

MEETING | MINUTES

Airport Noise Liaison Committee Meeting 12

DATE & TIME: 20/05/2021, 18:00 – 19:00

LOCATION: Aoraki Room, CIAL Offices

MEETING PURPOSE: CIAL Update, Noise complaints summary, ETMS, ATP Update, 2020 Noise Monitoring Report, RPS Contour Review and Reverse Sensitivity Provisions in the CDP

ATTENDEES: Laurie McCallum (Chair), Jason Middlemiss (Community Board Member Representative), Kirsten Rayne (CCC), Shelley Millington (BARNZ), Mike Wall (Community Board Member Representative) Nick Flack (CIAL), Felicity Blackmore (CIAL) and Jane McMecking (CIAL)

APOLOGIES: Linda Chen (Community Board Member Representative), Justin Tighe-Umbers (BARNZ), Nigel Grant (CCC), Bruce Rule (Isaac Conservation and Wildlife Trust),

COPY TO: Laurie McCallum (Chair), Jason Middlemiss (Community Board Member Representative), Kirsten Rayne (CCC), Shelley Millington (BARNZ), Mike Wall (Community Board Member Representative), Linda Chen (Community Board Member Representative), Justin Tighe-Umbers (BARNZ), Nigel Grant (CCC), Bruce Rule (Isaac Conservation and Wildlife Trust), Nick Flack (CIAL), Felicity Blackmore (CIAL) and Jane McMecking (CIAL).

The intention of this memo is to provide a summary to the general public on matters discussed by the Airport Noise Liaison Committee (ANLC) at the 20th May 2021 meeting. This was the twelfth meeting held by the ANLC since its established in March 2017 and was held at the Christchurch Airport offices. This memo is organised into sections based on key discussion points.

Planning and Sustainability team changes:

CIAL provide an update as to team structure, Rhys Boswell full time project leader for Central Otago, Nick Flack new GM, Planning & Sustainability and Jane McMecking is the new environmental Adviser covering Jess Royals maternity leave.

General Business:

Domestic services are recovering well from the COVID pandemic. Regional and Domestic terminals have been busy, and the express carpark has been full a couple of times. The Trans-Tasman bubble is now open which has increased flights, however majority of passengers are “friends and relatives” and the ratio of New Zealanders travelling to Australia is low. We anticipate this may change with the school holidays/ski season and vaccination roll out across both Australia and NZ

Noise Complaints Summary

Summary of the noise complaints since the last meeting from 30/11/2020 to 20/5/2021 was provided to the committee at the meeting. A total of 18 noise complaints received from 17 individuals. Overall seeing a drop in the number of noise complaints in the post COVID environment.

The current process to respond to complaints continues where CIAL explain what has occurred, why it has occurred and an provide an explanation of how CIAL manage noise in accordance with the rules in the District Plan. Complainants are invited to meet with the Airport to discuss their concerns if these cannot be resolved via phone and email correspondence.

Engine Testing Management System (ETMS)

CIAL and MDA are adding a new aircraft type (A320 neo) into the ETMS, this work originally commenced in late 2019, but as a result of COVID was put on hold. The project recommenced an is expected to be completed within the next month.

2020 Noise Monitoring Report (NMR) 2020

2020 noise monitoring report was issued to CCC in March, please see [link here](#) for a full copy of the report. In summary,

Aircraft operational compliance:

CIAL annual compliance contour (AANC) (based of the busiest three consecutive months) is within the 65 dB Ldb compliance contour. The busiest three months were Jan, Feb, March which was before the full impact of COVID was experienced, as such the 2020 AANC shows a slight reduction in noise, however not as much as anticipated.

On-Aircraft Engine Testing:

Analysis conducted by MDA conclude there is good agreement between the ETMS and the noise measurements on site and that the ETMS is still an appropriate tool to use for engine testing noise compliance analysis at Christchurch Airport.

Acoustic Treatment Program (ATP) Update

No new properties are eligible for acoustic treatment under the 2020 AANC, CIAL continue to work through the Acoustic treatment program eligible properties who have taken up the offer.

Round table

Next meeting to be held within 6 months

MEETING CLOSED: 21/05/2021, 7:30pm

NEXT MEETING: TBC, Date TBC, CIAL

MEETING | MINUTES

Airport Noise Liaison Committee Meeting 11

DATE & TIME: 7/12/2020, 18:00 – 19:30

LOCATION: Aoraki Board Room, CIAL Offices

MEETING PURPOSE: COVID-19 Impacts and Aeronautical Update, Divergent Go-Around and Missed Approach (GOMA) Protection (15/15), Noise Complaints Summary, ETMS User Group, Noise Monitoring Report progress and ATP Update.

ATTENDEES: Laurie McCallum (Chair), Nigel Grant (CCC), Bruce Rule (Isaac Conservation and Wildlife Trust), Justin Tighe-Umbers (BARNZ), Mike Wall (Community Board Member Representative), Jason Middlemiss (Community Board Member Representative), Rhys Boswell (CIAL), Felicity Blackmore (CIAL) and Jess Royal (CIAL)

APOLOGIES: Linda Chen (Community Board Member Representative)

COPY TO:

The intention of this memo is to provide a summary to the general public on matters discussed by the Airport Noise Liaison Committee (ANLC) at the 7th December 2020 meeting. This was the eleventh meeting held by the ANLC since its established in March 2017 and was held at the Christchurch Airport offices. This memo is organised into sections based on key discussion points.

COVID-19 Impacts and Aeronautical Update

Domestic services are recovering well, 80% seat occupancy on domestic routes in comparison to 2019, regions particularly strong. CIAL and aviation have played a critical role during and post COVID-19 to connect New Zealand and our goods to the rest of the world. There has been an increase in freight only services to replace the freight in passenger planes. AirNZ has commenced several weekly freight dedicated routes using the Dreamliner (B787), which a first for AirNZ.

Divergent Go-Around and Missed Approach (GOMA) Protection (15/15)

The Divergent Go-Around and Missed Approach (GOMA) Protection (15/15) flight paths went live 26 March 2020. These paths were put in place to allow for a GOMA aircraft to be separate from a prior departure allowing the aircraft to diverge from each other by 30 degrees or more. As a result, Divergent GOMA protection allows for safe separation of planes, increased capacity, efficiency and predictability in circumstances where use of the visual circuit is not available.

On RWY02 and RWY20 Standard Instrument Departure (SID) tracks shift 15 degrees west, away from the city. Published missed approach tracks shift 15 degrees east. The missed approach track on RWY02 is aligned along the SH1 road corridor and the RWY20 track towards Islington.

Additionally, on RWY02 approximately 50% of departures to Wellington, Dunedin and Invercargill (subject to arrival traffic) are tactically departed 15deg to the east of centreline (as per the Missed Approach tracks), improving efficiency and enhancing airport noise contour compliance.

On RWY29, restrictions associated with the proximity of West Melton aerodrome and the airfield orientation relative to aircraft intended direction of travel, have dictated an alternative divergence

solution. Departure SIDs turn either 30 degrees to the north or 35 degrees to the south. GOMA aircraft will continue straight ahead.

Noise Complaints Summary

Summary of the noise complaints since the last meeting from 01/05/20 to 30/11/20 was provided to the committee prior to the meeting. A total of 16 noise complaints received from 12 individuals.

The current process to respond to complaints continues where CIAL explain what has occurred, why it has occurred and provide an explanation of how CIAL manage noise in accordance with the rules in the District Plan. Complainants are invited to meet with the Airport to discuss their concerns if these cannot be resolved via phone and email correspondence.

Engine Testing Management System (ETMS) User Group

CIAL held 1st meeting with the ETMS user group in Oct 2020, meetings to be held biannually.

Noise Monitoring Report (NMR) 2020 Progress

Working with Airways and MDA to produce 2020 NMR. Reporting includes the 3 busiest months of the year so is unlikely to show the impact of COVID-19.

Acoustic Treatment Programme (ATP) Update

A CIAL internal experienced Project Manager is now managing the ATP. CIAL continue the process of visiting eligible owners, completing an acoustic assessment on their dwelling, scoping the work and then presenting the offer to the owner who choose whether to proceed.

Round table

Isaac Conservation and Wildlife Trust

- actively seeking to close a nearby water race and thanked CIAL for their help.
- recently purchased 25 Jessons Road.

MEETING CLOSED: 7/12/2020, 7:30pm

NEXT MEETING: June 2021, Date TBC, Location TBC

MEETING | MINUTES

Airport Noise Liaison Committee Meeting 10

DATE & TIME: 5/05/2020, 18:00 hours- 20:00 hours

MEETING PURPOSE: COVID-19, Summary of noise complaints, Noise Complaints and Dashboard, 2019 Noise Monitoring Report and Acoustic Treatment Programme Updates.

ATTENDEES: Laurie McCallum (chair), Nigel Grant (CCC), Bruce Rule (Isaac Conservation and Wildlife Trust), Patrick Whelan (BARNZ), Mike Wall (Committee Board Representative), Jason Middlemiss (Committee Board Representative), Rhys Boswell (CIAL), Felicity Blackmore (CIAL),

APOLOGIES: Jess Royal and Linda Chen

COPY TO:

The intention of this memo is to provide a summary to the General Public on matters discussed by the Airport Noise Liaison Committee (ANLC) at the 5th May 2020 meeting. This was the tenth meeting held by the ANLC since its establishment in March 2017 and was held virtually due to COVID health management requirements. This memo is organised into sections based on key discussion points.

COVID-19 Airport Noise Update

COVID-19 is having a significant impact on Christchurch International Airport Ltd (CIAL) aircraft and passengers' numbers, currently operating with 5% of pre-COVID traffic numbers. CIAL has worked with Qantas, Emirates and Air NZ to secure freight movements, the additional freight movements have been key to connect South Islands exports around the world.

Engine testing activities have also been impacted, with a reduction in on-aircraft engine testing. Like airports across the world CIAL apron area is currently being used to park grounded aircraft, these aircraft still have regular maintenance requirements including engine runs.

Noise Complaints

A summary of all noise complaints received from 12/08/2019 to 30/04/2020 was provided. A total of 17 noise complaints had been received from nine different complainants relating to helicopter movements, engine testing, aircraft using the cross runway, and low flying aircraft. The complaints summary also included a list of complaints relating to the police Eagle helicopter trial, a total 13 complaints were received in relation to hovering, flying low during the day, evening and night time.

Noise Complaints Dashboard

CIAL shared with the committee two recently improved tools used to respond to noise complaints and the recording of noise complaints via the tools, Flight Path Investigation and mapping of noise complaints. The flight path investigation tool is a platform enabling CIAL to instantly look at flight path information on a map, detailing the flight path, altitude and aircraft type. This information is used to understand flight activity as it relates to noise complaints. CIAL is also now able to view and analyse noise complaints on a map.

Acoustic Treatment Program

CIAL are continuing to deliver the acoustic treatment program, albeit works have been put on hold as a result of level 4 and to the COVID response. A summary of delivery is provided below:

Currently 9 properties are eligible for acoustic treatment under the AANC, of which 4 are progressing with the offer. Ten properties are eligible mechanical ventilation under the engine testing contours, of which 4 are progressing with the offer.

2019 Noise Monitoring Report

CIAL submitted the 2019 noise monitoring report to CCC in late February, with the 2019 reporting including noise measurements to verify both the annual compliance contours and the engine testing management software. To summarise, the 2019 noise monitoring report demonstrated compliance with the 65 dBa Ldn compliance contour and the Engine testing contours. A copy of the full report is on CIAL's website.

2019 Airport Noise Liaison committee report

CIAL complied and issued the 2019 Annual Airport Noise Liaison Committee Report, which is available on CIAL's website.

Air Noise Contour Modelling Update

CIAL have progressed with the Air Noise Contour remodelling process but are anticipating delays because of COVID.

Public request for the ANLC to address submitted agenda items

The committee addressed agenda points submitted by Mr David Lawry prior to the meeting and will provide a response to Mr Lawry.

Round Table

Isaac Conservation and Wildlife Trust

- Continuing to request for open communication with both CCC and ECan in relation to the proposed Mcleans Island Kart Club.

MEETING CLOSED: 5/05/2020, 20:00 hours

NEXT MEETING: 18:00 hours, 1/10/2020, (date TBC)

MEETING | MINUTES

Airport Noise Liaison Committee Meeting 9

DATE & TIME: 12/08/2019, 18:00 hours- 19:30hrs

MEETING PURPOSE: Noise Complaints, AANC Remodelling, Noise Monitoring Report and ATP Update

ATTENDEES: Laurie McCallum, Sam MacDonald, Linda Chen, Bruce Rule, Shelley Millington, Kirsten Rayne, Rhys Boswell, Felicity Blackmore & Jessica Royal

APOLOGIES: Justin Tighe-Umbers

The intention of this memo is to provide a summary to the General Public on matters discussed by the Airport Noise Liaison Committee (ANLC) at the 12th August 2019 meeting. This was the ninth meeting held by the ANLC since its establishment in March 2017. This memo is organised into sections based on key discussion points.

Noise Complaints

A summary of all noise complaints received from 18/02/19 to 12/08/19 was provided. A total of 28 noise complaints had been received from 20 different complainants relating to low flying aircraft, increased aircraft traffic, drone activity, engine testing and aircraft using the cross runway. The ANLC approves of CIAL's approach to resolve noise complaints.

2019 Noise Monitoring Report

Christchurch Airport (CIAL) are scoping the 2019 noise monitoring report including under taking noise measurements to verify the engine testing management software and the Annual Noise Compliance Contour. CIAL sought approval from the ANLC in regard to the location of terminal locations used to verify the AANC. The loggers are to be deployed from October 2019 for 1 month. The purpose is to calibrate the noise modelling software and to build on data collected in the past to understand the behaviour of noise at the airport. CIAL are required to carry out noise monitoring every 3 years.

Air Noise Contour Modelling Update

CIAL are continuing work on the Air Noise Contour remodelling process and are aiming to deliver draft contours and supporting information to Environment Canterbury in the 2nd quarter of 2020.

Acoustic Treatment Programme

All initial offers for acoustic treatment and mechanical ventilation have been sent to the 17 eligible dwelling owners. To date a total of 7 eligible dwelling owners have opted to progress with a detailed scope of works required to make full offers.

Round Table

Lincoln University

- students are working on a Climate Change Action Plan for the university.

Isaac Conservation and Wildlife Trust

- 2 releases of birds hatched last season to predator free environments have or will occur shortly. 130 kakī were released to Mackenzie Basin last week and a brown teal release will follow shortly after.
- Sound meters have been deployed in the Peacock Springs wetland area to assess the relationship between sound and bird behaviour. This detail will be used to help move resource consenting processes from non-notified to public notified.
- Working on the protection of orange fronted parakeets, birds are to be ring fenced, with trapping and 1080 poisoning around the perimeter. Birds will continue to be fed known as a soft release.

MEETING CLOSED: 12/08/2019, 19:30 hours

NEXT MEETING: February/March 2020 (date TBC)

MEETING | MINUTES

Airport Noise Liaison Committee Meeting 8

Date and Time: 18/02/2019, 18:00 hours

Meeting Purpose Flight Path Trial, Compliance Contour and ATP Update

Attendees: Laurie McCallum, Sam MacDonald, Linda Chen, Nigel Grant (on behalf of Kristen Rayne), Felicity Blackmore & Jess Royal

Apologies Justin Tighe-Umbers, Bruce Rule, Kristen Rayne & Rhys Boswell

Copy to:

The intention of this memo is to provide a summary to the General Public on matters discussed by the Airport Noise Liaison Committee (ANLC) at the 18th February 2019 meeting. This was the eighth meeting held by the ANLC since its establishment in March 2017. This memo is organised into sections based on key discussion points.

Noise Complaints

A summary of all noise complaints received from 16/10/18 to 18/02/19 was provided. A total of 13 noise complaints had been received from 9 different complainants relating to low flying aircraft and increased aircraft traffic. The ANLC approves of CIAL's approach to resolve noise complaints. The process of providing explanations and meeting with complainants aims to alleviate concerns and should continue to be pursued where possible.

Christchurch Flight Paths Trial

The trial ended on 08/11/18. The trial partners are working on the final report to be finalised in a months' time. This will be available to the public on the Christchurch Flight Paths Trial website (<https://christchurchflightpathstrial.co.nz/>) and Christchurch Airport Noise website (<https://www.christchurchairport.co.nz/en/community-and-environment/environment-and-sustainability/noise/>).

Compliance Contour Update

The contours are being modelled using two separate modelling programmes. The Airport have made a submission to the Greater Christchurch Partnership for the Greater Christchurch Settlement Pattern Update to inform that contours will be changing and have invited them to engage with the Airport in this process. The hearing is scheduled for the 26th of February.

When the contours are finalised they will be given to Environment Canterbury who will decide next steps.

Acoustic Treatment Programme

Christchurch Airport will provide the initial offers to dwelling owners on the 6th of March as per the District Plan requirements.

After the initial offer is received, dwelling owners will be able to contact Christchurch Airport and an acoustic assessment will be carried out.

At this stage, 18 properties are eligible for acoustic treatment/mechanical ventilation in relation to aircraft noise or engine testing and 30 properties qualify for acoustic advice.

Christchurch Airport has engaged a consultant, experienced in this work, to carry out the Project Management of the works required.

Reporting

The 2018 Noise Monitoring Report and the 2018 Airport Noise Liaison Committee report are both due for submission to the Christchurch City Council on the 6th of March.

Meeting Closed 18:30 hours

Next Meeting 18:00 hours, July 2019 (date TBC)

MEETING | MINUTES

Airport Noise Liaison Committee Meeting 7

DATE & TIME: 15/10/2018, 18:00 Hours

MEETING PURPOSE: Flight Path Trial, Compliance Contour and ATP Update

ATTENDEES: Laurie McCallum, Bruce Rule, Kristen Rayne, Sam MacDonald, Linda Chen, Shelley Millington (on behalf of Justin Tighe-Umbers), Rhys Boswell, Felicity Blackmore, Jess Royal

APOLOGIES: Justin Tighe-Umbers

COPY TO:

The intention of this memo is to provide a summary to the General Public on matters discussed by the Airport Noise Liaison Committee (ANLC) at the October 15th 2018 meeting. This was the seventh meeting held by the ANLC since its establishment in March 2017. This memo is organised into sections based on key discussion points.

Noise Complaints

A summary of all noise complaints received from from 31/07/18 to 15/10/18 was provided. A total of 10 noise complaints had been received, from 7 different complainants relating to engine testing, helicopter noise and low flying aircraft. The ANLC approves of CIAL's approach to resolve noise complaints.

Christchurch Flight Paths Trial

Christchurch Airport explained the alternative approach to Runway 02. The trial is coming to a close on 09/11/18.

Compliance Contour Update

Christchurch Airport discussed the Compliance Contour Update process to be carried out with Airways, Marshall Day, BARNZ and other relevant parties. The contours were last reviewed 2007-08 and the Airport has elected to recalculate the contours every 10 years, aligning with the RMA and District Plan cycle. This programme will take flight paths, the predicted increase of future aircraft movements, ECan, planning documents, public discussions into consideration.

The results of this programme will be given to ECan to incorporate into the Regional Policy Statement (RPS).

Acoustic Treatment Programme

Christchurch Airport explained the Acoustic Treatment Programme (ATP) as the process to make offers to acoustic treat dwellings that fall within the Aircraft and Engine testing contours as at 6 March 2017 outlined in the District Plan. The Airport have identified the properties that fall into these contours. First letters to be sent out shortly to let dwelling owners know that they are eligible for acoustic treatment and will explain this process.

MEETING CLOSED: 15/10/2018, 19:40 Hours

NEXT MEETING: 18:00 Hours, 19/02/2018,

MEETING | MINUTES

Airport Noise Liaison Committee Meeting 6

DATE & TIME: 30/07/2018, 18:00 Hours

MEETING PURPOSE: Status of Noise Complaints, Flight Path Trial Interim Report, Airport Noise Liaison Report, Noise Management Plan, Noise Monitoring Report and Acoustic Treatment Programme Update

ATTENDEES: Laurie McCallum, Kirsten Rayne, Peter Eman, Sam MacDonald, Linda Chen, Justin Tighe-Umbers, Rhys Boswell, Felicity Blackmore, Jess Royal

APOLOGIES: Bruce Rule

COPY TO:

The intention of this memo is to provide a summary to the general public on matters discussed by the Airport Noise Liaison Committee (ANLC) at the July 30th, 2018 meeting. This was the sixth meeting held by the ANLC since its establishment in March 2017. This memo is organised into sections based on key discussion points.

Noise Complaints

Christchurch Airport provided a summary of noise complaints received since the previous meeting grouped into general noise and Christchurch Flight Paths Trial (PBN) complaints. 8 complaints from 5 individuals were received relating to low flying aircraft, increased traffic and engine testing. 9 complaints from 5 individuals were received in relation to the flight path trial. The ANLC members agreed that the current process for addressing complaints is working well.

ANLC Report

It was noted that the Airport Noise Liaison Committee Report was issued on the 01/06/18 by Christchurch Airport (CIAL) to the Christchurch City Council (CCC).

Noise Management Plan

The final Noise Management Plan (NMP) was issued on the 01/06/18 by CIAL to ANLC and is now posted on the CIAL website.

Noise Monitoring Report

CIAL provided a summary of the Noise Monitoring Report issued on the 21/06/18 to the CCC.

PBN Interim Report

Christchurch Airport and the Board of Airlines Representatives New Zealand (BARNZ) provided a summary of the Christchurch Flight Paths Trial Interim Report released at the six-month mid-trial point in July 2018. A full report will be released following the completion of the trial in early November 2018 in consultation with the trial partners. A copy of this report can be found on the Christchurch Flight Paths Trial Website here: <https://christchurchflightpathstrial.co.nz/wp-content/uploads/2018/07/Christchurch-Flight-Paths-Trial-Interim-Report.pdf>.

Christchurch Airport explained that prevailing Nor' West wind conditions through the trial have led to a cluster of complaints in the West Melton area on runway 02 PBN approaches.

As a result, the report includes a section 'interim recommendations' where the trial partners have agreed to:

1. Continue the one-year trial of PBN flight paths for arrivals to Christchurch Airport as planned, because a range of benefits is being achieved, and valuable data and feedback is being gathered.
2. Restrict the use of sensitive PBN flight paths prior to 9am on weekends from 14 July 2018. This is a direct response to community feedback and is expected to provide a material reduction in the noise impact for some residents.
3. Design an additional PBN flight path to approach runway 02 from the northwest (east of West Melton), as an alternative to the current PBN flight path. This would address residential noise concerns and increase pilot participation.
 - a. Trialling a new flight path may be achievable from 8 November 2018.
 - b. Noise sharing across these two flight paths should be considered as a future option.

BARNZ explained the success of the trial to date, namely, good uptake from the airlines using the PBN routes, increased safety, reduced CO2 emissions, distance and flight time reduction and fuel savings. All these factors provide benefits to both the general public and the airlines.

CIAL clarified that around 30% of arrival flights are using PBN. This is due to only certain types of aircraft being able to fly the routes. Turbo-props cannot use PBN at present. It is expected that in the long term all flights across the world will be using PBN routes.

Annual Airport Noise Contours

CIAL outlined scoping for remodelling of the Future Aircraft Operations Contour Map will commence in August in line with the 10-yearly update to the Regional Policy Statement.

CIAL will hold workshops to start this process made up of representatives from Airways, acoustic engineers, planners, Airbiz, airlines and the Airport.

The Preliminary contours will be submitted to Environment Canterbury and their Planning team to peer review. The Contours will be as fixed in the RPS for the various districts affected. At a later stage, there will be a formal process in the RPS for submissions and review where the public would be involved.

CIAL will provide an update at the next ANLC meeting to explain the revised contours. CIAL have agreed to hold an additional meeting for the members of the ANLC following this if required.

Acoustic Treatment Programme

The 2nd revision of the Acoustic Treatment programme (ATP) was issued on the 30/07/18 by CIAL to the ANLC. The ANLC are to review and provide comments to CIAL by 31/08/18. CIAL explained the core differences from the previous draft issued to the committee. CIAL also explained the inclusion of the schedule of properties within the 2017 AANC as at 06/03/17 that require full Acoustic Treatment or mechanical ventilation. New properties would be added as they fall into the future contours and by 6/03/2019 1st offers will be issued.

CIAL explained that property owners will be given up to 3 months to respond to the offers and each year the offer for Acoustic Treatment is presented again.

MEETING CLOSED: 30/07/2018, 19:15 Hours

NEXT MEETING: 18:00 Hours, 15/10/2018,

MEETING | MINUTES

Airport Noise Liaison Committee: Meeting 5 (ANLC)

DATE & TIME: 23/04/2018, 18:00 Hours

MEETING PURPOSE: Introductions, Status of Noise Complaints & Flight Path Trial Update, Noise Management Plan and Acoustic Treatment Programme Update

ATTENDEES: Laurie McCallum, Bruce Rule, Kirsten Rayne, Sam MacDonald, Rhys Boswell, Felicity Blackmore (CIAL), Jess Royal

APOLOGIES: Justin Tighe-Umbers (BARNZ), Peter Eman (CCC), Linda Chen, Nigel Grant

COPY TO:

The intention of this memo is to provide a summary for the General Public on matters discussed by the Airport Noise Liaison Committee (ANLC) at the April 23rd 2018 meeting. This was the fifth meeting held by the ANLC since its establishment in March 2017. This memo is organised into sections based on key discussion points.

Noise Complaints

A summary of all noise complaints received since the January meeting was provided. A total of 18 noise complaints has been received, 17 of which were Low Flying Aircraft Complaints and 1 being an Engine Testing Complaint.

Airport Noise Management Plan (NMP) Review

Christchurch Airport representatives explained the Noise Management Plan will be finalised following a final internal review. Due to recent staff changes, the finalisation of this document has been delayed. All ANLC members signed off the draft in the previous meeting and as such the draft can be considered a working document until it is finalised. Airport reps will meet with Christchurch City Council to review the draft NMP and the finalised documents will be completed before the next ANLC meeting on 30th July 2018.

Airport Acoustic Treatment Programme (ATP) Review

Similar to the NMP, airport staff explained the Acoustic Treatment Programme will be finalised following a final internal review. Due to recent staff changes, the finalisation of this document has been delayed. The finalised documents will be completed before the next ANLC meeting on 30th July 2018.

Flight Path Trial Update

A summary of all feedback received since the beginning of the Christchurch Flight Paths Trial (9th November 2017) was provided. A total of 119 complaints and feedback has been received from 81 different respondents. 97 complaints and feedback have been received from the West Melton area from 67 different residents. Airport staff explained the trial is nearing the six-month scheduled review in May 2018. CIAL will meet with the trial partners to review the first six months of feedback and data, then release a final report in mid to late June. The report will contain a summary of the findings and any action deemed appropriate.

MEETING | MINUTES

MEETING CLOSED: 23/04/2018, 18:45 hours

NEXT MEETING: 18:00 hours, 30/07/2018,

MEETING | MINUTES

Airport Noise Liaison Committee (ANLC) Meeting 4

DATE & TIME: 22/01/2018, 18:00 hours

MEETING PURPOSE: Catch up and Update on the Status of Noise Complaints

ATTENDEES: Laurie McCallum, Bruce Rule, Kirsten Rayne, Sam MacDonald, Rhys Boswell, Jess Royal (CIAL)

APOLOGIES: Justin Tighe-Umbers (BARNZ), Peter Eaman (CCC), Linda Chen, Nigel Grant

COPY TO:

The intention of this memo is to provide a summary for the General Public on matters discussed by the Airport Noise Liaison Committee (ANLC) at the January 22nd 2018 meeting. This was the fourth meeting held by the ANLC since its establishment in March 2017. This memo is organised into sections based on key discussion points.

Noise Complaints

Christchurch Airport representatives reported that noise complaints have increased as a result of the trial commencing in the second week of November 2017. Around 20% of total flights into Christchurch Airport are on the new flight path trial. CIAL has received 20 complaints directly related to the PBN trial and 10 complaints that are possibly related but difficult to determine. Most complaints have come from West Melton residents on the Runway 02 path. This path runs along the south west edge of West Melton. Of the PBN complaints, there are around 6-10 individuals who have logged a complaint on more than one occasion. It is understood by the four trial partners that concentration of complaints in this area are likely due to the weather conditions over the past few months - namely northerly winds, still and calm days resulting in greater noise awareness. CIAL says the trial partners are happy with the way the trial has gone to date.

Public enquiry

A member of the public had raised concerns to be addressed by the ANLC at a previous meeting. All concerns have been addressed and the feedback has been accepted. No further action is necessary at this stage. This person was given the opportunity to come to the next ANLC meeting to discuss concerns but decided to decline. The ANLC is satisfied the Airport has done all it can to answer these queries.

Noise Management Plan (NMP) Review

The latest version was adopted and implemented and the draft finalised and circulated to the committee. The document is to be released publicly.

Acoustic Treatment Programme

Airport representatives explained the Acoustic Treatment Programme is currently with the Airports Procurement & Legal team, which must review all documents of offer to affected parties. The Airport is at no risk of compromising deadline dates outline in District Plan.

Christchurch Flight Paths Trial Update

Christchurch Airport reported the trial is progressing well. The 02 Runway over West Melton has the highest concentration of complaints at this stage. Due to feedback from some airlines, Airways are looking to refine the paths descent to a more gradual slow down. Noise loggers have recorded data for four of six sites of measurement. The last two loggers have been deployed and are currently recording data. CIAL clarified that the PBN trial is for arrivals only.

MEETING CLOSED: 22/01/2018, 18:45 hours

NEXT MEETING: 18:00 hours, 23/04/2018,

MEETING | MINUTES

Airport Noise Liaison Committee (ANLC)- Meeting 3

DATE & TIME: 16/10/2017, 18:00 hours

MEETING PURPOSE: To implement the Christchurch Replacement District Plan policies, objectives and rules

ATTENDEES: Laurie McCallum (Chair), Linda Chen, Sam MacDonald, Bruce Rule, Bob Fletcher, Rhys Boswell, Kate McKenzie, Nigel Grant, Yvonne Densem, Natalie Reeves

APOLOGIES: Justin Tighe-Umbers, Kirsten Rayne

COPY TO:

The intention of this memo is to provide a summary to the General Public on matters discussed by the Airport Noise Liaison Committee (ANLC) at the October 16th 2017 meeting. This was the second meeting held by the ANLC since its establishment in March this year. This memo is organised into sections based on key discussion points.

Noise Complaints

A summary of all noise complaints received since the July meeting was provided. A total of 33 noise complaints had been received, 28 of which were all from the same person within a two-day period. The ANLC is approving of CIAL's current approach to resolve noise complaints.

Public enquiry

A member of the public raised concerns in two separate emails to be addressed by the ANLC. All concerns were discussed in detail by the ANLC and a written response is to be sent to the concerned community member. The ANLC members are approving of the approach taken by the Christchurch International Airport to date and support the outlined approach.

Airport Noise Management Plan (NMP) Review

Christchurch Airport presented the most recent round of changes to the draft NMP to the Committee including comments from acoustic experts. All Committee members agreed to review changes in their own time and use 'tracked changes' to mark any suggested amendments. All ANLC members were made an offer to meet with Christchurch Airport to discuss any changes in further detail.

Airport Acoustic Treatment Programme

The Airport presented the most recent round of changes to the Airport Acoustic Treatment Programme. It was explained that the programme is not as far advanced as the NMP as many documents require legal review which is a time-consuming process. The airport is still on track to meet deadline targets outlined in the District Plan.

PBN update

Christchurch Airport outlined to the ANLC the intention to launch a one year flight path trial using Performance Based Navigation (PBN) procedures. A presentation was delivered outlining what PBN is, the benefits of it, why it is required, who is involved, potential effects on community, how it will be rolled out

etc. CIAL explained that it is a legal requirement to implement this based on agreements made by the national government. ANLC members will be provided further information and updates as they become available.

MEETING CLOSED: 16/10/2017, 20:30 hours

NEXT MEETING: 18:00 hours, 22/01/2018,

MEETING | MINUTES

Airport Noise Liaison Committee (ANLC) Meeting 2

DATE & TIME: 24/07/2017, 18:00 hours

MEETING PURPOSE: To Implement the Christchurch Replacement District Plan Policies, rules and objectives

ATTENDEES: Laurie McCallum (chair), Linda Chen, Bruce Rule, Bob Fletcher, Rhys Boswell, Kate McKenzie, Natalie Reeves, Peter Eman, Nigel Grant, Chris Day

APOLOGIES: Kirsten Rayne, Sam McDonald, John Beckett

COPY TO:

The intention of this memo is to provide a summary to the General Public on matters discussed by the Airport Noise Liaison Committee (ANLC) at the July 24th meeting. This was the second meeting held by the ANLC since its establishment in March this year. This memo is organised into sections based on key discussion points.

Question of public accessibility of meeting discussions

Linda Chen and Sam McDonald raised a query on the behalf of the community on transparency of committee meetings. A member(s) of the public had questioned whether meeting minutes or the like would be publicly accessible. The ANLC discussed this point, agreeing that there is no issue with the public reviewing what is discussed but agreed that where matters of commercial sensitivity, privacy or the like were concerned, they will be kept confidential within The Committee.

The merit of publishing minutes versus a summary of key points was discussed. Examples of similar committees was drawn upon. Ruapuna publish a summary, Auckland Airport publish minutes. The ANLC agreed a summary would likely be more beneficial to the public.

Question of Public attendance at ANLC meetings

At the first meeting of the ANLC, public attendance was briefly discussed and it was agreed that all ANLC meetings would be closed to the General Public unless a formal request is made to present on a selected topic or issue. The procedure for requesting an audience with the ANLC will be outlined in the ANLC Terms of Reference. The procedure will be published on the Christchurch International Airport public website.

Fundamentals of Acoustics and Airport Noise

Chris Day of Marshall Day Acoustics presented to the ANLC on the fundamentals of acoustics and airport noise for the purposes of enhancing the Committee's understanding of technical noise matters. The presentation was well received.

Terms of reference (ToR)

The ToR for the ANLC were developed following the initial ANLC meeting. The basis of the ToR is Rule 6.1.6.2.7.3 and Appendix 6.11.14 as it informs the development of the Airport Noise Management Plan (NMP), one of the core responsibilities of the ANLC.

The ToR were developed by CIAL and circulated to the ANLC for review. Comment on the ToR is not due until August 25th 2017. However, at the meeting, it was agreed to extend the term of the Chair for three years, outline a procedure for the public to request an audience with the ANLC and outline a procedure for addressing matters related to the ANLC between meeting dates.

The ToR include a working programme to guide the committee towards delivering key documents in specified timeframes and to note key meeting dates. The timeframes and dates outlined were agreed as suitable by those members present.

Noise Management Plan and Acoustic Treatment Programme

First drafts of each of these two documents have been prepared by CIAL for comment by the ANLC. These were circulated to ANLC members for review on July 17th, comments are not due back until August 25th. The ANLC were able to question and provide comments on these documents in the meeting.

A second draft of these documents incorporating feedback from ANLC members will be circulated prior to the next meeting date on October 16th 2017.

MEETING CLOSED: 24/07/2017, 21:00 hours

NEXT MEETING: 18:00 hours, 16/10/2017,
