

Minutes

Subject: Special Meeting of the Aircraft Noise Community Consultative Group (“**ANCCG**”)

Location: Jet Park Airport Hotel & Conference Centre
63 Westney Road
Mangere, Auckland

Date and time: 26 October 2017, 2:30pm – 4:00pm

Present: David Shand (Independent Chair)
Helen Futter (Community Representative)
Mark Easson (Community Representative)
Kowhai Olsen (Mana Whenua Representative)
Malcolm Bell (Franklin Local Board)
Amanda Hopkins (Franklin Local Board)
David Holm (Puketāpapa Local Board)
Graeme Easte (Albert-Eden Local Board)
Kevin Kevany (Special Advisor, Ōrākei Local Board)
Justin Tighe-Umbers (BARNZ)
Bob Fletcher (BARNZ)
Mike Turner (Airways New Zealand)
Charlotte Day (Auckland Airport)
Simon Lambourne (Auckland Airport)

In Attendance: Jomaine Wareham (Auckland Airport/Minute Secretary)
Laura McNeill (Marshall Day Acoustics)
and two members of the public

Apologies: Peter Fa’afiu (Industry Representative)
Cr Alf Filipaina (Auckland Council)
Troy Churton (Ōrākei Local Board)
Dr Ashraf Choudhary (Ōtara-Papatoetoe Local Board)
Donna Lee (Ōtara-Papatoetoe Local Board)
Tracy Mulholland (Whau Local Board)
Shail Kaushal (Puketāpapa Local Board)

1. PUBLIC SESSION

Given the Yellow U23 SMART Approach Flight Path Trial is a public document, this special meeting of the ANCCG was conducted in public session.

1.1 Welcome and opening comments from the Independent Chair

The meeting was declared open by the Independent Chair David Shand at 2:33pm.

The Independent Chair noted that he had received Environment Court documentation for the ANCCG in relation to Auckland Airport's application to waive the requirement under Designation 1102 to directly serve notice on property owners affected by the changes to the Northern Runway proposal and that he had advised ANCCG Members of this via email. The Independent Chair advised that he had informed the Court that as the application did not relate to aircraft noise the ANCCG would not be taking a position in relation to the application. He noted that individual ANCCG Members were welcome to respond to the Court if interested in the matter, and noted that Cr Alf Filipaina would be chairing a group of elected Council officials in relation to the matter.

1.2 Apologies

The above apologies were noted by the meeting.

The Independent Chair noted that only four of the 12 Local Boards were represented at the meeting, which he believed was unsatisfactory. He indicated that he would discuss with Cr Alf Filipaina how to improve Local Board participation and if necessary make contact with non-attending Local Board Members and relevant Local Board Chairs.

1.3 Introduction of anyone in attendance to support Members

There was no one in attendance at the meeting to support Members.

The Independent Chair welcomed two members of the public, Rebecca So'e and Lewis Godsmark, to the meeting, both of whom were Ōtara residents. He noted that that Mr Godsmark had addressed the September meeting about aircraft noise concerns. Mr Godsmark noted that he was still preparing a letter to the ANCCG to outline issues of concern, which the ANCCG could respond to in due course.

1.4 Minutes of meeting held on 6 September 2017

The minutes of the 6 September 2017 meeting were considered. The Independent Chair noted that Shail Kaushal represents the Puketāpapa Local Board, not Papakura, and requested the minutes be amended to reflect this.

The Independent Chair noted that five Local Boards were represented at the September meeting and again expressed his disappointment that only four Local Boards were present at this special meeting with apologies for non-attendance being received from representatives of a further two Local Boards. He particularly noted that the Howick Local Board was not in attendance despite the interest of their communities in the Yellow U23 trial. Graeme Easte noted that lack of attendance by Local Boards may be due to conflicts in their schedules and David Holm suggested that the ANCCG meeting day be moved to either a Monday or Friday. However, the Independent Chair expressed his strong view that as the ANCCG only meets on a quarterly and the meeting schedule is fixed well in advance that Local Board members or their alternates should be able to give some priority to their attendance. He noted that the most suitable day or timing of meetings will be discussed at the December meeting, when the 2018 meeting schedule is determined.

Helen Futter noted Lorraine Clark's request that Auckland Council publish aircraft noise contact information on its website, as outlined in the September 2017 minutes, and asked if this would be addressed at the December meeting of the ANCCG. The Independent Chair confirmed that it would be and noted that the Council is currently in the process of replacing Andrew Gordon, the officer who has until recently represented them on the ANCCG.

1.5 Briefing on the 2015-2016 Yellow U23 SMART Approach Flight Path Trial Draft Report

The ANCCG received a presentation from representatives from Auckland Airport, the Board of Airline Representatives New Zealand Inc (BARNZ) and Airways New Zealand on the trial. A copy of the presentation was available online before the meeting and was also distributed to Members at the meeting.

Charlotte Day presented an overview of: roles and responsibilities within New Zealand aviation; the legislative framework for New Zealand aviation; and the modes of operations for Auckland Airport. Simon Lambourne presented background information on: SMART Approaches; their operation at Auckland Airport; the 2015-2016 Yellow U23 Trial and its use on 440 occasions.

Mike Turner presented Airways New Zealand's feedback on the 2015-2016 Yellow U23 Trial and noted that the trial had successfully met Airways New Zealand's eight key objectives. Mr Turner also noted that the 440 flights saved 3,175 nautical miles of distance, a total of 76,536 kilogrammes of fuel was not burned, and there were 241,852 kilogrammes of reduced carbon emissions. Mr Turner further noted that an average of 44 flights per month used the Yellow U23 SMART Approach, and that all Yellow U23 SMART Approach flights operated within the daily time window of 7am to 10pm and that the permitted number of ten daily flights was never exceeded. Mr Turner noted that a copy of Airways New Zealand's report on the trial was available online at www.aucklandflightpathtrial.co.nz

Justin Tighe-Umbers presented BARNZ's feedback on the 2015-2016 Yellow U23 Trial and noted that airlines considered that the Yellow U23 Smart Approach was suitable for all aircraft types and recommended no design changes. Mr Tighe-Umbers noted that achieving a flight

profile that delivers near idle engine power with minimal need for use of other noise-generating pilot actions, such as applying speed brakes, had been achieved by the procedure design. Mr Tighe-Umbers noted that a copy of BARNZ's report on the trial was available online at www.aucklandflightpathtrial.co.nz

Charlotte Day presented the noise monitor results in relation to the trial and noted that four monitors were located under or near the Yellow U23 SMART Approach flight path. Ms Day noted that using the measured single-event noise levels at each site, Marshall Day Acoustics had calculated noise exposures, or L_{dn} , for a day where 10 Yellow U23 SMART Approaches were operating and a day where no Yellow Approaches were operating. Ms Day noted that the findings of these calculations, which were for aircraft noise only, showed that the difference in the noise exposure was less than one decibel – or imperceptible – at most sites. Ms Day noted there were two exceptions:

- the Whitford noise monitor, where the predicted difference was an additional four decibels (L_{dn}). Ms Day noted that this change in noise is described by noise experts as “just perceptible” and is not regarded as significant.
- the Remuera noise monitor, where the predicted difference was an additional 2.2 decibels (L_{dn}). Ms Day noted that this change in noise is described by noise experts as “imperceptible” and is not regarded as significant.

Ms Day noted that at all the trial's noise monitoring locations the calculated L_{dn} noise exposure for aircraft was 35dB-40dB, which was 10dB-18dB below the measured ambient noise (which comprises the background sounds present at a location). Ms Day noted that a copy of Marshall Day Acoustics' report on the trial was available online at www.aucklandflightpathtrial.co.nz

Simon Lambourne provided an overview of all the community feedback on aircraft noise during the trial. Mr Lambourne noted that between Sept 2015 and August 2016, a total of 109 people provided Auckland Airport with aircraft noise feedback, on 1,724 occasions:

- 60% of all feedback was received from two people – both located in Onehunga, 3 kilometres from the Yellow U23 SMART Approach but close to the Green X23A SMART Approach.
- on 1,519 occasions (88%) feedback related to specific aircraft events, with 1% referencing Yellow U23 (15 comments provided by eight people, one of whom provided more than 50% of comments). This was significantly lower than the previous trial. The eight people came from two distinct locations: Cockle Bay (three people) and Onehunga (five people, two of whom were located close to Yellow U23).
- on 205 occasions (12%) feedback was of a generic nature, analysis showed 8% related to Yellow U23 (17 comments provided by 11 people).

Mr Lambourne noted that the 11 people who provided generic Yellow U23 feedback each did so on less than five occasions. They mainly came from Onehunga, Cockle Bay, Whitford and Flat Bush. One of the 11 people was located in Mt Wellington, several kilometres from Yellow U23. Some Whitford residents had raised concerns with the ANCCG in September relating to aircraft noise and Yellow U23 negatively impacting local wildlife and property values. These

concerns had been investigated and with assistance of expert advice Airways, BARNZ and Auckland Airport concluded that Yellow U23 does not significantly disturb local wildlife nor negatively impact property prices.

Mr Lambourne briefed Members of the ANCCG on the trial's conclusion and the draft decision in relation to the Yellow U23 SMART Approach, including the recommendation to trial a further SMART Approach flight path, known as Orange T23, from the south to Auckland Airport's Runway 23L from July 2018.

Mr Lambourne noted that the Draft Report on the trial had been publicly released on 20 October 2017 and a public consultation process was currently being undertaken, with submissions open until 5pm on 15 November 2017. He also noted that a media release had been issued on the publication of the Draft Report and newspaper advertisements had been published in the *New Zealand Herald* and in local community papers, and that submitters would have an opportunity to present their views in person. Mr Lambourne advised that Airways New Zealand, BARNZ and Auckland Airport would consider all feedback before publishing a final report in December 2017.

Throughout the presentation, Members of the ANCCG asked questions in relation to the Yellow U23 SMART Approach trial and the Draft Report. These questions covered a range of issues, including:

- How the Yellow U23 SMART Approach flight path was designed to reduce the impact of aircraft noise across the community.
The design process took into account both the technical requirements for aircraft approaching the airport and the desirability, where possible, of overflying parts of Auckland with no population, such as off the coastline, or of overflying less densely populated areas, such as rural land. The flight path would also need to overfly established suburbs as it approached the airport. It was noted that SMART Approaches are also designed to achieve a flight profile that delivers near idle engine power with minimal need for use of other noise-generating pilot actions, such as applying speed brakes.
- How feedback on the Yellow U23 SMART Approach flight path was obtained and how communities were informed about the trial.
A total of six media releases had been issued in relation to the Yellow U23 SMART Approach trial, resulting in multiple media stories, and advertisements had also been placed in both the New Zealand Herald and community papers before, during and after the trial. Stakeholders, including Local Boards, had been kept informed of trial developments. Community feedback was collated using the online flight monitor and enquiry system, and this feedback was supplemented by direct feedback from community groups and stakeholders. The ANCCG had also been briefed on the trial and provided feedback.
- Why aircraft noise was measured using L_{dn} rather than L_{max} .
Marshall Day explained the difference between L_{dn} and L_{max} , noting that L_{dn} is the aircraft noise measure that most closely correlates with community annoyance and L_{dn} is also

the New Zealand Standard for measuring aircraft noise.

- Airline requirements for their pilots to use SMART Approaches. *Many modern jet aircraft have the capability to fly a SMART Approach however local regulator approval of the carrier is also required, which is provided following a consideration of navigation database integrity, systems and procedures, flight crew training and a review of the aircraft intended for use.*
- Information about and the process to trial the proposed Orange T23 SMART Approach. *A draft design of the Orange T23 SMART Approach had been prepared and when the details and process for the flight path and its trial were confirmed the ANCCG would be briefed.*
- The public consultation process on the Yellow U23 Draft Report. *The Draft Report had been published in hard copy and online, and distributed to stakeholders and members of the public. The www.aucklandflightpathtrial.co.nz website had also been updated. Submissions were open until 5pm on 15 November 2017. Submitters wanting to present their submissions in person would have the opportunity to do so. All public feedback would be considered before the final report is issued.*

The Independent Chair thanked the presenters, noted that BARNZ, Airways New Zealand and Auckland Airport had published a draft decision, and advised Members that it was a matter for their own discretion whether and how they responded to the draft report.

The Independent Chair invited other general feedback from Members at the meeting.

Kevin Kevany stated that Auckland Council should consider funding L_{max} aircraft noise monitoring to supplement the L_{dn} noise standard monitoring that was already undertaken by Auckland Airport for planning and reporting purposes.

Mr Easte noted that the Resource Management Act should be amended in relation to the management of aircraft noise.

Kowhai Nelson suggested that co-governance would be a way to improve community engagement and feedback in relation to aircraft noise.

Ms Futter requested additional information in relation to the Orange T23 SMART Approach, specifically in relation to aircraft noise. Mr Lambourne noted that the details of this trial were yet to be confirmed, and that the ANCCG would be briefed at a meeting next year.

1.6 Comments and issues raised by members of the public

In response to a question from Mr Godsmark, Mr Lambourne confirmed that use of the Yellow U23 SMART Approach trial had stopped at the end of August 2016 and that no aircraft had used that approach since then. Mr Lambourne invited Mr Godsmark to discuss his concern that this was not the case with Mike Turner from Airways NZ, However he was assured that

the Yellow U23 SMART Approach has not been used since the end of the trial.

Ms So'e expressed concern in relation to how community feedback on aircraft noise was obtained and how the community was engaged on this subject. Mr Lambourne and Ms Day outlined Auckland Airport's aircraft noise feedback process and also noted the importance of the role of the ANCCG's Local Board representatives for two-way communication in relation to aircraft noise. The Independent Chair noted that data relating to number and location of aircraft noise feedback/complaints is received by the ANCCG, but that he considered ANCCG should receive more information in relation to the feedback provided to complainants. This should include any cases where even though permitted noise levels as recorded by the monitors were not exceeded a different flight path might have resulted in less aircraft noise and/or fewer homes being impacted. The Independent Chair noted that the adequacy of the feedback/complaints system would be a major issue for discussion at the December meeting of the ANCCG.

1.7 Other comments:

The Independent Chair concluded the discussion with the following comments:

- the Yellow U23 SMART Approach Draft Report presentation had been useful and informative;
- submissions close at 5pm on 15 November and the final decision will be made by Auckland Airport in December; and
- individual Local Boards may wish to make their own submission once they have further studied the Draft Report.
- two public meetings are being held to hear submitters' presentations on the Draft Report.

1.8 December meeting

- The Independent Chair repeated that the adequacy of the present complain/enquiry system would be the major item for the public session of the meeting to be held on 6 December.
- He also indicated that there would be a presentation at the December meeting by Mike Turner of Airways New Zealand and Justin Tighe-Umbers of BARNZ about how aircraft noise issues are taken into consideration in their operational decision making.
- There would be further discussion of the issues raised by Mark Easson in his initial analysis presented to the 6 September meeting of the ANCCG.
- He noted that given the number of items to be discussed at the December meeting there may be a need to provide for a longer meeting and this would be considered.

The Independent Chair closed the meeting at 4.15pm.

Next meeting: Wednesday, 6 December 2017 at 2pm, Novotel Hotel, Auckland Airport