



# ANCCG Presentation

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Airport Planning Manager





# Second Runway

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The purpose of the Notice of Requirements is to alter the existing designation which permits the construction of a second runway with an overall length of 2150m

The alteration to designation is not seeking approval for a new second runway

Changes needed include:

- moving 72 metres further north
- increasing the length by 833 metres
- Increasing Obstacle Limitation Surfaces



# Planning for 2028

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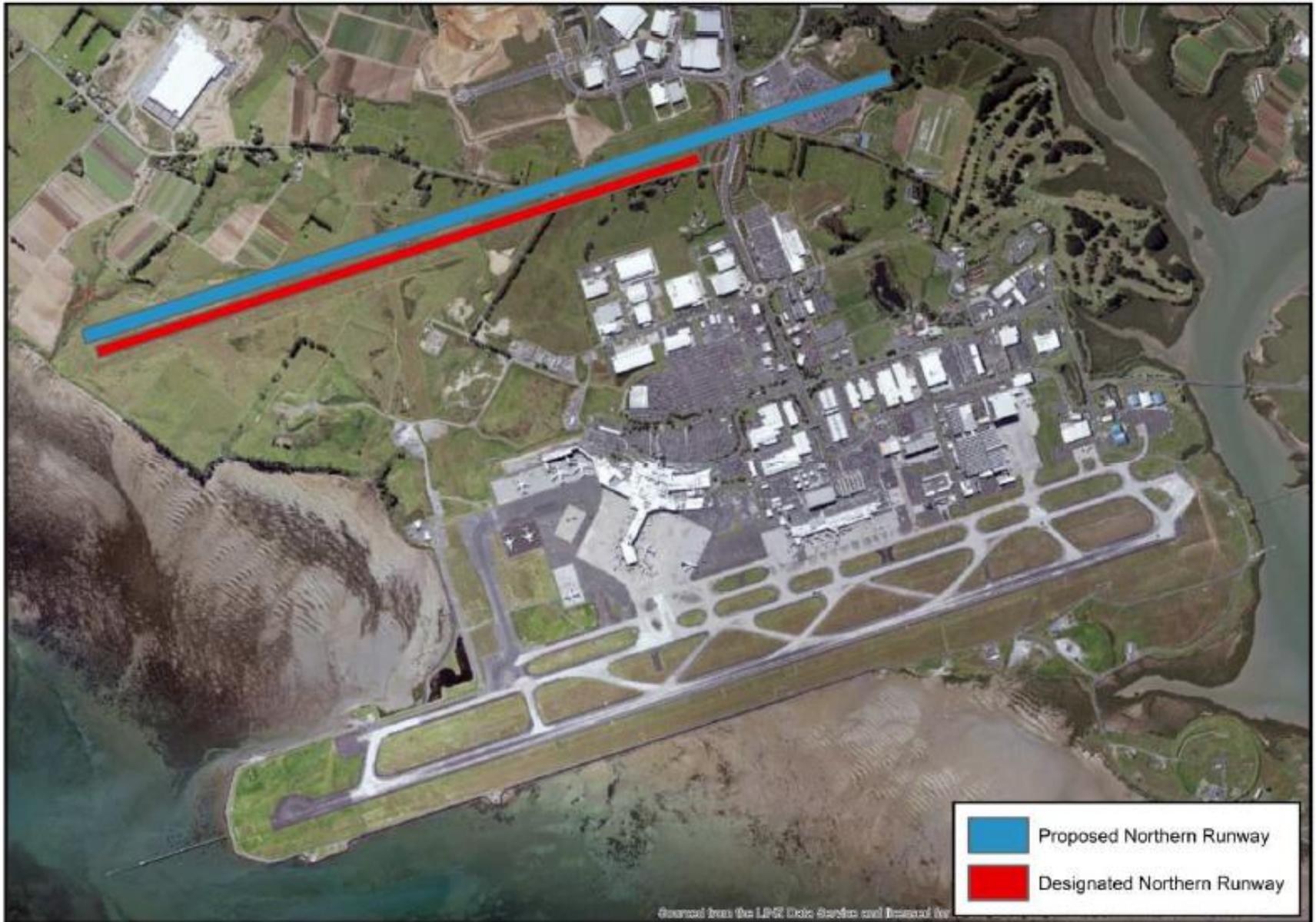
Based on demand forecasts, planned to be operational in 2028

Experience in Australia suggests that planning and construction have a ten year lead time

Earthworks are estimated to start between 2020 and 2021

Length and staging of the second runway are yet to be determined:

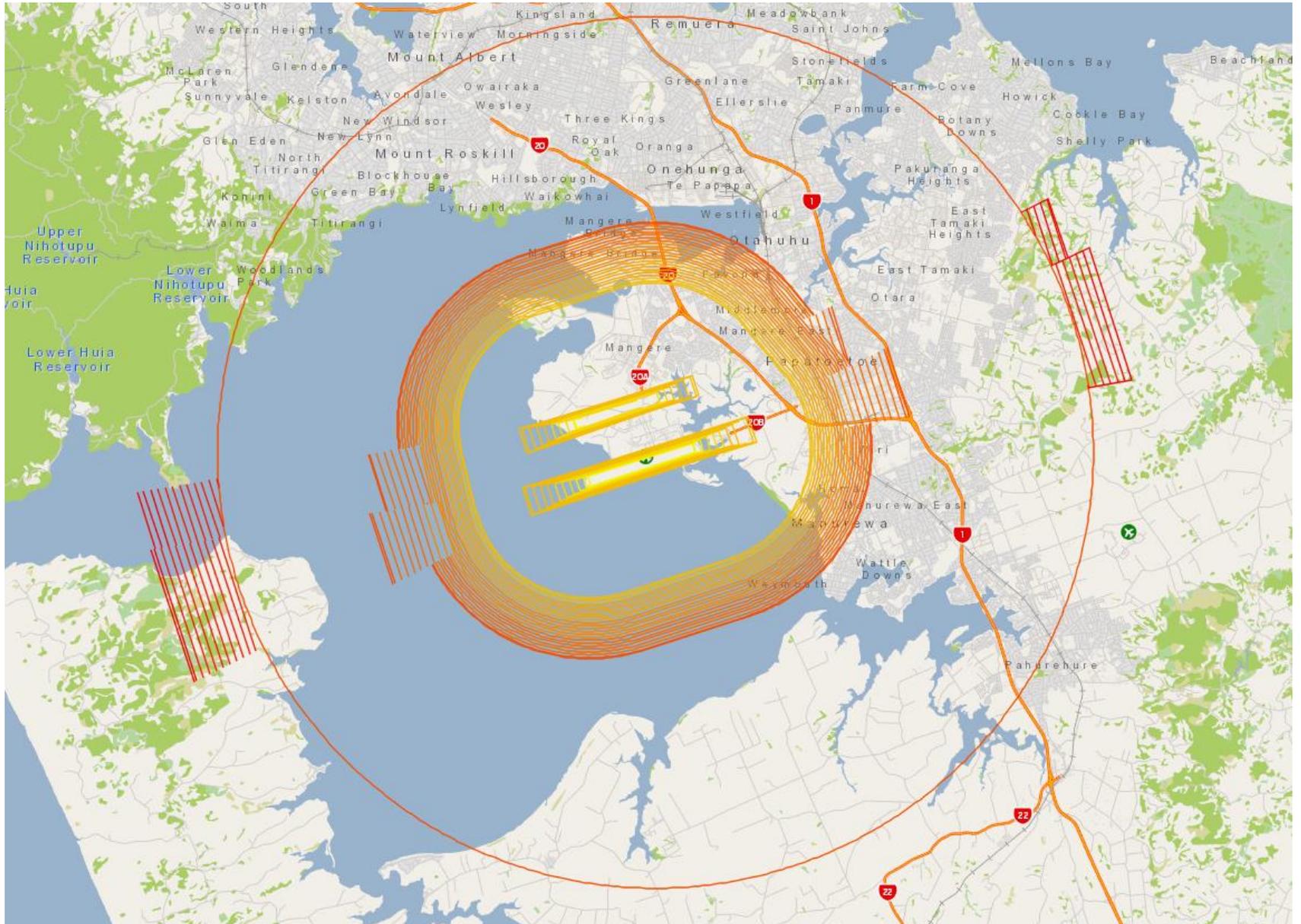
- potentially an initial stage runway of 2,265m, and a final stage runway of 2,983m.
- Building a full-length runway in one stage remains a possible option



Proposed Northern Runway

Designated Northern Runway

Sourced from the LPSZ Data Service and Internal Use







# Annual Aircraft Noise Contour<sup>6</sup>

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**Condition 1 Definition:** “Annual Aircraft Noise Contour” or “AANC” Means an Ldn contour published by AIAL annually as a prediction of noise from Aircraft Operations for the following 12 months (excluding noise excepted from the limit in Conditions 5 and 6, by virtue of Condition 8 of this designation). The prediction is based on monitoring undertaken in accordance with Condition 5(d).

**Condition 10B:** AIAL shall:

- Publish the procedure for the preparation of the 60 dBLdn and 65 dB Ldn AANCs on its website.
- Prepare annually the 60 dBLdn and 65 dBLdn AANCs.
- Publish a public notice in one or more daily newspapers circulating in the areas contained in the HANA, MANA and ANNA; or one or more other newspapers that have at least an equivalent circulation.

# Operational restriction

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**Condition 4:** Non-Jet Aircraft using the Northern Runway between the hours of 10.00pm and 7.00am, and jet aircraft using the Northern Runway between the hours of 10.00pm and 7.00am, shall not depart to or arrive from the east except in cases of:

- Aircraft landing or taking off in an emergency
- Emergency flights – life-threatening situations, civil defence emergencies, emergency closure of the existing runway

**Explanatory Note for Condition 4:** Throughout the life of this Unitary Plan it is AIAL's clear intention to maximise the use of the Existing Runway at night. For the avoidance of doubt, the need or otherwise for a similar night time restriction on use of the Northern Runway in any subsequent district or unitary plan will be assessed at the relevant time, and the presence of Condition 4 on Designation 1100 is not intended as an indication that such a condition will or will not be appropriate in any future designation for the Airport.



# Noise Monitors

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**Condition 5(d):** AIAL shall monitor noise from Aircraft Operations at a minimum of three locations associated with the Existing Runway and at a minimum of two locations associated with the northern runway to confirm that Aircraft Operations do not exceed a Day/Night level of 65dB Ldn anywhere outside the HANA, and a Day/Night level of 60dB Ldn outside the HANA and the MANA.

The monitoring shall use a recognised aircraft noise modelling software and noise monitoring data to calculate compliance with the above.

The results of monitoring shall be included in the Annual Noise Management Report.

An aerial photograph of an airport terminal and runways, showing the layout of the airfield and surrounding landscape. The terminal is a large, modern building with a curved roof, and several aircraft are parked at the gates. Runways and taxiways are visible, along with green grass and some water bodies in the distance.

# Interim Noise Control

**Condition 6:** For the first five years following the commencement of aircraft operations on the Northern Runway, noise from Aircraft Operations associated with the Northern Runway shall not exceed 58.5 dB Ldn at the intersection of the Northern Runway centreline and State Highway 20.

This Condition shall not apply from the date of receipt by the Council of a certificate from a suitably qualified independent person, certifying that, either of the following circumstances apply:

- There is a need to establish new operations, or relocate existing operations, because there are insufficient apron areas or taxiway capacity alongside the Existing Runway, or a new or existing operation requires facilities or services not available at the Existing Runway but which are or can be provided at the Northern Runway.
- Rehabilitation works on the Existing Runway require use of the Northern Runway to a level which would exceed the 58.5 dB Ldn at State Highway 20 control location to maintain current and projected demand



# Noise Management Report <sup>10</sup>

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**Condition 9(b):** AIAL shall publish every 12 months, an annual Noise Management Report which details:

- Calculations and findings of monitoring required by Condition 5(d) and 6(a)
- Recommendations for initiatives, methods and procedures that could be implemented to reduce noise from all aspects of Aircraft Operations and engine testing for the following 12 months
- Any investigations, methods, procedures (including noise abatement procedures) resources put in place in the year prior and the outcomes of these methods, procedures and resources as they relate to the reduction of aircraft noise.

The report shall be published on AIAL's website and a copy shall be made available to both the Council and the ANCCG.



# Noise Mitigation Programme<sup>1</sup>

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**Condition 10:** The development or use of runway is subject to compliance with the Noise Mitigation Programme as set out in clauses 10(a) – (m).

Before any part of a site falls within the AANC for HANA and MANA, AIAL shall make an offer to the owner(s) to install the relevant noise mitigation measures. Noise mitigation installed in homes as set out in Condition 10 includes:

- Ventilation system
- Thermal grade ceiling insulation to all habitable rooms (in HANA only)
- A mechanical kitchen extractor fan
- Heat pump in the principal living room

Note: double glazing is not provided through the noise mitigation package

# Eligibility

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Total offers made 2018

- 375 Hana
- 904 Mana
- 38 Housing New Zealand homes

587 packages installed since 2004

Chapel Downs School, Kia Aroha College, Papatoetoe South School, Puhinui School, Redoubt North School, South Auckland Seventh Day Adventist School.



# Noise Mitigation Fund

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**Condition 11:** AIAL shall maintain a Trust with two Trustees appointed by AIAL, two Trustees appointed from the community by the Council, and one Trustee appointed by the ANCCG.

**Condition 12:** AIAL shall contribute \$330,000 per annum plus GST if any (adjusted thereafter to compensate for inflation and increased annually from December 2012 October 2017 by the percentage increase in the Consumer Price Index (All Groups))

The Mitigation Fund is to be administered by the Trustees for the benefit of the local community affected by aircraft noise.



# Public consultation

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**Condition 17A:** Construction of the Northern Runway to its maximum length, shall not take place until AIAL has completed a process of public notification and consultation. The process of public notification and consultation shall include the following:

- Written notice to the ANCCG (or its successor from time to time)
- A public notice published in a daily newspaper circulating in the Auckland Council area, and in each of the local newspapers circulating in those parts of the Auckland Council area subject to the ANNA, MANA and HANA. Such notice to be published in each case twice at an interval of approximately a fortnight.
- The public will be given the opportunity to forward comments to AIAL about the proposal.



# Outline Plan

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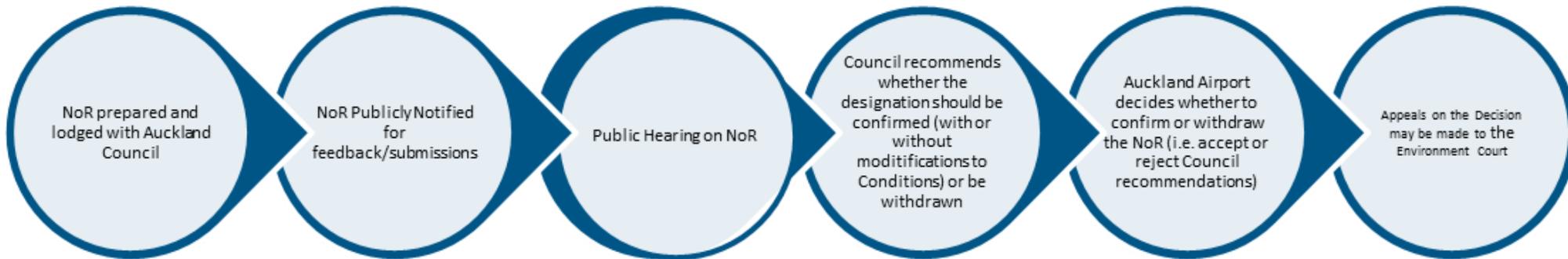
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**Condition 18:** An outline plan of work shall be submitted to the Council pursuant to section 176A of the RMA

The outline plan shall include in addition to the matters required under section 176A of the RMA, an analysis and prediction of the noise associated with the Aircraft Operations component of the proposal so as to demonstrate compliance with Condition 5.

# NoR Process

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- NoR publicly notified on February 15
- Airport's application are on the Auckland Council website
- ANCCG directly notified by Auckland Council
- Public information session held by Auckland Airport February 26 - 28 at Kolmar, Papatoetoe – Airport Precinct 1 and 8 March
- Submissions close March 15
- Hearing anticipated in August

# Questions

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תודה  
Dankie Gracias  
Спасибо  
Merci Takk  
كشكراً  
Köszönjük Terima kasih  
Grazie Dziękujemy Děkojame  
Ďakujeme Vielen Dank Paldies  
Kiitos Täname teid 谢谢  
**Thank You** Tak  
感謝您 Obrigado Teşekkür Ederiz  
Σας ευχαριστούμε 감사합니다  
ขอบคุณ  
Bedankt Děkujeme vám  
ありがとうございます  
Tack