

# Minutes

---

<b>Subject:</b>	Meeting of the Aircraft Noise Community Consultative Group	
<b>Location:</b>	Meeting held in Person and via Microsoft Teams	
<b>Date:</b>	12 June 2023	<b>Time:</b> 1:03pm –2:25pm
<b>Members Present</b>	<b>In Person:</b> Catherine Harland, Independent Chair Ben Levesque, Auckland Airport Bruce Kendall, Howick Local Board Fiona Lai, Puketāpapa Local Board Garth Wyllie, Industry Representative Geoff Hounsell, Airways Heather Haylock, Community Representative Helen Futter, Community Representative Joe Glassie-Rasmussen, Māngere-Ōtāhuhu Local Board (alternate) Kelvin Hieatt, Papakura Local Board Kylie Higgs, Auckland Airport Malcom Bell, Franklin Local Board Maria Meredith, Maungakiekie-Tāmaki Local Board Mark Easson, Community Representative	<b>Via Teams:</b> Councillor Alf Filipaina, Auckland Council Andrew Kay, Franklin Local Board (alternate) Cath O'Brien, BARNZ Hugh Pearce, BARNZ Jack Tan, Albert-Eden Local Board Liz Manley (Waitākere Ranges Local Board, alternate for Mark Allen and Linda Potauaine) Troy Churton, Ōrākei Local Board (Till 2.07pm)
<b>In Attendance</b>	<b>In Person:</b> Jeremy Lo, Auckland Airport Karl Taylor, Airways Sam Yun, Auckland Airport	<b>Via Teams (cont):</b> David Wong, Auckland Council Stephanie King, Marshall Day Acoustics Steve Peakall Marshall Day Acoustics
<b>Members of the Public</b>	Nil	
<b>Apologies</b>	Mark Laurenson, Auckland Airport Mark Allen, Waitākere Ranges Local Board Nicholas Lau, Auckland Council Tauanu'u Nick Bakulich, Māngere-Ōtāhuhu Local Board Scott Milne, Ōrākei Local Board (alternate)	

---

## 1. Opening Karakia, Kylie Higgs

## 2. Introductions and Apologies

The Independent Chair declared the meeting opened at 1:03pm.

Kylie Higgs, new Head of Operations Risk and Assurance. Ben Levesque, Communications and Engagement Manager.

The apologies were noted and accepted.

## 3. Public Forum

The Chair noted that no requests were received from the public to speak at or to observe the meeting.

## 4. Minutes of Meeting Held on 13 March 2023

No discussion and changes. The Chair moved (seconded by Garth Wyllie) and the ANCCG resolved that the minutes of the meeting held on 13 March 2023 be confirmed as true and correct.

## 5. Matters Arising from the Previous Minutes

Jeremy Lo worked through the Matters Arising paper with the following additional comments or discussion:

- **Matters Arising Item 1:** Once appointed Matthew Dugmore's replacement can discuss with Councillor Filipaina previous initiatives by Community Trust to assist residents with the practicalities of applying for the noise mitigation package.
- **Matters Arising Item 2:** AIAL to develop a video featuring residents who have completed the noise mitigation package to raise awareness and understanding of the programme to be rolled out when the next round of noise mitigation offers go out in September /October. Awaiting Matthew Dugmore's replacement (see Item 10). Kylie Higgs advised that Andrea Marshall's team has accountability for the Noise Mitigation Package.
- **Matters Arising Item 4:** Option to appoint a 4<sup>th</sup> Community Representative – Director Governance and CCO Partnerships, Auckland Council, Phil Wilson has advised that the balance of community, independent, Council and Airport company interests has served well over time and at this stage does not see a compelling argument to move to a fourth representative. If the existing committee formalises a clear majority view that it wants to change the status quo, it will look at any specific proposal in good faith. He also noted that the Chair has the discretion to hear from any community voices or have interested parties observe. He would be happy to discuss further as needed.
  - Troy Churton – signalled a motion that Kevin Kevany be appointed as the 4<sup>th</sup> Community Representative to the ANCCG or as a substitute for Troy Churton. Troy explained that Kevin was instrumental in drafting the 2015 Terms of Reference and has provided objective input to the Committee. The motion was seconded by Mark Easson. The Chair suggested that due to the time constraint of this meeting, it was better to circulate the motion to all members of the Committee to ensure that all committee members can vote on the matter.
  - Cath O'Brien wondered whether the ANCCG needed another community representative, and on what basis had that need arisen (i.e. whether its outside the local board framing, and what we ask of that representative). Cath O'Brien challenged the motion and suggested that if the additional Community Representative is required, then the role should be advertised publicly for fairness and transparency.
  - Councillor Filipaina said he has had discussions with Phil Wilson regarding this matter, and supported Cath O'Brien and the Chair's suggestion to circulate this matter to all members of the Committee. Councillor Filipaina viewed Kevin's possible addition to the Committee as Troy Churton's alternate and not as an additional Community Representative, but the decision should be made by the Ōrākei Local Board. Councillor Filipaina agreed with Cath O'Brien's suggestions.
  - Liz Manley, Waitākere Ranges Local Board Alternate – I do not support this motion. This is not about Kevin, but about due process. Councillor Filipaina agreed with Liz Manley. Mark Easson further commented that the ANCCG is not just about having a position for a 4<sup>th</sup> Community Representative

but rather acknowledging Kevin Kevany's value and contributions as a previous Community Representative to the Committee that gets him a foot into the ANCCG.

- The Chair reaffirmed that the matter be circulated to all members of the Committee and should not be decided upon during this meeting due to the absence of some members.
- **Matters Arising Item 5:** The date and time of the December meeting has been forwarded to Bruce Cargill from Airport Coordination Limited and awaiting his reply.
- **Matters Arising Item 6:** Casper to look into adding a secondary cause of complaint and enabling other languages into the complaint system.
  - Primary and secondary complaints – Chris has sent through a document showing what 'complaint types' other airports are currently collecting. CASPER have given three options of a secondary complaint type field:
    1. Replicate the same list of primary complaint types in a secondary field, to enable the complainer to select a second option.
    2. Create a new secondary list containing simple terms similar to the primary types
    3. Create a new secondary list containing more details terms to enable to complainer to select something that is more specific.

Majority of the airports only have a primary complaint field in their complaint portal. Only JFK airport has a multi select option.

➤ Languages – Changes made to the complaint form only.

Cath O'Brien BARNZ – Welcomes a paper being put forward on how the form might be adjusted to include multiple languages as commonly spoken in New Zealand. Malcolm Bell mentioned the large Indian population in the Franklin District.

**Action** - the Chair – Suggested circulating the details to all members of the Committee to obtain feedback and progress the matter further.

## 6. Quarterly Aircraft Noise Report overview and questions

Stephanie King from Marshall Day Acoustics (MDA) provided an overview of the summary report and outlined several points in detail.

Figure 1 (p3) – Aircraft operation numbers have been steadily increasing. However, it is still 19% below 2019 figures.

Figure 4 (p6) – The average runway split this quarter 62% (RWY23L) and 38% (RWY 05R) has been lower than the historic split of 70% (RWY 23L) to 30% (RWY 05R), reflecting the increase in easterly winds.

Figure 11 (p15) and Table 3 (p16) – Complaints increased compared to the previous quarter due to two complainants from East Tāmaki and East Tāmaki Height making 149 of the 188 complaints over the reporting period. The two complainants were affected mostly by flights departing on RWY 05R.

Earlier this year, Auckland Airport (AIAL) and MDA held an in-person meeting with the two complainants and a Mandarin translator. As a result, from this meeting and previous discussions in past ANCCG meetings, AIAL has decided to redeploy the previous Mount Wellington monitor to East Tāmaki. That will allow monitoring of the green SMART track and departure aircraft during easterly wind conditions. A number of properties in the area have been scoped by MDA, and letters have been provided. Currently waiting to hear back from the occupants of these properties.

Helen Futter asked whether it would have been beneficial to the complainant to have their language in the CASPER complaint system, and is it possible to integrate the learnings from this experience going forward? Stephanie King replied stating the existing CASPER system was sufficient as it has allowed the two complainants to make complaints. It is difficult to know whether an additional language would have improved the quality of the complaint descriptions. In addition, the in-person meeting was a good opportunity to understand the complainant's history and background with aircraft noise.

Mark Eason – The significant increase in complaints from the two complainants in East Tāmaki and East Tāmaki Heights could be attributable to the following reasons:

1. The number of aircraft taking off using RWY 05R.
2. Referring to Figure 22(p24) and looking at the specific aircraft identified in relation to the complaints, the warmer temperatures which affect aircraft performance have led to aircraft taking longer to vacate the city area. Thus, more aircraft have been flying over residential areas (East Tāmaki and East Tāmaki Heights) which may have contributed to the considerable number of complaints from the two complainants. He emphasised the issue is likely due to the frequency of the noise events, not the amount of noise from each event.

Stephanie King said another contributing factor is the return of flights post COVID-19 and aircraft numbers returning to normal levels, which is one of the main factors the two complainants mentioned during the in-person meeting.

Table 4 (p28) – There were two periods where the noise monitor at Wiri was not functioning due to electronic issues. CASPER managed to repair them quickly.

Table 6 (p32)– Displays a good correlation above 80% for the permanent noise monitors. The Velodrome monitor previously showed correlation well below 80%, but with a correction of some parameters, the correlation between aircraft operations and number of operations captured by the monitor was addressed.

Kelvin Hieatt – Where is Prices Road monitor located? Stephanie King replied, the location map Figure 24 (p27) shows the locations of all noise monitors.

Bruce Kendall – It would be great to see the location of the complainants and the flight path of the specific aircraft being complained about. The Chair replied that this outlined in in the detailed table separately circulated to members where the noise complainant’s suburb is shown, and the route of the aircraft being complained about. The takeoff/landing paths and altitudes are shown in Figures 22 (p24) and 23(p25).

**7. Update from Airways NZ on trial of South Australian flight departures**

Geoff Hounsell provided a quick update on the aircraft numbers, and an overview of the trial.

Up until May 2023, around 93% of Domestic IFR traffic and 80% of international traffic had returned compared to pre-COVID levels in 2019. By the end of the year aircraft traffic is expected to return close to 100%. This may cause residents to feel like this noise is new or additional noise that did not exist before.

Figure 1 (pictured below) displays the traditional departure path. Figure 2 displays the trial and shorter departure path and was used as a trial for the South Australian departure flights.

Figure 1

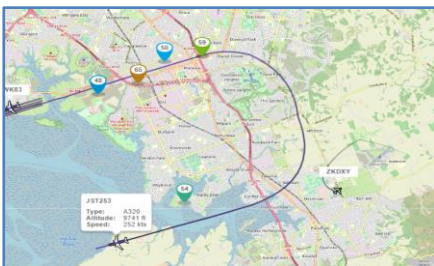
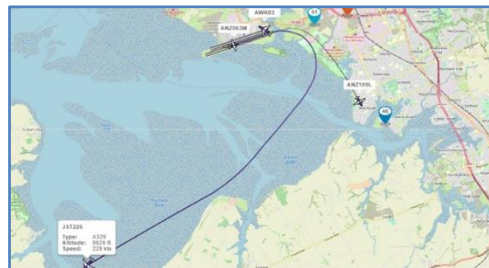


Figure 2



Due to Air Traffic Control (ATC) requirements, the trial could only take place during the night-time as during the daytime flights had complications with frequent Domestic arrivals. The new departure path is currently available for Category C aircraft only (Airbus A320 or Boeing 737), it is not suitable for larger aircraft. The departure needs to be manually assigned, and also needs to be assessed at the time of planning.

There is an EFS update pending for Wednesday, 14<sup>th</sup> of June which would enable easier selection. Once the new departure path is up and running, between 11pm and 6.30am when RWY 05R is used, 6 to 8 aircraft will depart using the shorter departure path. Mark Easson asked at what height will the aircraft begin to turn, Geoff Hounsell replied at 500ft.

Malcolm Bell – Will this new departure path affect residents at Waiuku? Geoff Hounsell replied, the aircraft using this departure path will turn inside the harbour and go across the peninsula, thus not affecting residents of Waiuku. Most of the hard acceleration and clean-up will be carried out over the water.

Kelvin Hieatt – Will the new departure path which involves a tighter turn lead to a noisier turn? Geoff Hounsell replied, no, this should not be the case.

Helen Futter – Are there any other easier amendments or changes that can be made to reduce the impact of noise? Geoff Hounsell replied, there are limited changes that can be further implemented. It is important to note that while one departure or arrival path can be changed, it needs to co-exist with all other arrivals and departures requirements already in place. The changes could possibly be implemented during night-time due to the lower traffic numbers, but during daytime, it would be difficult due to ATC requirements. The flight paths can be refined, but major processes cannot be changed.

Karl Taylor – Raising the height by 1,000ft at LOSGA with the Sydney track will be in place from 15 June 2023.

## 8. Annual Review of noise monitor locations

The three permanent and mandatory noise monitors at Prices Road, Velodrome and Puhinui Road will remain along with the temporary monitors at, Mount Eden, Wiri and Wattle Downs.

The Whitford and Clevedon temporary monitors were relocated late last year to Flatbush (outer edge of the MANA) and to Beachlands respectively.

Sixth temporary monitor location – A noise monitor will be placed in East Tāmaki to monitor the noise levels of the Green SMART Track approach for arrivals and departure routes during easterly wind conditions. MDA have started scoping out locations in the area. The Chair asked if members were comfortable with having the sixth monitor located in East Tāmaki as had been referred to at the March meeting? The members were comfortable, and no one was against.

Heather Haylock – the recently deployed Beachlands and Flatbush monitors seems to have been omitted from the list and should be noted.

Troy Churton – In previous ANCCG meetings, there were discussions to trial a noise monitor in an alternative location in Remuera which has been omitted from the agenda or any other discussions. A request has been made to trial a noise monitor in Ōrākei which has been spoken during the Local Board meeting as well.

Chair – Recalled previous conversations regarding this matter. There was information provided about the monitoring that occurred at this location in which there were no proposals for AIAL to move the monitor to this location in preference over other locations.

**Action** – AIAL to recirculate the information previously supplied as there are many new members to the Committee (see 12 Jun 2022 Agenda Item 6 Annual Noise Monitor Review 2022; see 4 Dec 2020 Agenda Item 7 including MDA memo to AIAL 21 Oct 2020 and Minutes of that meeting).

## 9. Suggestions for FY24 noise abatement initiatives

The Chair explained inclusion of this agenda item to members. It is a pre-discussion by the group for any ideas or suggestions they might have for noise reducing initiatives. She noted that the Group relies heavily on the industry for noise abatement initiatives but in the past, members of the committee have contributed to suggestions that have been picked up and adopted such as, raising the height at LOSGA and the Sydney Night Flight Arrivals Track on Runway 23.

Mark Easson – Referred to Monitoring Report Figure 22 (p24) and Figure 23 (p25) and looking at the blue lines of aircraft taking off and turning right over the city and suggested devising flight paths that avoid flying over residential or populated areas. For example, Sydney Airport's RWY 34L in which aircraft must avoid flying over the city, as well as many international airports where aircraft cannot fly over the city below 5,000ft. Another suggestion is to focus on the arrivals over the city between 1am to 3am where residents around Mt Albert area are experiencing 6 to 7 flights. This requires greater attention going forward.

Jack Tan – Raised three questions:

1. Would it be possible to have aircraft hover over the city at reduced speeds to mitigate the impact of noise?
2. Can aircraft arrive from the west and depart west to avoid flying over the city?
3. Can the second runway be built north and south?

Geoff Hounsell – Responded to the three questions above:

1. Unfortunately, there is not much that can be done to achieve this. There are already noise abatement procedures in place to minimise the impact of noise, such as the ‘not above 250kts below 10,000ft rule which is a global standard and is used by aircraft in New Zealand as well. There is also a balance between altitude and acceleration to minimise the noise. The location of the airport in relation to the city is what puts limits on options.
2. With the runway direction, the majority of aircraft must land and depart into the wind. With very light winds, opposite directions can be used. However, anything more than 5kts of breeze will create safety concerns and implications for landing and taking off with a tailwind. There is an important consideration in how wind and temperature affect aircraft taking off and landing.
3. All runways are designed to fit in with the prevailing winds. In April, RWY 05R was in use around 60 percent whereas it is used around 30% typically. New Zealand lives with a westerly flow which is why many of the runways are in a westerly direction.

Chair – In the March ANCCG meeting, Hugh Pearce provided an explanation of why aircraft must take off and land into the wind and it is available in the minutes from the March meeting.

## 10. Work Plan and Any other business

Because of time constraints, the Chair took the Work Plan as read.

Noise mitigation package – Andrea Marshall (Head of Master Planning and Sustainability) provided four points to be shared with the Committee:

- The annual uptake rate of the programme continues to be low when compared to the number of properties eligible.
- A few enquiries have been made on whether historic offers will be honoured, Auckland Airport will continue to honour those offers.
- Auckland Airport is revisiting how the airport will deliver the noise mitigation programme due to substantial changes in personnel and comparing full in-house delivery or installation component outsourced to a specialist project management company. If the latter, Auckland Airport will still require the annual offer process, only the installation in homes will be outsourced. This will be closely monitored by Auckland Airport.
- The 2023/24 annual offer is currently planned to be issued in September 2023, and the awareness campaign is to be run which may include video and transcribe interviews with property owners who have received the package. This will be presented via social media and within the noise mitigation programme brochure. The awareness campaign and feedback provided will aim at encouraging more eligible property owners to take up the offer.

Helen Futter – Raised concerns about trades staff that had been visiting properties to scope installations and prepare quotes, but the installation has not progressed. Helen asked what has happened with Matthew Dugmore’s departure and how will the noise mitigation packages go ahead with Matthew’s departure?

Kylie Higgs – There are two options with delivering the noise mitigation package. Either undertake the programme in-house at Auckland Airport, however, the airport does not have the specialist skills required to carry out this work as it is out of the business-as-usual roles and scopes. The other option is to outsource which in the past, there has been some difficulties. Andrea Marshall is overseeing the process to ensure that the programme is well managed. Currently, there are plans to outsource to a single contractor within the scope of the installation and pricing of the package.

Kylie Higgs will also follow up with Andrea Marshall to ensure that any communications such as emails being sent to Matthew Dugmore, are being received and responded to.

Jack Tan – A flow diagram to outline the processes involved will be useful. The brochure “Managing aircraft noise in the community” is available on the website and describes the process.

**Closing Karakia by Kylie Higgs**

**Meeting closed:** 2.25pm

In-person members present were then escorted to visit Airways Contingent Control Centre

**Next meeting:** 11 September 2023