

Minutes

Subject: Meeting of the Aircraft Noise Community Consultative Group
Location: Meeting held in Person and via Microsoft Teams
Date: 8 June 2026

Member Attendance	In Person: Rachel Devine, Independent Chair Helen Twose, AKL Jason Higgs, AKL (until 2:18pm) Geoff Hounsell, Airways Karl Taylor, Airways Hunter Hawker, Franklin LB Troy Churton, Ōrākei LB Albert Scott, Community Rep (from 1:13pm) Heather Haylock, Community Rep	Via Teams: Nicholas Lau, Auckland Council Councillor Alf Filipaina, Auckland Council (from 1:10pm) Cath O'Brien, BARNZ Allan Geddes, Waitākere Ranges LB Christina Robertson, Albert-Eden LB Dianna Fuka, Maungakiekie-Tāmaki LB Jeet Singh, Ōtara-Papatoetoe LB Krish Naidu, Howick LB
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Other Attendance	In Person: Caitlin Goodman, AKL James Matthews, AKL Jaynie Yang, AKL Laura Platts, AKL Mark Laurensen, AKL Yuna Kim, AKL Stephanie King, MDA Steve Peakall, MDA	Via Teams:
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Members of the Public	Nil
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Apologies	Kelvin Hieatt, Papakura LB Rowan Cant, Puketāpapa LB Roseanne Hay, Puketāpapa LB Fuimaono Jennifer Laulala, Community Rep Harry Fatu Toleafoa, Māngere-Ōtāhuhu LB
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1. Opening Karakia

Welcome from Rachel. The Chair introduced new members of the ANCCG, Jeet Singh and Vi Hausia from the Ōtara-Papatoetoe LB.

2. Public Forum

No requests to speak at or to observe the meeting.

3. Minutes of Meeting Held on 2 March 2025

No issues raised.

Action 1 – AKL to publish confirmed minutes.

4. Meeting Quorum and Apologies

Quorum confirmed and meeting opened at 1:02pm. Apologies as listed above.

5. Conflict of Interests

The Chair reminded the group to sign the Code of Conduct if they have not done so already.

Action 2. ANCCG Secretariat to reach out directly to members who have not signed, including to newly elected Papatoetoe LB members.

No conflicts were identified by attendees.

6. Matters Arising from the Previous Minutes

The Chair acknowledged Troy Churton's email enquiries from 2 June 2026 regarding the SMART Track Daily Cap Trial (hereby known as "SMART Trials"; enquiries available within the memo Other Business – Response to enquiries from Ōrākei Local Board representative) and that these would be addressed later in the meeting.

AKL addressed the matters arising not covered above or under substantive agenda items:

Matter 7 – AKL provided key NRP reference material to members via email on 13 April 2026.

Matter 8 – As addressed in the pre-circulated Matters Arising and further discussed in agenda item 7.

7. Noise complaint process update

AKL addressed the [Memo - Noise complaint process improvements](#) and highlighted the further improvements that have made to simplify the complaint process, namely:

- Shortening the pathway to make a complaint via the AKL website.
- Adding a field to the complaint form to capture more information on around the cause of the complaint.
- Working with Auckland Council to update Council's website to better reflect the roles of CAA, Auckland Council, and AKL.
- Agreeing with Auckland Council that aircraft noise complaints associated with AKL would be redirected 'via a handshake' to AKL's call centre.

Heather Haylock confirmed that this 'handshake' transfer had been effectively used in response to her recent trial complaint to Council.

AKL welcomed further feedback on issues and improvements.

Q – Can tags be added to the complaint page to promote its appearance on search engines and can the AKL website be a top result in response to relevant queries?

A - AKL will investigate the recommendations and continue to optimise its customer facing website to provide a simple pathway to lay a noise complaint.

Q - Can AKL's details be shifted to the top of the Council's complaint page?

A – AKL will investigate this possibility.

Action 3 – AKL to investigate the addition of tags to the complaints page and liaise with Council to shift AKL details closer to the top of the Council complaint page.

Q – Can a summary of the responsibilities of each agency (in regard to noise complaints) be added to the one-pager legislation on aircraft noise.

A – Yes.

Action 4 – AKL to update its summary information on aircraft noise re the responsibilities of each agency (in regard to noise complaints) and share this with Troy Churton.

Q – Does AKL record complaints relating to sleep disturbance?

A – Yes, in so much as night time noise is a complaint option and that further information can be provided via the freeform field. Further information is also collated from noise issues raised via NRP queries and reported in the NRP Quarterly Report.

Q – The ANCCG receives reports on noise complaints on a regular basis, how is this data and feedback from the ANCCG used to inform changes?

AKL – Feedback from the ANCCG is an important part of public consultation which has contributed to significant changes to processes in the past. One is on the agenda today, being the potential removal of the Noise Reduction Programme covenant requirement.

Action 5 – AKL to collate notable examples of recent changes influenced by the ANCCG.

8. Noise monitor redeployment update

AKL addressed the [Memo - Annual Review of Noise Monitor Locations](#). Key points are summarised below:

- Under Designation 1100, AKL is required to deploy three noise monitors located as near as practicable to the boundary of the HANA. In addition, AKL has chosen to deploy additional voluntary monitors as and when required.
- In FY26, four voluntary noise monitors have been decommissioned for the reasons outlined in [Memo - Noise Monitor Relocation - March 2026 ANCCG Meeting](#).
- Three new voluntary noise monitors have been established in May 2026 to support the monitoring of the SMART Trials. This includes:
 - Mt Eden noise monitor – moved to a site with lower ambient noise from the surroundings. Primarily for the purpose of monitoring the Green SMART track.
 - Pakuranga noise monitor – installed at Pakuranga Heights school. Primarily for the purpose of monitoring the last residential area aircraft fly over on the Green SMART track.
 - Lynfield – primarily for the purpose of monitoring the Blue SMART track.
- All new noise monitors have produced satisfactory readings so far.

MDA has confirmed the locations of the new voluntary noise monitors are suitable for monitoring the SMART Trials.

Q – Can AKL deploy a voluntary monitor at Grahams Beach?

A - A noise monitor has been deployed at Grahams Beach in the past. One would typically only be deployed again to address a specific matter. In the first instance, AKL will source the previous data and report on those findings.

Action 6 – MDA to provide a report on the results of the historic Graham Beach monitor and to advise if there have been any substantive changes that would suggest further monitoring may be valuable.

Q – How long do noise monitors need to be deployed for useable results?

A - Typically, one week worth of noise data or 10 to 20 noise events provides enough information for a given location. However, this varies depending on the purpose of the monitor. For example, a longer length of deployment may be required if noise events are rare.

Q – Is cost a factor for AKL's deployment of noise monitors? Would AKL support the deployment of a voluntary monitor in a particular location based on the wishes of the community?

A – The key driver for deployment of a voluntary monitor is the value of the data and its contribution to better understanding and management of aircraft noise. Cost is a factor but it is not determinative in itself.

9. Quarterly Noise Report

MDA addressed the [Quarterly Aircraft Noise report](#). Key points are summarised below:

- 438 average daily operations representing a decrease compared to the same quarter last year.
- Engine testing and noise levels were compliant at all locations.
- Mandatory noise monitor levels increased by 0.5 to 0.9 dB.
- Voluntary noise monitor levels, excluding the Mt Eden monitor, increased by 0.2 to 1 dB. Noise levels at the Mt Eden decreased by 2.3 dB likely due to correlation issues.
- 28 complaints received with three unlikely to be related to AKL, and six from one complainant.

Q – Has AKL addressed the issues raised by the historical complainant

A – Yes, AKL has addressed the relevant technical matters and investigates and responds where complaints are coupled to particular events or new matters raised. AKL does not respond to repeat complainants where relevant further information is unavailable.

Additional agenda item - Troy Churton's enquiries

Prior to the meeting, Troy Churton sought clarification on matters related to aircraft on an instrument flight path. AKL and Airways addressed Troy Churton's enquiries. Key points are summarised below:

- Visual approaches are subject to specific rules under Civil Aviation Rule (CAA) 93.61.
- The CAA has confirmed that Airways New Zealand is permitted under existing rules to direct aircraft on a visual approach to join the final approach within 14 nautical miles. No exemption is required for this.
- Visual approaches are rarely used, almost all commercial aircraft operate using instrument flight rules.
- Instrument approaches refer to an approach where aircraft must follow clearly defined and CAA approved procedures that set how they operate, including route, altitude, and speed.
- Instrument approaches are not subject to Civil Aviation Rule 93.61 and can therefore intercept lower and closer in line with the approved procedures.
- There is no regulatory limit on the frequency of instrument approaches, with use determined by operational and safety requirements including weather, traffic levels, and aircraft sequencing.

Post meeting note – Auckland Airport has provided a more detailed response to the enquiries within the memo Other Business – Response to enquiries from Ōrākei Local Board representative.

10. Quarterly Noise Reduction Programme Report

AKL addressed the pre-circulated [NRP Quarterly report](#). Key points are summarised below:

- Provided an update of the numbers from Table 1 in the report, see below.
- Of note, 38 offers were accepted, including the offer to 34 Kāinga Ora properties.
- Held a productive session with our two new community representatives seeking to understand their existing networks in the contours and opportunities to utilise those links to promote uptake.
- Received qualitative feedback from 2 of the 19 inspection requests, these being frequency of overflights causing sleep disturbance and aircraft noise in general negatively impacting daily life.

Period	Ineligible inspection requests	Eligible inspection requests	Inspections completed	Offers sent	Offers accepted	Covenants registered	Installations completed
17 February – 8 June 2026	9	10	8	11	38	1	3

11. Noise Reduction Programme – Barriers to Uptake

AKL addressed the [Memo – Barriers to NRP Uptake – Covenants](#). Key points are summarised below.

- AKL has explored the potential to remove the covenant requirement from AKL's designation and seeks initial feedback from the ANCCG on this matter

Background

- Per AKL's designation under the Auckland Unitary Plan, covenants are required to be registered on property titles prior to installation of a package
- The covenants recognise the installation of a package and present landowners lessening the effectiveness or removing the package.
- AKL pays the costs of registration and the landowners legal fees.
- The registration process typically takes two to three months

Are covenants a barrier to uptake?

- Uptake remains low despite ongoing community engagement. Cost and covenants have been identified as key barriers.
- Cost is evidenced through greater uptake by HANA properties where landowners are not responsible for any cost.
- Direct feedback, stakeholder sessions and responses from the ANCCG indicate covenants, particularly the complexity and timeframe, are also significant barriers to uptake.

What steps have been taken to improve uptake?

- A range of steps have been taken to improve engagement material, expand community outreach, and help lawyers and landowners understand the covenant process.
- Removal of the covenant requirement has potential to make a significant difference.

Process

- An alteration to the designation or a new notice of requirement will be required.
- AKL considers it is the primary benefactor of the covenants and is not opposed in principle to a change to the designation to remove the covenant requirement.
- While the change would remove both the record of a package installation and a mechanism for landowners to understand the aircraft noise environment, there are other means for this notification e.g. within the LIM report. AKL is in discussions with Council around alternatives.
- AKL is meeting with Council to discuss these matters further on 12 June 2026.

There was general support for the removal of the covenant requirement and the notification of a package in a property's LIM report and recognition of the covenants as a barrier.

The Chair enquired on the position of Council on this matter. Nicholas Lau explained that discussions were ongoing with Council's planning and legal teams.

Action 7 – AKL to provide an update on discussions with Council regarding the removal of the covenant requirement at the September meeting.

Q – In the absence of a covenant, does AKL have any concerns with the potential renovation of properties with packages and subsequent request of a new package?

A - Removal of packages has not been an identified issue in more than 20 years of installs. The nature of packages are such that they are not readily removed. This risk can be managed by alternative mechanisms and is outweighed by the benefits of increased NRP uptake.

Q – Has AKL considered adding ear plugs to the package?

A - No, the NRP is designed to ensure a comfortable indoor living environment without additional mitigation.

Q – Has AKL considered reaching out to Tenancy Services to request an alteration to the tenancy forms to provide renters notice that they may be renting within a high noise environment?

A – AKL is not aware of this being investigated. Noise environment likely to be apparent to an extent on inspection.

Post meeting note – AKL has investigated the recommendation. Tenancy Services provides a standardised downloadable form. The additional of a notification of the HANA and MANA to the form is not feasible due to the lack of a mechanism for defining the geospatial extent of a rental property.

Q – Are packages for non-residential activities sensitive to aircraft noise subject to covenant requirements?

A – AKL to investigate and report to the September meeting.

Action 8 – AKL to confirm application of covenants to non-residential activities at September meeting.

11. Any Other Business

A periodic update to the Glossary of Terms will commence as per the ANCCG Workplan. Changes are expected to be minimal given the refresh of the Glossary of Terms in late 2025.

Action 9 – Members to provide ANCCG Secretariat with recommendations for inclusions within the Glossary of Terms.

Meeting closed: 2:33pm

Next meeting: 7 September 2026