP publications.

9. Quarterly Aircraft Noise Report

The Chair proposed to take this item “as read” unless Pranaya Thaker wished to highlight anything. Pranaya Thaker then spoke to slide 3 (“down-tick in operations”), slide 12 (“had peculiarities”), slide 16, slide 17 table 3 (one Remuera complainant had made 13 of 27 complaints or 48%), and “the Velodrome monitor issue” which Helen Futter had raised earlier. Kristina Cooper returned to the Helen Futter question, wondering if a new item in these Reports summarising monitor repairs and replacements would be useful? Pranaya Thaker said yes it was do-able but at times may not contain much information. Helen Futter responded that perhaps footnotes elaborating would suffice to provide more information rather than a dedicated new slide.

Mark Easson found one particular complaint dubious (a Palmerston North landing complained of by a Remuera resident), but Pranaya Thaker suggested the possibility the complainant stayed somewhere away from their normal residence that night.

Michelle Clayton asked whether complainants such as the Remuera multiple-complainant above were approached to determine why they had so acted? Pranaya Thaker replied that for long-standing

complainants where prior engagement had not resolved the concerns, no special action was normally taken by Marshall Day over and above the standard Auckland Airport investigation and response process undertaken for every complaint. *[Note for members – while not stated at the meeting, Auckland Airport does engage directly with new multiple-complainants via phone calls, on-line meetings or in person meetings with assistance from Airways as appropriate.]*

[via “chat” function of meeting software; Kevin Kevany: “Could we please capture the noise peaks at all times. Average is manipulation.” “...we should note that the Sydney night flights around the midnight “rush hour” dominate -- as ever.”].

Action: Pranaya Thaker to add information regarding any repairs and maintenance or replacement of noise monitor parts to future Reports.

In the absence of any further questions the Chair declared the Report received.

10. Quarterly Noise Mitigation Programme Report (verbal only)

Matthew Dugmore advised, with apologies, that his update was verbal only as the programme had been on hold since August due to Levels 3 and 4, and that a necessary (internal AIAL) discussion and agreement to the new COVID-19 Response plan had only occurred in the past week.

The Programme will operate at all Traffic Lights setting, with some requirements to be met in each setting. Work will only be undertaken in properties of vaccinated residents at red and orange settings, and proof of vaccination for all eligible residents will need to be provided and verified through the verifier app prior to the order to install being made.

Only at green will work occur in properties of unvaccinated residents, provided the property is vacant during the installation. Other requirements throughout the settings include the use of appropriate PPE, ensuring social distancing and compulsory scanning in with QR codes prepared for each property. All contractors will need to be fully vaccinated as well, which will be formalised through either a Health and Safety agreement with AIAL contractors or a variation to their contracts, as per internal legal advice.

The programme is expected to pick up by January 2022, with 6 installs to be booked as soon as possible. 2021/2022 stage 2 offers will be made in February at the latest with the next annual offer round due in July/August as per the new timeframes.

In the absence of any questions the Chair thanked Matthew Dugmore for his update.

11. Work Plan and Confirmation of 2022 Dates

Kristina Cooper spoke briefly to the work plan and responded to a Nick Bakulich question regarding rescheduling the Community Noise Trust presentation (refer to the record of Agenda item 7, above), after which the Chair declared the Work Plan noted.

Action: That Kristina Cooper amend the Work Plan for the rescheduled 2021 Report from Auckland Airport Community Noise Trust.

12. Other Business

[between 2.57 and 3.02 the following attendees had to leave the meeting: Anne Candy, Graeme Easte, Michelle Clayton, David Wong, Justin Tighe-Umbers, James Evans].

Kristina Cooper listed 3 items:

- Publication of email addresses for public to make direct contact with members;
- Observers at future meetings (refer item raised by Helen Futter);
- Reminder to attendees of future “in-person” meetings of the AIAL double-vaccination requirement.

Kristina Cooper spoke to the first item, noting an incident in which the Chair’s email address published on the website was harvested and used to send a scam email to the other members’ emails listed. An alternative was to just publish details for the main AIAL Contact Centre, which could notify Kristina Cooper who would notify the member in question. However, she was very aware of not being seen to be preventing or filtering

access by the public to members of the ANCCG. General discussion and clarifications ensued, with the outcome agreed of elected member Council email addresses to remain published, an 'email me' button for the Chair and the Contact Centre to be used for other members.

[via "chat" Graeme Easte advised he would not be standing for re-election in October 2022 and what should the timing be for a possible overlap with his replacement for induction purposes?].

In the interests of time, the Observers item was deferred, and Kristina Cooper repeated the AIAL vaccination requirement as a reminder for in-person attendees and wished all attendees a healthy, safe, relaxing break.

The Chair thanked the Group for a challenging year of effort, noted that beneficial initiatives had been put in place during that time which is worth acknowledging, looked forward to 2022 and declared the meeting closed.

Action: That Kristina Cooper have the contact details of ANCCG members on the AIAL website be amended to reflect the decision above.

Meeting closed: 3:08 pm

Next meeting: Monday 14 March 2022, 12:00pm – 3:00pm
Te Manukanuka o Hoturoa Marae, Uenuku Way Auckland Airport (tbc, depending on Covid Traffic Lights levels and participant vaccination status).

Subsequent Note – with Auckland moving to the Red Traffic Light Level in January and Phase 2 of the Omicrom outbreak in February, the Marae location has been deferred again with the 14 March meeting being on-line from 1:00pm to 3:00pm.