

Minutes

Subject:	Meeting of the Aircraft Noise Community Consultative Group	
Location:	Pohutukawa Room – Quad 5, Leonard Isitt Drive and via Microsoft Teams Meeting	
Date:	08 March 2021	Time: 1:00pm – 3.09pm
Members Present	In Person: Kristina Cooper, Auckland Airport Helen Twose, Auckland Airport (alternate) Jan Robinson, Papakura Local Board Graeme Easte, Albert-Eden Local Board (from 1.15pm)	Via Teams: Catherine Harland, Independent Chair Councillor Alf Filipaina, Auckland Council (from 1.35pm) Bobby Shen, Puketāpapa Local Board (alternate) Ella Kumar, Puketāpapa Local Board (from 1.35pm) Justin Tighe-Umbers, BARNZ Helen Futter, Community Representative Kevin Kevany, Ōrākei Local Board (alternate) Mark Allen, Waitākere Ranges Local Board Mark Easson, Community Representative Tauanu’u Nick Bakulich, Māngere-Ōtāhuhu Local Board (from 2.06pm) Sophia Healey, Airways NZ Troy Churton, Ōrākei Local Board (departed 1.52pm) Warren Piper, Whau Local Board
In Attendance	In Person: Steve Hardwick, Auckland Airport Shaun Sie, Auckland Airport Matthew Dugmore, Auckland Airport	James Evans, Airways NZ Karl Taylor, Airways NZ Mark Adeane, Aeropath (1.30-2.27pm) Pranaya Thaker, Marshall Day Acoustics Isabella Wang, Auckland Council Nicholas Lau, Auckland Council (departed 2.00pm)
Members of the Public	Nil	
Apologies	Tauanu’u Nick Bakulich, Māngere-Ōtāhuhu Local Board (for late arrival) Libby Middlebrook, Auckland Airport David Wong, Auckland Council Malcolm Bell, Franklin Local Board	

1. Welcome, apologies and attendance

The meeting was declared open by the Independent Chair, at 1:00 pm. The apologies were noted and accepted.

2. Public Forum

The Chair noted that no request had been received from any member of the public to speak or observe the meeting.

3. NZ Aviation Coalition Co-Chair Update

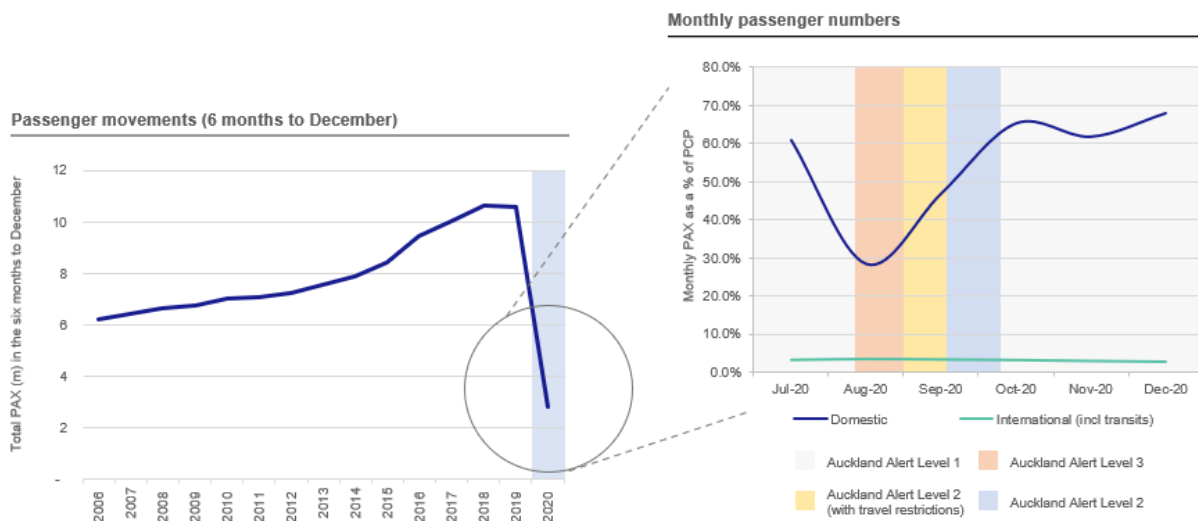
Justin Tighe-Umbers provided a brief update on the aviation sector:

- “Challenging conditions” (Covid-19) – 30 flying airlines previously, now 20 (plus the occasional repatriation and cargo flights); previously receiving flights from 44 cities, now 25 (with 20 of these available for passenger transport); 12,000 maximum number of arrivals per month (due to quarantine hotels capacity limits).
- Domestic flight movements without Level 4 or Level 3 Lockdowns are up to 80% of pre-Covid levels, and after the recent 28 Feb-07 Mar Level 3 Lockdown, anticipate a return to that 80% level within 2 weeks.
- In January 2021 the Prime Minister was signalling that the government expected the borders will stay closed, outside of any safe zones, for the entire 2021 year, therefore the Aviation sector predicts no material flight volume increases until vaccine outcomes are known.
- Cook Islands safe travel zone was signalled for March 2021, now possibly April, but will make no material difference to aircraft traffic numbers.
- “Trans-Tasman-bubble” two-way safe travel zone, as at last meeting was predicted for March 2021, but has “slipped” - Aviation sector now sees possibility of this perhaps June/July 2021.

Kristina Cooper presented the slide below from Auckland Airport’s Interim Results presentation and spoke to the right-hand graph showing the extremely low level of international activity.

Domestic recovering, but international effectively shut

Interim Results



Auckland Airport’s PAX numbers have been resilient over the long-term, but COVID-19 has had an unprecedented impact

Under Alert Level 1, domestic PAX has partially recovered to c.65% of pre-COVID-19 levels. Meanwhile, international flows remain very low while travel restrictions are in place

4. Minutes of meeting held on 14 September 2020

The Chair moved and the ANCCG resolved that the minutes of the meeting held on 14 December 2020 be confirmed as true and correct.

5. Matters arising from the previous minutes

5.1 Matters Arising Point 1: Industry and mana whenua representatives – The Position Description of the Industry Representative was sent to Councillor Alf Filipaina then onwards to Auckland Council Governance Group – no response as yet.

Kristina Cooper has sought and will include internal feedback into plans for a Mana Whenua position description to be written as “Guidelines” and then circulate to members by end of March 2021.

Actions: Kristina Cooper to include feedback (as above), and then circulate “Guidelines” by end of March 2021.

5.2 Matters Arising Point 2: Northern STAR serving 05 etc – see Agenda item 7.

5.3 Matters Arising Point 4: Review languages for offer documents etc – see Agenda item 9.

6. Aircraft speed below 10,000ft

Kristina Cooper invited Karl Taylor to speak to her Memorandum of 22 February 2021 circulated prior to this meeting and entitled “Night time aircraft speed restriction communications”, which contained:

- an Airways Service Delivery Operational Notice to staff dated 12 September 2019; and
- A record of discussions at the Auckland Airport User Group on Runway and Airspace Issues which included a request for airlines to remind pilots to only request a waiver of speed restrictions where required for operational or safety reasons.

The Chair invited further comment:

- Mark Easson: The 2am Freighter is “still an issue”; requires discussion with James Evans and/or Aeropath.
- Kevin Kevany: 190 kt is the ideal air speed upon approach.
- James Evans: Airways’ route development staff can talk with more authority on departures/arrivals.

As there was no further discussion, the Chair declared the Memorandum received.

Item 9 was dealt with at this point

7. Airways reprise of 2018 Presentation on Route Development & STARS for SYD/MEL night flights

[Pending Aeropath’s Mark Adeane joining the meeting, the Chair moved forward consideration of Agenda Item 9 and invited Matthew Dugmore to present on that item].

James Evans introduced Mark Adeane to speak to the 2018 Aeropath presentation circulated prior to this meeting and entitled “Flight Procedure Design”. Mark Adeane introduced himself as having 7-8 years’ experience as a flight procedures (or flight paths) developer, explained “flight procedures”, then spoke to the slides, with a minor proviso that he was not the presentation’s original author.

The following questions were raised during slide 6 (“Flight Procedures – Aircraft Configurations”):

- Helen Futter: is “last 4 miles” miles or Kilometres? Mark Adeane; it is nautical miles (1 NM = 1.8 Kms), and this last approximately 8kms is not in a straight line, it follows the track and may be curved (as per the final black curved approach in the diagram on following slide “Procedure Examples”).
- Mark Allen: is the Waitakere Ranges Heritage Area taken into account when designing a flight path? Mark Adeane could not answer any question specific to AKL paths, but discussed principles and approach, and that any new design is required to take all legal requirements into account, and that Airways rather than Aeropath would be best to answer that specifically.
- Kevin Kevany: Are radio beacons a factor when transitioning over residential areas? Mark Adeane: it’s not a necessity, but radio approach may be available as a backup in case of GPS outages (cited Wellington missed approaches as an example), also explained “waypoints”.
- Kevin Kevany: Aircraft noise and its impact on public must be given more prominence in flight path design; including residents as “stakeholders” is his goal. Mark Adeane: the designer’s job is applying “the brief” within lawful requirements, and necessitates a “balancing act” between operators’ needs and environmental impacts.

Mark Adeane returned to and completed the presentation, noting that for slides 7 and 10 that he was unsure of the original context, explained “RNP-AR” (Required Navigation Performance-Authorisation Required) and that one of the LOSGA slide bullet points was not strictly accurate. The following questions were raised and comments made:

- Graeme Easte: why are pilots not instructed to only implement the sudden changes in airspeed (and consequent noise) caused by “air-braking” before entering residential areas? Mark Adeane: flight procedures are “built” to not require this (eg, no “level segments” in the designs), pilots prefer not to but may need to do it for “tactical” purposes (eg, maintaining minimum separation). Graeme Easte clarified that he means pilots should effectively be required to reduce any speed earlier – they should “be vigilant” so that air-brakes are applied (if required) outside residential areas rather than over built-up residential areas. James Evans asks Graeme Easte why he specifically attributes “air-braking” to be the cause? Graeme Easte is not 100% certain it is air-brakes, but he often hears dramatic increases in the noise profile of flights.
- Mark Easson, a pilot who last flew commercially in 2005, suggested LOSGA is not a natural waypoint (that VIBAG is more likely) so pilots in fact almost always have to air-brake at this point due to flight path “design” (with mention of 20 knot tailwinds, 220 knots airspeed over LOSGA vs 190 knots and heavier aircraft struggling to make approaches without using air brakes). He further asserted that approach paths need “constant” review for just such issues, and that LOSGA-related issues have arisen very frequently at meetings of the ANCCG. Mark Adeane (while not involved in AKL designs) agreed in principle but noted that Aeropath would need Airways’ specific direction, as they possess the “bigger picture”.
- Mark Allen: is an analysis of data possible to determine where sharp changes in airspeed occur, with a view to reviewing these locations? Mark Adeane: flight path design incorporates known prevailing wind speeds, but requested James Evans to comment. James Evans: if pilots are being caused to use air-braking frequently, pilots would have reported this situation to Airways.

Action: James Evans to “ask around” to determine if this has in fact been an issue.

- Mark Allen: what triggers this type of consideration? James Evans: directed attention back to slide 4 “High-level Design Steps”, that designs within “PANS ATM” (Procedures for Air Navigation Services Air Traffic Management) are all “flyable”, and he would expect a 20 knot tailwind to have been programmed into the design simulation. Mark Allen referred to the 5-yearly review process on slide 4, but James Evans clarified those are just “maintenance” with Mark Adeane citing examples of tree growth, changes to airspace, anything “on the ground” that has arisen

over those 5 years. James Evans cites having a “very collaborative” relationship with Air NZ, but Air NZ has voiced no concerns that frequent air-braking has been occurring.

- Mark Easson asserted that pilots just use the air-braking process “as a matter of course”, eg, if on-board computer says “drag required” pilots will just perform air-braking to comply.
- Graeme Easte: can an “aspirational” layer or requirement be imposed, for example by Auckland Airport, to require greater emphasis (in relation to the air-braking issues raised) on being a “good corporate citizen”? James Evans: The actions agreed upon at the Auckland Airport User Group on Runway and Airspace Issues contained in the Memorandum referred to in item 6 of these Minutes is in fact an example of a current move towards such a “layer”.

There being no further questions; Mark Adeane departed the meeting at 2.27pm.

James Evans addressed the SYD/MELB night flights issues, advising that while work has been done for other routes to “push them away” from residential areas, to similarly move away the SYD/MELB night flights is not easy. That received the following comments:

- Kevin Kevany: A series of meetings over quite some time has not produced any movement on this issue, and the situation is unacceptable, further clarifying that it is not Melbourne but the night flights between 10pm and 7am from Sydney that “need to be moved”. James Evans sought clarification on which paths were in fact being referred to, noting that there had never been an undertaking to move Sydney flights for any times on the 23 approach; there had been discussion about night flights for the 05 approach, and that the cost for flight path design is around \$10,000, with a minimum 6-month timeline, depending on the national Aeronautical Information Publication cycle. That \$10,000 is not budgeted.
- Kristina Cooper: Raised a proposal for the ANCCG’s consideration; with current large reduction in flight numbers it may be opportune to mothball one noise monitor (likely Mt Wellington), allowing Auckland Airport to use the savings to fund the stalled flight-path design. This is not something Auckland Airport has previously funded, so should not be taken as a precedent, but in the present situation with reduced flights, using that money to develop the night flight arrivals route for the 05 approach, would have a longer benefit for residents.
- The Chair requested reactions; Kevin Kevany: agreement (rapturous, but the proviso that it be acted upon quickly); Helen Futter: where is this monitor located? Kristina Cooper showed the meeting Figure 24 of the Marshall Day Acoustics presentation of the Quarterly Aircraft Noise Report (refer item 8 below) to indicate the location of the Mt Wellington monitor. Mark Easson: developing a new flight path is more important than having this monitor in place. Graeme Easte: agreed, but how long would it be out of commission? Kristina Cooper: approximately 15 months. Ella Kumar: agreement. There was discussion and agreement between the Chair and various Group members that relevant Local Board members where the Mt Wellington monitor is located, BARNZ and Air NZ would need to be consulted. Justin Tighe-Umbers: BARNZ would support this in theory.

Action: Kristina Cooper to consult suggested parties with a view to obtaining agreement to “mothball” the Mt Wellington monitor, and report back prior to the next meeting.

8. Quarterly Aircraft Noise Report

Pranaya Thaker of Marshall Day Acoustics presented the Quarterly Aircraft Noise Report and summarised the following points:

- Pre-meeting circulation of the report had been delayed due to problems caused by a Casper system upgrade;
- No “lockdowns” for this period. Very few noise complaints (only 11, with no instances of single individuals making disproportionate numbers of complaints);
- Wiri noise monitor not calibrating correctly during this period, so little confidence in that data.

Kristina Cooper commented that Casper will “rebuild” the Wiri monitor engine in 2 stages; parts already within NZ, then parts from Europe already procured but currently in transit to NZ.

Pranaya Thaker asked Kristina Cooper about appropriateness of an “Orange Track” update to the ANCCG. Kristina Cooper requested that wait until Auckland Airport and Airways had reviewed the proposed presentation and added any other information.

Mark Easson sought further information about Figure 7 of the Report showing many aircraft turning right quite near the runway after take-offs. Karl Taylor: these are not jets, but turboprops to Great Barrier Island, Kaitaia, etc.

Mark Allen sought further information about “fan-shaped” red landing lines in Figure 8 of the Report. Pranaya Thaker: These are without significance, due to a Casper anomaly.

No further questions for Pranaya Thaker.

Action: The ANCCG be given an “Orange Track” update after Auckland Airport and Airways meet.

Item 10 onwards were dealt with at this point

9. Quarterly Noise Mitigation Programme Report

A copy of the Quarterly Noise Mitigation Programme 2021 Quarter 1 Report had been circulated to the Group prior to the meeting. Matthew Dugmore summarised from his Report the Stage 1 offer numbers and the new language translations options. He also highlighted that the community information sessions will be held in July, rather than March, to align with timing for the next offer round.

Helen Futter question; at what stage of the process could people request a translation? Matthew Dugmore: it is towards the end of the letters. Helen Futter suggested it would be better placed at the front of the letters. Matthew Dugmore: agreed.

Helen Futter again observed that Te Reo was omitted from the back of the current Noise Mitigation brochure. Matthew Dugmore acknowledged this as an omission which is being corrected at the next printing.

Matthew Dugmore drew the members attention to the new letter “stickers”.

He also noted he has been giving lawyers 2-weekly reminders, as it seems a few lawyers are unfamiliar with the process. The two weekly checks enabled progress by the Lawyers to be checked as well as their ability to do the work required and the outcome has been excellent.

The Chair declared the Report received and commended the extension of offer letters to tenants.

Actions: Matthew Dugmore to:

1. Reposition translation information at the start of letters.
2. Add missing Te Reo to the pending reprint of the Noise Mitigation brochures.

At this point the meeting returned to consider Item 7.

10. Work Plan Review

Members viewed on-screen the Work Plan circulated prior to this meeting.

Kristina Cooper drew the ANCCG’s attention to the new “Scheduled Periodic Item” for annual review of noise monitor locations every June, the first of such reviews to be at the Group’s next meeting.

11. Members' Mid-term Reflections

The Chair invited members to contribute their reflections, and received the following:

- Graeme Easte: reiterated that it should be noise that is the Group's prime concern, with a need to be "stronger" on what is being done about noise, to avoid it all being "just talk".
- Kevin Kevany: saluted Kristina Cooper's funding proposal of the 05 arrivals route development discussed in section of item 7 of these Minutes as being a highlight of his 3 years of attending these meetings, and supported the "more action, less talk" reflection above.
- Justin Tighe-Umbers: acknowledged Kristina Cooper's "very positive impact and contributions" to these meetings since her arrival.
- Helen Futter: likes the "tables and lists" format of information now being provided such as the Matters Arising initiated by the Chair; helps "things not get lost" and to achieve more results.
- Ella Kumar: will take on board herself, as well as taking back to other Local Board Members, the suggestion to do a greater amount of pre-meeting preparation in future.
- James Evans: it is hard, but the Group does do good work and is valuable. We do care, but "we are constrained by what we are constrained by". It is not the case that we go away and just "do 5 minutes preparation before the next meeting".
- Justin Tighe-Umbers: seconded James Evans' comments – we do do a lot of work between meetings. It is good to "adequately celebrate the successes". Cited the reduction in movements over the past year and reflected upon whether the "pain points are still out there?". Also, that Local Board and Community Representatives "give a good feel for where those pain points are".
- Mark Allen: the quality of inputs is great (and cited several participants). It is a worthwhile meeting and it is appreciated.
- Jan Robinson; is a first-time Papakura Local Board member and found the technical terms difficult, experienced a steep learning curve but has been learning more all the time. Papakura incurs far more Ardmore-related complaints than Auckland Airport ones, citing the huge development of new housing in the area, with the possibility that new residents of that new housing may not have done their full "due diligence" on the Ardmore aircraft traffic.
- Mark Allen: raised the possibility that the far lower aircraft flight numbers will potentially have a "sensitising" effect on residents once flights again increase, and the Group needs to be aware of this possibility.
- Kevin Kevany: the time is right for the Group to move now on the possibility of a "sensitising" effect on residents. Also stated that he feels Catherine Harland has been a good Chair.
- Ella Kumar: use of Microsoft Teams as an adjunct to in-person meetings has been much appreciated, with which the Chair and a number of members agreed.

Action: That Mark Allen's possibility that Covid-related lower aircraft numbers may have a "sensitising" effect on residents be in some way included in the Agenda for the next ANCCG meeting.

12. Other business

There was no other business.

Meeting closed: 3:09 pm

Next meeting: Monday 14 June 2021 1:00pm – 3:00pm
Venue to be confirmed closer to the date