

Minutes

Subject: Aircraft Noise Community Consultative Group (“ANCCG”)
Location: Sudima Hotel, 18 Airpark Drive, Auckland
Date: 28 February 2017 at 11am

Present:

- David Shand (Independent Chair)
- Graeme Easte (Albert-Eden Local Board)
- Andrew Gordon (Auckland Council)
- David Collings (Chair, Howick Local Board)
- Nick Bakulich (Mangere-Otahuhu Local Board)
- Kevin Kevany (Special Advisor, Orakei Local Board)
- Toni Millar (Orakei Local Board)
- Dr Ashraf Choudhary (Otara-Papatoetoe Local Board)
- Harry Doig (Chair, Puketapapa Local Board)
- Shail Kaushal (Puketapapa Local Board)
- Tracy Mulholland (Chair, Whau Local Board)
- Mark Easson (Community Representative)
- Greg Atkins (Airways New Zealand)
- Bob Fletcher (BARNZ)
- Nick Muller (BARNZ)
- Kowhai Olsen (Te Ahiwaru)

In Attendance:

- Laura McNeill (Marshall Day Acoustics)
- Anna Cassels-Brown (Auckland Airport)
- Michelle Hancock (Auckland Airport)
- Kellie Roland (Auckland Airport)
- Charlotte Day (Auckland Airport)
- Glenda Plaisted (Auckland Airport)
- Kirsten Wahl (Minute Secretary – Auckland Airport)

Apologies:

- Alf Filipaina (Auckland Council)
- Malcolm Bell (Franklin Local Board)
- Bob Wichman (Howick Local Board)
- Peter Young (Howick Local Board)
- Stella Cattle (Manurewa Local Board)
- Bernie Diver (Maungakiekie-Tamaki Local Board)
- Colin Davis (Orakei Local Board)
- Tafafuna’i Tasi Lauese (Otara-Papatoetoe Local Board)
- David Holm (Puketapapa Local Board)
- Judy Nicholl (Auckland Airport)
- Simon Lambourne (Auckland Airport)
- Tim Boyle (Airways NZ)

Mike Turner (Airways NZ)
John Beckett (BARNZ)
Peter Fa'afiu (Industry Representative)
Karen Wilson (Te Akitai Waiohua)

1. Apologies / Introductions

The Chair opened the meeting and apologies were noted by the minute secretary. All present introduced themselves.

The Chair noted the expansion of the Group by the inclusion through the Unitary Plan of representatives of 6 further local boards, two mana whenua representatives, a business representative and two community representatives (of which one further appointment was yet to be made).

The Chair advised the meeting that he was now resident in Hawkes Bay rather than in Auckland and asked if any present had an objection to him continuing as Independent Chair of the ANCCG.

No objections were recorded.

2. Minutes of Previous Meeting and Matters Arising

The minutes of the previous meeting of 14 September 2016 were circulated, approved and adopted. It was noted that those minutes advised that the next meeting of the ANCCG would take place on 14 December 2016 but that that meeting had been deferred as a number of representatives had not at that time yet been appointed.

It was advised that, going forward, minutes of meetings would be available to ANCCG members on the website at least 2 weeks following each meeting.

3. Community Feedback

The Chair advised that, as provided for in the Unitary Plan in the interests of transparency, there was a new meeting format for a brief public forum at the start of the meeting where members of the public would be allowed to address the meeting. This could be in the form of either an individual addressing the meeting or a group appointing a representative to speak for them, either in person or by written submission. Written submissions and an indication of a desire to address the meeting would need to be submitted to the Chair at least 2 weeks prior to the meeting date.

The Chair advised that these sessions would be around 15 minutes long and must remain controlled and professional as the Group's meetings were not the appropriate place for lengthy debates with the public. He also noted that people wishing to speak to a complaint should first have followed standard procedures for lodging a complaint and/or raised the issue with their local board representative.

Lorraine Clark of "Auckland the Plane Truth" read from a written statement that was distributed to the members of the meeting.

Bernard Hollewand addressed the meeting. Mr Hollewand advised that he was associated with Auckland the Plane Truth and was intending to take the opportunity to

make constructive suggestions in relation to noise paths and the new technology which he felt was negatively impacting residential environments.

The Chair thanked the members of the public and declared the public session closed.

The members of the public left the meeting.

In response to Ms Clark querying the quality of advice provided by consultants such as Marshall Day Acoustics, the Chair advised that he did not doubt the validity or accuracy of that advice and did not feel that further independent validation was necessary.

Dr Choudhary raised a query as to whether the entirety of the meeting should be open to the public. The Chair noted that the Unitary Plan designated only a brief allocation of time be allowed to hear submissions from the public. However he noted that the Unitary Plan did not prevent the whole meeting from being held in public, if that was acceptable to all parties. He noted general support from local boards for the meetings to be in public but noted that past practice had been that meetings of the ANCCG are private. He undertook to raise the matter with Auckland Airport, BARNZ and Airways NZ. He indicated his view that there was no strong reason for much of the meeting being closed to the public but that provision would need to be made for some stakeholders to request that certain items be discussed in private.

The Chair indicated his expectation that local board representative attendance at ANCCG meetings should be more regular than in the past so that they were better able to raise local issues and to report back to their board and constituents.

4. Airways New Zealand / BARNZ – Presentation

Greg Atkins of Airways New Zealand made a presentation to the meeting providing an overview of aircraft movements and flight paths. He noted that smart paths are only used during the day and that when air traffic is light there is more scope for aircraft to deviate from the standard route to reduce noise and save on fuel but that when air traffic is busy aircraft follow established routes more closely.

Nick Muller of the Board of Airline Representatives New Zealand (“**BARNZ**”) then made a presentation to the meeting, providing an overview of SMART approaches.

Mr Muller explained the function of BARNZ as a not for profit airline membership organisation that has four key functions, namely:

1. to monitor Auckland Airport’s pricing;
2. to monitor Auckland Airport’s capital expenditure progress;
3. to monitor any policy changes from government agencies;
4. to monitor any noise issues arising from aircraft operations.

Mr Muller advised that the yellow U23 SMART trial had ended and the report on the results of the trial will be subject to public hearings and shared with the ANCCG when complete, possibly around April.

ANCCG members sought clarification on a range of issues which were answered by either Mr Atkins or Mr Muller at the meeting. There was some discussion on the issue of whether some airlines may be responsible for more noise because of their different operating procedures on takeoff, but particularly landing. The Chair noted that this could be further discussed.

5. Overview of Auckland Airport's Statutory Obligations

Kellie Roland of Auckland Airport spoke to a presentation relating to Auckland Airport's statutory obligations under the Auckland Unitary Plan.

Ms Roland gave an overview of the different aircraft noise contours as well as an explanation of the impact and range of noise contours as provided for in the Unitary Plan. Ms Roland also spoke to the insulation package that was offered by Auckland Airport to home owners situated within the high and moderate aircraft noise areas surrounding the airport.

ANCCG members sought clarification on a range of issues which were answered by Ms Roland at the meeting.

6. Marshall Day Acoustics – Presentations

Laura McNeill of Marshall Day Acoustics made two presentations to the meeting: "Noise 101" and "Noise Report November 2016 to January 2017".

In speaking to those presentation, Ms McNeill explained noise metrics, global noise measurement standards, and how those were used to measure aircraft noise in Auckland. Marshall Day uses Airports noise standard (NZS 6805) which is consistent with international standards and is based primarily on average noise level over time but with some recognition of maximum noise levels. Ms McNeill also provided data on the extent to which changes in noise levels are regarded as significant.

ANCCG members sought clarification on a range of issues which were answered by Ms McNeill at the meeting.

The recent significant reduction in noise complaints was noted.

It was advised that many questions could be answered by accessing the Auckland Airport noise website and the Casper website.

It was proposed that a detailed session on Casper be held at the next meeting of the ANCCG.

The Chair proposed that a more in depth discussion in relation to acoustics as they relate to the proposed northern runway be scheduled for a later meeting.

7. Annual 2015 Aircraft Noise Management Report

Due to a lack of time available, this report was deferred to the next meeting. It was noted that the 2016 annual report was also expected to be available for that meeting.

8. Airport Noise Community Trust Update

Due to a lack of time available, this report was deferred to the next future meeting.

9. General Business

The Chair advised that the website would be updated as appropriate, including names and contact numbers of all members of the Group.

It was also agreed that a work plan should be developed for the Group and discussed at the next meeting.

The Chair requested that if any ANCCG members had any further comments, suggestions or objections in relation to members of the public remaining for the duration of future meetings that those be sent directly to him.

Kowhai Olsen indicated that her Marae was experiencing increased noise but are unable to determine whether this is due to aircraft noise or other factors such as a change to the built form of the surrounding environment. It was noted that Auckland Airport are currently investigating the cause of this noise, in consultation with Ms Olsen.

The Chair also requested ANCCG members to forward suggestions for any prospective candidates for the currently vacant community representative position on the committee. This person is required to reside within the Airports aircraft noise area.

The Minute Secretary requested that ANCCG all members submit their availability for upcoming meetings to her as soon as possible so that those meetings could be scheduled to as far as possible be convenient to members..

10. Close

There being no further business, the Chair declared the meeting closed at 3pm.