

# Minutes

**Subject:** Meeting of the Aircraft Noise Community Consultative Group  
**Location:** Meeting held in Person and via Microsoft Teams  
**Date:** 2 March 2026

<b>Member Attendance</b>	<b>In Person:</b> Jason Higgs, AKL Helen Twose, AKL Heather Haylock, Community Rep Albert Scott, Community Rep (from 2:00pm) Fuimaono Jennifer Laulala, Community Rep Kelvin Hieatt, Papakura LB Hunter Hawker, Franklin LB Harry Fatu Toleafoa, Mangere-Ōtāhuhu LB Dianna Fuka, Maungakiekie-Tāmaki Karl Taylor, Airways Corporation Geoff Hounsell, Airways Corporation	<b>Via Teams:</b> Rachel Devine, Independent Chair David Wong, Auckland Council Cath O'Brien, BARNZ Councillor Alf Filipaina, Auckland Council Christina Robertson, Albert-Eden LB RJ Thomson, Whau LB (from 1:24pm) Raewyn Bhana, Manurewa LB Allan Geddes, Waitākere Ranges LB Rowan Cant, Puketāpapa LB Krish Naidu, Howick Local Board Debbie Burrows, Maungakiekie-Tāmaki LB (from 2:04pm)
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<b>Other Attendance</b>	<b>In Person:</b> Caitlin Goodman, AKL Andrea Marshall, AKL Mark Laurensen, AKL Jaynie Yang, AKL Stephanie King, MDA Kathleen Delaney, Casper	<b>Via Teams:</b> Steve Peakall, MDA
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**Members of the Public** Nil

**Apologies** Joe Glassie-Ramussen, Mangere-Otahuhu LB, Harry Fatu Toleafoa in attendance as Joe's substitute.

## 1. Opening Karakia

## 2. Meeting Quorum and Apologies

Quorum confirmed and meeting opened at 1:04pm. Apologies as listed above.

## 3. Public Forum

No requests to speak at or to observe the meeting.

## 4. Minutes of Meeting Held on 15 December

No issues raised.

**Action 1:** Auckland Airport to publish confirmed Minutes.

## 5. Conflict of Interests

No conflicts were identified by attendees. The Chair reminded the group to raise conflicts or perceived conflicts as they arise in response to future agenda items.

## 6. Matters Arising from the Previous Minutes

AKL addressed the matters arising not covered under substantive agenda items.

Matter 2 - Code of conduct sent out to main and alternate members via e-sign (on 10 February 2026). If not already signed, members to review and advise the Secretariat of any questions. A list of members who have not signed will be collated ahead of the June meeting.

**Action 2:** Members to ensure code of conduct signed ahead of 8 June meeting.

Matter 8 – AKL has emailed Troy Churton about his availability to discuss the scope of the requested ‘one pager’ on legislation related to aircraft noise and awaits a response.

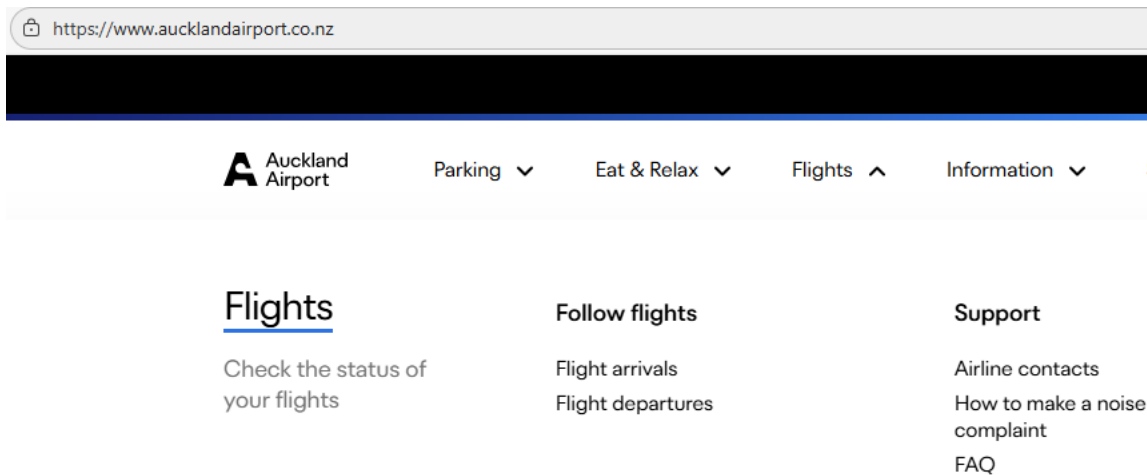
Matter 5 – AKL hosted a session to better inform members about the mandatory and discretionary monitors ahead of the discussion on SMART approaches. Attendees included six Local Board representatives, two community representatives, and one representative from BARNZ.

## 7. Complaint Process update

AKL acknowledged that the online complaint process could be simplified and is working with Casper (system provider) to make improvements. An update on progress will follow at the June meeting.

AKL has amended its customer facing website so that the complaint option is available as follows:

Main menu > flights > how to make a noise complaint. See snip below:



Heather Haylock reported positively on a test complaint submitted via the AKL website but faced issues with a similar trial complaint made to Council.

**Action 3:** AKL to provide an update on improvements to the aircraft noise and follow up with Council on its complaint response process.

## 8. SMART Approaches

AKL presented information on SMART approaches in support of the corresponding [memo](#). Key points from the presentation are listed below:

- Flights follow waypoints in the sky and specific procedures to descend.
- Up to 250 planes land per day at AKL on a busy day. A change in numbers of SMART approaches does not correspond to an increase in flights to AKL.
- Standard terminal arrival routes (STAR) are the predominant approach and include step down changes in altitude with thrust used to maintain a new altitude. These approaches are long when compared to SMART approaches and generate more noise overall.
- SMART approaches employ satellite technology to provide more time and fuel-efficient approaches. Aircraft fly a tighter radius, but the gradual descent minimises throttle input and use of speed brakes resulting in lower overall noise. Trials were conducted at AKL in 2013/14 and 2018.

- AKL operates northern and southern SMART approaches. There is no limit on the number of flights that can use the southern SMART approaches. The current limits on the northern SMART approaches are 10 (green), 10 (blue) and 6 (yellow) (see diagram in [Northern SMART Track Cap Trial Memo](#)). These limits were implemented while noise effects of use of the approaches were monitored. Monitoring by MDA has shown only marginal noise effects from the SMART approaches.
- Actual use is typically much lower than limits. This reflects that SMART approaches can only be utilised between 7am and 10pm and in certain conditions, primarily when the airspace is less busy. This means that less than 10% of landings are via SMART approaches. When busier, planes are 'racked and stacked' down the extended centreline.
- AKL supports a trial to lift the limit the number of flights that can utilise the green, blue, and yellow SMART approaches. Daily trial cap limits will be 20 on the green, 20 on the blue and 12 on the yellow.
- Trial to occur for three months over a five month period commencing 1 April 2026.
- MDA anticipates a slight decrease in overall noise and a slight increase in noise for those directly under the tracks.
- Noise monitoring will occur throughout the trial to provide information against which to validate modelling.
- This will include redeployment of several existing voluntary monitors to new locations and independent monitoring of track usage via Casper.
- Current limits, current average use, and max forecast use are available within the [SMART Tracks Discussion – The Trial powerpoint](#) (noting maximum numbers are only anticipated to be reached when conditions allow, with the running average likely to be significantly lower).
- Community feedback will also be collected and analysed alongside noise data and analysis.
- Noise monitoring and MDA assessment will be the primary means to determine effects.

Airways explained the following:

- SMART approaches are highly accurate and normalised approaches that have been in operational use at AKL for 12-13 years.
- Airways supports greater use of SMART approaches given the efficiencies they offer during off peak periods. During busier periods, all approaches shift to longer STAR approaches.
- Speed and altitude and lateral tracking are highly managed on SMART approaches.
- Less noise generated than during the step down with alternating 'dive and drive'.
- Airways works hard to ensure the existing caps are met but would appreciate the flexibility to use them more frequently.
- Airways can stop use of the SMART approaches via Air Traffic Control if unforeseen impacts occur.
- Aircraft need to have the technology, certification, and training approval required. Currently, probably 50-60% of flights are not capable but that will change over time with new generation aircraft. The primary driver of SMART track utilisation will remain management of airspace.

MDA explained:

- SMART tracks are quieter compared to equivalent STAR arrival as smooth descent rather than step change and this leads to slightly lower noise overall.
- The flip side is there is a concentration of flights in a corridor and this needs to be considered.
- Both absolute noise and number of events need to be considered.
- The number of events is not anticipated to be particularly different from a current busy day.
- MDA anticipates a slight decrease in overall noise and a slight increase in noise for those directly under the tracks.
- Monitoring will provide a secondary mechanism for determining the number of SMART approaches.

Questions and responses:

Q – Does changing number of quieter SMART approaches mean less noise overall?

Yes, SMART approaches generate less total noise than STAR approaches. But properties under the SMART approaches may observe more overflights and noise events.

Q - What constitutes a successful trial?

A successful trial will provide sufficient data for MDA to carry out further analysis and verify initial modelling and inform further engagement with the ANCCG to confirm next steps.

Q – How do you spread the burden over communities?

Parties under the extended centre line experience more noise than other areas and this cannot be avoided. However, tracks are designed with consideration to avoiding built up areas.

In terms of the proposed change to the SMART approaches, the proposal is a very small change in use of existing tracks. MDA anticipates a slight decrease in overall noise and a slight increase in noise for those directly under the tracks.

Q – Will AKL be engaging with households under the SMART approaches?

The trial will provide data to inform next steps with consultation anticipated ahead of any permanent change to the limits on the SMART approaches. The trial itself will not be notified and doing so may be counter-productive to the purpose of the trial.

Q – Why is the trial occurring in the Autumn and Winter?

While residents won't have doors and windows open as frequently, the airspace is quieter during these months so the SMART approaches are likely to be used more frequently.

Q – What impact will this have on greenhouse gas emissions?

Savings per flight vary between aircraft type but for a typical A320 approximately 90kg of fuel and 290kg of CO2 would be saved on the green track. On a 787, this would increase to 165kg and 500kg of CO2.

Q - What about qualitative effects?

Monitoring data will be the primary focus but other feedback will also be considered. Monitoring is also anticipated to enable targeted consultation that is likely to be an appropriate part of any permanent change to limits.

Q – What is a noise impact?

The monitoring will provide data for MDA to analyse to quantify the effects of the trial. It will look at the change in noise level events and overall noise exposure. MDA anticipates a slight decrease in overall noise and a slight increase in noise for those directly under tracks. Monitoring will help show if the change in the number of events is an issue or even perceptible for those under the SMART tracks. The effect of any change will be understood with reference to existing environmental legislation and technical guidance.

Q – What happens after the trial?

The data and analysis will inform next steps and can't be pre-determined. If the trial is favourable, it is anticipated that movements will be enabled to continue at the revised limit with further consultation and monitoring required to determine if it is appropriate to remove the limit, noting that the number of SMART approaches are limited by other technical factors.

Q – Will the HANA and MANA change?

No, the proposed trial will be accommodated within the existing contours.

Q – Can complaint data differentiate between weekends and holidays?

Yes, that will be collated and reported.

The Chair thanked the parties for their inputs and interest and given no substantive concerns were raised acknowledged the trial would proceed and be reported on in due course.

**Action 4** – AKL to report on the results of the SMART Tracks trial in the September ANCCG meeting.

**9. Noise monitors**

AKL presented [Memo - Noise Monitor Relocation - March 2026 ANCCG Meeting](#). Key points are summarised below:

- Three voluntary monitors to be decommissioned as they have served the purpose for which they were deployed.
- All three monitors are likely to be redeployed to monitor the SMART approaches. Site selection is underway and will include consideration of ambient noise environment to seek to ensure data quality.
- Princes Road mandatory monitor to be removed. The current Princes Road temporary monitor will be upgraded to be a mandatory monitor, including physical changes to the monitor itself.

The Chair acknowledged that this matter had been previously documented and discussed and there was consensus that the voluntary monitors could be decommissioned. The Chair noted that there would be interest in understanding the redeployment locations when AKL determined them.

**Action 5** – AKL to provide an update on the redeployment of the voluntary noise monitors in the next ANCCG meeting.

**10. Quarterly Noise Report**

MDA addressed the [quarterly noise report](#). Key points are summarised below:

- 454 movements daily on average.
- Runway usage consistent with long term average.
- Suggested December 2025 increase reflects that the Airways feed was out of action for 16 days in December 2024.
- Monitoring shows ongoing compliance with small changes in levels on last year.
- 22 complaints in total with five from one complainant.

**11. Quarterly Noise Reduction Programme Report**

AKL addressed the pre-circulated [quarterly noise reduction programme report](#). Key points are summarised below:

- No packages installed in the quarter so installs remain at 9 for the FY and 744 in total.
- 46 offers were sent in the quarter, including 34 to Kāinga Ora.
- The table below provides an update of the numbers from Table 1 in the report.
- Enquiries from 1 July 2025 have been analysed and qualitative feedback extracted and summarised within the quarterly noise reduction programme report. This analysis will continue over the coming FY26 (ending 30 June 2026) to determine if qualitative feedback identifies issues or opportunities that merit further consideration.

Period	Ineligible inspection requests	Eligible inspection requests	Inspections completed	Offers sent	Offers accepted	Covenants registered	Installations completed
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25 November 2025 – 2 March 2026	25	9	9	46	1	1 (1 MANA)	0
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Questions and responses:

Q – What are the barriers to uptake for properties that are scoped but do not advance to install?

A – Analysis and anecdotal feedback indicate cost (for homes in the MANA) and the covenant requirement are the key barriers to uptake for parties that withdraw from the programme after receiving a formal offer.

**Action 6** – AKL to revisit and present an analysis of numbers of properties scoped and installed, differentiating between HANA and MANA to determine the main barriers affecting uptake of noise reduction packages.

Q – Is there a bundle of information that can be circulated to inform discussions with the community?

A – A bundle of information related to the NRP was recently circulated to the community representatives and can be shared wider.

**Action 7** – AKL to share NRP key reference material to wider ANCCG.

**12. Any Other Business**

None

**Meeting closed:** 3:10pm

**Next meeting:** 8 June 2026