

Minutes

Subject:	Meeting of the Aircraft Noise Community Consultative Group	
Location:	Meeting held via Microsoft Teams due to Covid restrictions in place	
Date:	13 September 2021	Time: 1:02pm – 3.04pm
Members Present	Via Teams: Catherine Harland, Independent Chair Kristina Cooper, Auckland Airport Councillor Alf Filipaina, Auckland Council Ella Kumar, Puketāpapa Local Board Garth Wyllie, Industry Representative (departed 2.59pm) Graeme Easte, Albert-Eden Local Board (from approx. 1.55pm) Helen Futter, Community Representative Jan Robinson, Papakura Local Board (departed 2.25pm)	Via Teams (cont): Justin Tighe-Umbers, BARNZ (departed 2.59pm) Malcom Bell, Franklin Local Board Mark Allen, Waitākere Ranges Local Board Mark Easson, Community Representative Tauanu’u Nick Bakulich, Māngere-Ōtāhuhu Local Board Sophia Healey, Airways NZ Troy Churton, Ōrākei Local Board Warren Piper, Whau Local Board (from approx. 1.15pm)
In Attendance	Via Teams: Steve Hardwick, Auckland Airport Shaun Sie, Auckland Airport Bobby Shen, Puketāpapa Local Board (alternate) (from approx. 1.15pm) Kevin Kevany, Ōrākei Local Board (alternate)	Via Teams (cont): James Evans, Airways NZ (departed 2.26pm) Karl Taylor, Airways NZ Matthew Dugmore, Auckland Airport Nicholas Lau, Auckland Council (departed 2.59pm) Pranaya Thaker, Marshall Day Acoustics Zoe Hortop, Auckland Council (replacing Isabella Wang)
Members of the Public	Nil	
Apologies	Libby Middlebrook, Auckland Airport Helen Twose, Auckland Airport (alternate) Maria Meredith, Maungakiekie-Tāmaki Local Board Patrick Whelan, BARNZ (alternate) Saffron Toms, Waitākere Ranges Local Board (alternate) David Wong, Auckland Council Michelle Clayton, Waitākere Ranges Local Board (alternate) Catherine Farmer, Whau Local Board (alternate)	Apologies received on line during meeting: Anne Candy, Manurewa Local Board Bruce Kendall, Howick Local Board

1. Welcome, apologies and attendance

The Independent Chair declared the meeting open at 1:02 pm. Garth Wyllie from the EMA, the new Industry Representative was introduced to the meeting and gave a brief summary of his past experience including a level of familiarity with the work of this Group. The apologies were noted and accepted.

2. Public Forum

The Chair noted and Kristina Cooper confirmed 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:

- “Sobering reading” – now NZ is split L4/L2, domestic flights have increased slightly from NZ-wide Level 4 levels. However, because only essential workers can “move” to and from Auckland in both L4 and L3 (and the approximately 3,000 eligible essential workers are doing so via road not air), any move to L3 in Auckland will not alter this significantly.
- Domestic air traffic (which is normally about 50% of overall traffic) was at around 40-45% of normal levels prior to the current lockdown. International flight movements are 97% below pre-Covid numbers. Prior to the current lockdown, the Trans-Tasman Bubble now on pause had added 20% back in.
- Aviation sector predicts travel opportunities may be possible December 2021 or early 2022 on an incremental or “State-by-State basis”, but that the Delta variant had now “changed the Bubble”, and Australia travel would only be “point-to-point” and dependent on vaccination status. Beyond Australia, “modest numbers” to the Pacific are possible but other, long-haul, travel is “a fair way away”.
- A challenge is that after a large industry recruitment drive in April for ground handlers, load masters, air crew, pilots, etc, the current halt to travel makes it harder to retain those people in the industry, and the longer the latest Delta issues continue, the harder to stem the loss of expertise.

In response to a question from the group as to what is “the chat” in the industry about vaccination passports, Justin Tighe-Umbers stated most airlines are “still pondering this”, but noted travel in the Northern Hemisphere is generally on an “either-or basis”, ie, either a vaccination or a negative test.

The Chair moved receipt of the update, which was carried.

4. Minutes of meeting held on 14 June 2021

The Chair moved and the ANCCG resolved that the minutes of the meeting held on 14 June 2021 be confirmed as true and correct.

5. Matters arising from the previous minutes

Matters Arising Point 1: Mana whenua representatives – Kristina Cooper spoke to the “Status” column of the Matters Arising document where it is proposed to incorporate noise issues and ANCCG matters into the existing Auckland Airport monthly engagement with Kaitiaki of local mana whenua.

- Cr Alf Filipaina expressed doubts over the timeliness of using the Kaitiaki Forum. However once it was clarified that the forum in question was not the Council’s Kaitiaki Forum but an existing airport Kaitiaki one on one engagement that occurs monthly, the comment was withdrawn.
- Helen Futter observed that if the Group did accept the proposal that those Kaitiaki should be included in the pending induction process and the ANCCG should have an opportunity to meet the Kaitiaki in person. Kristina Cooper agreed that possibility would be included within the induction programme.
- It was noted that the existing monthly Auckland Airport Kaitiaki engagement being proposed to be utilised occurs with Te Ākitai Waiohua and Makaurau Marae Māori Trust.

Kristina Cooper summarised the “Status” column for *Matters Arising Points 2A, 2B, 3 and 4*.

Matters Arising Point 5: ANCCG meetings at the Te Manukanuka o Hoturoa Marae – Kristina Cooper reported that the Marae unavailability stated in the Matters Arising was actually because the ANCCG has a placeholder for its December 2021 meeting, so there are tentative bookings for both December 2021 and March 2022 meetings at the Marae, so as to provide an alternative back-up.

In relation to the Terms of Reference review being moved across to the Work Plan, the Chair asked Kristina Cooper if development of a position description for members and Code of Conduct were fitting content for the pending induction process and if so, could they be scheduled into the Work Plan? Kristina Cooper answered yes and committed to the following action:

Action: Kristina Cooper to include a draft position description, draft induction day programme and a Code of Conduct “straw man” in the Work Plan for December 2021.

There were no questions on the Matters Arising, items 2B, 3 and 4, covered in the following Agenda items.

6. Member Survey on Proposed Induction Process

Kristina Cooper summarised her “Member Induction Survey” Memorandum, reiterating that the survey results indicated an induction process would be useful. She expanded upon what is meant by a “Café-style” presentation and that the percentage weighting given to potential topics would help determine the appropriate depth and style of presentation.

Kristina Cooper invited the Group to endorse the proposed action below, to which the Chair requested the Group vote using the “hand symbol” in meeting software. The show of hands was in favour of the following:

Action: That Kristina Cooper develops an induction programme “outline” for consideration at the December 2021 meeting, the results of which would then inform the final development of the programme.

- Troy Churton made a “return on investment” observation (the need for effort and resource to develop such a programme to “be worth it” for the potential low number of new inductees). Kristina Cooper felt that an “update and re-tune” of existing material would help save time, but acknowledged the observation and principle.

The Chair commented positively on the initiative, thanking Ella Kumar and Bobby Shen for their contribution to its development.

7. Airways Presentation on night-time noise initiatives and night-time SIDS and STARS

Karl Taylor re-introduced himself and his background, then shared his screen with the Group to display a presentation that had not been attached to the Group on-line meeting invitation due to the large file size. He worked through the presentation, expanding upon the following slides:

- The “What we Look at” slide showing the desk/monitor set up was elaborated upon. In relation to the close-up of the radar screen, the symbols and the details in the aircraft information box, were explained.
- In relation to the “Future Plans” slides, procedures have been introduced allowing the Police Helicopter to fly at a higher altitude above the Auckland Control Zone at night when weather allows. In addition, Airways at the request of the Police, are looking at a possible Controlled Airspace change in the vicinity of Pikes Point that will allow the Police Helicopter to return to base at a higher altitude than present without the need to talk to Air Traffic Control and descend when over the water.
- In relation to the slide showing the Tasman flight paths following the earth’s curvature, an explanation of why, in aircraft flight terms, Sydney is at 271 degrees and “virtually due west” from Auckland was given. Examples were also shown of how weather events which would require alterations to an aircraft’s route, in order to avoid the weather, which may cause an aircraft on the ‘Melbourne’ route to move onto the ‘Sydney’ route (or vice versa).

Karl Taylor handed back to the Chair, who thanked him and invited questions:

- Mark Allen: please explain the times the newly-developed Northern STAR route would be used (Matters Arising item 2A; new Northern STAR for publication in December 2021 AIP). Karl Taylor: in general terms, any aircraft from North America or the Pacific landing on 05R at Auckland Airport after 10 to 10.30 pm and before 6am. Mark Allen noted that this would be “very welcomed”.

- Kevin Kevany: made a series of comments and queries as follows: the presentation was “excellent”; requested a copy of all slides and endorsed the work with Police noting that Police (and not medical) helicopters are “appalling” for noise; queried whether 4900 ft is still the previous residential area height limit; questioned the meaning of “SID”; noted that turboprops are a problem for Ōrākei; requested a plan and a date be set by which 100% of flights would move away from residential areas “as ratepayers would want”; stated “it is fact” that Sydney lies 100 NM (nautical miles) north of Auckland.
[via “chat” function of meeting software; Troy Churton: agreement with helicopter point; strong agreement with the move away from residential areas point – “our terms of reference are clear”; Graeme Easte: “supports Kevin & Troy”]

In response Karl Taylor advised:

- Airways sometimes uses the word “radar” in a generic way to describe various “surveillance” methods, rather than radar in “the old-fashioned” sense;
- the 4900 ft height limit asserted would be the requirement that overflying aircraft must be above 5000 ft but that this does not apply to aircraft taking off from or on approach to Auckland Airport – just aircraft flying over and not landing at Auckland;
- that ALL aircraft can fly a SID which is a standard instrument departures route (STAR being the standard arrivals route);
- moving flights away from residential areas needs to consider all factors, for example, moving Sydney arrivals at night onto the Northern night STAR adds an extra 15 NM to the flight. Even with current COVID traffic levels this would affect an average of 6 flights each night, i.e. an extra 90 NM. Multiplied by 365 days this is a considerable penalty to the airlines.

The Chair reminded members of the available glossary of terms where “SID” is listed.

Justin Tighe-Umbers noted that airlines “can’t contemplate” a 100% move away from residential areas. In the current loss-making climate, the extra Sydney carbon-burn would be 15 track miles per flight; not moving Melbourne flights in the case of weather events would impact passenger safety (the pilots’ sole province).

James Evans: reiterated the “earth’s curvature” point from the Airways presentation in relation to the position of Sydney relative to Auckland.

- Nick Bakulich: Can the flight radar app be used as evidence by Airways? Karl Taylor: that “flight radar” or “CASPER” is not what Airways sees, but rather what the public use to review flights and lodge any complaints. However, when the airport is asked to review complaints, Kristina Cooper will request more information on particular flights such as the indicated air speed of the aircraft or the wind at altitude, and Airways would investigate and provide that.

Action: That Airways will check internally to see if a copy of the slides in the presentation can be provided to the Group and made available via the ANCCG website.

There being no further questions the Chair thanked Karl Taylor.

Item 9 was considered at this point.

8. Review of Draft Annual Aircraft Noise Management Report

Kristina Cooper explained this is the second year the Annual Report has been circulated as a “draft” in order to gather the Group’s views before it is finalised, then handed over to Pranaya Thaker.

Pranaya Thaker spoke to the Report’s “Executive Summary”, then drew the Group’s attention to Appendix 3 (covering the science of noise monitoring and metrics and how these are applied) which is a new section requested be included by the ANCCG. He spoke to the “Initiatives” content [*page 12*], pointing out that the “Noise Mitigation Programme” heading and contents [*page 13*] had been added by Matthew Dugmore. Kristina Cooper spoke to the “Future Initiatives” heading and its three bullets [*page 13*].

[at approximately this point Jan Robinson and James Evans left the meeting].

The Chair proposed answering questions from two members appearing in the “chat” function of the meeting software, followed by a “page-turn” process to give the Group the opportunity to raise any questions for each page of the Report, which prompted the following:

- Troy Churton: what is the statement “anticipated increase in noise complaints” based on and is there any indication of which parts of Auckland these would come from? Pranaya Thaker advised it was not a prediction, but simply that it follows logically that with more aircraft movements and associated noise more complaints could be anticipated.
- Troy Churton: what are the easy avenues available to the average person to make noise complaints? Kristina Cooper advised there are a free (24/7) 0800 number (launched just before the pandemic commenced), an “ordinary” phone number and the web-based portal. Troy Churton gave feedback that the portal “forces” users to select a single category choice, but the ability to make multiple selections would be useful.
- *[via “chat” function of meeting software; Kevin Kevany: 0800 number commits you to about half an hour at 2 am, is not viable and distorts the complaints – email and text are best].*
- Helen Futter reminded members that she did considerable work with a former AIAL employee on measures to make it easier to lodge noise complaints which substantially improved accessibility and ease of location of material on the website. In addition, material was provided to Auckland Council’s 24/7 phone line operators with full instructions to give callers that may contact them.
- Helen Futter commented that Appendix 3 “is great” and sought clarification as to whether Casper had investigated the lack of correlations (“between a ‘blip’ and a flight”) at the Velodrome monitor? Pranaya Thaker advised that Casper is still investigating and looking at their algorithms. Marshall Day plans to visit the site to check for potential physical issues when possible, under Covid alert levels.
- Page 4 of the Report; the Chair suggested Figure 1 has the previous year shown as well.
- Page 6 of the Report; the Chair requested that the wording above Table 3 be clarified, with Helen Futter agreeing, noting that the difference between 3 and 5 decibels is a big change (“it is a log scale”).
- Page 13 of the Report “Noise Reduction Initiatives” heading; the Chair noted this is the first year “specific things that can be done” in the forthcoming year have been included, and is a very helpful, clear commitment by the airport.
- Appendix B of the Report, all diagrams; the Chair asked what are the small triangles on all diagrams and whether these can be removed if possible? Pranaya Thaker advised they are present on the maps generated from Casper and he would investigate.
- Appendix C of the Report; the Chair sought clarification of “Ldn” vs “Lden”. Pranaya Thaker explained the former is the “Day night noise level” where the night period has a ten-decibel noise “penalty” applied while the latter inserts an extra “evening” period which invokes a smaller noise penalty. The NZ Standard specifies use of Ldn; Lden is used in various other countries. The Chair suggested a footnote to clarify the terms and Helen Futter asked if it was even needed given the NZ Standard is Ldn.
- *[via “chat” function of meeting software; Kevin Kevany: “San Francisco publishes the peak noises of each flight so consumers can avoid the worst offenders”].*
- The Chair asked for clarification around Casper monitor ownership versus being a “software provider”? Pranaya Thaker advised that some monitors are Casper-owned and operated (including the Velodrome unit), three are Marshall Day-owned and AIAL leases two from Casper.
- Page 20 of the Report; the Chair *[and Malcolm Bell via “chat” function]* sought clarification of “a large number of grid points”. Pranaya Thaker: “grid points” are simply virtual “points of calculation” for a noise-level averaging process (eg, with the runway in the centre, every [say] 5 square metres of Auckland would be a “grid point”).
- *[via “chat” function of meeting software; Malcolm Bell requested the actual distance between grid points be provided].*

Actions: That Marshall Day Acoustics update the draft Annual Aircraft Noise Management Report as follows prior to final publication:

- Page 4 of the Report; show the previous year as well in the Fig 1 diagram;
- Page 6 of the Report; clarify the wording above Table 3;

- Appendix B of the Report, remove the triangles on all diagrams if possible;
- Appendix C of the Report; clarify the terms Ldn and Lden, eg, via footnote or glossary entry;
- Page 20 of the Report; clarify the term “grid points” and specify the actual distances between them.

There being no further feedback, the Chair declared the Report received.

Items 10 onwards were considered at this point.

9. Annual Noise Mitigation Programme Report

Matthew Dugmore advised his intention was not to speak in great detail to the Annual Report (noting it to be a collation of his reports over the previous 12 months) and thanked the Group for their valuable input over the past year. He summarised the content under the heading “Stage 2 September 2021 Offer” on page 3 of the Report, explaining the letter mailout process had been delayed until lockdown levels allowed a return to the office. Matthew outlined various improvements intended to increase public awareness and (potentially) uptake of insulation offers (and to reduce public suspicion that there may be a “catch”), and diversifying to a “panel” of providers to improve resilience and competitive pricing.

Nick Bakulich noted the new translations to other languages as “pretty significant”, and that an “activities box” in the Report was empty. He also sought an explanation why one homeowner had refused an offer.

Matthew Dugmore advised the empty box was a formatting error and the boxes for L3 and L2 are the same. The homeowner refusal was likely due to them already having a heat pump and a planned kitchen renovation, but the refusal would not mean the offer could not be taken up in future, it could still proceed if requested.

Action: Matthew Dugmore to rectify the empty activities box in the Report.

The Chair declared the Report received, and commended both its thoroughness and the encouraging progress in the mitigation programme since Matthew Dugmore became involved.

The meeting returned to consider Item 8.

10. Quarterly Aircraft Noise Report (questions only)

[at approximately this point Nicholas Lau, Justin Tighe-Umbers, Mark Allen & Garth Wyllie left the meeting].

The Chair proposed to take this item “as read” unless there were any questions. There were no questions.

11. Work Plan Review

Kristina Cooper spoke briefly to the document, after which the Chair declared the Work Plan received.

12. Other Business

Kristina Cooper explained how the airport Park’n’Ride drive through vaccination centre works and invited the Group to share and spread this information widely to contacts, friends and whanau.

The Chair thanked the Group and declared the meeting closed.

Meeting closed: 3:04 pm

Next meeting: Monday 13 December 2021, 12:00pm – 3:00pm
Te Manukanuka o Hoturoa Marae, Uenuku Way Auckland Airport (tbc depending on Covid alert levels).