ANCCG Meeting

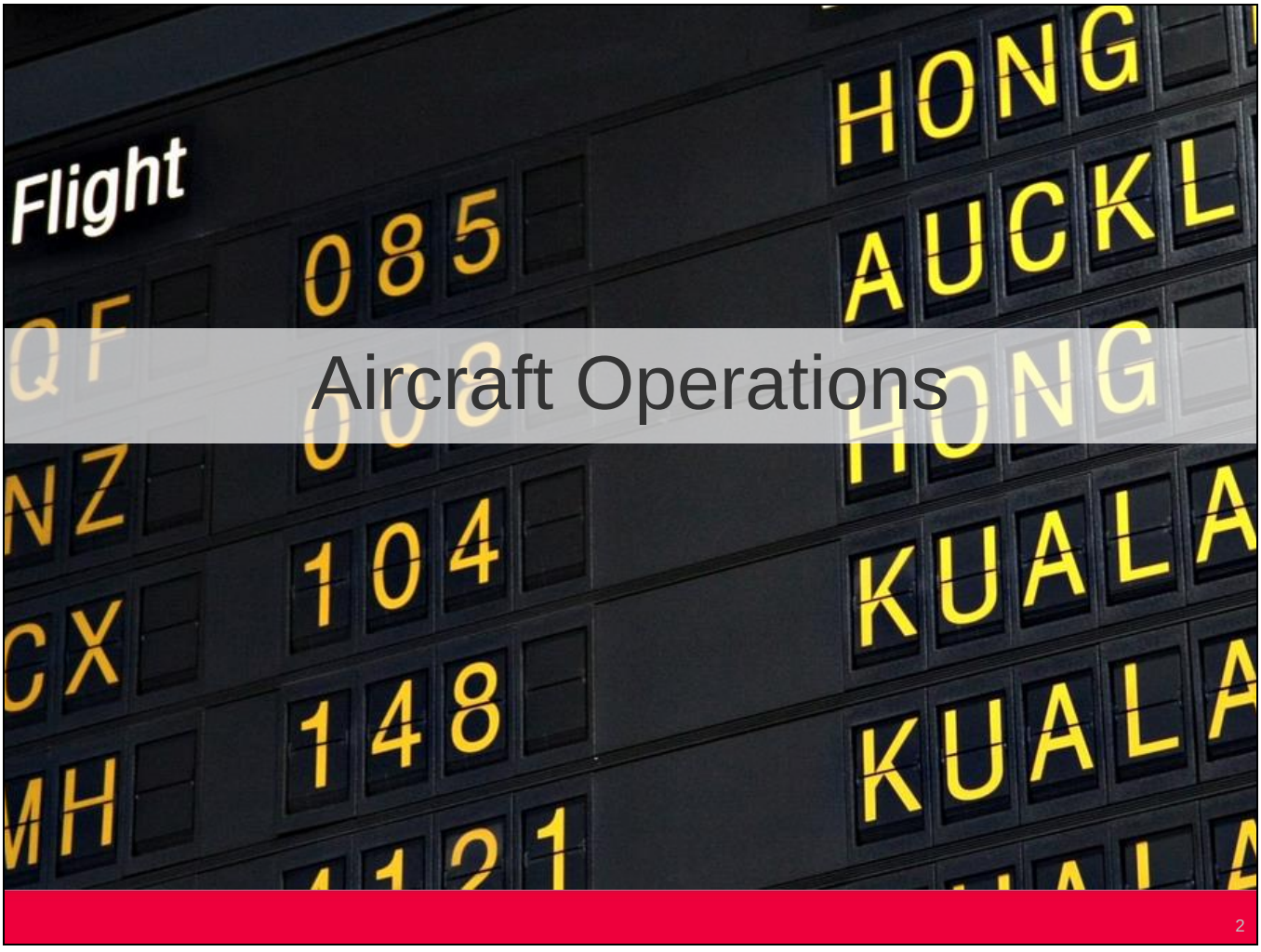
Monitoring Period

February 2021 – April 2021

Meeting: 14 June 2021

MARSHALL DAY Acoustics

NB: Glossary of terminology given in Appendix A



Aircraft Operations

Figure 1: Number of Aircraft Operations per Month

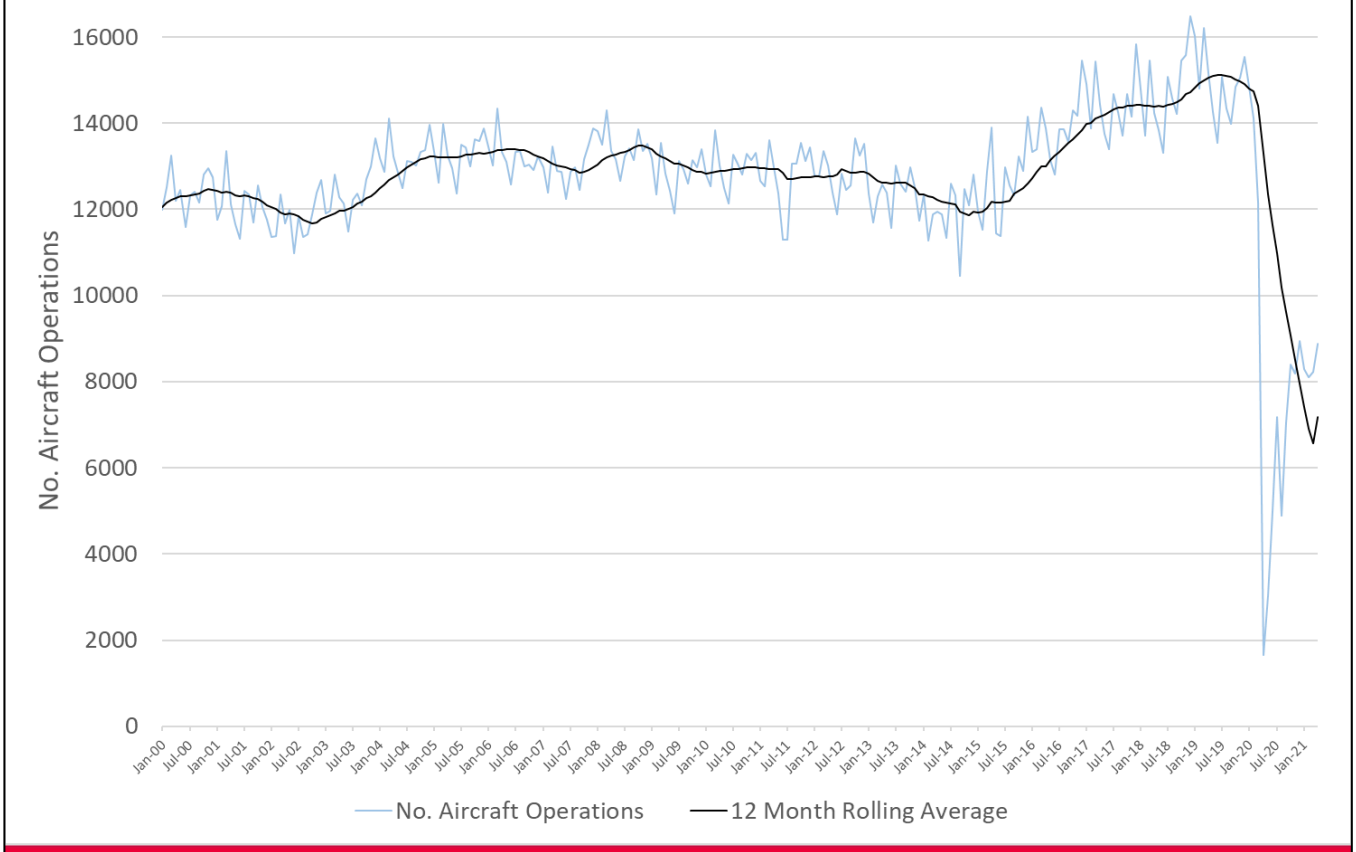


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Figure 1 shows the number of aircraft operations per month since the year 2000 (blue line) and the 12-month rolling average (black line).

Aircraft operations have fluctuated over the years with dips in 2002, 2014 and 2020/21 due to the COVID-19 pandemic.

Since 2015 aircraft operations have increased steadily. However, the effect of the COVID-19 pandemic has greatly impacted the aircraft operations in recent months.

The number of aircraft operations in the three-month period February 2021 to April 2021 has decreased by 10% when compared to the same period last year. However, this period last year was heavily affected by the pandemic and was itself 40% down on aircraft operations compared to the year before (pre-pandemic).

Daytime operations have decreased by 6% and night-time operations have decreased by 37% when compared to the same (pandemic affected) period last year.

Table 1: Summary of Aircraft Operations

Operation	Total	Day	Night
Arrivals	12,968	11,832	1,136
Departures	12,139	11,193	946
Circuit	90	71	19
Total	25,197	23,096	2,101

Table 2: Average Daily Aircraft Operations

Total	Day	Night
283	260	24

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Table 1 shows a breakdown of aircraft operations in the three-month period February 2021 to April 2021.

Table 2 shows that there were on average 283 aircraft operations that occurred per day (24-hour period), 24 of these were at night-time.

The average daily aircraft operations generally ranged between 450 – 550 movements per day prior to the COVID-19 pandemic.

Figure 2: Aircraft Operations by Time

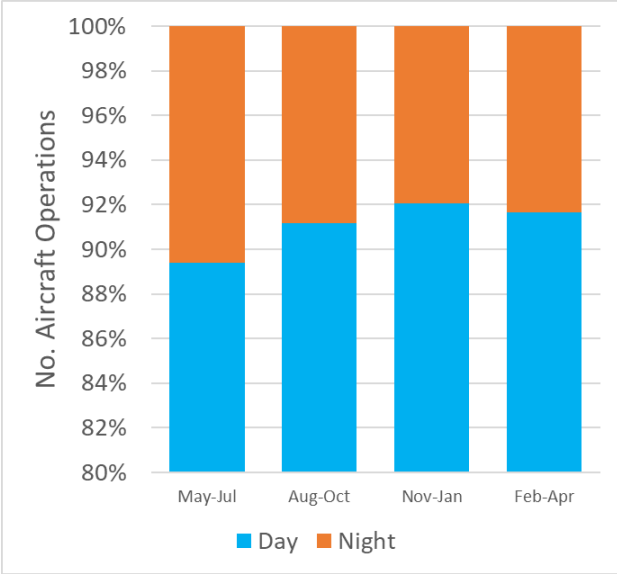

Figure 3: Aircraft Operations by Aircraft Type

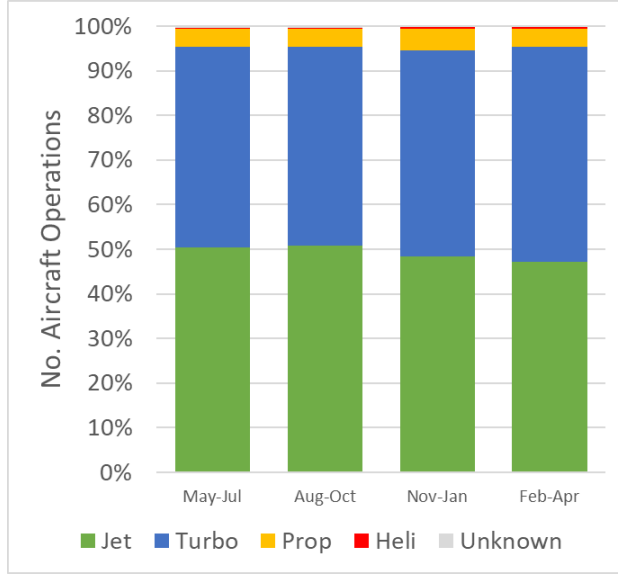

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Figure 2 shows the breakdown of aircraft operations by time of day for this three-month period February 2021 to April 2021 and the three quarters preceding.

For this period the majority (92%) of aircraft operations occurred in the daytime between 7am and 10pm and the remainder (8%) occurred at night-time.

This was similar to previous quarters.

Figure 3 shows the breakdown of aircraft operations by aircraft type in this three-month period and the three quarters preceding.

For this period 47% of aircraft operations were jets with 48% being turboprops.

Propeller and helicopter aircraft made up 4% of the total aircraft operations during this period.

This was similar to previous quarters.

Figure 4: Aircraft Operations by Runway

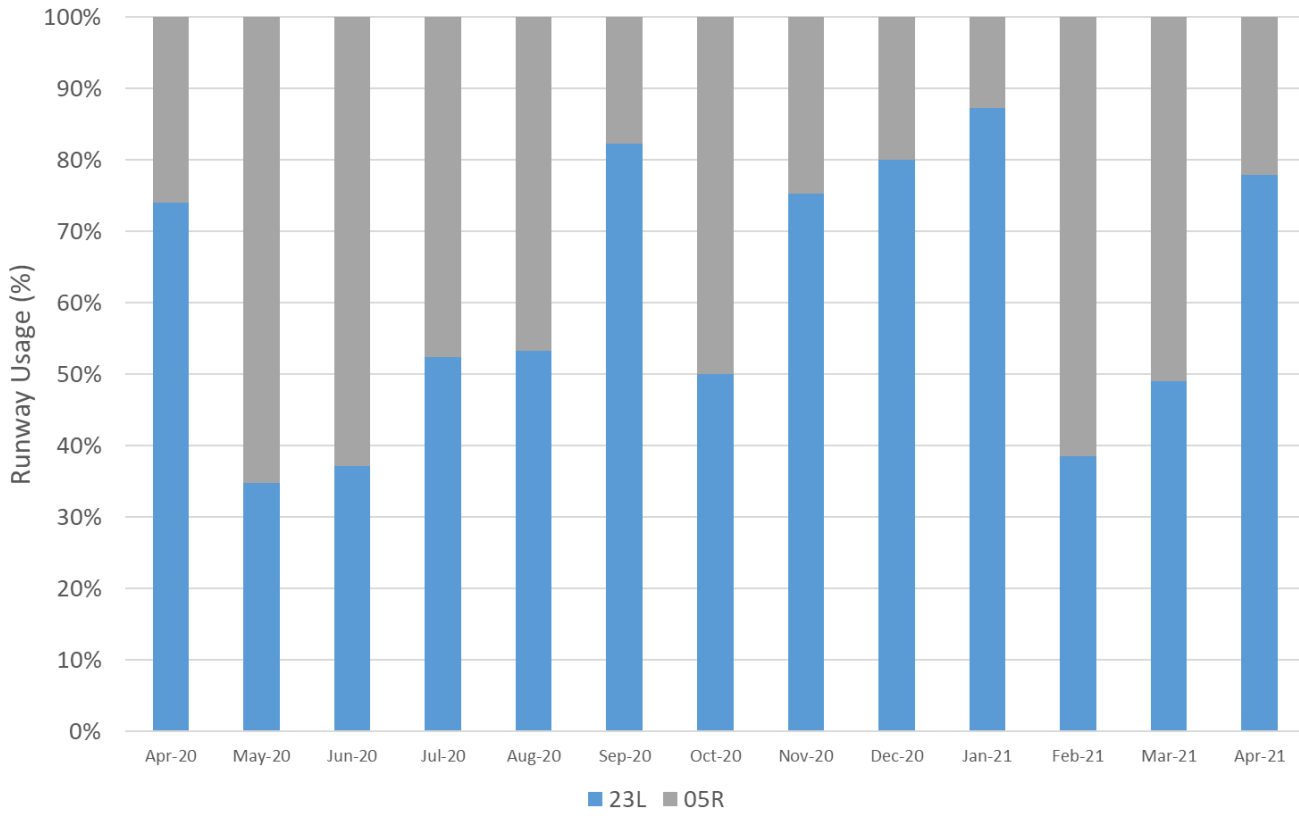

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Figure 4 shows the percentage of aircraft operations that used each runway (23L and 05R) over the past 13 months.

Runway 23L is used when westerly winds prevail and Runway 05R is used when easterly winds prevail (refer glossary for explanation)

The historical average runway usage is RW23L 70%/RW05R 30%

The runway usage in the three-month period February 2021 to April 2021 was RW23L 56%/RW05R 44%.

The runway use in the same quarter last year was RW23L 72%/RW05R 28%

Figure 5: Number of SMART Approaches per week

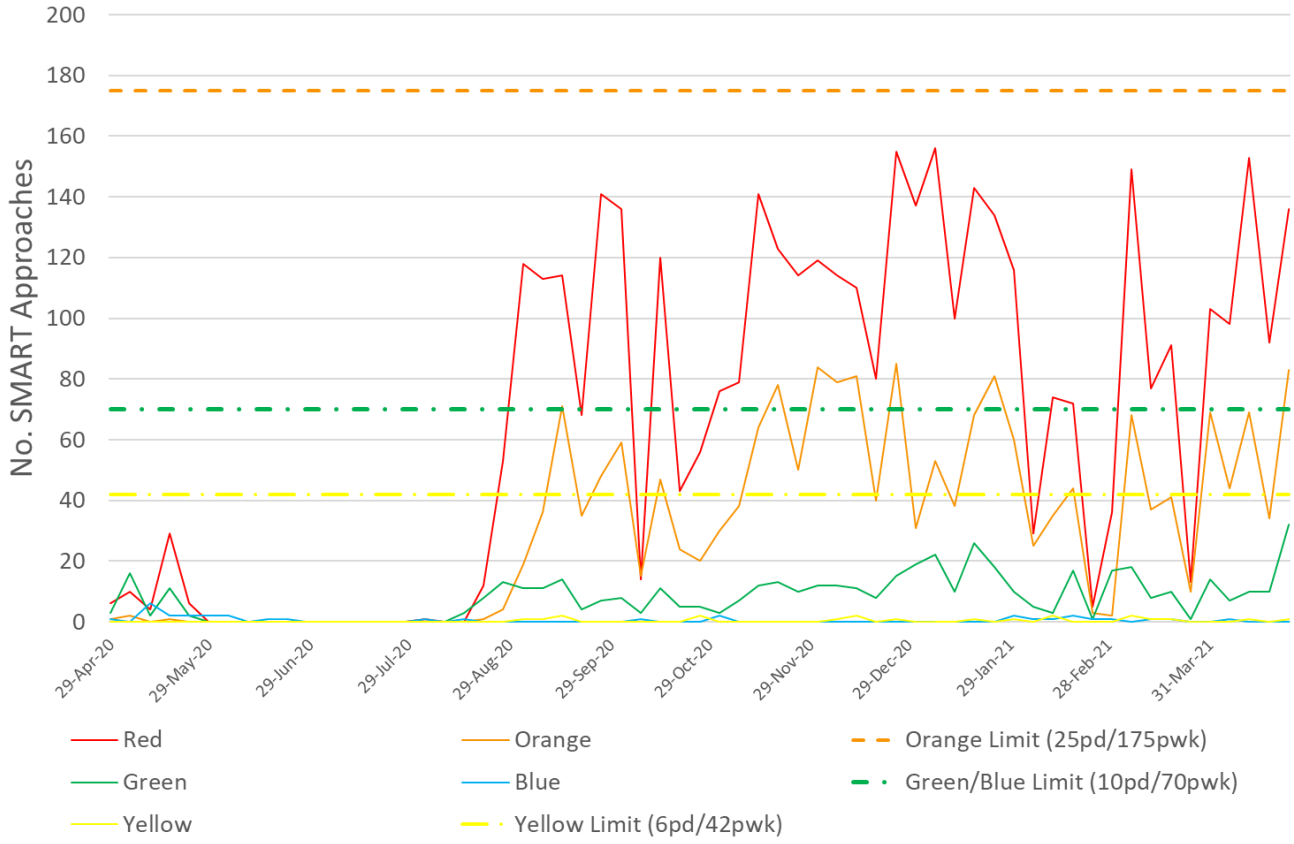

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Figure 5 shows the number of SMART flights flown in the past 12 months.

The SMART Approaches are named as follows:

- Blue X05A – International arrivals from the north on Runway 05R overflying Lynfield
- Green X23A - International arrivals from the north on Runway 23L overflying Highbrook
- Yellow U23 - International arrivals from the north on Runway 23L overflying Whitford
- Red – Domestic arrivals from the south on Runway 23L overflying Wattle Downs
- Orange S23 – Domestic arrivals from the south on Runway 23L overflying Clevedon

There is a limit of:

- 10 SMART approaches per day on the Green and Blue SMART approaches
- 6 per day on the Yellow SMART approach
- 25 per day on the Orange SMART approach

These limits have been complied with over the past 12 months.

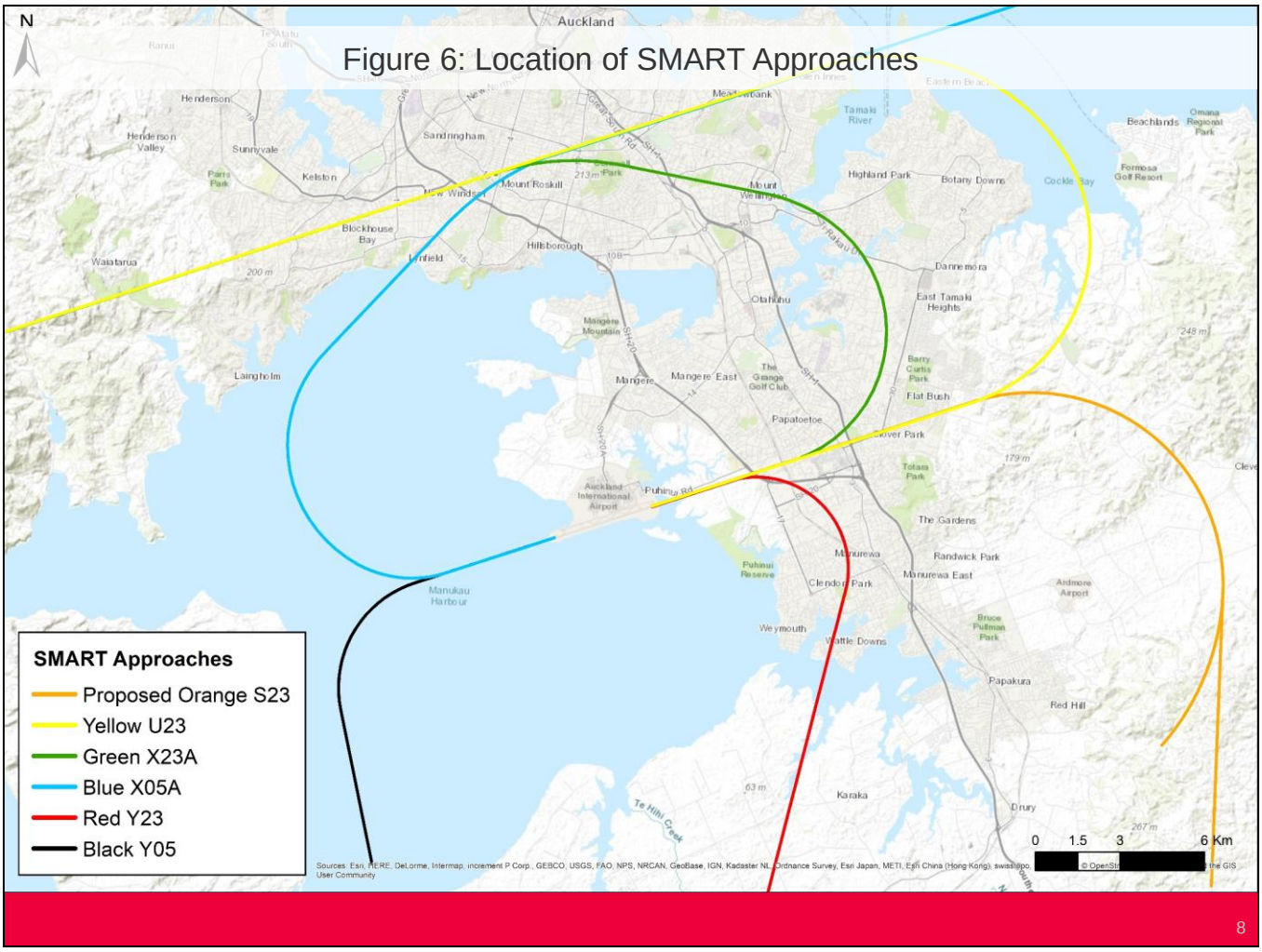

Figure 6 shows the location of the SMART approach flight paths.

Flight Path Diagrams

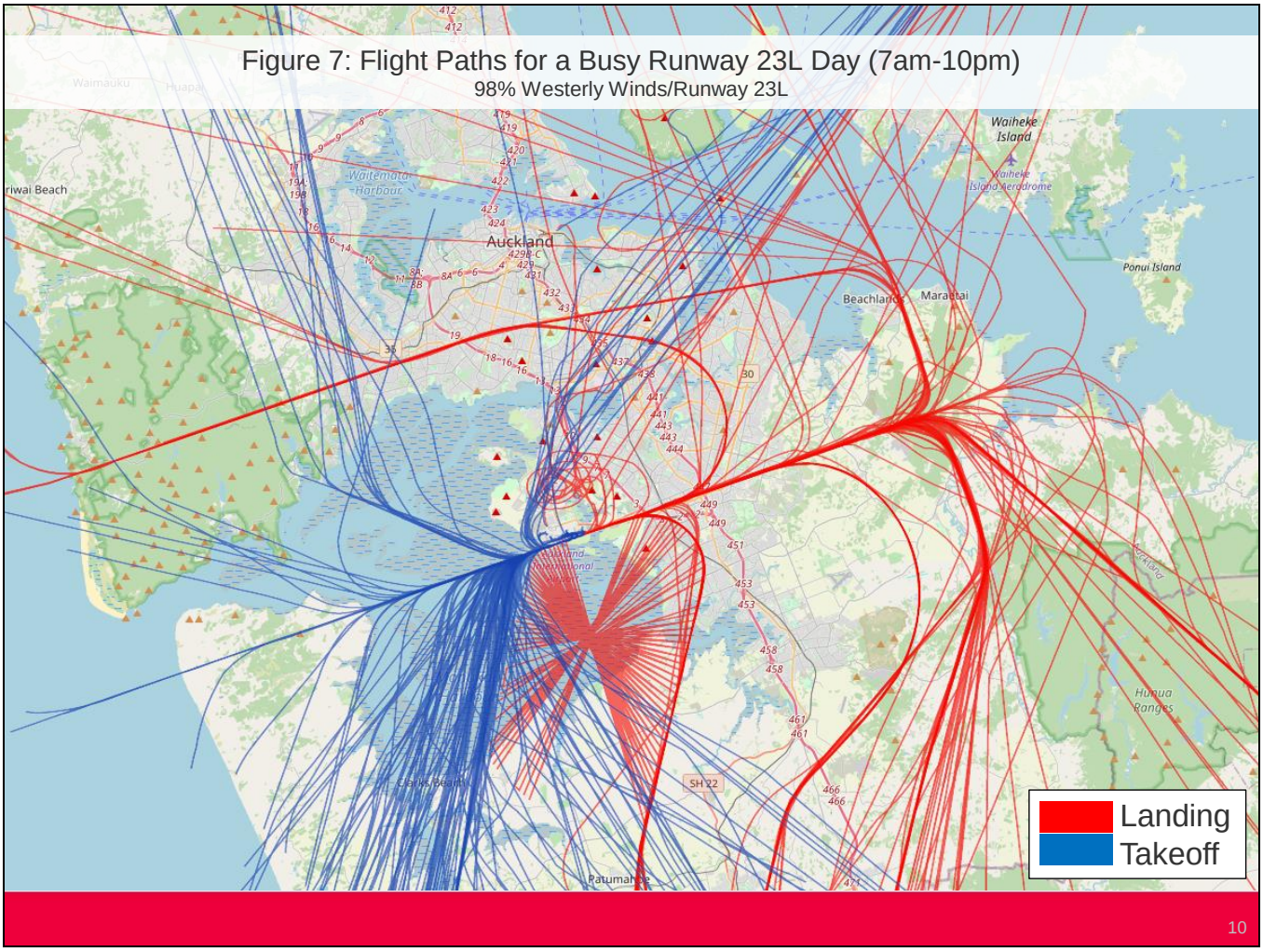

Figure 7 shows the daytime (7am-10pm) flight paths for Friday 30 April 2021, the busiest day in the three-month period February 2021 to April 2021 when Runway 23L was primarily in use.

The red lines indicate arrivals and the blue lines indicate departures.

The runway usage in this 24-hour period was Runway 23L (westerly) 98%.

There were 333 daytime flights on this day.

The fan of straight red lines is an anomaly in the flight path data for one of the flights and can be disregarded.

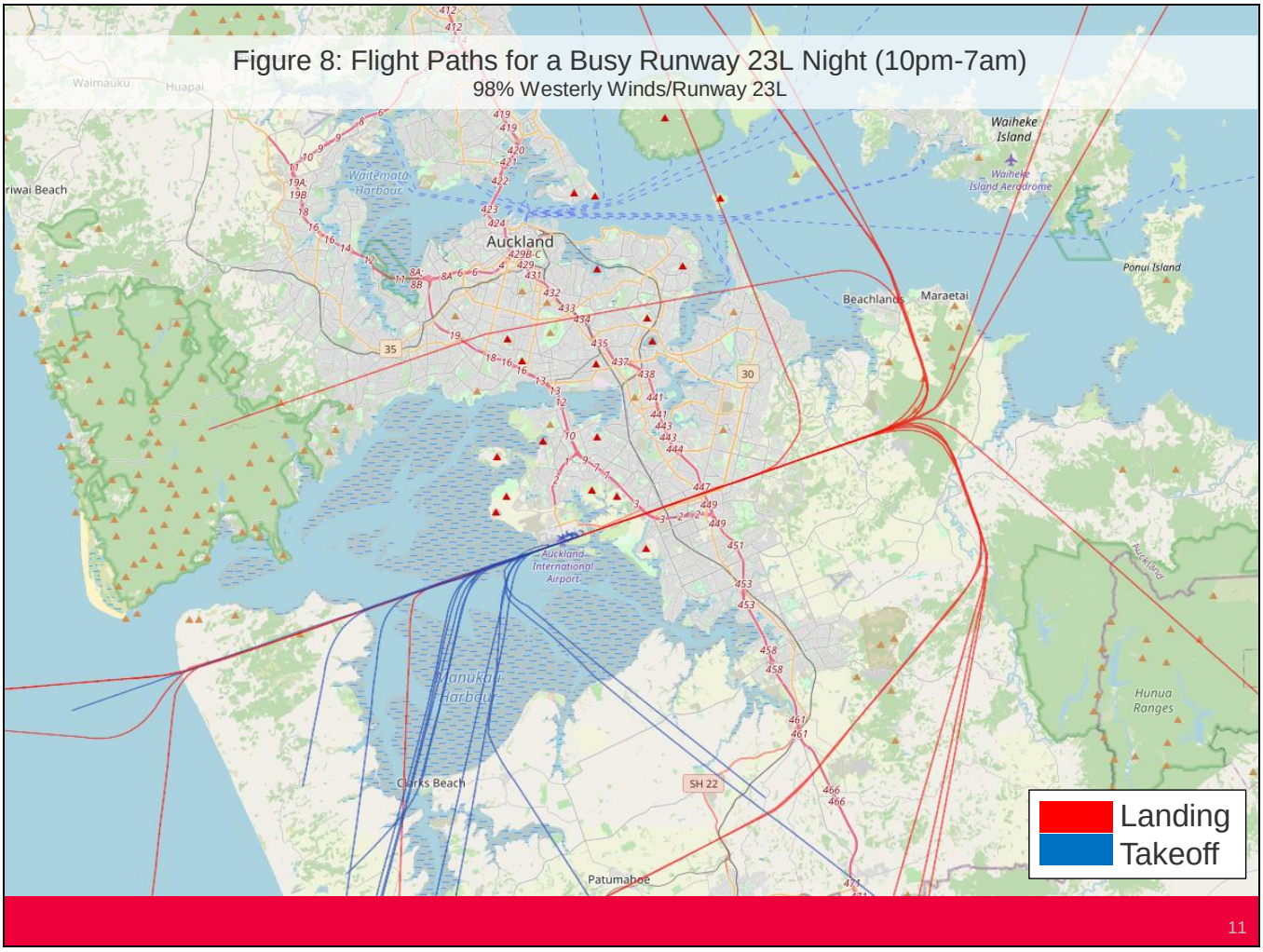

Figure 8 shows the night-time (10pm-7am) flight paths for Friday 30 April 2021, the busiest night in the three-month period February 2021 to April 2021 when Runway 23L was primarily in use.

The red lines indicate arrivals and the blue lines indicate departures.

The runway usage in this 24-hour period was Runway 23L (westerly) 98%.

There were 32 night-time flights on this night.

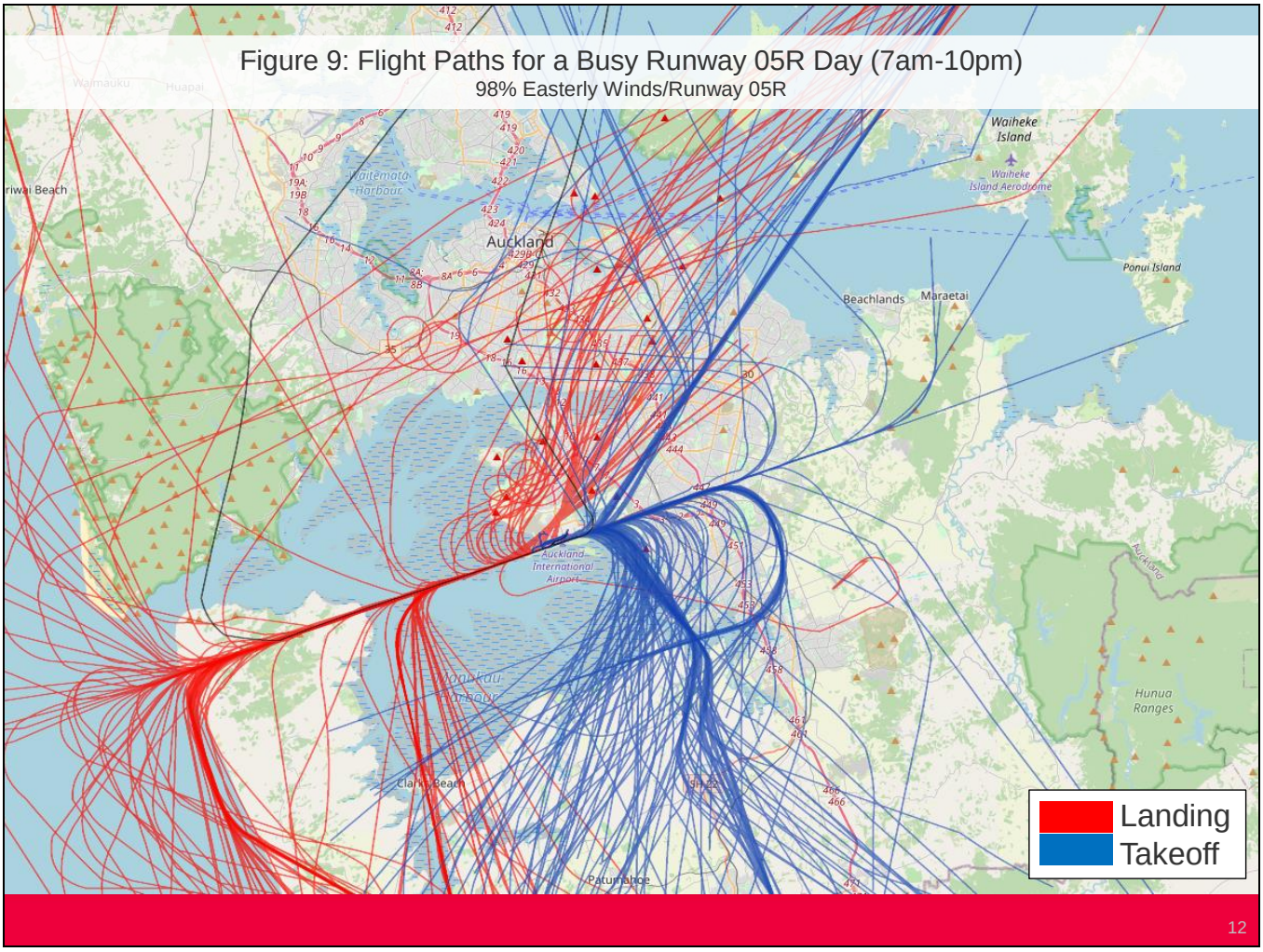

Figure 9 shows the daytime (7am-10pm) flight paths for Thursday 1 April 2021, the busiest day in the three-month period February 2021 to April 2021 when Runway 05R was primarily in use.

The red lines indicate arrivals and the blue lines indicate departures.

The runway usage in this 24 hour period was Runway 05R (easterly) 98%.

There were 338 daytime flights on this day.

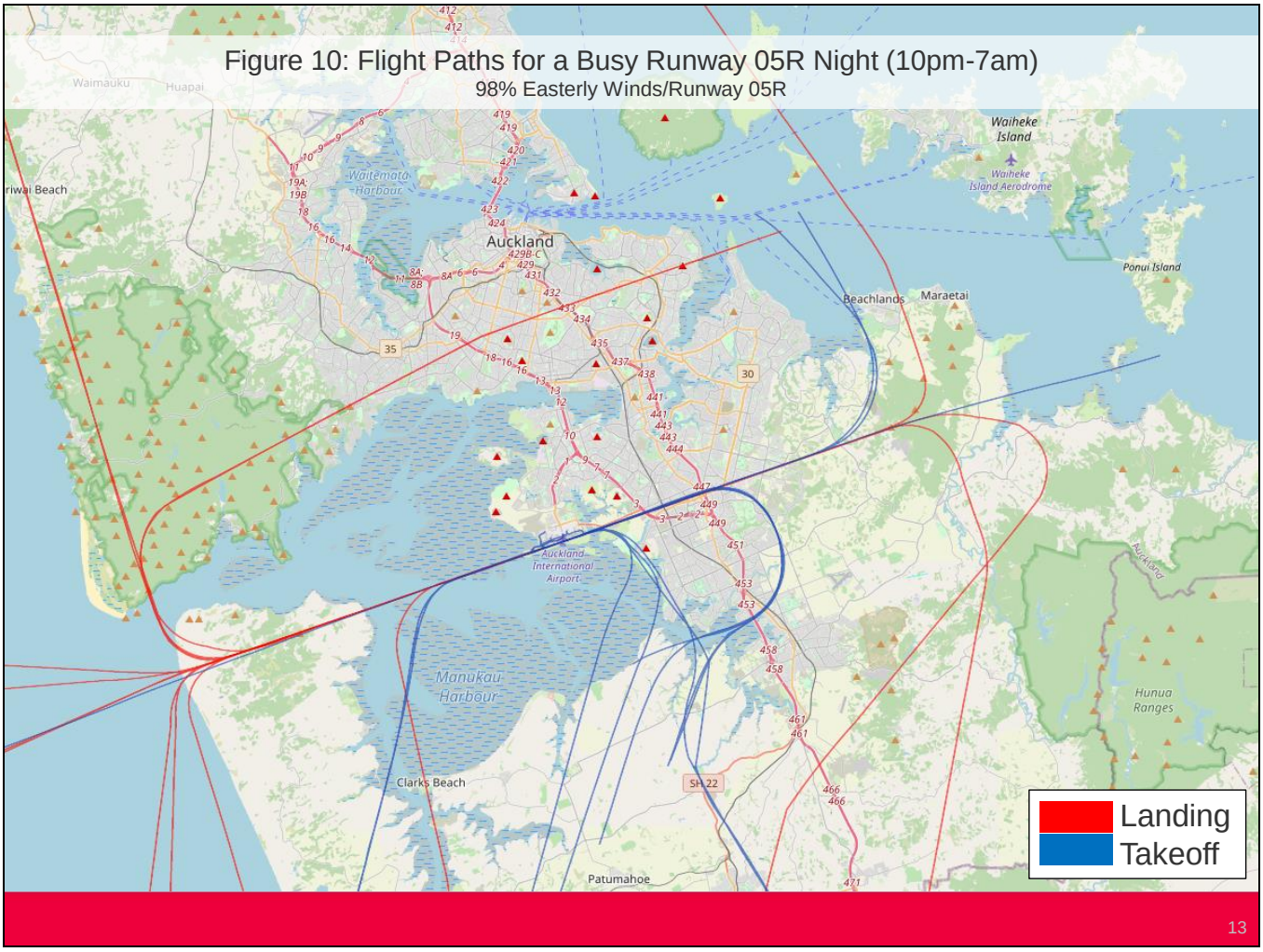

Figure 10 shows the night-time (10pm-7am) flight paths for Thursday 1 April 2021, the busiest night in the three-month period February 2021 to April 2021 when Runway 05R was primarily in use.

The red lines indicate arrivals and the blue lines indicate departures.

The runway usage in this 24-hour period was Runway 05R (easterly) 98%.

There were 30 night-time flights on this night.

Noise Complaints

Figure 11: Number of Aircraft Noise Complaints per Month

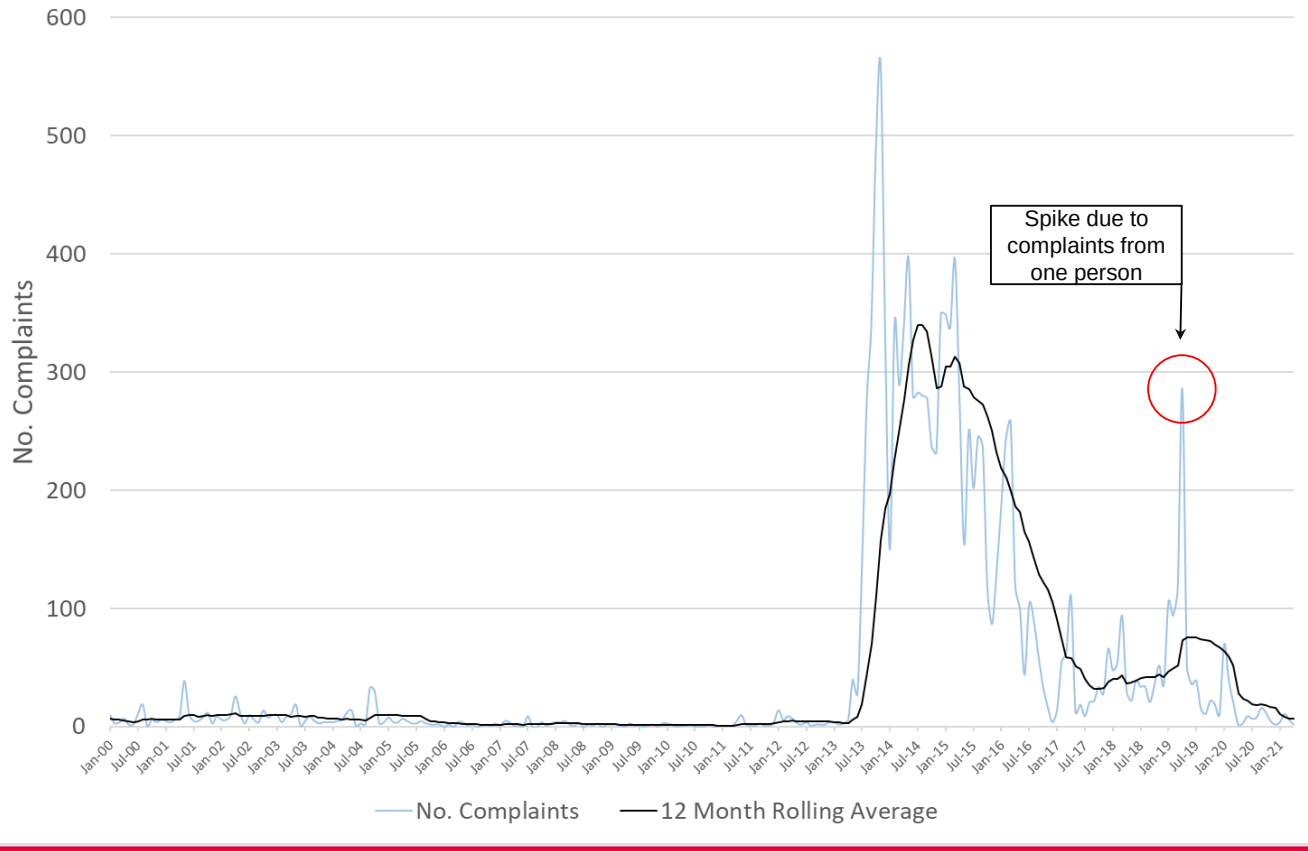

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Figure 11 shows the total number of aircraft noise complaints made per month since the year 2000 (blue line) and the 12-month rolling average (black line).

Aircraft noise complaints were low up until 2013 when the number of complaints increased from about 2 per month to a peak of 560 in Aug 2013 and have decreased steadily since then.

This increase in complaints coincided with the 2012/13 SMART trials where community awareness to noise was heightened.

The number of noise complaints in the three-month period February 2021 to April 2021 has decreased from 62 to 19 when compared to the same period last year.

This reduction in complaints is potentially due to the reduction in aircraft movements due to COVID-19, as well as some frequent complainants not lodging as many complaints.

Table 3: Summary of Noise Complaints

	Feb	Mar	Apr	Feb-Apr	Nov-Jan	Aug-Oct	May-Jul
Number of Complaints	11	6	2	19	11	36	19
Specific	8	2	0	*10*	*6*	*32*	*12*
Generic	3	1	1	*5*	*5*	*3*	*5*
Question	0	3	1	*4*	*0*	*1*	*2*
Number of People Complaining	7	6	2	15	8	15	19

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Table 3 shows a breakdown of the noise complaints in the three-month period February 2021 to April 2021 with the previous three quarters shown for reference.

A particular person may have made several complaints over time. These individual complaints could have been regarding one specific aircraft operation or a more general complaint which does not reference a specific aircraft operation.

There are two types of general complaints: 'generic' and 'question'. The first relates to people lodging a general complaint about aircraft noise rather than a specific event, the second relates to people enquiring to ask for information about aircraft noise or management of noise. We therefore refer to:

- The number of 'complainants' (no. of people who complain),
- The number of 'generic' noise complaints (e.g. " there was more aircraft noise last night")
- The number of 'question' noise enquiries (e.g. "can you tell me more about how noise is managed at the airport")
- The number of 'specific' event complaints (e.g. "the 6:25pm flight was noisy")

There were a total of 19 complaints in this three-month period, 53% related to specific aircraft events, 26% were generic complaints and 21% were question enquiries.

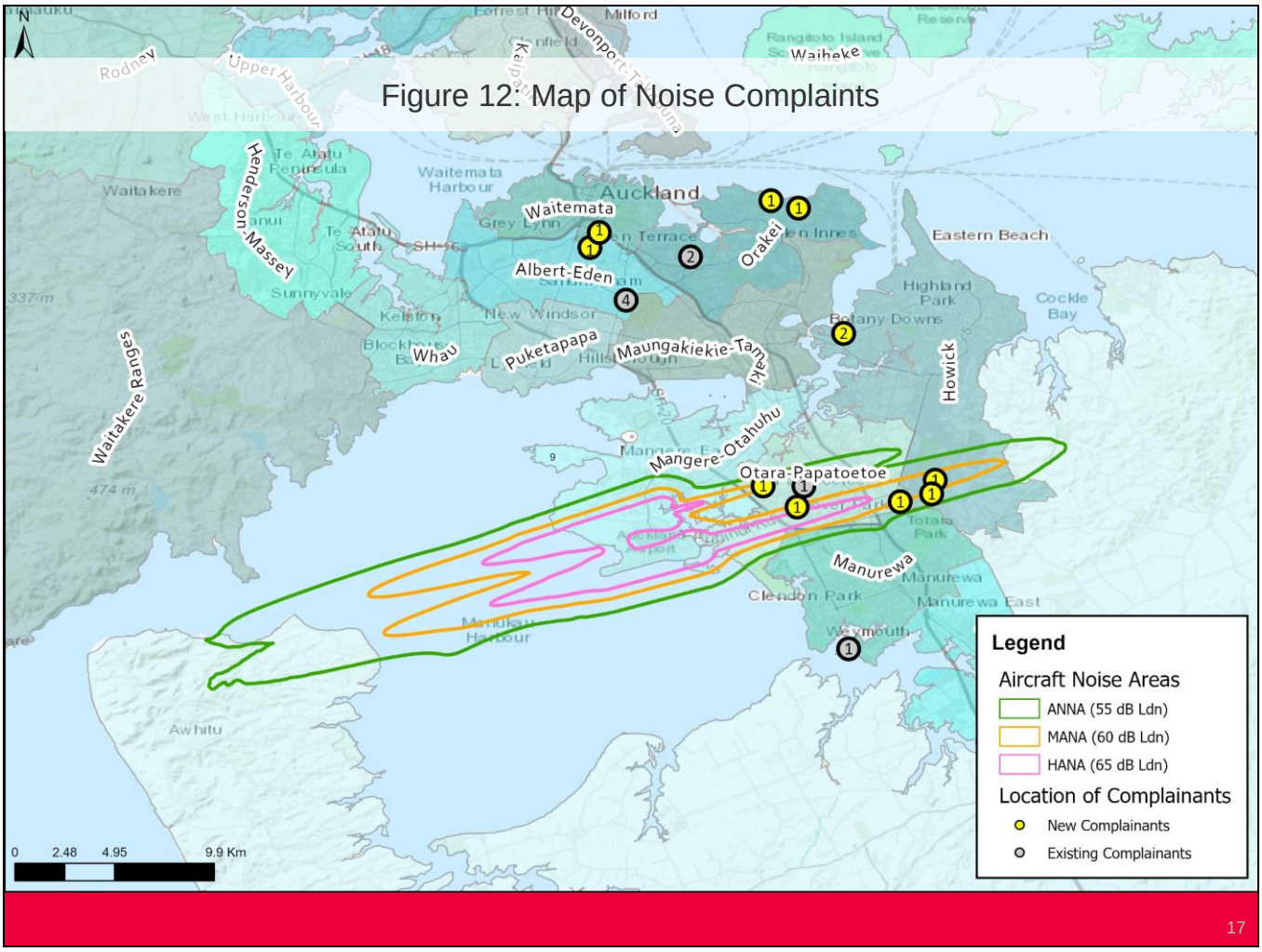


Figure 12 shows a map with the location of each complainant.

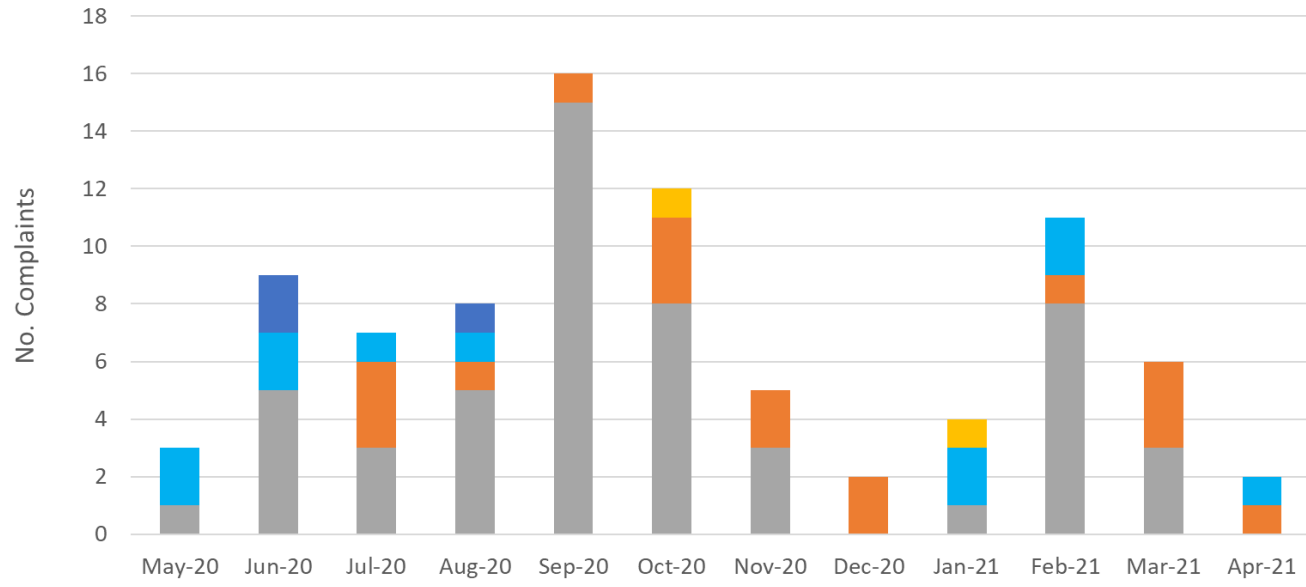
Each point represents the location of a person who complained in the three-month period November 2020 to January 2021.

The colour of the point represents whether it was an existing complainant (grey - someone who has complained before) or a new complainant (yellow - someone who hasn't complained before).

The numbers on top of each point give the number of complaints made by each person in the three-month period.

The complaints are spread all over Auckland.

Figure 13: Number of Noise Complaints by Area



	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21
Not in Auckland	0	0	0	0	0	0	0	0	0	0	0	0
North Shore	0	2	0	1	0	0	0	0	0	0	0	0
West Auckland	0	0	0	0	0	1	0	0	1	0	0	0
East Auckland	2	2	1	1	0	0	0	0	2	2	0	1
South Auckland	0	0	3	1	1	3	2	2	0	1	3	1
Central Suburbs	1	5	3	5	15	8	3	0	1	8	3	0

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Figure 13 shows the number of complaints made by people residing in different areas of Auckland over the past 12 months.

Central had 11 complaints in the three-month period February 2021 to April 2021, the most out of the different areas.

A list of which suburbs fall into each area is provided in Appendix C.

Figure 14: Noise Complaints by Time

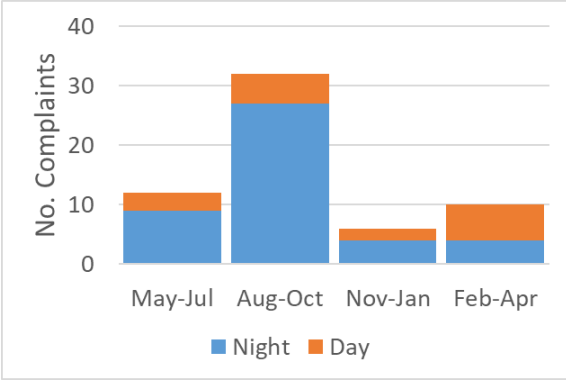


Figure 15: Noise Complaints by Runway

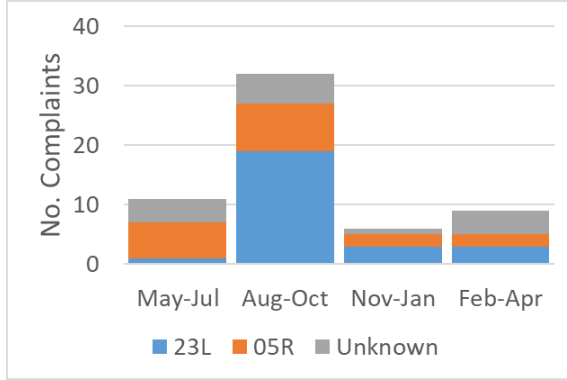


Figure 16: Noise Complaints by Aircraft

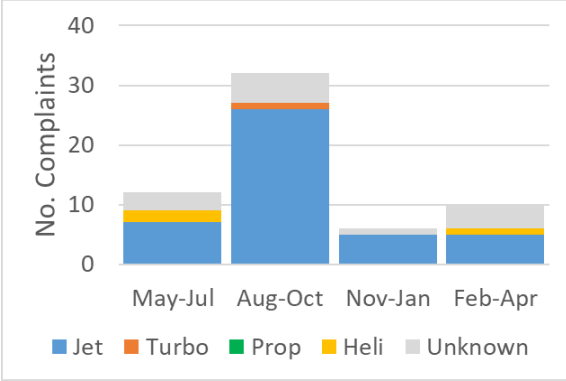
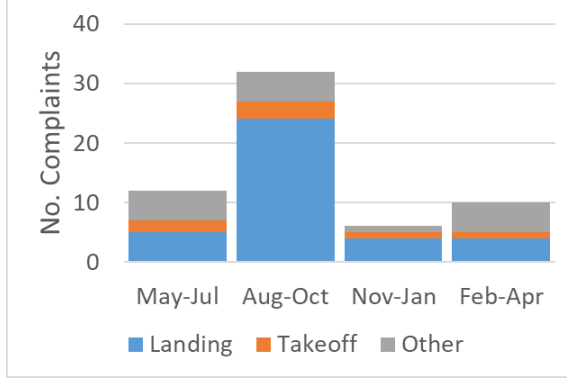


Figure 17: Noise Complaints by Operation



Figures 14-17 show a breakdown of the ‘specific’ aircraft noise complaints made in the three-month period February 2021 to April 2021 and the three quarters preceding.

Figure 18: Specific Noise Complaints by Destination

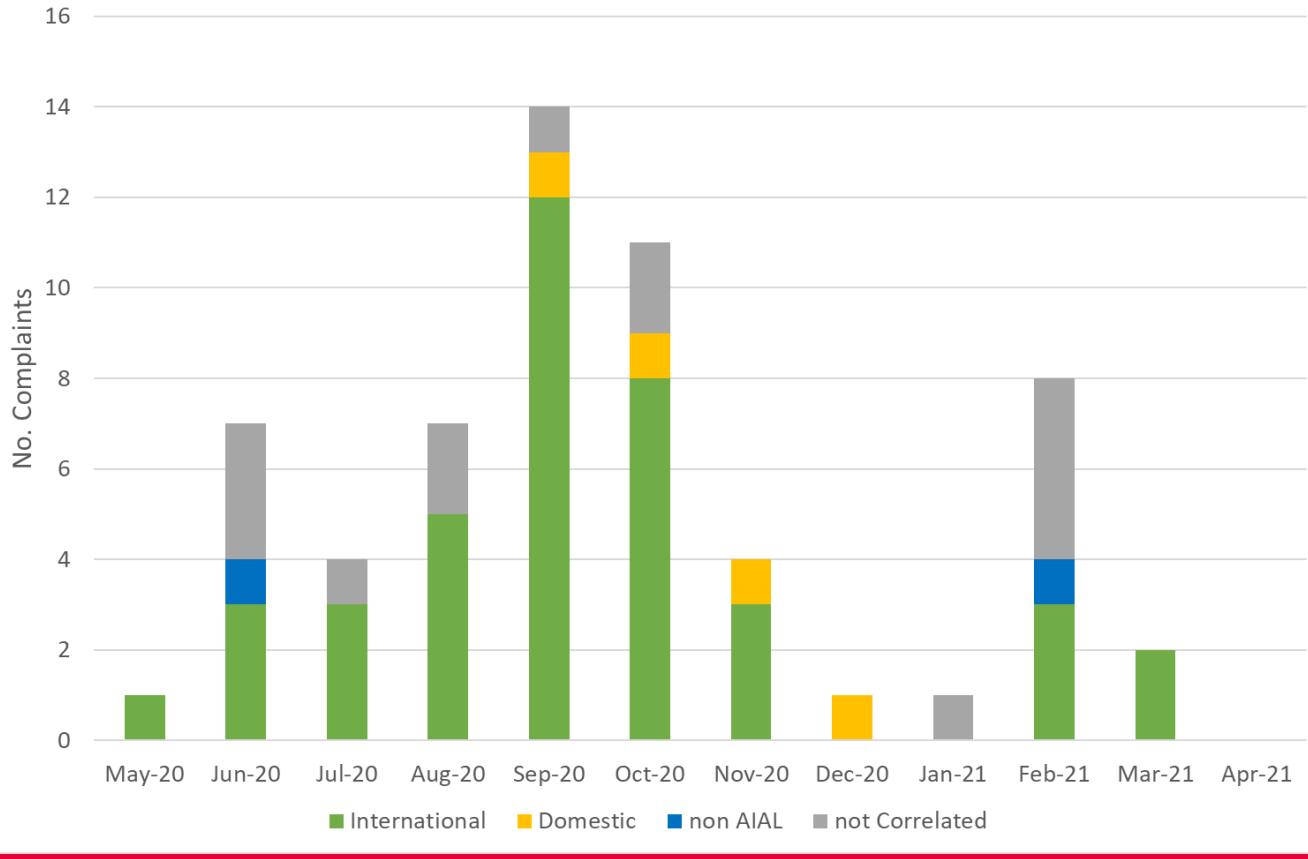


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Figure 18 shows the number of specific aircraft complaints made about international and domestic flights over the past 12 months.

Figure 19: Specific Noise Complaints vs Usage of Runway 05R

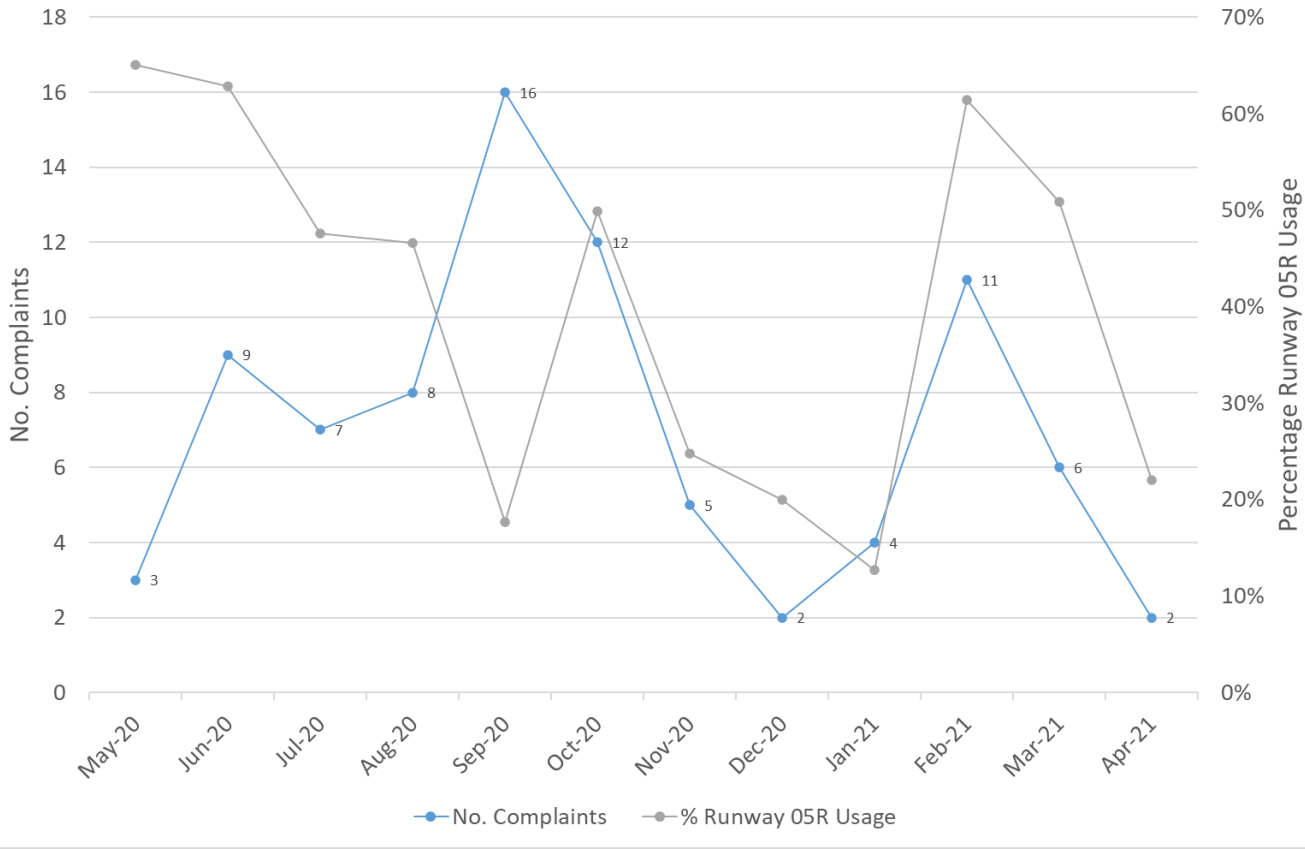

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Figure 19 shows the number of specific noise complaints per month received in the past 12 months compared to the usage of Runway 05R.

Usage of Runway 05R is associated with easterly winds which cause departing aircraft to depart to the east overpopulated areas instead of over the Manukau Harbour (as occurs in the predominant westerly winds).

Departing aircraft are generally louder than arriving aircraft.

There is generally a low correlation between runway usage and the number of complaints.

Figure 20: Specific Complaints by Hour vs Aircraft Operations by Hour (Feb-Apr)

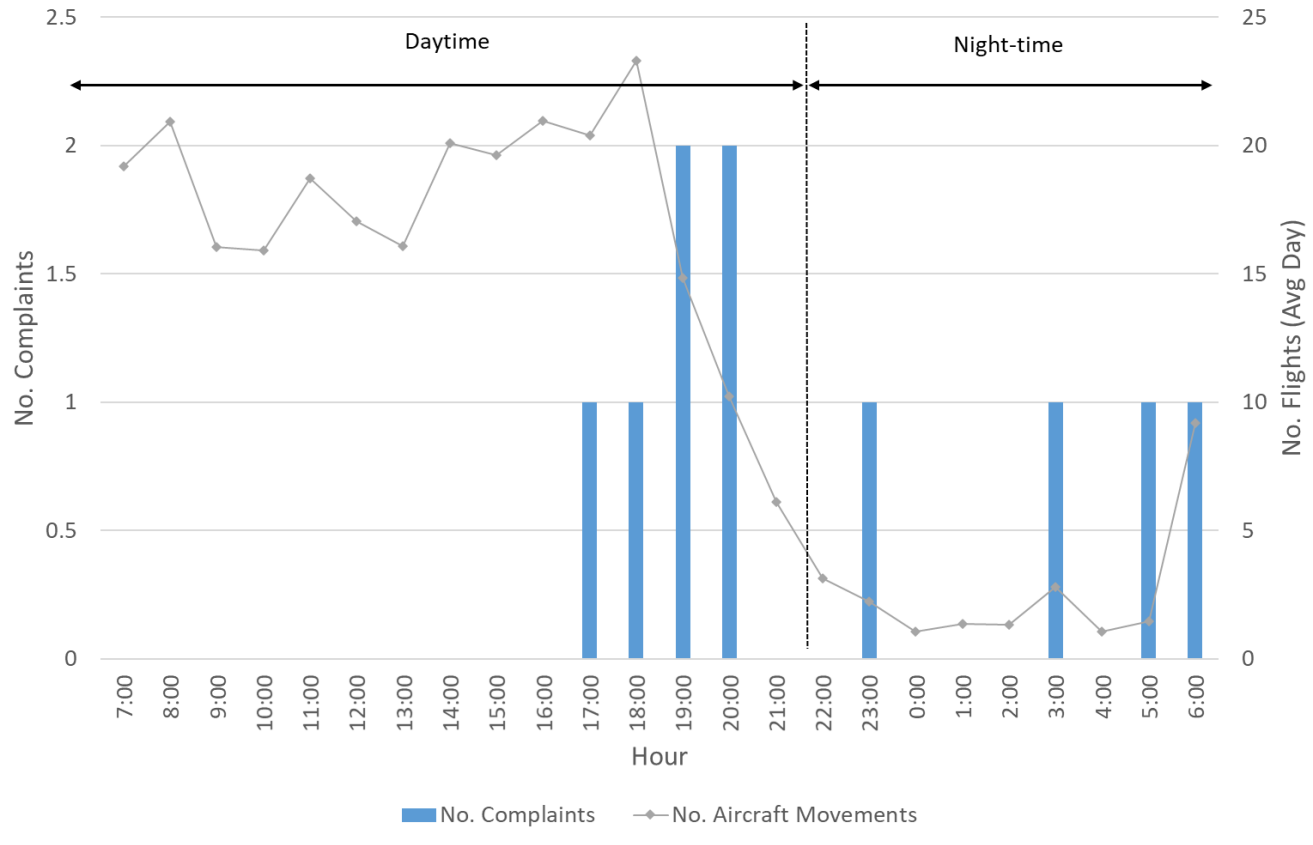

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Figure 20 shows the number of specific aircraft noise complaints and the number of aircraft operations per hour.

The blue bars show the number of complaints that related to an aircraft operation in each hour of the day in the three-month period February 2021 to April 2021.

The gray line shows the average daily aircraft operations that occurred in each hour of the day during this period.

Figure 21: Noise Complaints by Type (Feb-Apr)

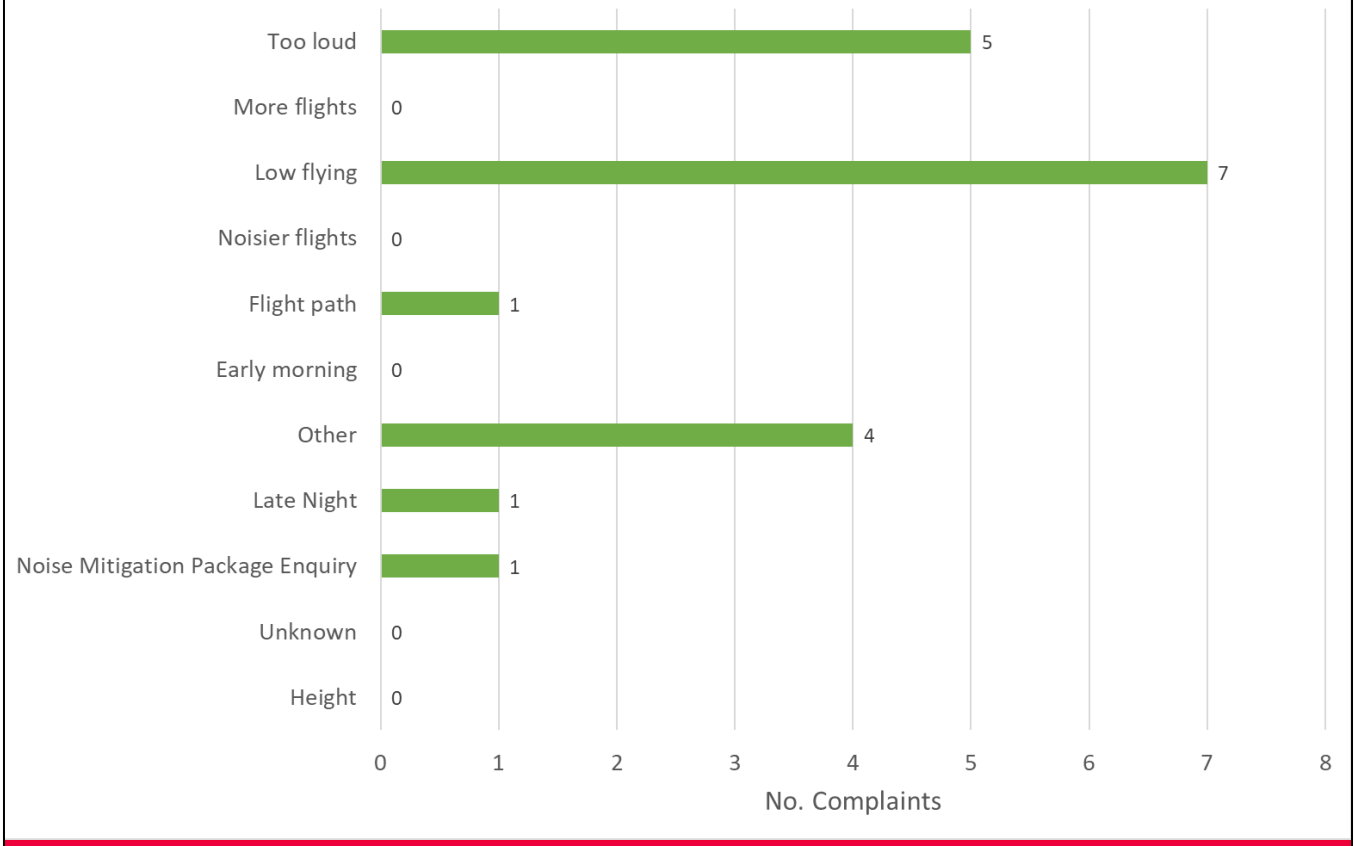


Figure 21 shows the reason for each noise complaint. This includes generic and specific complaints.

Aircraft operations being too low flying was the single main reason for the complaints (37%) in the three-month period February 2021 to April 2021.

A full description of each cause is given in Appendix B.

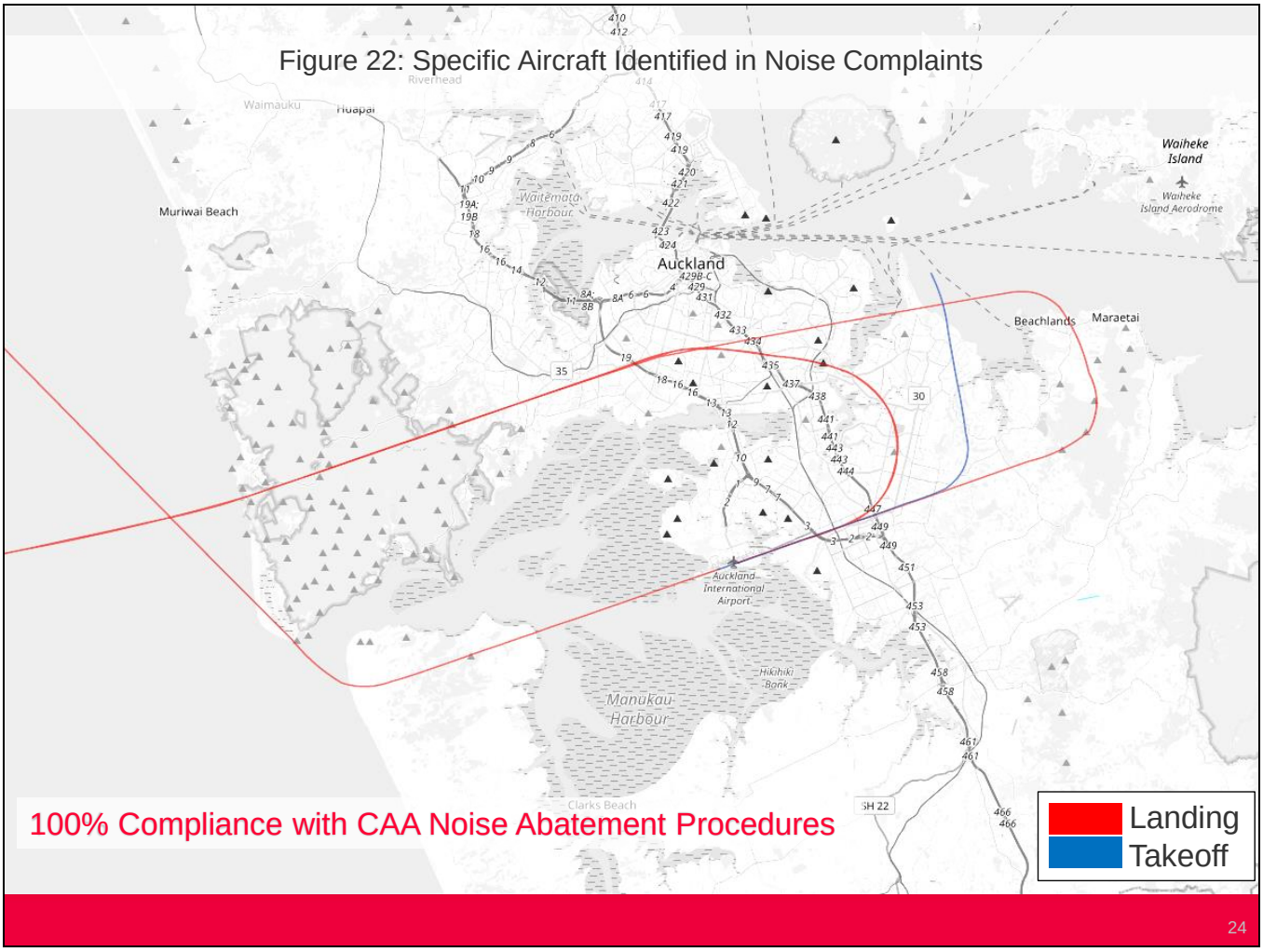


Figure 22 shows the flight paths for specific aircraft from Auckland Airport identified in noise complaints for the three-month period February 2021 to April 2021.

The red lines indicate arrivals, the blue lines indicate departures.

Of the 10 specific noise complaints, there were 5 that were correlated to a specific aircraft during this period.

These Auckland Airport aircraft events have been reviewed and all of them complied with the Civil Aviation Authority Noise Abatement Procedures.

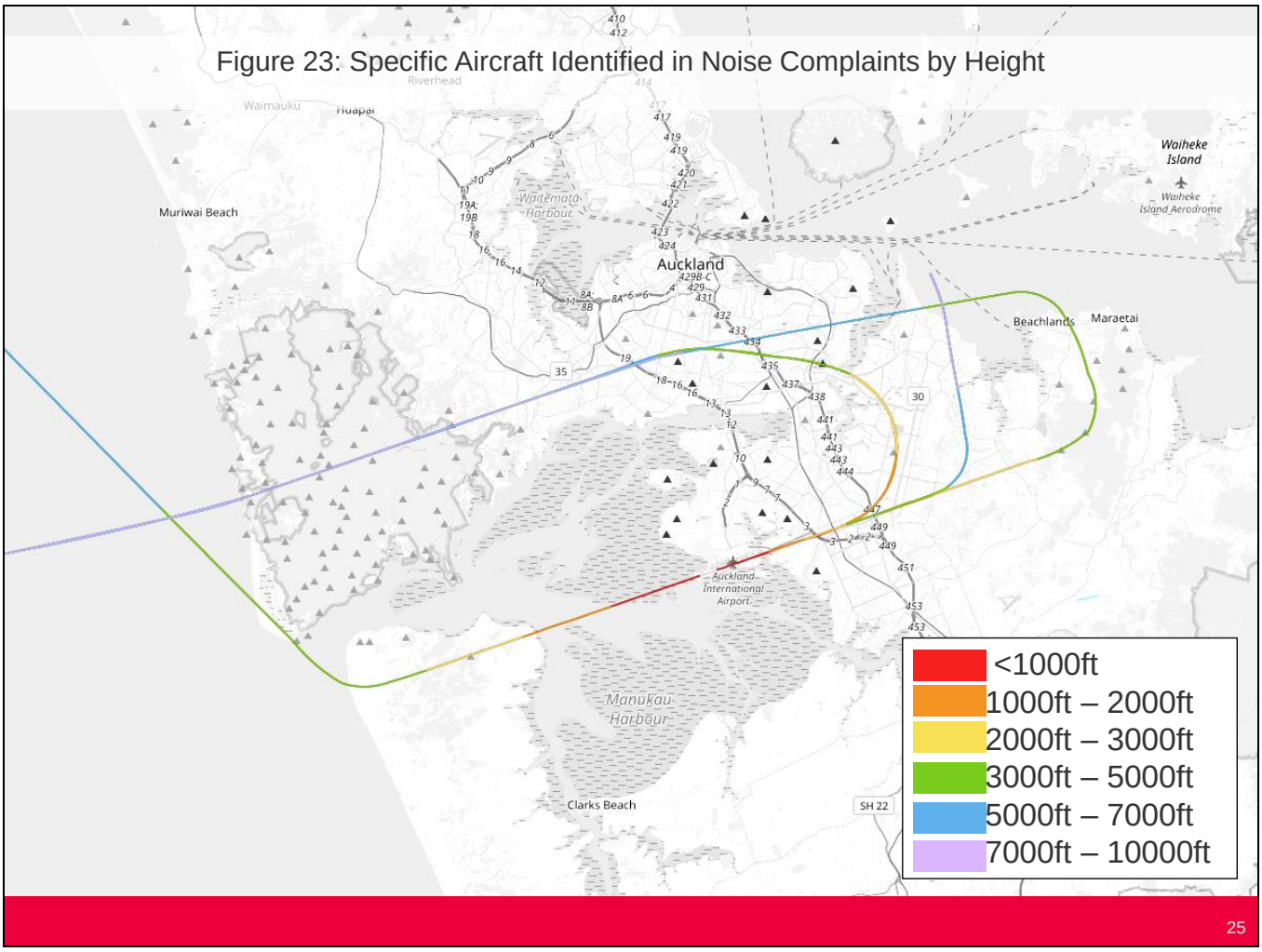
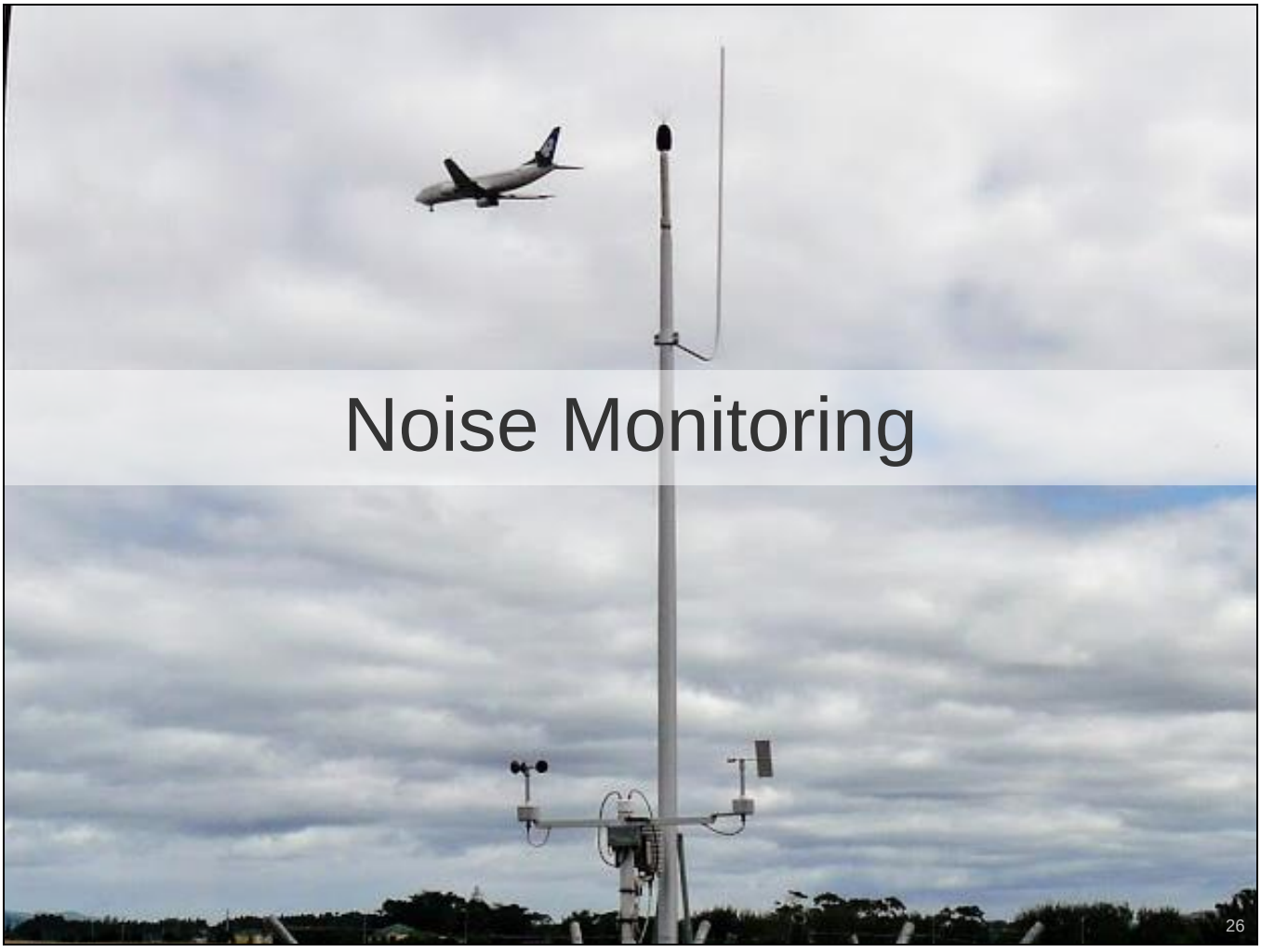


Figure 23 shows the flight paths for the 5 specific aircraft identified from Auckland Airport in noise complaints for the three-month period February 2021 to April 2021.

The flight paths are shown in terms of altitude.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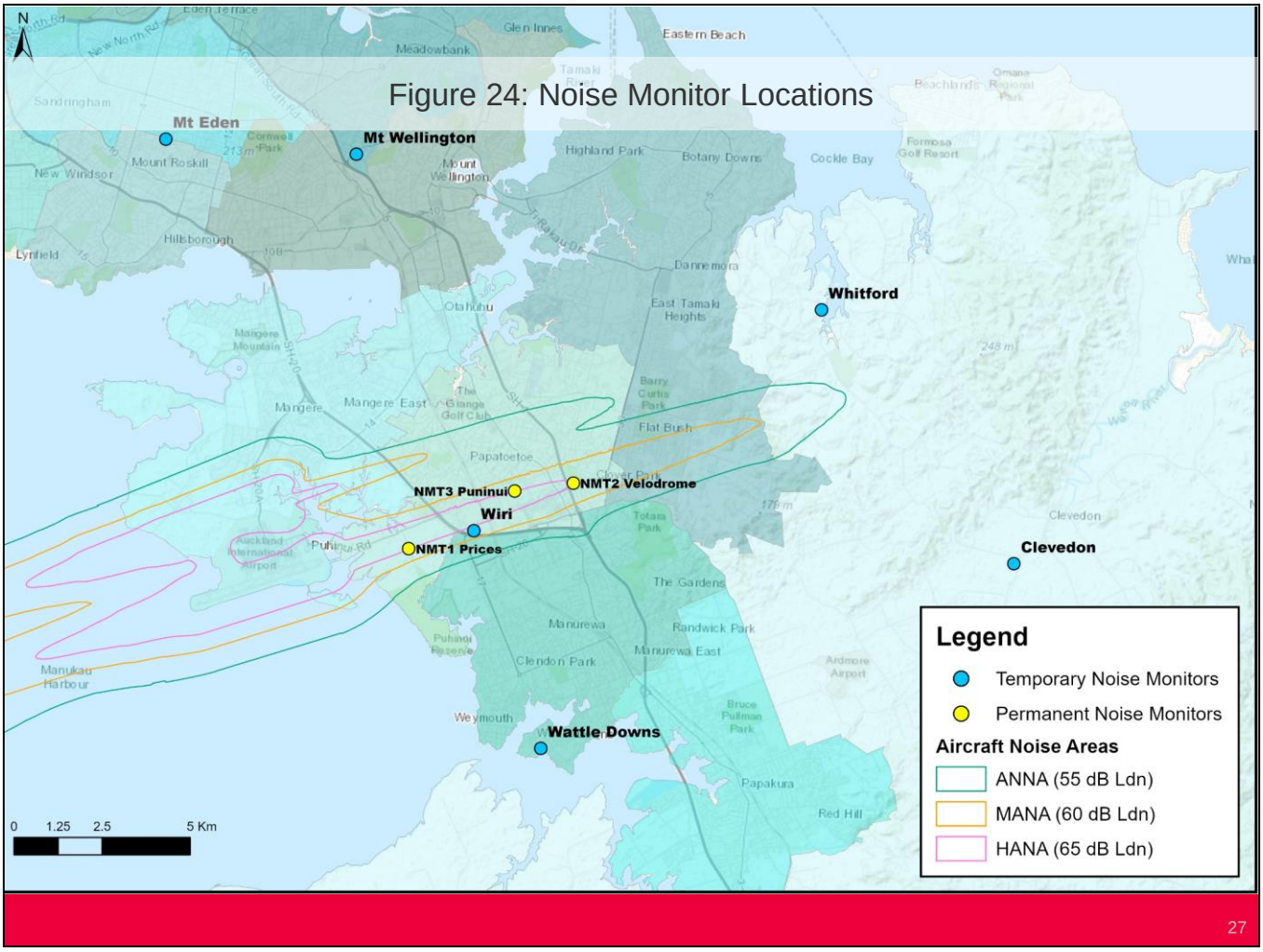

Figure 24 shows the location of Auckland Airport's three permanent and six temporary noise monitors.

All of the permanent noise monitors are located on the outer boundary of the HANA which is set at 65 dB L_{dn} for future aircraft operations.

Note the temporary monitor at Mt Wellington was decommissioned in early June, so future reports will not include analysis of it. We understand the intention is to redeploy it late 2022.

Figure 25: Measured 365 Day Rolling Noise Exposure (L_{dn}) – Permanent Monitors

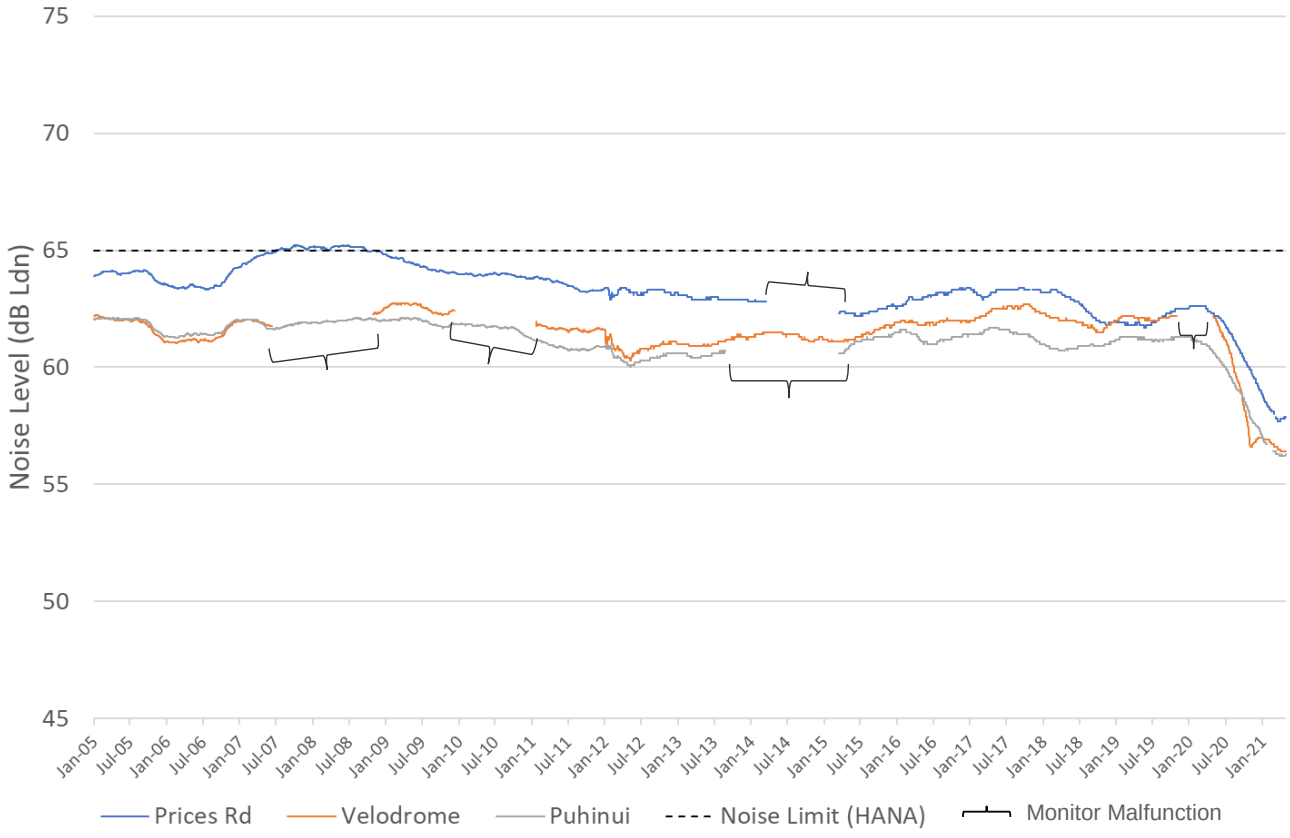

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Figure 25 shows the rolling 365-day Noise Exposure (L_{dn}) at the permanent noise monitors since January 2005.

The noise limit in the District Plan is 65 dB L_{dn} (rolling 365 day) at the boundary of the HANA.

The rolling 365-day L_{dn} is the average L_{dn} noise level over 365 days calculated each day and is the overall average L_{dn} for the 365 days preceding and including the day of the calculation.

For example the point for 31 December 2005 represents the average L_{dn} noise level from 1 January 2005 to 31 December 2005.

The rolling 365-day L_{dn} was below the 65 dB L_{dn} noise limit in the three-month period November 2020 to January 2021.

The noise levels in the three-month period have decreased by 4.4 dB at Prices Rd, and by 4.3 dB at Puhinui compared to the same quarter last year. The Velodrome monitor was being repaired following vandalism this quarter last year, so there is no data for comparison.

A change in noise level of 1 to 2 dB is generally imperceptible to the human ear, while a change of 3 to 4 dB is just perceptible to discernible, and a change of 5 to 8 dB is noticeable to appreciable.

Table 4: Measured Noise Exposure (L_{dn}) for each Financial Year – Permanent Monitors

Financial Year	Prices Rd	Velodrome	Puhinui
FY07 (Jul-06 to Jun-07)	65.0	61.8	61.7
FY08 (Jul-07 to Jun-08)	65.2	No Data	62.1
FY09 (Jul-08 to Jun-09)	64.3	62.6	62.0
FY10 (Jul-09 to Jun-10)	64.0	62.4	61.8
FY11 (Jul-10 to Jun-11)	63.5	61.6	60.7
FY12 (Jul-11 to Jun-12)	63.1	60.8	60.3
FY13 (Jul-12 to Jun-13)	63.0	61.0	60.6
FY14 (Jul-13 to Jun-14)	63.6	61.4	60.3
FY15 (Jul-14 to Jun-15)	62.2	61.3	61.1
FY16 (Jul-15 to Jun-16)	63.1	61.9	61.0
FY17 (Jul-16 to Jun-17)	63.3	62.5	61.6
FY18 (Jul-17 to Jun-18)	62.8	61.9	60.9
FY19 (Jul-18 to Jun-19)	61.9	62.0	61.2
FY20 (Jul-19 to Jun-20)	61.8	61.2	60.0

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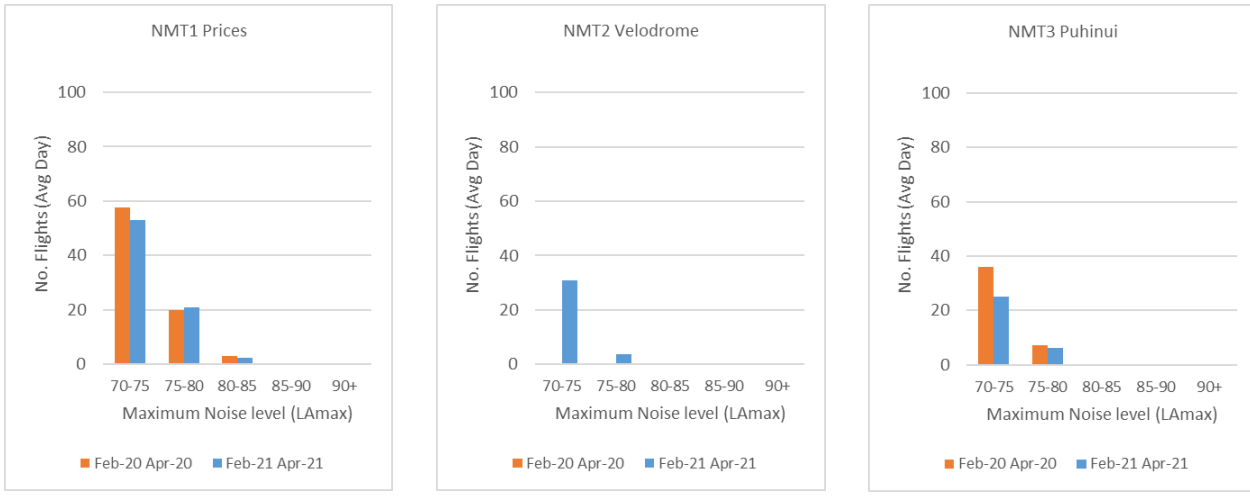
Table 4 shows the Noise Exposure (L_{dn}) at the permanent noise monitors for each financial year (1 Jul – 30 June) since 2007

The noise limit in the District Plan is 65 dB L_{dn} (rolling 365 day) at the boundary of the HANA.

Figure 26: Number of Aircraft Noise Events in Each Noise Band
Permanent Monitors (L_{Amax} – Maximum Noise Level)



NB: Aircraft noise events over 70-75 L_{Amax} start to become disturbing inside houses with windows open as they have the potential to interfere with watching tv, talking etc.

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Figure 26 shows the average daily number of aircraft that overflew each permanent noise monitor in each noise band in the three-month period February 2021 to April 2021 (blue bars) and the same quarter last year (orange bars).

L_{Amax} is the maximum noise level experienced as an aircraft overflies a monitor.

The permanent noise monitors received 32-76 events above 70 L_{Amax} during this three-month period. The same quarter last year (pre-COVID-19) saw 43-81 events.

The Velodrome logger was undergoing repairs during the same quarter last year (February 2020 to April 2020) following vandalism, so there is no data from that quarter for comparison.

Table 5: Correlation of Aircraft Operations with Captured Noise Events
Permanent Monitors

	NMT1 Prices	NMT2 Velodrome	NMT3 Puhinui
Total Aircraft Operations	11,033	5,949	6,767
No. Aircraft Operations Captured by Monitors	9,000	4,312	4,797
Correlation	82%	72%	71%

NB: Generally a correlation of >80% is considered reasonable. The aircraft that are missed are generally lower noise level events and will not have any effect on the overall noise level.

The lower-than-normal correlation at the Velodrome and Puhinui monitors appears to be due to most arrivals using the Red SMART track from the south as they are domestic instead of the conventional arrival track used by international flights. The Red SMART track is 2.5km and 1.4km from the Velodrome and Puhinui noise monitors respectively, and thus fewer of these flights are picked up by the noise monitor than the conventional arrival track which flies directly overhead.

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Table 5 shows the number of aircraft that flew in the vicinity of each permanent noise monitor and the number of aircraft noise events that were correlated with an aircraft flyover in the three-month period February 2021 to April 2021.

Generally a noise monitor is unable to pick up every noise event due to ambient noise, inclement weather or other factors.

This table shows how well each noise monitor is performing in correlating aircraft noise events.

Table 6: Temporary Noise Monitor Summary of Measured Aircraft Events

	Date Deployed	Days in Field	Measured L_{dn}	Average L_{Amax}
Mt Eden	1-Apr-15	2,221	39	62
Mt Wellington	17-Apr-15	2,205	39	65
Wiri	4-Aug-17	1,459	59	74
Wattle Downs	23-Dec-17	1,224	47	67
Clevedon	10-Mar-18	1,148	30	57
Whitford (Trig)	1-Dec-19	516	43	60

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Table 6 gives a summary of the measured noise levels at each temporary noise monitor since deployment (up until 30 April 2021).

The measured L_{dn} for aircraft noise ranges from 30-47 dB L_{dn} across all the temporary monitor locations, except for the noise monitor in Wiri where noise levels were 59 dB L_{dn}.

New Zealand Standard NZS 6805 states that areas exposed to noise levels below 55 dB L_{dn} are suitable for residential development. The noise levels measured at the temporary noise monitors are 8-25 dB below the 55 dB L_{dn} New Zealand Standard, except for the noise monitor in Wiri.

The noise levels measured at the Wiri noise monitor are 4 dB above the NZS 6805 guideline which is why this location is within the Moderate Aircraft Noise Area.

The average L_{Amax} ranges from 57-67 dB L_{Amax} across the various monitors except for the noise monitor in Wiri where noise levels were 74 dB L_{Amax}.

The average L_{Amax} is calculated by averaging the maximum level from all of the individual aircraft noise events during the full monitoring period (i.e. since the monitor has been deployed).

The L_{Amax} differs for each aircraft operation depending on the aircraft type, type of operation etc.

Aircraft noise events over 70-75 L_{Amax} start to become disturbing inside houses with windows open as they have the potential to interfere with watching tv, talking etc.

There was less than one flyover per day recorded at the temporary monitors above 70 dB $L_{amax,}$, except Wiri and Wattle Downs which recorded 2 and 9 flyovers per day above 70 dB

L_{amax} respectively.

We note that the above summary is for the full monitoring period of each monitor. However, The Mt Eden monitor had an extended malfunction during the three-month period November 2020 to January 2021, and so the following analysis isn’t available for the Mt Eden data for this period.

Figure 27: Measured Monthly Noise Exposure (L_{dn}) – Central Suburbs Temporary Monitors

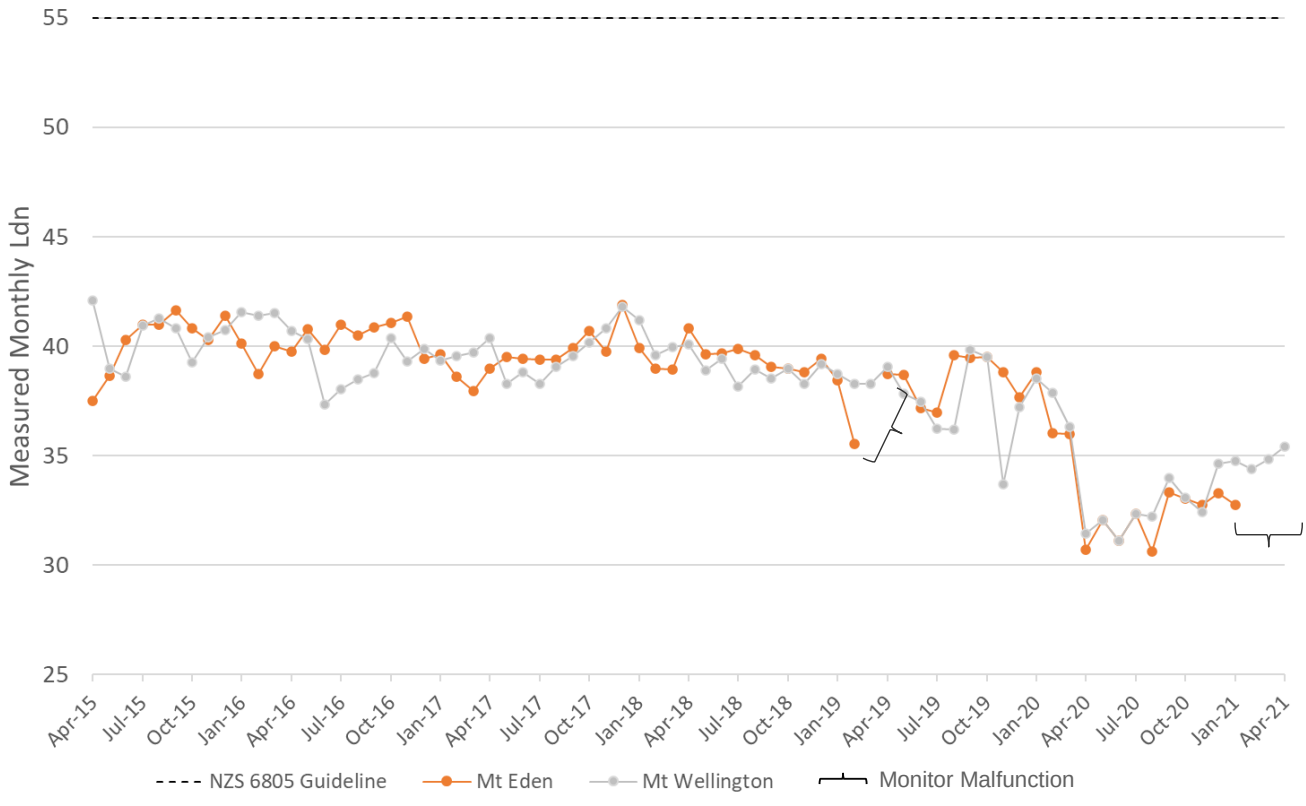

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Figure 27 shows the monthly Noise Exposure (L_{dn}) trends for aircraft noise at the temporary noise monitors in the Central Suburbs since their deployment.

The L_{dn} fluctuates month on month by 11 dB at the Mt Wellington noise monitor depending on aircraft operations, wind direction and other factors.

There are no notable trends in the data, besides the recent reduction in L_{dn} due to the COVID-19 pandemic.

The measured L_{dn} for aircraft noise ranges from 31-42 dB L_{dn} per month at the Mt Wellington monitor.

New Zealand Standard NZS 6805 states that areas exposed to noise levels below 55 dB L_{dn} are suitable for residential development.

The noise levels measured at the Mt Wellington temporary noise monitor in the Central Suburbs is 13-24 dB below this level.

The quarterly L_{dn} at this logger has decreased by 1 dB when compared to the same quarter last year (pre-COVID-19).

We note that the Mt Eden noise monitor malfunctioned and the process to replace it took most of this three-month period. As such, data from it is not included in the analysis for this period.

Figure 28: Measured Monthly Noise Exposure (L_{dn}) – Eastern Suburbs Temporary Monitors

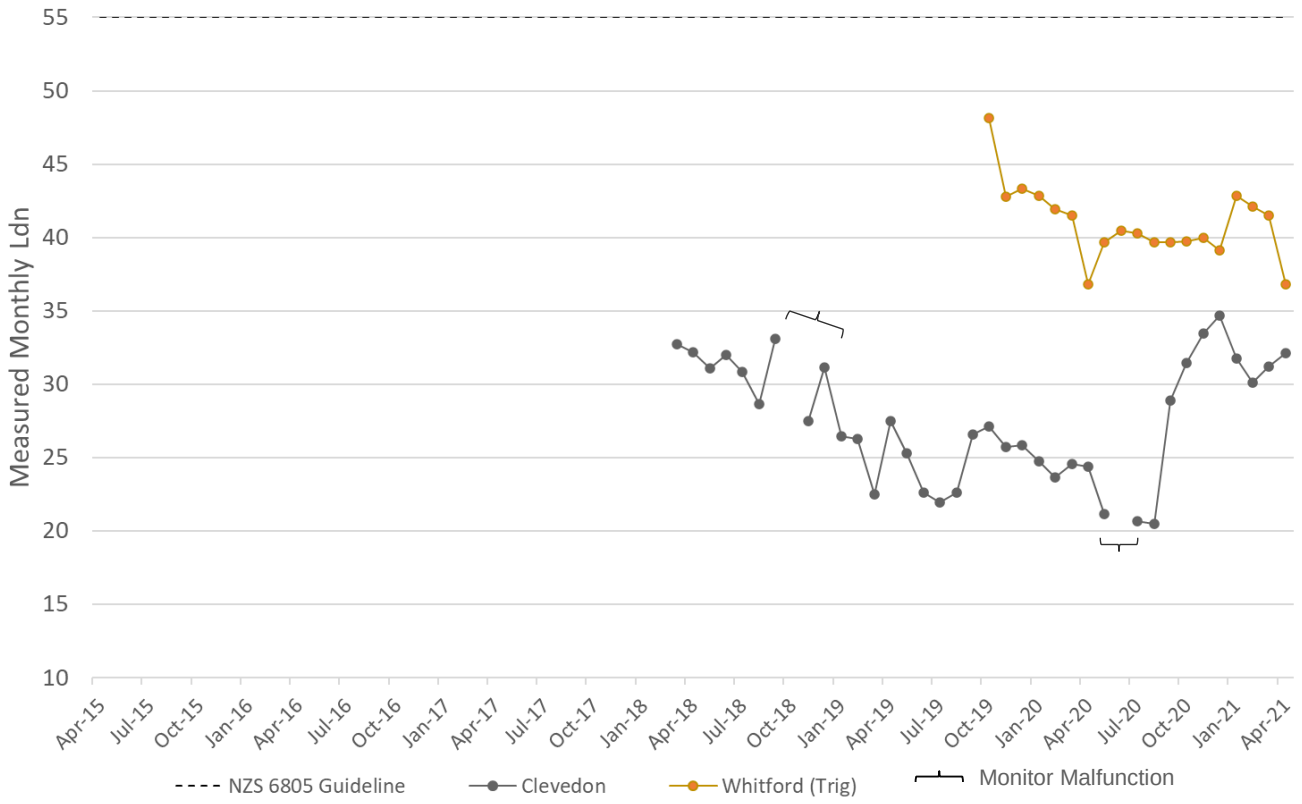

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Figure 28 shows the monthly Noise Exposure (L_{dn}) trends for aircraft noise at the temporary noise monitors in East Auckland since their deployment.

The L_{dn} fluctuates month on month by 11-14 dB at each noise monitor depending on aircraft operations, wind direction and other factors.

There are no significant trends in the data.

The measured L_{dn} for aircraft noise ranges from 20-48 dB L_{dn} per month across the Eastern Suburb monitor locations.

New Zealand Standard NZS 6805 states that areas exposed to noise levels below 55 dB L_{dn} are suitable for residential development.

The quarterly L_{dn} has increased by 7 dB at the Clevedon monitor and is the same for the Whitford monitor when compared to the same quarter last year (pre-COVID-19). However, we believe the levels measured by the Clevedon monitor were compromised due to a series of failed calibrations that spanned all of the same quarter last year.

Figure 29: Measured Monthly Noise Exposure (L_{dn}) – Southern Suburbs Temporary Monitors

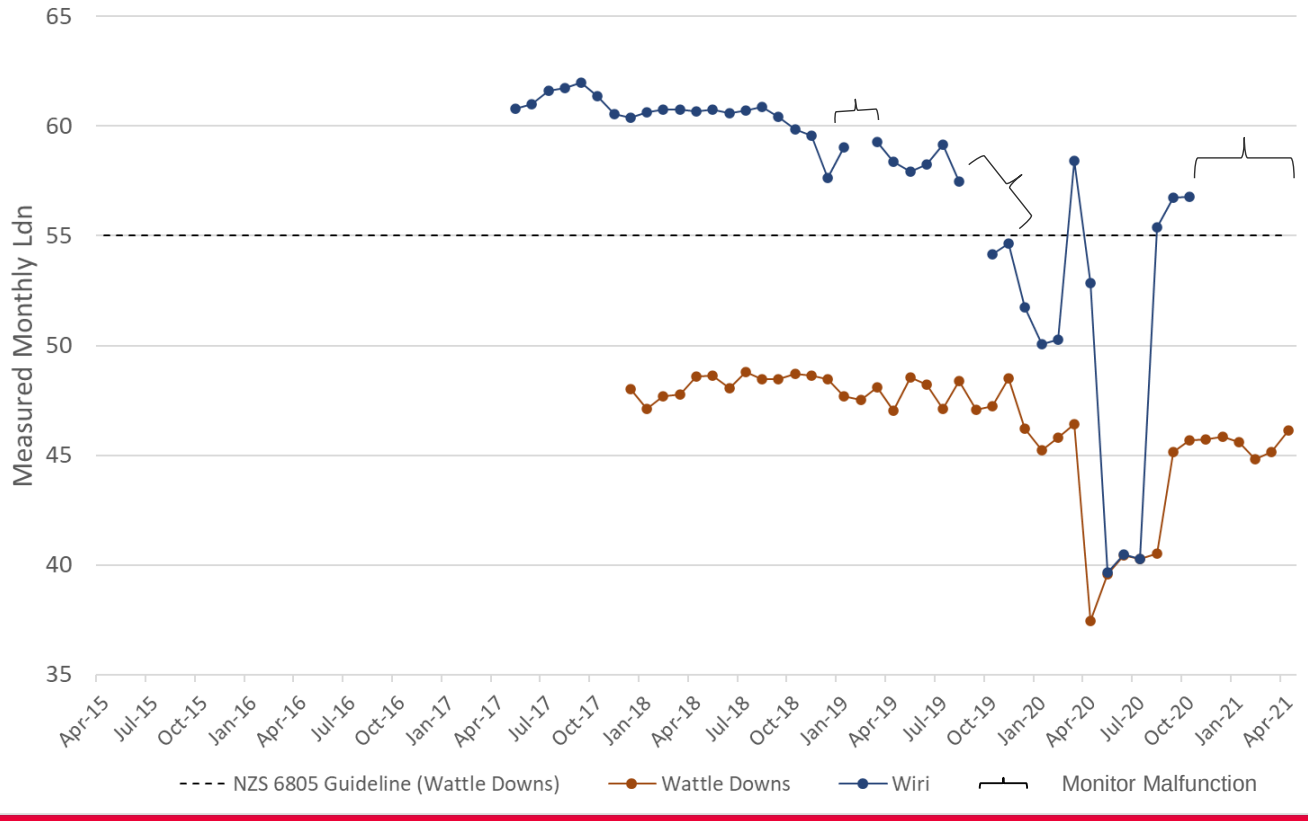

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Figure 29 shows the monthly Noise Exposure (L_{dn}) trends for aircraft noise at the temporary noise monitors in South Auckland since their deployment.

The L_{dn} fluctuates month on month by around 11-22 dB at each noise monitor depending on aircraft operations, wind direction and other factors.

There are no significant trends in the data, besides the recent reduction in L_{dn} due to the COVID-19 pandemic.

There were calibration issues with the Wiri monitor for the three-month period February 2021 to April 2021 - as well as the previous three-month period – and so the monthly Ldn isn't available for comparison with the historical data.

The measured L_{dn} for aircraft noise ranges from 37-49 dB L_{dn} per month across the Southern Suburb monitor locations.

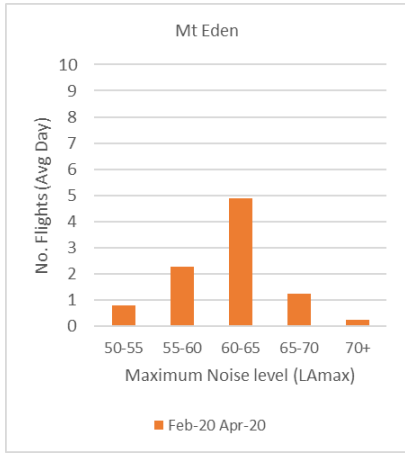
New Zealand Standard NZS 6805 states that areas exposed to noise levels below 55 dB L_{dn} are suitable for residential development.

The noise level measured at the Wattle Downs noise monitor is 8 dB below this level.

This noise level measured at the Wiri noise monitor is typically above this level, which is why this location is within the Moderate Aircraft Noise Area.

The quarterly L_{dn} is the same at Wattle Downs when compared to the same quarter last year (pre-COVID-19).

Figure 30: Number of Aircraft Noise Events in Each Noise Band
Central Suburbs Monitors (L_{Amax} – Maximum Noise Level)



NB: Aircraft noise events over 70-75 L_{Amax} start to become disturbing inside houses with windows open as they have the potential to interfere with watching tv, talking etc.

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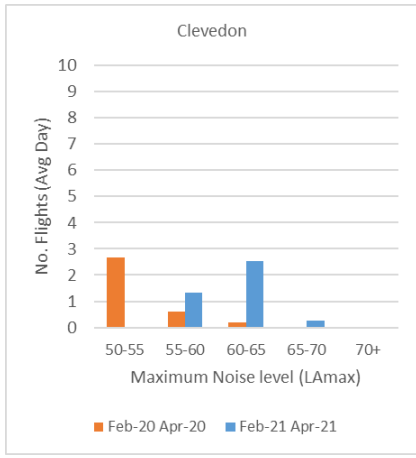
Figure 30 shows the average daily number of aircraft that overflew the Mt Wellington temporary noise monitors in each noise band in the three-month period February 2021 to April 2021 (blue bars) and the same quarter last year (orange bars).

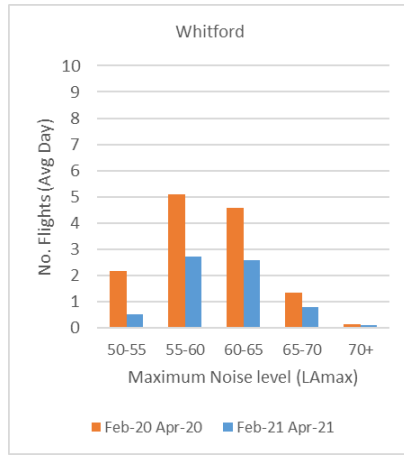
We note that the Mt Eden noise monitor malfunctioned and the process to replace it took most of this three-month period. As such, data from it is not included in the analysis for this period.

L_{Amax} is the maximum noise level experienced as an aircraft overflies a monitor.

These noise monitors received less than one event above 70 L_{Amax} per day.

Figure 31: Number of Aircraft Noise Events in Each Noise Band
Eastern Suburbs Monitors (L_{Amax} – Maximum Noise Level)





NB: Aircraft noise events over 70-75 L_{Amax} start to become disturbing inside houses with windows open as they have the potential to interfere with watching tv, talking etc.

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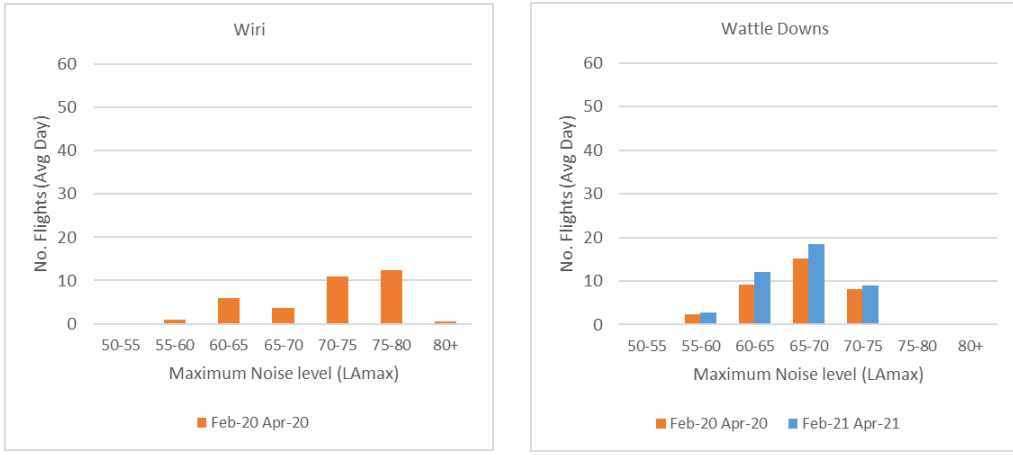
Figure 31 shows the average daily number of aircraft that overflew each of the Eastern Suburbs temporary noise monitors in each noise band in the three-month period February 2021 to April 2021 (blue bars) and the same quarter last year (orange bars).

However, we believe the levels measured by the Clevedon monitor were compromised due to a series of failed calibrations that spanned all of the same quarter last year.

L_{Amax} is the maximum noise level experienced as an aircraft overflies a monitor.

These noise monitors received less than one event above 70 L_{Amax} per day.

Figure 32: Number of Aircraft Noise Events in Each Noise Band
Southern Suburbs Monitors (L_{Amax} – Maximum Noise Level)



NB: Aircraft noise events over 70-75 L_{Amax} start to become disturbing inside houses with windows open as they have the potential to interfere with watching tv, talking etc.

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Figure 32 shows the average daily number of aircraft that overflew the Southern Suburbs temporary noise monitors in each noise band in the three-month period February 2021 to April 2021 (blue bars) and the same quarter last year (orange bars).

There were calibration issues with the Wiri monitor for this three-month period, and so the noise event breakdown isn't available for comparison with last year.

L_{Amax} is the maximum noise level experienced as an aircraft overflies a monitor.

The Wattle Down monitors recorded 9 flyovers per day above 70 dB L_{amax}.


Engine Testing

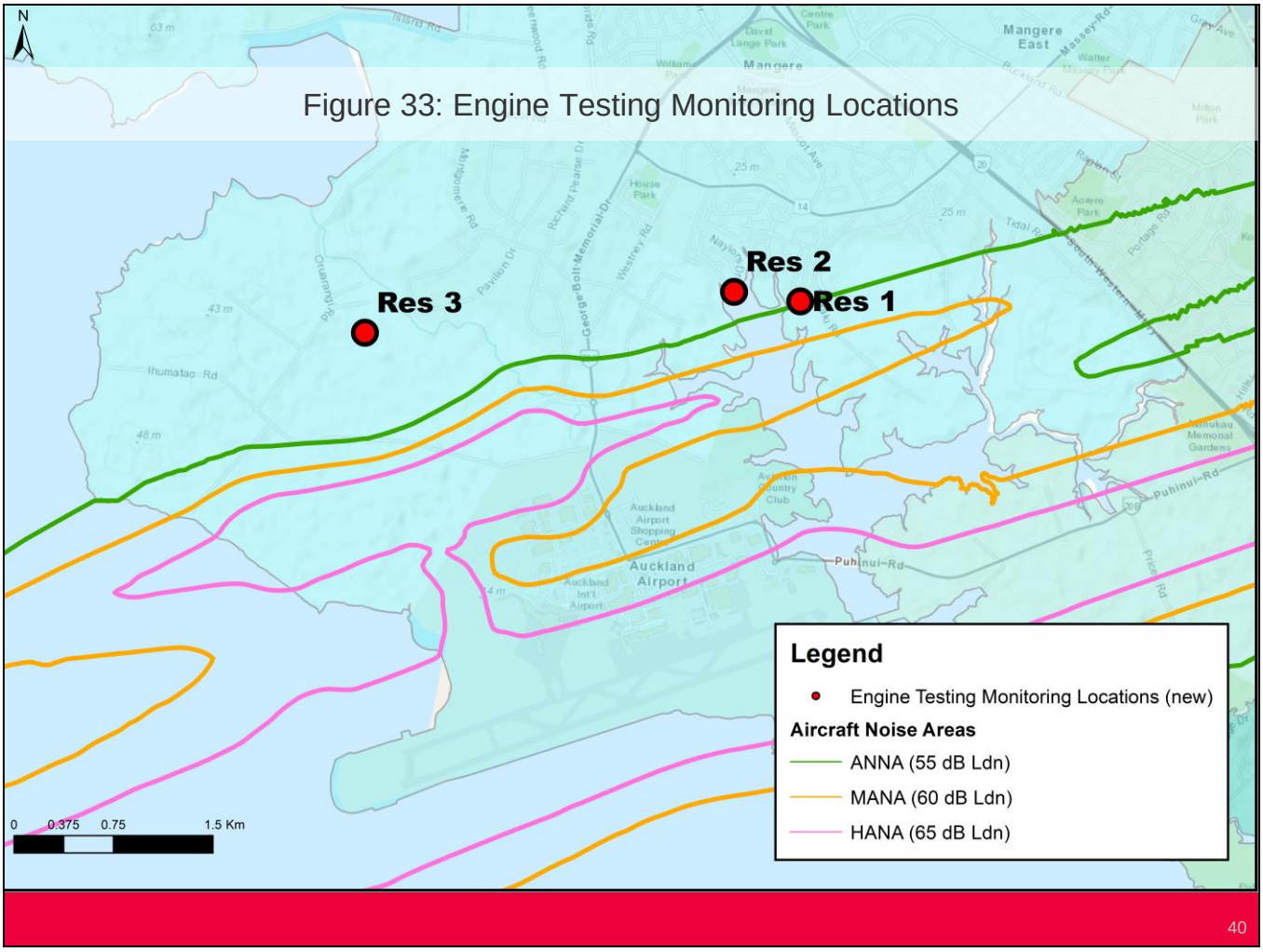
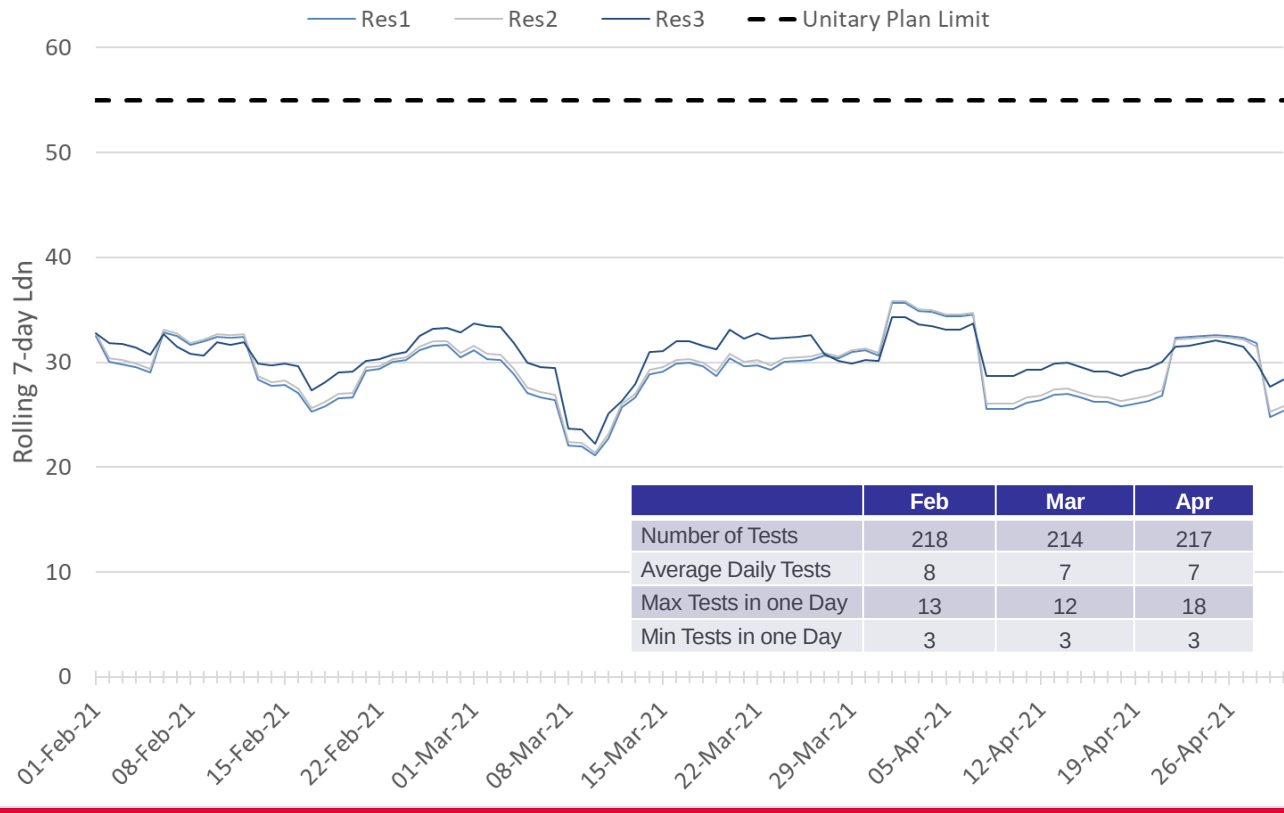


Figure 33 shows the three locations where compliance with the engine testing noise rule is calculated.

Figure 34: Engine Testing Summary



	Feb	Mar	Apr
Number of Tests	218	214	217
Average Daily Tests	8	7	7
Max Tests in one Day	13	12	18
Min Tests in one Day	3	3	3

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Figure 34 shows the rolling 7-day average noise level for engine testing activity at the airport in the three-month period February 2021 to April 2021.

The District Plan noise limit for engine testing activity is 55 dB L_{dn} (7 day rolling).

The engine testing noise levels were compliant with this noise limit.

The Table insert shows the maximum, minimum and average number of engine tests performed on an average day in each month along with the total number of tests completed in each month.

Appendix A: Glossary of Terminology

Term	Definition
Daytime	The period from 7:00am to 10:00pm
Night-time	The Period from 10:00pm to 7:00am
Runway 23L/Runway 05R	Occurs in Westerly Wind Conditions  Occurs in Easterly Wind Conditions 
Complaint Type	
"Specific" complaint	Complaints relating to a specific aircraft operation.
"Generic" complaint	Complaints that don't relate to a specific aircraft operation but relate to noise in general.
"Question" enquiry	An enquiry to find out more information about noise related topics.
"Aircraft" Noise	Noise that is from aircraft operations only.
"Ambient" Noise	The total noise that is from general ambient noise sources (cars, wind etc.). Includes noise from aircraft operations.
A-weighting	The process by which noise levels are corrected to account for the non-linear frequency response of the human ear.
L_{dn} – Noise Exposure	The average A-weighted noise level over a day/month/year with a 10 dB penalty applied to the night-time (10pm – 7am).
L_{Amax} – Maximum Noise Level	The highest A-weighted noise level which occurs during an aircraft operation.
ANNA	Aircraft Noise Notification Area – Set at 55-60 dB L_{dn}
MANA	Moderate Aircraft Noise Area – Set at 60-65 dB L_{dn}
HANA	High Aircraft Noise Area – Set at 65+ dB L_{dn}

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Appendix B: Noise Complaint Type

Cause	Description
Low flying	Aircraft flying at a low altitude
Too loud	Aircraft making too much noise
Early morning	Aircraft flying in the early morning
Late night	Aircraft flying late at night or overnight
Height	Aircraft flying higher or lower than usual
More flights	More aircraft operations than usual
Noisier flights	Aircraft are noisier than usual
Flight path	Aircraft flying on a different flight path than usual
Other	The disturbance is different from those listed
Unknown	Cause not stated
Noise Mitigation Package Enquiry	Enquiry relating to the Noise Mitigation Packages

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Appendix C: Suburbs by Area

Suburb	Area
Alfriston	South Auckland
Anawhata	West Auckland
Arkles Bay	North Shore
Auckland	Central Suburbs
Avondale	West Auckland
Beachlands	East Auckland
Birkdale	North Shore
Birkenhead	North Shore
Blockhouse Bay	West Auckland
Botany Downs	East Auckland
Bucklands Beach	East Auckland
Chatswood	North Shore
Clendon Park	South Auckland
Clover Park	South Auckland
Coatesville	North Shore
Cockle Bay	East Auckland
Cornwallis	West Auckland
Drury	South Auckland
East Tamaki	East Auckland
East Tamaki Heights	East Auckland
Ellerslie	Central Suburbs
Epsom	Central Suburbs
Farm Cove	East Auckland
Flat Bush	East Auckland
Forrest Hill	North Shore
Glendowie	Central Suburbs
Glenfield	North Shore
Goodwood Heights	South Auckland
Greenlane	Central Suburbs
Grey Lynn	Central Suburbs

Suburb	Area
Half Moon Bay	East Auckland
Hauraki	North Shore
Henderson Valley	West Auckland
Herne Bay	Central Suburbs
Howick	East Auckland
Huntly	Not in Auckland
Hunua	South Auckland
Karaka	South Auckland
Laingholm	West Auckland
Long Bay	North Shore
Lynfield	West Auckland
Mangere	South Auckland
Mangere Bridge	South Auckland
Mangere East	South Auckland
Manukau	South Auckland
Manukau Heads	South Auckland
Manurewa	South Auckland
Meadowbank	Central Suburbs
Mellons Bay	East Auckland
Milford	North Shore
Mount Albert	Central Suburbs
Mount Eden	Central Suburbs
Mount Roskill	Central Suburbs
Mount Wellington	Central Suburbs
Muriwai	West Auckland
Newmarket	Central Suburbs
Northcote Point	North Shore
Northcross	North Shore
Northpark	South Auckland
One Tree Hill	Central Suburbs

Suburb	Area
Onehunga	Central Suburbs
Onewhero	Not in Auckland
Orakei	East Auckland
Oratia	Central Suburbs
Otahuhu	South Auckland
Otara	South Auckland
Pakuranga	East Auckland
Pakuranga Heights	East Auckland
Panmure	Central Suburbs
Papakura	South Auckland
Papatoetoe	South Auckland
Patumahoe	South Auckland
Point Chevalier	Central Suburbs
Point England	Central Suburbs
Pollok	South Auckland
Ponsonby	Central Suburbs
Randwick Park	South Auckland
Ranui	West Auckland
Remuera	Central Suburbs
Rothesay Bay	North Shore
Royal Oak	Central Suburbs
Saint Heliers	Central Suburbs
Saint Johns	Central Suburbs
Saint Marys Bay	Central Suburbs
Sandringham	Central Suburbs
Shamrock Park	East Auckland
Shelly Park	South Auckland
Silverdale	North Shore
Snells Beach	Not in Auckland
Somerville	South Auckland

Suburb	Area
Stanley Point	North Shore
Sunnyhills	East Auckland
Takanini	South Auckland
Te Atatu South	West Auckland
The Gardens	South Auckland
Titirangi	West Auckland
Totara Heights	South Auckland
Totara Vale	South Auckland
Waitakere	West Auckland
Waiuku	South Auckland
Wattle Downs	South Auckland
Westmere	Central Suburbs
Weymouth	South Auckland
Whanganui	Not in Auckland
Whangaparaoa	North Shore
Whangaripo	Not in Auckland
Whitford	East Auckland
Wiri	South Auckland

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