

Memo

To: Aircraft Noise Community Consultative Group

From: Jeremy Lo, Kylie Higgs

Date: 30 May 2024

Subject: Missed Approach Procedure presentation to Ōrākei and Waitākere Ranges Local Boards and Communications Plan

Purpose

The purpose of this memo is to

- inform the Aircraft Noise Community Consultative Group (ANCCG) that Auckland International Airport Limited (AIAL) has presented the Missed Approach Procedure (MAP) flight path changes to the Ōrākei and Waitākere Ranges Local Boards; and
- to provide an update to the members on the feedback received by the Ōrākei and Waitākere Ranges Local Board members.

Background

At the ANCCG meeting in December 2023, AIAL presented a memo on the MAP change at Auckland Airport. The presentation informed the members that the flight paths of turboprop aircraft departing to the North would need to alter by 30 degrees. AIAL appreciated that the change to flightpaths may be noticed by some residents in the communities administered by the Ōrākei and Waitākere Ranges Local Board and therefore AIAL committed to meeting with the affected local board members to present these changes and discuss the best communication strategy for the impacted communities.

Presentation to Local Board

AIAL met with the Ōrākei Local Board on March 14, 2024, and the Waitākere Ranges Local Board on May 23, 2024. Both local boards were provided the Missed Approach Procedure Change at Auckland Airport Memo¹ that was presented to the ANCCG on the 11 December 2023 as pre reading. AIAL also presented the required information with a PowerPoint presentation on the day of meeting to ensure the members understood the technical nature of the flight path changes and the potential impact on their communities.

Feedback from Ōrākei Local Board and Waitākere Local Board

- The Ōrākei Local Board welcomes the safety procedural changes made to the flight path. They recommend that this change should be publicised within the Ōrākei Local Board areas in a simplified way. The communication should highlight the key factors of the new safety changes, that a noise monitor will be used to measure the change in noise levels, the published departure route and that Air Traffic Control may turn flights off the route earlier if it is safe to do so. The Chairperson said that the Ōrākei Local Board maintains a neutral view on the MAP changes.
- The Waitākere Ranges Local Board is satisfied with the presentation and information received from AIAL on the reasons for the flight path changes. They acknowledge that this change is within compliance of the Auckland Unitary Plan and for the change to be implemented. The Waitākere Local Board wants to see a solid communications plan through social media and local newsletters regarding the changes, information on how to track the aircraft and make a complaint on a flight.

AIAL Communications Plan

As a result of these local board updates and discussions, the proposed communication plan will consist of:

Waitākere Ranges Local Board

- Auckland Airport website update with DMAPs information and maps
- Working with the Waitakere Local Board to identify locations for 2-3 community drop-in sessions to communicate the DMAPs changes

¹ Auckland International Airport Limited “Memo - Missed Approach Procedure Change”, link [here](#).

- Local advertising outlining the DMAPs changes, directing readers to more information on AIAL website.

Ōrākei Local Board

- Auckland Airport website update with DMAPs information and maps
- Local advertising outlining the DMAPs changes, directing readers to more information on AIAL website.

If the Orakei Local Board would also prefer community drop-in sessions, Auckland Airport will facilitate that.

The communications approach can be discussed at the ANCCG meeting on June 10, and once confirmed, we would look to start the communications plan in August.