



**Christchurch International Airport  
Airport Noise Liaison Committee Report  
March 2017- February 2018**

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# 1 LIST OF DEFINITIONS AND ACRYONMS

## 1.1 DEFINITIONS

Aircraft Operations	<p>Also referred to as 'Operational Noise' (refer Section 6.1)</p> <ul style="list-style-type: none"> <li>a) the landing and take-off of aircraft; and</li> <li>b) aircraft flying along any flight path associated with a landing or take-off.</li> </ul> <p>For the purposes of Rule 6.1.6 Activity specific noise rules, it excludes:</p> <ul style="list-style-type: none"> <li>a) aircraft operating in an emergency for medical or national/civil defence reasons;</li> <li>b) air shows;</li> <li>c) military operations;</li> <li>d) Antarctic operations;</li> <li>e) helicopter operations;</li> <li>f) aircraft using the airport as an alternative to a scheduled airport elsewhere;</li> <li>g) aircraft taxiing; and</li> <li>h) aircraft engine testing.</li> </ul>
On-Aircraft Engine Testing	The testing of engines on aircraft.

## 1.2 ACRONYMS

ANLC	Airport Noise Liaison Committee
ATC	Acoustic Treatment Programme
CCC	Christchurch City Council
CIAL	Christchurch International Airport Limited
NMP	Noise Management Plan
PBN	Performance Based Navigation

## 1.3 LIST OF AUTHORS

Name	Role
Felicity Blackmore	Development and Compliance Manager, Christchurch Airport
Jessica Royal	Environment Advisor, Christchurch Airport

## 2 STATUTORY REQUIREMENTS

In accordance with rule 6.1.6.2.7.3 d(i) and (ii) (see appendix 1) of the Christchurch District Plan, Christchurch International Airport (CIAL) is required to prepare an Airport Noise Liaison Committee Report by 6 March 2018 and annually thereafter to the Christchurch City Council (CCC). This report must contain the following information:

- The composition of the committee;
- Summaries of the Committee's consideration of matters specified below:
  - The preparation, review and updating if required of the Airport Noise Management Plan (NMP);
  - The preparation, review and updating if required of the Acoustic Treatment Programme (ATP);
  - Any community concerns regarding noise from aircraft operations and engine testing;
  - Liaison with, and provision of relevant information to the community;
  - Complaints received over the previous year in respect of noise from aircraft operations and on-aircraft engine testing, and any actions taken in response to those complaints; and
  - Reviewing, and updating if required, the procedures associated with noise complaints received over the previous year.

### 3 COMMITTEE COMPOSITION

In accordance with rule 6.1.6.2.7.3 of the District Plan Christchurch Airport (CIAL) established an Airport Noise Liaison Committee (ANLC) in March 2017. Since their formation, the committee has met on a quarterly basis.

ANLC includes the following members:

Name	Role
Laurie McCallum	Chair
Sam MacDonald	Christchurch City Community Board Representative
Linda Chen	Christchurch City Community Board Representative
Kirsten Rayne	Christchurch City Council Environmental Health Officer
Justin Tighe-Umbers	Board of Airline Representatives
Bruce Rule	Isaac Conservation and Wildlife Trust
Rhys Boswell	Christchurch International Airport
Felicity Blackmore	Christchurch International Airport
Jessica Royal	Christchurch International Airport

## 4 AIRPORT NOISE MANAGEMENT PLAN

In accordance with 6.1.6.2.7.3 (c.) (iii) and (iiii), the ANLC may consider and make recommendations to CIAL on:

- Noise Management Plan (NMP) as required by Rule 6.1.6.2.7.1 and
- The preparation, review and updating if required of the Acoustic Treatment Programme and its implementation as required by Rule 6.1.6.2.7.2

### 4.1 AIRPORT NOISE MANAGEMENT PLAN

In accordance with the District Plan, the Noise Management Plan is to be prepared by suitably qualified and experienced persons and circulated to the ANLC for consideration and recommendations. CIAL issued the first draft of the NMP to the ANLC for review on the 17 July 2017. The NMP currently under review and is expected to be finalised by the next ANLC meeting (30<sup>th</sup> July 2018). In the interim CIAL has been managing both Aircraft operations and On-Aircraft Engine Testing accordance with the NMP.

### 4.2 ACOUSTIC TREATMENT PROGRAMME

In accordance with the District Plan the Acoustic Treatment Program (ATP), is to be prepared by the airport operator in consultation with the ANLC. CIAL issued the first draft of the ATP to the ANLC for review on the 17 July 2017. The ATP is currently under review. The updated ATP will be distributed to the ANLC for consultation prior to or at the next ANLC meeting on 30 July 2018. Christchurch Airport has not made any offers of acoustic treatment or advice. In the last calendar year, no properties received acoustic treatment or advice.

In accordance with rule 6.1.6.2.7.2 b(i) Christchurch Airport will make offers for acoustic treatment or advice with 24 months of 6 March 2017.

## 5 NOISE COMPLAINTS SUMMARY

In accordance with 6.1.6.2.7.3 c(v), (vi) and d(ii) the noise complaints summary below details:

- Complaints received over the previous year in respect to noise from aircraft operations and on-aircraft engine testing
- Any actions taken in response to these complaints

The noise complaint summary also includes noise complaints received in relation to the performance based navigation trial. (refer to section 5.2).

Complaints relating to aircraft operations and on-aircraft engine testing have been separated from the complaints related to the PBN trial. All names and addresses have been omitted for privacy purposes.

### 5.1 AIRCRAFT OPERATIONS AND ON-AIRCRAFT ENGINE TESTING

Complaints have been grouped by the type of operation and description of noise actions taken as a result of the complaints are also listed. In summary, 47 complaints were received from 19 individuals from the period 1 March 2017 to 28 February 2018, excluding complaints relating to the RNP trial.

Type of Operation	Description of Noise	Number of Complaints	Actions Taken
Aircraft Operations	Helicopters	3	<ul style="list-style-type: none"> <li>• A new helicopter instructor had chosen a slightly different flight path which caused disruption to residents. The instructor was advised and agreed to avoid flying this path.</li> <li>• Complainant agreed to meet with Garden City Helicopters to discuss concerns. GCH modified their procedures to mitigate noise in the area.</li> </ul>
	High Traffic	28	<ul style="list-style-type: none"> <li>• All 28 complaints came from one complainant. This complainant was given the opportunity to meet with the ANLC to discuss concerns but declined the offer. The ANLC met on 16 October 2017 and addressed concerns raised by the complaint in two separate emails. All concerns were discussed in detail by the ANLC and a written response was sent to the complainant. Feedback issued to the complaint has been accepted. No further action is necessary unless the complaint contacts the airport or a member of the ANLC again. The ANLC is satisfied the</li> </ul>

			Airport has done all it can to answer these queries.
	Flight Paths*	1	<ul style="list-style-type: none"> <li>This complainant did not wish to be contacted.</li> </ul>
<b>Low flying aircraft</b>	At Night	3	<ul style="list-style-type: none"> <li>As two complaints related to Canterbury Aero Club night training the Aero Club was contacted to assist in the response. The complaint was happy not to progress this further on both occasions.</li> <li>The remaining complaint related to Antarctic Operations, this was addressed but then complaint had questions surrounding the RNP trial. Airways was contacted to address the complaints concerns but complaint was unhappy with the response times despite the initial contact being within 1 day. To date, all issues have been resolved but it is likely that this complaint will contact CIAL again.</li> </ul>
	High Traffic	5	<ul style="list-style-type: none"> <li>CIAL offered to meet with a repeat complainant to address concerns but this offer has been declined. To date, all issues have been resolved but it is likely that this complaint will contact CIAL again.</li> <li>Canterbury Aero Club responded directly to a complaint to explain operations after first engaging with CIAL. The complainant was happy with their response.</li> </ul>
<b>Engine Testing</b>	During the Day	1	<ul style="list-style-type: none"> <li>It was explained to the complainant that on this occasion the increased noise was likely caused by the unusual westerly winds and the type of engine test was rare but complaint with the District Plan and Engine Testing Procedures document. The complainant was happy not to progress it further and was told that he could call again if he wished to.</li> </ul>
	At Night	6	<ul style="list-style-type: none"> <li>All tests enquired about were complaint with the District Plan rules and the Engine Testing Procedures document, after responding with details of each test, no further action was required.</li> </ul>

*\*Not related to the RNP Trial Flight Paths*

At every ANLC meeting, a summary of noise complaints and follow up actions is provided to the members. To date, the ANLC is satisfied the Airport is following the complaints procedure and is approving of CIAL's current approach to resolve noise complaints. The ANLC will continue to provide feedback or give recommendations on methods to improve the process as required

## **5.2 PERFORMANCE BASED NAVIGATION TRIAL**

In accordance with rule 6.1.6.2.7.3 c(ii) CIAL liaised with the ANLC to provide relevant information to the community on the performance based navigation trial (PBN).

On 9 November 2017, Airways New Zealand, Christchurch Airport and the Board of Airline Representatives New Zealand (BARNZ) commenced a trial of Performance Based Navigation (PBN) flightpaths trial in Christchurch. PBN is a global air navigation standard, being introduced in accordance with international guidance and New Zealand government policy. The 12-month flight paths trial is for arrivals to Christchurch only and is part of New Southern Sky (NSS), a 10-year Programme led by NZ Civil Aviation Authority, which is introducing major changes to New Zealand's aviation system to make air travel smarter, quicker, safer and better more sustainable.

The [Christchurch Flight Paths Trial website](#) was launched providing information to the public and giving residents the opportunity to lodge feedback or complaints specifically related to the trial.

67 complaints relating to the RNP trial were received from 45 individuals from the period 9 November 2017 to 28 February 2018. All complaints relate to low flying aircraft and an increase in aircraft traffic in their area.

## **6 COMPLAINTS PROCESS AND REVIEW**

In accordance with rule 6.1.6.2.7.3 d(ii) and c(vi) of the District Plan the ANLC may consider and make recommendations the current noise complaints process and procedures.

Section 7 of the Noise Management Plan details the noise compliant process and complaints register. Outside of the NMP review process the ANLC has not made recommendations on the noise complaints process or the complaints register.

## 7 APPENDIX 1: DISTRICT PLAN RULE 6.1.6.2.7.3

### 6.1.6.2.7.3 Airport Noise Liaison Committee

- a. Within 6 months of 6 March 2017, an Airport Noise Liaison Committee (the Committee) shall be established and operated by the [airport operator](#).
- b. The [airport operator](#) shall:
  - i. invite the following parties to appoint members of the Committee:
    - A. two representatives appointed by the [airport operator](#);
    - B. at least two members of Christchurch City Community Boards (as representatives of the community) appointed by the [Council](#);
    - C. one Environmental Health Officer appointed by [Council](#) (non-voting);
    - D. two representatives appointed by the Board of Airline Representatives of New Zealand; and
    - E. one representative appointed by the Isaac Conservation and Wildlife Trust.
  - ii. provide facilities and administrative support for the Committee in order that it can meet not less than twice annually.
- c. The Committee may consider and make recommendations to the [airport operator](#) on:
  - i. Any community concerns regarding noise from [aircraft operations](#) and [engine testing](#);
  - ii. Liaison with, and provision of relevant information to the community;
  - iii. the preparation, review and updating if required of the Airport Noise Management Plan as required by [Rule 6.1.6.2.7.1](#);
  - iv. the preparation, review and updating if required of the Acoustic Treatment Programme and its implementation as required by [Rule 6.1.6.2.7.2](#);
  - v. complaints received over the previous year in respect of noise from [aircraft operations](#) and on-aircraft [engine testing](#), and any actions taken in response to those complaints; and
  - vi. Reviewing, and updating if required, the procedures associated with noise complaints received over the previous year.
- d. The [airport operator](#) shall provide by 6 March 2018, and annually thereafter, a report to the [Council](#) regarding the following:
  - i. the composition of the Committee; and
  - ii. summaries of the Committee's consideration of the matters specified in [Rule 6.1.6.2.7.3](#)

Link to: [Christchurch District Plan Rule 6.1.6.2.7.3](#).



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