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Aircraft Noise Regulatory Environment

ANCCG Induction 2023

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Overview

Regulating Aircraft Noise under the RMA Framework

Functions of Aircraft Noise Contours

Developing within the Aircraft Noise Overlay

Noise Management Under Designation 1100

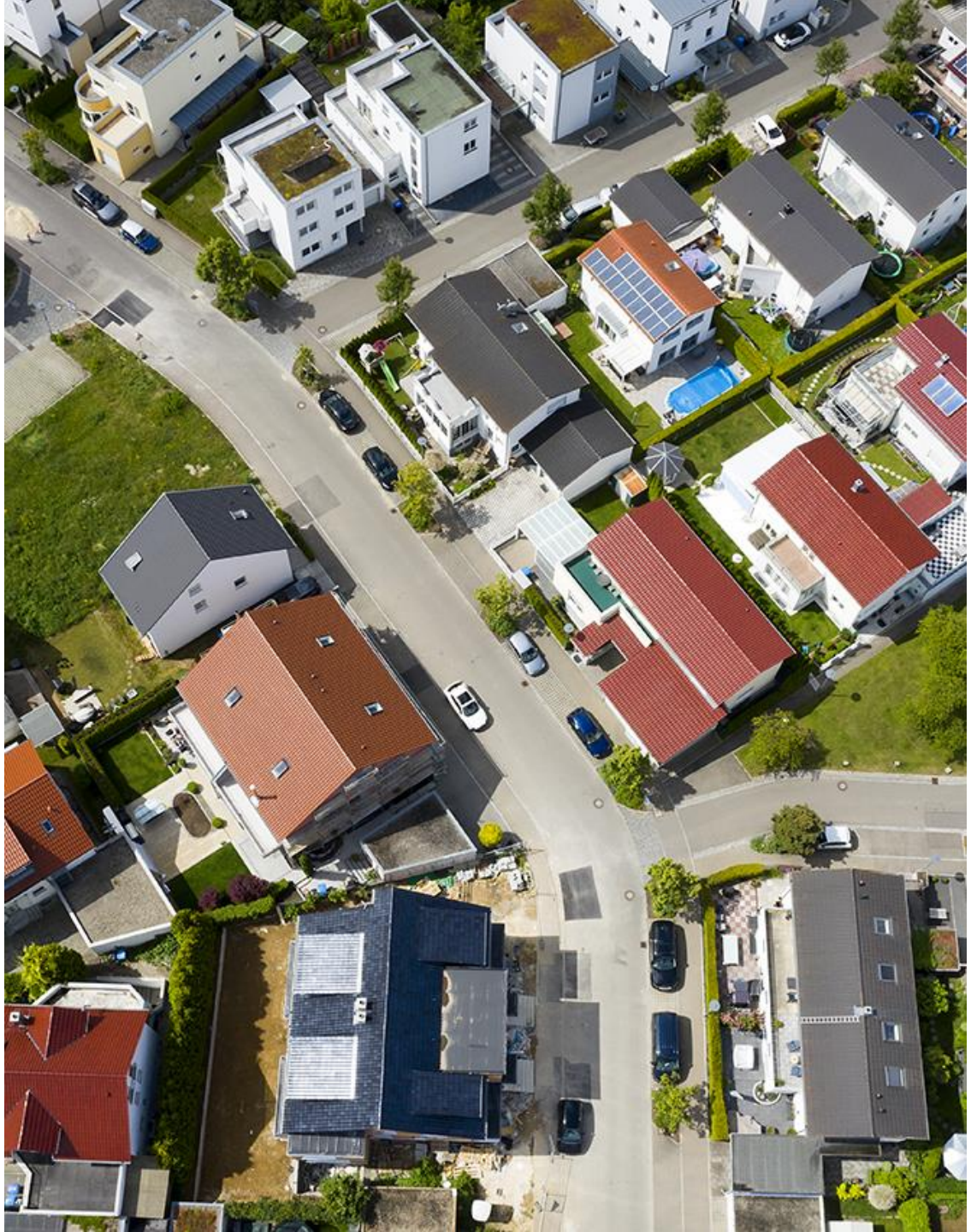
Role of CAA and CARs in regulating aircraft noise

How the RMA regulates aircraft noise

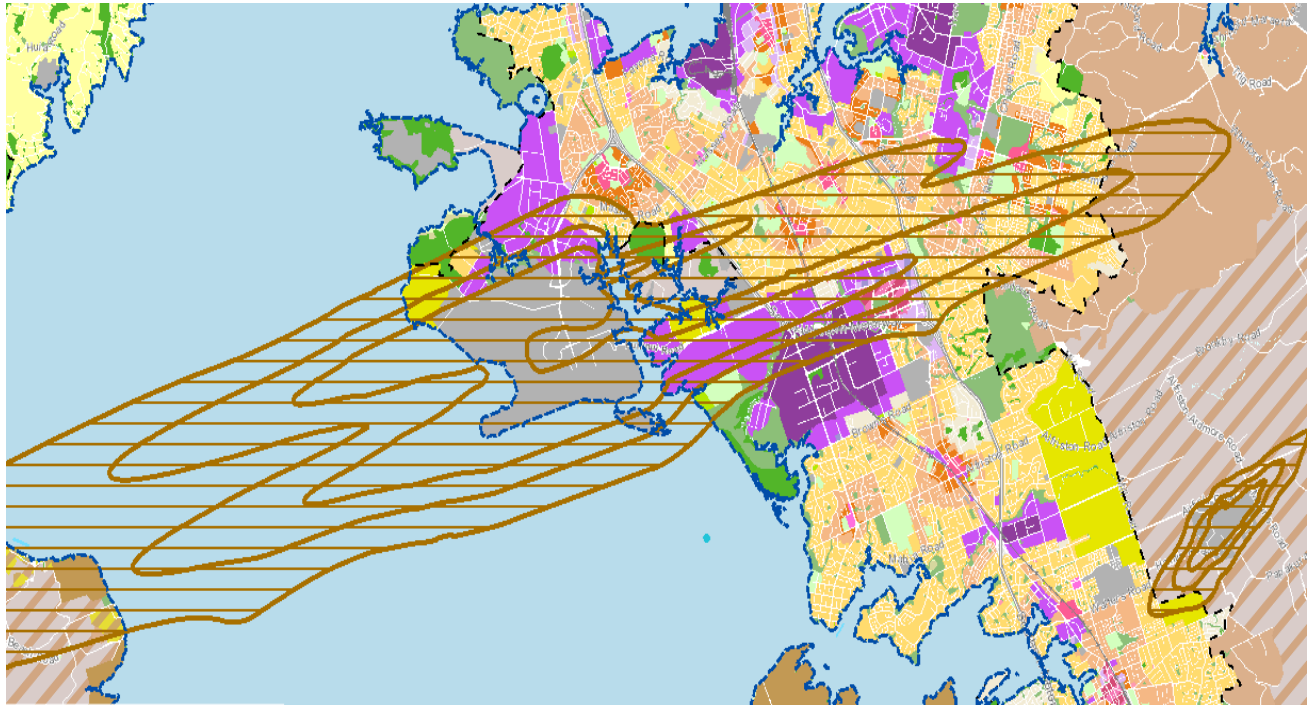
- Aircraft noise is regulated through planning controls (eg designations)
- Ss 16 and 17 impose general duties to avoid unreasonable noise and to avoid, remedy, or mitigate adverse effects (including reverse sensitivity effects)
- Consideration of noise effects is limited to aircraft taking off and landing. It does not control overflying aircraft more broadly (interpreted through case law as aircraft above 500 ft)

Reverse Sensitivity

- Aircraft noise cannot be fully internalised within an airport's landholdings
- Sensitive uses located near airports can give rise to complaints and constraints on airport operations
- Important to have controls on sensitive uses around airports to protect ongoing aircraft operations and future development



Auckland Unitary Plan - Aircraft Noise Contours



- Comprised of the HANA, MANA and ANNA
- One set of aircraft noise contours; two functions:
  - **Designation 1100** – controls how much noise aircraft flying in and out of Auckland Airport can generate
  - **Aircraft Noise Overlay** – controls the development of activities sensitive to aircraft noise (ASAN) in areas exposed to high and moderate levels of aircraft noise

Aircraft Noise Overlay

HANA

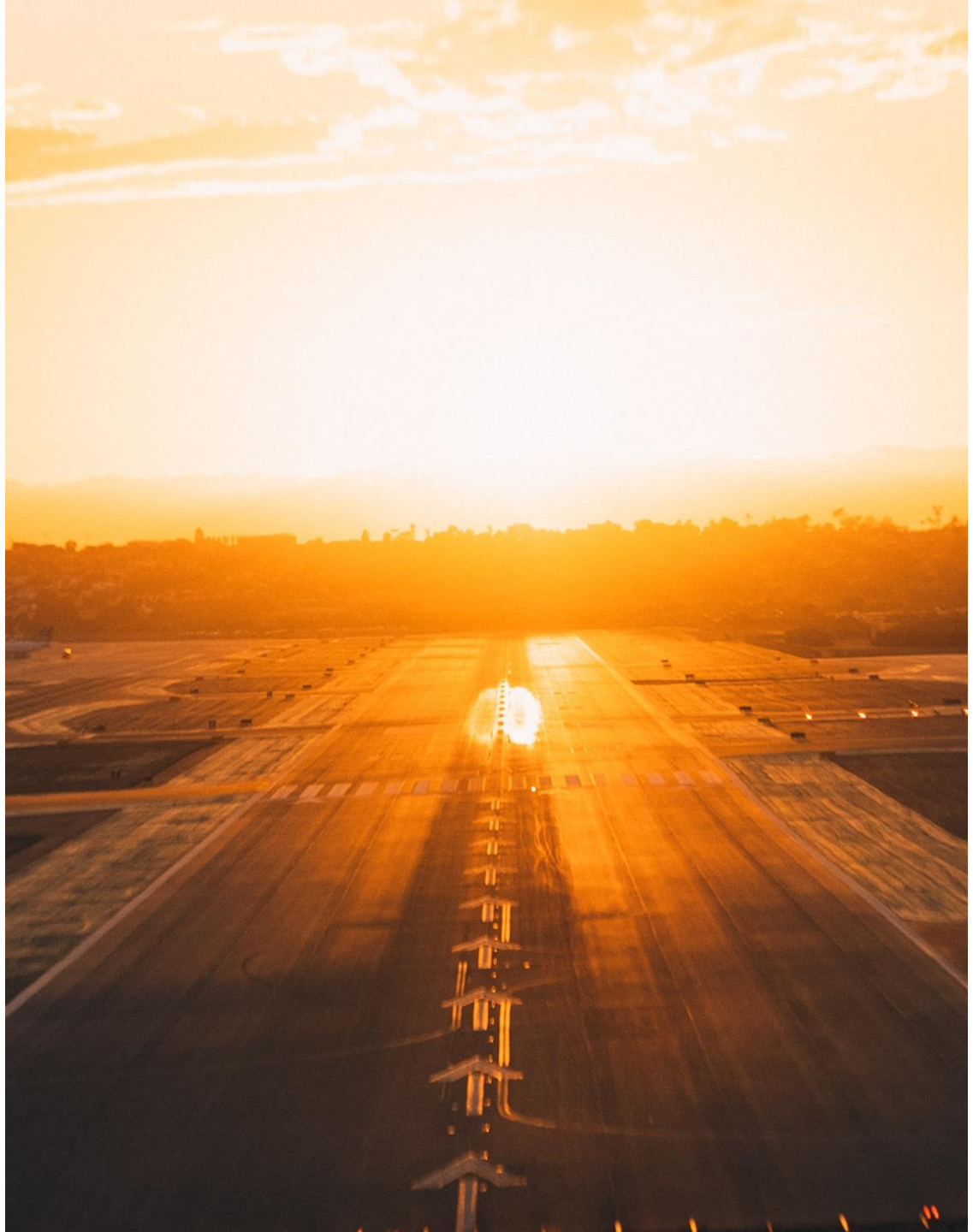
- Prohibits new ASAN (excluding tertiary education facilities)

MANA

- New dwellings in residential zones are permitted subject to compliance with standards (eg density controls)
- Resource consent required for:
  - Additions or alterations to existing ASAN (other than dwellings in a residential zone)
  - New ASAN that do not comply with acoustic insulation and ventilation requirements or density controls

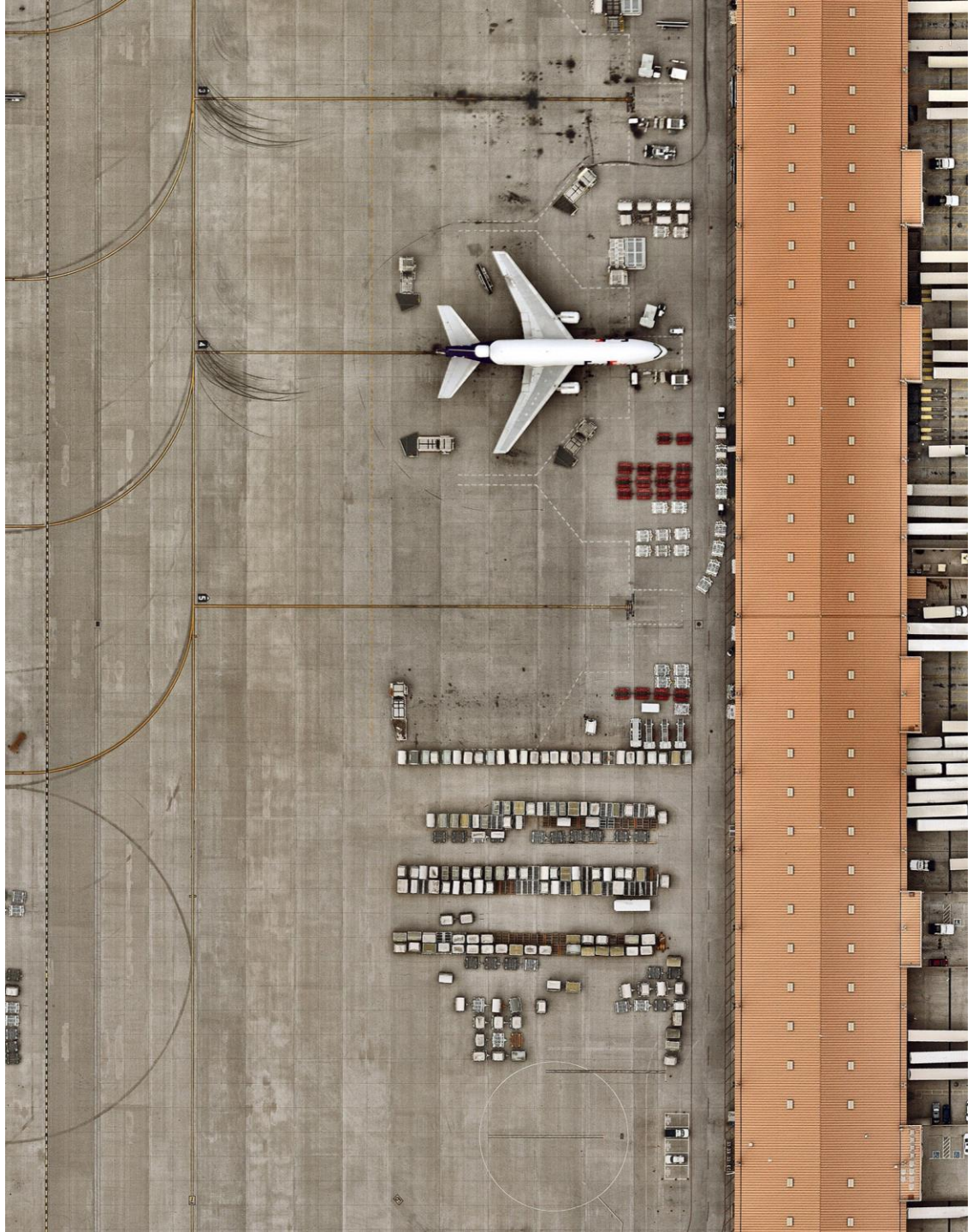
ANNA

- No controls on development
- Acts as a “notification” that areas within it are subject to aircraft noise



Designation
1100 – Aircraft Operations

- Requires aircraft operations to comply with noise limits (condition 5)
- Imposes a night time restriction on the Northern Runway, preventing aircraft arriving or departing from the east subject to limited exceptions (eg emergencies) (condition 4)
- For the first 5 years after operations commence on the Northern Runway (condition 6):
  - Imposes an interim noise control
  - Restricts wide body jet aircraft from departing to the west at night
- Imposes noise limits on aircraft engine testing (condition 13)



Designation
1100 – Managing noise

- Establishes the ANCCG (condition 9)
- Imposes reporting obligations, including publication of an Annual Noise Management Report (condition 9)
- Requires monitoring of noise from aircraft operations (a minimum of three locations for the Existing Eunway and two for the Northern Runway) (condition 5)
- Establishes a noise mitigation programme for existing ASAN in the HANA and MANA (condition 10)
- Establishes an Aircraft Noise Mitigation Fund (conditions 11 and 12)

CAA and Aircraft Noise

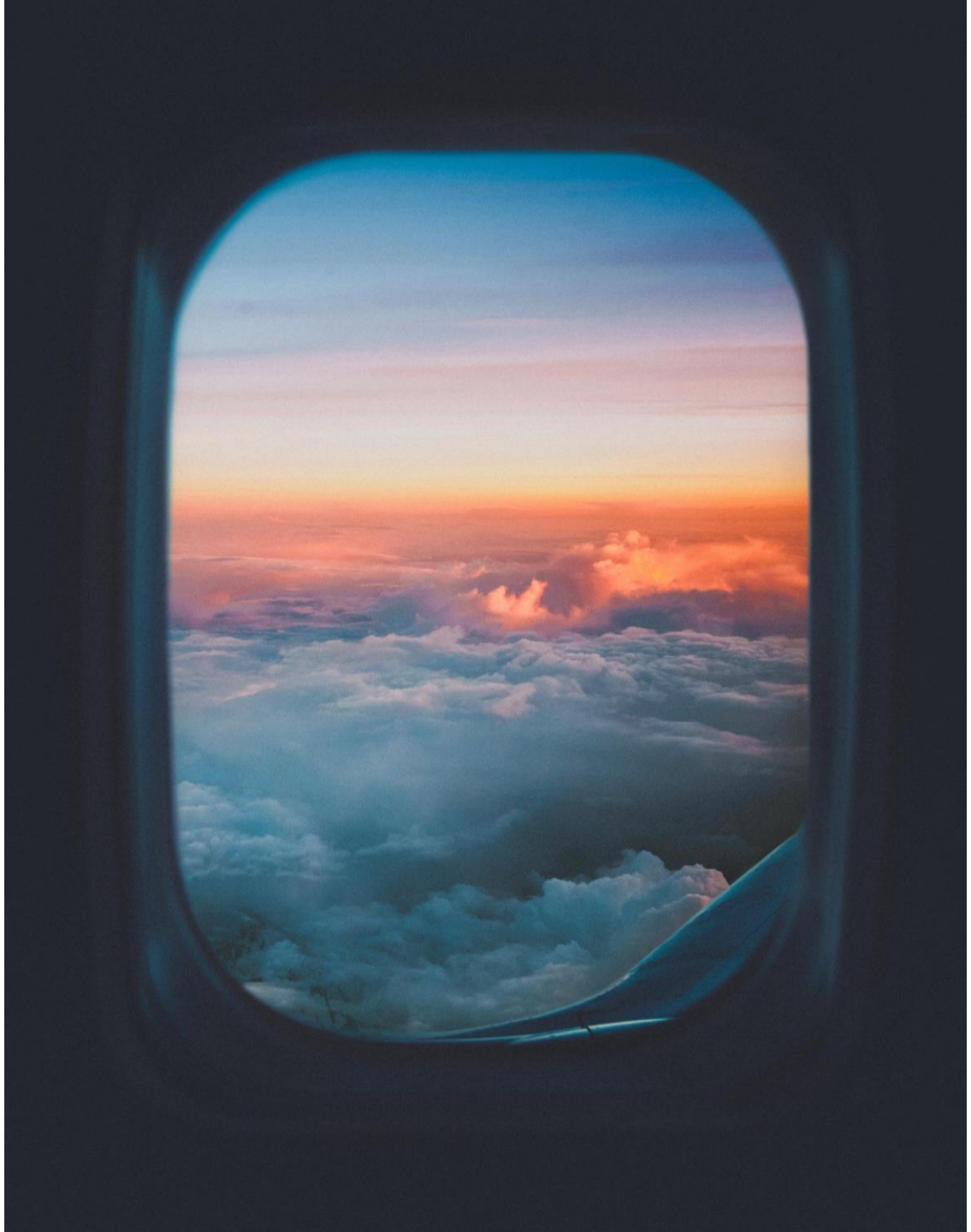
The CAA sets the overall framework for aviation safety and security

The CAA allows the Minister to make Civil Aviation Rules (CARs) for a range of purposes relating to airport and aircraft operations (section 28)

The Minister can make rules prescribing (section 29B):

- Flight rules
- Flight paths
- Altitude restrictions
- Noise abatement procedures in the vicinity of airports

The Minister can make rules setting design standards for aircraft (section 30)



CAR Part 93

Prescribes operational limits and noise abatement procedures around certain airports

For Auckland Airport, CAR Part 93 sets the following rules for jet aircraft:

- Minimum distances aircraft must climb before they can turn off the runway centreline (generally 2000 – 3000 ft) (CAR 93.59)
- Minimum heights which aircraft approaching from the north can intercept the runway centreline (CAR 93.61)
- Requires aircraft over the Auckland Noise Abatement Area to be at least 5000 ft unless on an approach or take off climb procedure (CAR 93.63)
- Establishes a preferential runway mode for aircraft at night to depart and arrive over the Manukau Harbour when wind is less than 5 knots (CAR 93.65)

Other CARs relating to aircraft noise

CAR Part 91 sets out operating aircraft noise limits, including:

- Restrictions on operating aircraft unless they meet applicable national and / or international noise standards
- Controls on aircraft sonic boom

CAR Part 21 outlines technical standard, requiring aircraft to comply with noise standards in the ICAO (which includes gradual phase-out of noisier aircraft)

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Thank you

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