

Minutes

Subject:	Aircraft Noise Community Consultative Group (“ANCCG”)
Location:	The Pullman Hotel Cnr Waterloo Quadrant & Princes Street, Auckland
Date and time:	6 September 2017, 2:00pm – 4:00pm
Present:	David Shand (Independent Chair) Helen Futter (Community Representative) Mark Easson (Community Representative) Peter Fa’afiu (Industry Representative) Bernie Diver (Maungakiekie-Tāmaki Local Board) Malcolm Bell (Franklin Local Board) Steve Tollestrup (Waitākere Ranges Local Board) Amanda Hopkins (Franklin Local Board) David Holm (Puketāpapa Local Board) Troy Churton (Ōrākei Local Board) Kevin Kevany (Special Advisor, Ōrākei Local Board) Andrew Gordon (Auckland Council) Justin Tighe-Umbers (BARNZ) Bob Fletcher (BARNZ) Mike Turner (Airways NZ) Charlotte Day (Auckland Airport) Simon Lambourne (Auckland Airport)
In Attendance:	Jomaine Wareham (Minute Secretary – Auckland Airport) Laura McNeill (Marshall Day Acoustics) And three members of the public

Apologies:	Kowhai Olsen (Mana Whenua Representative) Cr Alf Filipaina (Auckland Council) Cr Fa'anana Efeso Collins (Auckland Council) Bob Wichman (Howick Local Board) Colin Davis (Ōrākei Local Board) Donna Lee (Ōtara-Papatoetoe Local Board) Felicity Auva'a (Papakura Local Board) Graeme Easte (Albert-Eden Local Board) Stella Cattle (Manurewa Local Board) Tafafuna'i Tasi Lauese (Māngere-Ōtāhuhu Local Board) Tracy Mulholland (Whau Local Board) Shail Kaushal (Papakura Local Board) Tauanu'u Nick Bakulich (Māngere-Ōtāhuhu Local Board) Tim Boyle (Airways NZ)
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1. PUBLIC SESSION

1.1 Welcome and opening comments from the Independent Chair

The meeting was declared open by David Shand at 2:04pm.

1.2 Apologies

The apologies were noted by the meeting.

The Independent Chair welcomed Mr Tollestrup to his first meeting, as representative of the Waitākere Ranges Local Board.

The Independent Chair expressed his disappointment at the lack of attendance by some Local Boards, noting that only five of the 12 Local Boards were represented at the meeting. He noted the difficulty in finding a time that suited everyone but expressed his view that since the ANCCG only meets quarterly, Members should be able to prioritise attendance at the ANCCG ahead of other regular Council meetings.

Due to the high number of apologies, the Independent Chair advised that the day and time of the meetings would be discussed at the December 2017 meeting, however he noted the need for consistency.

1.3 Introduction of anyone in attendance to support members

No introductions were made.

1.4 Minutes of meeting held on 26 July 2017

The Independent Chair noted that the July meeting was a special meeting to brief Members on the Northern Runway Notice of Requirement.

It was noted that Shail Kaushal represented the Puketāpapa Local Board not the Papakura Local Board.

The minutes were approved with the above change.

1.5 COMMENTS AND ISSUES RAISED BY MEMBERS OF THE PUBLIC

The Independent Chair welcomed Lorraine Clark and noted that she had requested to address the meeting.

Ms Clark addressed the meeting and expressed the following concerns:

- The difficulty in providing noise feedback to Auckland Airport via its website; the need for the ability to provide feedback via email and a phone number; the need for the noise feedback system to have a higher profile on the website; the difficulty of using the Casper system and the need for improved search functionality on the website.

The Independent Chair responded that the airport's 'Casper' flight monitoring and the feedback system would be discussed at the December meeting and noted that he also had concerns about the system. Simon Lambourne noted that feedback could already be provided via telephone.

- The need for meeting papers to be distributed electronically in advance.
The Independent Chair responded that meeting papers were published online in advance of the meeting as part of improving the transparency of ANCCG's work and that hard copies were distributed at the meeting for those requiring them.

Peter Fa'afiu noted the length of time between the meeting and December and enquired about an interim solution to improve the feedback system. Mr Lambourne advised that Auckland Airport will take on board the feedback, make improvements where possible and update the ANCCG at its December meeting.

Helen Futter noted Auckland Council's noise control responsibilities and enquired what responses callers receive from the Council when it is contacted in relation to aircraft noise. Andrew Gordon advised that callers were referred to Auckland Airport and provided with contact details. Ms Clark requested that Council published information about how to make an aircraft noise complaint on its own website. The Independent Chair noted the value in receiving data from Auckland Council on the number of aircraft noise complaints its call

centre receives. The Independent Chair also noted that although data was provided on the number of enquiries no information is available to the ANCCG on cases where the enquiry reflected that alternative operational procedures could reasonably have reduced the aircraft noise complained of.

Kevin Kevany noted that an email address could be created for aircraft noise complaints and expressed the need for the airport's flight monitoring system to provide real-time information. The Independent Chair noted that Auckland Airport would need to agree to reinstate this, as it had been previously disestablished. Mike Turner noted that the publication of Airways' flight information was delayed on Casper for legal and other reasons.

The Independent Chair then welcomed Lewis Godsmark, an Ōtara resident, and invited him to address the meeting.

Mr Godsmark addressed the meeting and expressed the following concerns:

- Expressed concern about the accuracy of flight data displayed on the airport's 'Casper' flight monitoring and feedback system
- Enquired whether current weather patterns affected the creation of the High Aircraft Noise Area (HANA) and Moderate Aircraft Noise Area (MANA)
- Expressed concern re aircraft flying low above Ōtara at approx. 3am on Sundays.

The meeting thanked Mr Godsmark for attending the meeting and sharing his concerns, and agreed to respond formally to him on the three issues that he had raised.

1.6 Quarterly Aircraft Noise Report

The Independent Chair noted that this report had been distributed, and was available online, in advance of the meeting. He invited Laura McNeill from Marshall Day Acoustics to provide the meeting with an overview of the quarterly report for the period May-July 2017.

Mr Lambourne noted that the quarterly report's summary slides had been distributed in advance of the meeting; however hard copies had been distributed at the meeting containing the accompanying notes.

Ms McNeill provided an overview of aircraft operations, flight paths, aircraft noise enquiries and monitoring, and aircraft engine testing. The meeting then discussed the report.

Mr Kevany requested greater information about questions asked when people provided noise feedback. The Independent Chair noted that this would be discussed at the December meeting.

Bob Fletcher made reference to the Runway 23 night-time jet departures, where the aircraft turn left over the Manukau Harbour and then across Papakura. He noted these are long-haul departures and highlighted them as one of the initiatives taken to reduce the level of noise.

In relation to Figure 12, Mark Easson noted the number of noise enquiries from different parts of Auckland, including Central Auckland, and the need for the ANCCG to also consider how aircraft noise impacts Auckland residents beyond the HANA and MANA.

In relation to Figure 22, Ms Futter asked why the data is not provided for noise events below 70 decibels, for example between 65db and 70db. Ms. McNeill advised that most international standards state that L_{Amax} noise levels below 70db are reasonable for residential developments and cause little disturbance – therefore the graphs show 70db and above L_{Amax} noise levels.

In relation to Figure 23, David Holm requested that the noise data from the seven temporary monitors be split into two graphs in future and that different keys be used for the different monitors to make the graph easier to understand. Mr Holm also requested that the number of aircraft be used in Figures 2 and 3, rather than percentages.

Mr. Fa'afiu noted the benefit of the data provided in the quarterly report and enquired how it was communicated by Local Boards to increase awareness. Mr Gordon advised that Auckland Council did not republish the information. Troy Churton noted the usefulness of the data and saw value in the Council republishing the data. Mr Kevany asked if it was possible to split the data for ease of publication; however Mr Lambourne advised that the quarterly report already did this. The Independent Chair encouraged Local Boards to publish the quarterly report information on their own webpages, as well on information on how to provide feedback on aircraft noise.

1.7 Auckland Airport's FY16 Annual Aircraft Noise Management Report to Auckland Council

The Independent Chair noted that this item was carried over from a previous meeting and that this report had been distributed, and was available online, in advance of the meeting. He invited Ms McNeill to provide the meeting with an overview of the report.

Ms McNeill provided an overview of air traffic records, flight paths, measured noise levels, the 2016 actual noise contour, the 2017 annual aircraft noise contour, engine testing noise and noise enquiries, for the 12 months to the end of June 2016. The meeting then discussed the report.

The Independent Chair asked that consideration be given to changing the scale for the flight path figures noting that the scale was calibrated from 3,500 to 6,000 feet which did not reflect the importance of 5,000 feet. Ms McNeill noted that this height was relevant for overflight, not

arrivals and departures.

Mr Easson noted the degree to which Central Auckland experienced aircraft noise, in part due to the number of Runway 05R departures below 5,000ft.

Steve Tollestrup asked about the possibility of confusion between aircraft using Whenuapai and Auckland Airports. He was advised this was unlikely given the type of aircraft that use the two airports. Mr Tollestrup also asked about the duration of engine tests. Mr Franklin noted that the vast majority of engine testing was between 10 and 15 minutes duration.

Mr Holm noted the value of the turbo propeller data.

Mr Fa'afiu enquired what Auckland Council did with the annual report when it was received and Mr Gordon noted that the report was considered planning compliance documentation and was reviewed by the Council's relevant compliance staff.

The Independent Chair closed the public session of the meeting at 3:12pm and members of the public were thanked for their attendance.

2. NON-PUBLIC SESSION (ANCCG Members only)

Update on Mark Easson's take off and landing analysis

The Independent Chair noted that this item was carried over from a previous meeting and invited Mr Easson to provide the meeting with an overview of his take off and landing analysis. Mr Easson discussed a number of issues relating to take off and landings, including:

- What is being done to reduce aircraft noise and can more be done?
- The difference in information provided by 'Casper' and Flight Radar 24.
- Examples of flights over Auckland where he believed the speed and noise exceeded night-time requirements.
- The need to avoid routing aircraft to Runway 23L through the LOSGA navigation point at night-time.
- Noise complaints from Runway 05R flights – is there an alternative for north-west flights?
- The adherence of airlines to speed restrictions at low altitudes.
- The monitoring of aircraft and their altitudes by Airways and BARNZ.

The Independent Chair thanked Mr Easson for his presentation. He noted the importance of facts when discussing these technical matters, and also the need for the ANCCG to have assurance that noise issues are adequately factored into operational decisions by Airways and BARNZ members. He therefore requested Airways to present to the December meeting, supported by BARNZ, information on how they manage take off and landings, so as to

minimise or reduce aircraft noise. This was agreed to.

The Independent Chair reiterated that there would be a presentation on the 'Casper' flight monitoring and feedback system at the December meeting

2.1 Matters arising from the previous minutes

Mr Lambourne advised that Auckland Airport had formally submitted its Second Runway Notice of Requirement to Auckland Council in August and now awaited initial feedback from the Council on the public notification process.

Mr Lambourne also advised that the aviation industry was still preparing the draft report on the Yellow U23 SMART Approach trial and noted that a special meeting of the ANCCG was likely to be needed prior to its scheduled meeting in December to provide a briefing on the draft report.

Amanda Hopkins noted that there was no representation from the Howick Local Board at the meeting. The Independent Chair reiterated that the lack of attendance by Local Boards will be discussed at the December meeting.

2.2 Update on location of temporary noise monitors and trend data from existing locations

Charlotte Day noted that noise monitor trend data had been presented in the quarterly report and that Auckland Airport was reviewing where the temporary noise monitors were best located in the future. It was noted that temporary noise monitors are located where needed to best monitor aircraft noise.

Meeting closed: 4:00pm

Next meeting: 2pm, Wednesday 6 December 2017 at Novotel Hotel, Auckland Airport