

Minutes

Subject: ANCCG

Location: Pohutukawa Room

Date: 17 December 2014

Present:	John Beckett (Chair),	BARNZ
	Judy Nicholl,	Auckland Airport
	John McShane,	Auckland Airport
	Mike Clay,	Auckland Airport
	David Holm,	Puketapapa Local Board
	Gary Boles,	Howick Local Board
	Tim Boyle,	Airways Corp
	Garth Wyllie,	Employers & Manufacturers Assn
	Andrew Gordon,	Auckland Council
	Eric Morgan,	BARNZ / Air NZ
In attendance	Steve Hardwick,	Auckland Airport

Apologies: Clr Alf Filipaina, Sir Noel Robinson, Manurewa Local Board, Peter Haynes

Minutes of Previous Meeting

- Approved – Garth Wyllie, seconded – Andrew Gordon.

Community Feedback From Board Members

- No Community feedback to report.

Rules and Procedures Review

- No update.

Noise Complaint Summary/Trends

- Mike Clay gave a summary of the graphic handed out, entitled “Noise Complaint Summary – November 2014”. Several questions were addressed to Mike Clay and John McShane, with additional comments by Judy Nicholl.
- Mike Clay commented that the type of reporting will be re-examined in the New Year.
- Today’s Final SMART Report was passed out in hard copy, along with a 3-page hand out – page 1 was an advertisement for the newspapers. John McShane spoke to each of these pages by way of explanation. He also summarised the final report itself drawing attention to the diagram on page 49; moving then to page 42 – public submission process; back to page 2 of the handout, showing modifications made to flight paths – diagram shows trialled track LOSGA, explained problems for aircraft in following the green trialled track; page 3 of the handout was an aerial photo, in the context of which the lessons learnt from the Green X23 flight path were explained, and which will be applied to the other flight paths. Finally page 54 of the Final report containing the final decisions was explained.



- Questions were then invited from Committee members to John McShane:
 - David Holm -
 - What happens after 10pm – John McShane/Tim Boyle answered.
 - More flights at night? Judy Nicholl answered no, as SMART flights were permitted only between 0700 am and 1000 pm.
 - Eric Morgan -
 - Any particular aircraft types being complained about? John McShane – yes, Emirates, probably because their aircraft are very large (A380) and have branding on the underside.
 - David Holm -
 - Are instrument-based approaches small planes? (later corrected this statement to ‘visual’). John McShane – No.
 - The issue of fleet replacement was raised (eg, Gt Barrier Airlines).
 - Tim Boyle stated that 25% have been visual (and final path is at pilot discretion), which is now being removed as an option.
 - Andrew Gordon -
 - Any measurable effect re contours? John McShane – no.
 - What was the reason for the maximum flights per day? John McShane – it was a noise decision, and Tim Boyle confirmed.
 - Gary Boles -
 - Raised the possibility of people with complaints being able to ‘log on’ to a website and see where flight is and its details? Mike Clay answered that a noise management system is at procurement stage which will allow this ability for public. Tim Boyle cited that in reality there may be a 10-20 minute delay in real time view, but they would have ability to go back in next day and replay the required sequence.
 - David Holm -
 - What did Mike Clay learn from his recent fact-finding trip of other airports? Mike Clay stated one of the main things that became clear is the overriding importance of an informed and educated public, supported by ‘real time’ tracking systems.
 - John Beckett –
 - What is the timeline for the procurement and implementation of the new noise monitoring system? Mike Clay – a letter is going out in the next few days to the favoured supplier and by March/April the system should be in the commissioning phase.

The Chair noted that the above questions had in effect also dealt with agenda item number 8, Noise Monitoring System, and that we would now return to item 7, Noise Management Plan.

Noise Management Plan

- John McShane showed a draft revised Noise Management Plan which was nearing completion but was not yet to the stage where it could be made available to the ANCCG. Mike Clay also advised that the Plan will need some adjusting for the new noise monitoring system.

Noise Mitigation Programme

- John McShane took the Committee through the ‘Annual Aircraft Noise Contours (AANCs)’ hand out and explained how it can be accessed by public. He then explained the



'contour' concept and how those contours determine which properties are to be offered acoustic treatment packages. He then went on to explain how recent AANCs have not yet reached the extent of the 2010 AANCs and that as a consequence there had been no acoustic treatment offers since circa 2010.

- John Beckett asked about the Committee's extent of understanding of the lines on these plans, and John McShane further explained them.
- Andrew Gordon – is a "subject to aircraft noise" on land title? John Beckett noted that it was not actually on the title but instead should be on every LIM that Council issues for a property within the noise areas.
- David Holm - is 65 dBA much louder than 60? John McShane – yes, and gave an explanation.

Auckland Airport Community Trust

- No one from the Trust was present, so no discussion occurred.

General Business

- Judy Nicholl thanked Mike Clay for his work on aircraft noise over the previous year, in light of his pending departure from the company, and thanked the external stakeholders for their input.
- David Holm - will there be any new monitoring sites? Yes, the new noise monitoring system will have two portable monitors (presently just one) so there will be more opportunity for community monitoring.
- Judy Nicholl thanked John Beckett for agreeing to chair the meeting.
- There being no further business, the meeting closed at 3.10pm.

Next Meeting

- Details of the next meeting were not discussed.

Post-meeting Note

- The meetings have recently been held on the third Wednesday of every third month. On that basis, the 2015 meeting schedule would be; 18 March, 17 June, 16 September and 16 December.