

Minutes

Subject: Meeting of the Aircraft Noise Community Consultative Group
Location: Meeting held in Person and via Microsoft Teams
Date: 15 December 2025

Member Attendance	In Person: Rachel Devine, Independent Chair Jason Higgs, Auckland Airport Helen Twose, Auckland Airport Heather Haylock, Community Rep Albert Scott, Community Rep Fuimaono Jennifer Laulala, Community Rep Kelvin Hieatt, Papakura LB Dianna Fuka, Maungakiekie-Tāmaki LB Debbie Burrows, Maungakiekie-Tāmaki LB (until 2.15pm) Hunter Hawker, Franklin LB Allan Geddes, Waitākere Ranges LB Harry Fatu Toleafoa, Mangere-Ōtāhuhu LB Roseanne Hay, Puketāpapa LB Rowan Cant, Puketāpapa LB Raewyn Bhana, Manurewa LB Krish Naidu, Howick Local Board Karl Taylor, Airways Corporation Geoff Hounsell, Airways Corporation (until 1.30pm)	Via “Teams”: Nicholas Lau, Auckland Council Troy Churton, Ōrākei LB Cath O’Brien, BARNZ Christina Robertson, Albert-Eden LB Joe Glassie-Ramussen, Mangere-Otahuhu LB RJ Thomson, Whau LB (until 2.50pm)
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Other Attendance	In Person: Caitlin Goodman, Auckland Airport Andrea Marshall, Auckland Airport Mark Laurensen, Auckland Airport Jaynie Yang, Auckland Airport Chris Day, Marshall Day Acoustics Stephanie King, Marshall Day Acoustics	Via “Teams”:
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Members of the Public	Nil
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Apologies	David Wong, Auckland Council Councillor Alf Filipaina, Auckland Council
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1. Meeting Quorum

The Independent Chair confirmed a meeting quorum and opened the meeting at 1:03pm.
Apologies as listed above.

2. Opening Karakia

3. Welcome by the Chair, meeting and attendees to be recorded.

4. Public Forum

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

5. Minutes of Meeting Held on 8 September 2025

No issues raised.

Action 1: Auckland Airport to publish confirmed Minutes.

6. Introductions

All parties introduced themselves and their roles.

7. Code of Conduct and Conflict of Interests

Jaynie Yang spoke to the standing conflict register and code of conduct. The code of conduct was circulated at the induction earlier in the day and signed by the majority.

No conflicts were identified by attendees.

The Chair reminded the group to raise conflicts or perceived conflicts as they arise in response to future agenda items.

Action 2: Auckland Airport to follow up with all members who have not yet signed the code of conduct.

8. Matters Arising from the Previous Minutes

Jaynie Yang addressed the ANCCG member contact details (matter arising #8) and explained that the updated contact details would follow this meeting.

Action 3: Auckland Airport to circulate a register of member contact details.

Caitlin Goodman addressed matter arising #5 relating to a previous outage in the Casper noise monitoring system and measures that have been put in place to help ensure any future issues are quickly recognised and addressed. Caitlin explained that Airways now receives daily noise reports and will soon be receiving error reports if the system goes offline.

Matters arising relating to temporary monitors (#6), SMART approaches (#7), and the merits of a summary document outlining the legislative framework relative to aircraft noise (#9) to be addressed under other agenda items.

9. Auckland Airport Community Trust Annual Report

Andrea Marshall explained that she is one of the Auckland Airport representatives on the Auckland Airport Community Trust, which currently allocates approximately \$430,000 per annum to the community via various grants in recognition of the noise effects of Airport operations on the community in the HANA, MANA, and ANNA. This includes funding for homeowner contributions to noise reduction packages in the MANA where the homeowner meets requirements related to financial hardship.

10. Noise monitor review update

Caitlin Goodman addressed the noise monitor review. Key points of note were:

- Auckland Airport's Designation 1100 requires it to monitor noise via monitors at particular locations relative to the HANA. These monitoring locations have historically been described as 'permanent' but are more accurately described as 'mandatory'.
- The locations of these mandatory monitors can be moved but they must be located as near as practicable to the boundary of the HANA.
- Auckland Airport also monitors noise at a number of other locations on a 'voluntary' or 'discretionary' basis (historically referred to as 'temporary' monitors). These monitors have been deployed to better understand noise from specific changes, like SMART approaches.

- Voluntary/discretionary monitors are portable as they are intended to be deployed for a limited period before being removed or relocated. Historically, these monitors have been left in situ.
- The mandatory monitor at Prices Road is currently supplemented by a second monitor on Auckland Airport land due to ongoing construction activities proximate to the mandatory monitor. The mandatory monitor may be relocated in the future – this is addressed in further detail in the memo [here](#).
- Location of mandatory and voluntary/discretionary monitors are shown at slide 4 of the [Quarterly Aircraft Noise Report](#) prepared by MDA.
- MDA has reviewed the effectiveness of the voluntary/discretionary monitors, summarised in the memo [here](#). The MDA memos can be viewed via the following links: [Flatbush](#), [Mt Eden](#), and [Wiri](#).

Key questions and corresponding answers from the Auckland Airport team are summarised below:

- Q - Potential to relocate voluntary/discretionary monitors to specific locations if monitoring in the current locations has served its purpose?
A – Yes, this will be addressed in more detail at the next ANCCG meeting.
- Q - How effective are the voluntary/discretionary monitors?
A – Effectiveness varies – see the memo [here](#).
- Q - Is there any available qualitative data being sought and obtained, separate to complaint data, noting that parties may not be aware of the potential to complain or how to do so?
A – Additional data is available from a range of sources, including:
 - Requests for noise reduction packages
 - Community feedback from community events, like that completed this year for the draft Master Plan and in relation to the promotion of noise reduction packages

Auckland Airport acknowledged that it could better collate the data it receives via these avenues.

Action 4: Auckland Airport to review a sample of noise reduction package enquiries for broader feedback around the adverse effects of aircraft noise to inform if and how this information might be collated and used moving forward.

The overlay and its implications are provided by the Unitary Plan and highlighted through Land Information Memorandums prepared by Council and typically obtained through property due diligence.

- Q - Is the complaint process suitably publicised and accessible for all of the community?
A - Translations for the complaint process are available via Auckland Airport's website. Auckland Council representatives have a good understanding of the complaint process relating to Auckland Airport should Council be contacted directly. The complaint process is addressed further in the Any Other Business section of these minutes.

Action 5: Auckland Airport to invite attendees to participate in a further discussion on mandatory and discretionary monitors ahead of the March ANCCG ahead of the discussion on SMART approaches and the potential to redeploy monitors.

11. SMART Approaches

Jason Higgs explained that Auckland Airport and Airways have met to discuss potential changes to SMART approaches as raised by Airways at the September ANCCG meeting. More specifically, Airways had sought to remove the daily usage cap for SMART tracks RNP X and U. Auckland Airport and Airways agree that there is merit in a trial of increased usage of the SMART tracks RNP X and U, including monitoring changes in noise from the change. This will be discussed in more detail at the next ANCCG meeting.

Troy Churton asked if the letter on this topic from Mark Eason (previous Community Representative) had been tabled and whether the cap provided any useful protection to the community.

The Chair explained that copies of the letter had been provided to the community representatives and that it would be shared with all ANCCG members ahead of the next meeting and would help inform the substantive memo and discussion on SMART approaches at the next meeting, including noise matters.

Action 6: SMART approaches to be addressed at the March ANCCG meeting.

12. Quarterly Noise Report

Chris Day explained that Marshall Day Acoustics is an independent acoustic consultancy and operates in accordance with code of ethics.

Chris addressed the Quarterly Report that was shared as part of the pre-meeting pack on 5 December 2025, viewable [here](#).

Key questions and corresponding answers from the Marshall Day/Auckland Airport are summarised below:

- Q – Troy Churton asked if Marshall Day could be engaged by a third party, like a local board, to deploy and monitor noise at a specific location in Orakei.
A – Chris confirmed that Marshall Day could be engaged by a third party for this purpose, subject to Auckland Airport being comfortable with it. It could also be that Auckland Airport might consider a voluntary deployment of a noise monitor for a specific exercise/study.
- Q – Is there a difference between noise on take off and landing?
A – Yes, on approach, there are lower throttle settings and the engines are quieter but there is noise from the plane structure and the planes are lower, circa 1km off the ground 20km out. On take off, the engines are making more noise but the planes quickly get higher. This means that the noise contours from take off are shorter and wider and for arrivals they are longer and narrower. Auckland Airport benefits from one direction being over water.
- Q – Does Auckland Airport have demographic data for the community in the HANA and MANA to assist with engagement?
A – Complaint data obtains location but not demographic. Census data has been used to inform language translations.
- Q – Does the weather affect noise?
A – The main effect is the direction of take off/landing. If there is a lot of moisture in the air then noise from operations on the ground may be more noticeable.

13. Quarterly Noise Reduction Programme Report

Mark Laurenson spoke to the [Quarterly NRP Report](#), including the following key points:

- The annual offer has been sent to just over a thousand potentially eligible homes in the HANA and the FY20 MANA, which remains larger than the MANA forecast for FY26.
- In addition, brochures and posters have been distributed to local community centres, public notices have been placed in the NZ Herald, and a geographically targeted social media campaign has been run.
- Responses indicate the offer and engagement has been successful:
 - 57 eligible inspection requests (up from 19 in the same period last year but similar to the same period in the previous year)
 - 53 inspections completed
 - 17 formal offers sent.

- Auckland Airport has now installed more than 730 packages with an expected upturn expected in 2026 following the upturn in interest above.
- Three community events attended since last meeting. Feedback on options to better promote noise reduction packages, like radio advertisements on ethnic radio stations.
- Related to the NRP, a PHD candidate from the School of Future Environments at AUT has reached out with an interest in a study on aircraft noise. We know from previous feedback from the group that a study is of interest, including to understand limited update of noise reduction packages.
 - Representatives from AIAL and MDA have met several times with the candidate, who has also met with the Chair of the ANCCG.
 - The candidate's area of research is simulating and modelling the effects of aircraft noise on health and wellbeing. As well as seeking to understand how AIAL and MDA can assist, we are exploring opportunities to obtain information of interest to the ANCCG, including around the effectiveness of noise reduction packages and barriers to update of packages. We anticipate asking the candidate to participate in a future ANCCG meeting to discuss the doctoral research further.

Key questions and corresponding answers from the Auckland Airport team are summarised below:

- Q – Are the offers to the tenant or landowner and how many properties are tenanted?
A – Auckland Airport writes to both tenant and landowner, but only the landowner can take up the offer. Of the 1032 properties offered, approximately 370 properties are estimated to be tenanted.
- Q – Are Kāinga Ora homes eligible?
A – Yes, and in the last quarter we commenced scoping of 38 potentially eligible Kāinga Ora properties.
- Q – Do the packages allow people to keep their doors and windows closed?
A – Yes, the packages are designed to achieve a specific internal noise level with external doors and windows closed. In the MANA, the potential package includes ventilation, heating, and a rangehood. In the HANA, the package also includes ceiling insulation and door and window seals.
- Q – What differentiates older and newer houses?
A – Only homes built or consented pre 10 December 2001 are eligible. Newer homes in the contours are required to be built with acoustic treatment and ventilation measures to reflect the noise environment.
- Q – Is there a package of information that can be shared with Community Representatives?
A – Yes, this information is available and can be collated and shared for wider distribution.
- Q - Can you explain the noise complaint process?
A – Yes, this was to be addressed at the induction but we overran but we have an opportunity now to present that as part of any other business. See Section 14 below.

14. Any Other Business

Jaynie Yang undertook to share the induction material. Glossary of Terms has been shared.

Action 7: Auckland Airport to circulate induction pack.

Auckland Airport to discuss with Troy Churton the potential one pager on legislation relevant to aircraft noise.

Action 8: Auckland Airport to arrange discussion with Troy Churton.

Caitlin Goodman presented the [complaint process](#).

General feedback that there were a number of prescriptive steps and that there may be more user friendly options.

Action 9: Auckland Airport to consider potential to simplify the complaint process and enable complainants to select multiple reasons for a complaint.

Jaynie Yang raised dates for future ANCCG meetings and the importance of not clashing with local board meetings and suggested 1pm on the first Monday of March, June, September, and December.

Action 10: Auckland Airport to circulate appointments. Members to advise of any clashes asap.

Post meeting note – 1 June 2026 meeting moved to 8 June 2026 to avoid King's Birthday.

There being no other business, the meeting was closed with a Karakia.

Meeting closed: 3:07pm

Next meeting: 2 March 2025