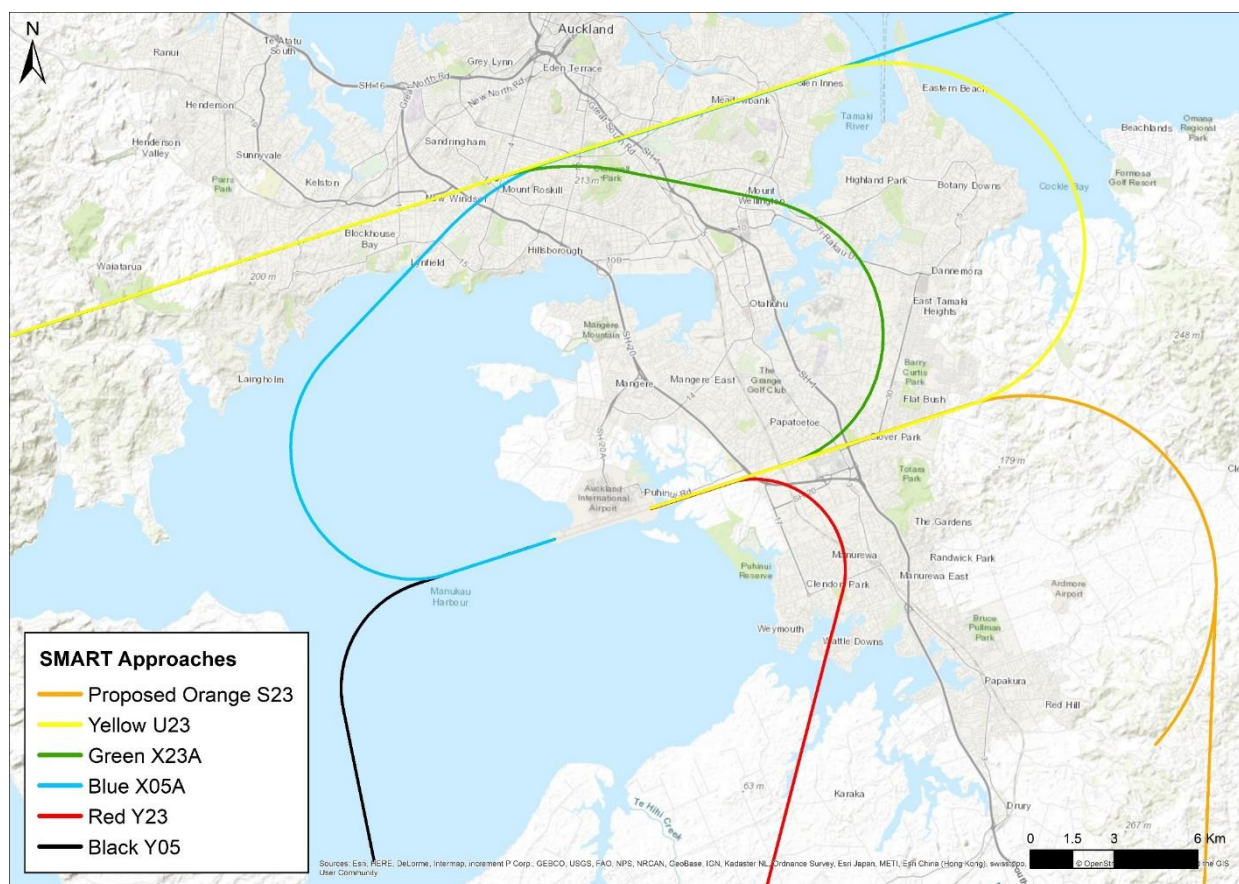


# Memo

To: ANCCG  
Date: 31 May 2021  
Subject: Orange Trail Track Interim Report

The development of a Smart Track for flights from the South to approach Auckland Airport over Clevedon was signaled in the final decision implementing the Red Smart Track for flights from the South approaching Auckland Airport over Wattle Downs and Manurewa.



The Orange Smart Track trial for flights from the South to approach Auckland Airport over Clevedon was commenced in 2019, however had to be halted within one month because of concerns raised by pilots that the original Track was too close to gliders at Drury (even though there was the legally required level of separation). The Track path was adjusted, re-tested in the simulator and the Trial recommenced early 2020. However, its level of use was significantly impacted by flight reductions as a result of two Covid-19 travel restrictions affecting first, all of New Zealand, and then Auckland. The trial was recommenced in October 2020 with the Orange Track in use since then.

A report has been prepared by Marshall Day (item 8 on the ANCCG Agenda) which summarizes the use of the Orange Track, the noise recorded and the complaints received over the seven month period from 1 October 2020 to 30 April 2021.

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In summary:

- 1699 Orange Approaches were flown over this time
- On average, when the Orange Approach was able to be used, there were 11 approaches per day
- Marshall Day calculate that the Average  $L_{Amax}$  level of an individual aircraft overflight event at Clevedon is 60.9 dB  $L_{Amax}$
- Marshall Day calculate that the  $L_{dn}$  level at Clevedon for varying Orange approaches per day is:
  - 33.8 dB  $L_{dn}$  at 11 approaches per day (the average daily use during the Trial on days the Orange Approach could be used)
  - 37.2 dB  $L_{dn}$  at 24 approaches per day (the maximum daily use during the Trial)
  - 39.4 dB  $L_{dn}$  at 40 approaches per day
- No complaints were received regarding flights using the Orange Approach
- One complainant made several complaints regarding flights using the Red Approach and was supportive of the Orange Approach

The Orange Track trial was based on the parameters of a maximum use of 25 movements per day (with no use at night time after 10pm). The trial was scheduled to continue for a year which means it has a further five months to continue.

Auckland Airport, BARNZ and Airways propose that the trial continue until October 2021, with the track and hours of the trial continuing unchanged but without a daily limit, reflecting the absence of noise complaints received in relation to its use. The increased volumes will allow an increased use of the track, reflecting the likely continuing return of domestic flight volumes to pre Covid-19 levels.