

Airport Noise Liaison Committee Report

1 January – 31 December 2022



Revision Schedule		
Revision No	Date	Prepared by
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1 LIST OF DEFINITIONS, ACRONYMS & AUTHORS

1.1 DEFINITIONS

Aircraft Operations	Also referred to as 'Operational Noise' (refer Section 6.1) <ul style="list-style-type: none"> a) the landing and take-off of aircraft; and b) aircraft flying along any flight path associated with a landing or take-off. For the purposes of Rule 6.1.6 Activity specific noise rules, it excludes: <ul style="list-style-type: none"> a) aircraft operating in an emergency for medical or national/civil defence reasons; b) air shows; c) military operations; d) Antarctic operations; e) helicopter operations; f) aircraft using the airport as an alternative to a scheduled airport elsewhere; g) aircraft taxiing; and h) aircraft engine testing
Noise Measurements	In-situ noise measurements of actual noise levels using either semi-permanent noise monitoring terminals or hand-held equipment (sound level meters).
Noise Monitoring	Monitoring of noise levels (generally with respect to assessing compliance with the Christchurch District Plan), using both noise measurements and calculated noise levels.
On-Aircraft Engine Testing	The testing of engine on aircraft.

1.2 ACRONYMS

AANC	Annual Aircraft Noise Contour
AIPNZ	Aeronautical Information Publication New Zealand
ANLC	Airport Noise Liaison Committee
ATC	Air Traffic Control
ATP	Acoustic Treatment Programme
CAA	Civil Aviation Authority
CAC	Canterbury Aero Club
CCC	Christchurch City Council
CHL	Christchurch Helicopters Limited
CIAL	Christchurch International Airport Limited
DP	Christchurch District Plan
GCA	Garden City Aviation
NMP	Noise Management Plan
NMR	Noise Monitoring Report
NMT	Noise Monitoring Terminals
PBN	Performance Based Navigation
SID	Standard Instrument Departure

1.3 AUTHORS

Name	Role
Leila Chrystall	Environmental Consultant, Christchurch International Airport

2 STATUTORY REQUIREMENTS

In accordance with Rule 6.1.6.2.7.3 d(i) and (ii) of the Christchurch District Plan (DP) (see Appendix A), Christchurch International Airport (CIAL) is required to prepare an Airport Noise Liaison Committee Report by 6 March each year 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:
 - Any community concerns regarding noise from aircraft operations and engine testing.
 - Liaison with, and provision of relevant information to the community.
 - 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).
 - 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 Christchurch District Plan, CIAL established an Airport Noise Liaison Committee (ANLC) in March 2017. The committee is required to meet not less than twice annually. In 2022, the committee met on the 29th of March (meeting #14), 1st of September (meeting #15), and 14th December (meeting #16).

Currently, the ANLC includes the following members:

Name	Role
Laurie McCallum	Chair
Linda Chen	Christchurch City Community Board Representative, Harewood Ward
Nicola McCormick	Christchurch City Community Board Representative, Waimairi Ward
Jason Middlemiss	Christchurch City Community Board Representative, Harewood Ward
Nigel Grant	Environmental Health Officer at Christchurch City Council
Patrick Whelan	Board of Airline Representatives
Shelley Millington	Board of Airline Representatives
John McDonald	Isaac Conservation and Wildlife Trust
Felicity Blackmore	Christchurch International Airport
CIAL Environment Advisor	Christchurch International Airport

4 ANLC CONSIDERATIONS AND RECOMMENDATIONS

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

- Liaison with, and provision of relevant information to the community.
- The preparation, review and updating if required of the Airport 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

In accordance with Rule 6.1.6.2.5 a(iii) (D) and section 6.1.2 of the Airport Noise Management Plan (NMP), the location of the Noise Monitoring Terminals (NMT) as required to verify noise measurements is to be decided in consultation with the ANLC.

4.1 AIRPORT NOISE MANAGEMENT PLAN

The Airport Noise Management Plan (NMP) was updated in 2022, following minor amendments that were approved by the ANLC. CIAL continues to manage Aircraft operations and On-Aircraft Engine Testing in accordance with the NMP.

Another review of the NMP is currently underway to ensure that complex and technical noise data can be communicated effectively to the public.

4.2 ACOUSTIC TREATMENT PROGRAMME

In accordance with the DP, the Acoustic Treatment Program (ATP), has been prepared by the airport operator in consultation with the ANLC.

In accordance with Rule 6.1.6.2.7.2 b(i) Christchurch Airport is required to make offers for acoustic treatment or advice within 24 months of 6 March 2017. The initial offers of acoustic treatment and advice were sent to the applicable dwelling owners on 5 March 2019.

Each year after 6 March 2019, within 12 months from the date, Christchurch Airport will formally offer acoustic treatment to dwelling owners as specified in the DP to any additional residential units that meet the requirements at that time. The 2022 AANC incorporates no additional dwellings This is because the 2022 AANC is similar in extent to the 2021 AANC and is smaller than the 2020 AANC.

To date, two property owners have accepted an offer of acoustic treatment, the works have been completed for one of the properties and is currently underway for the other. The ANLC is also working with other owners of properties that are entitled to acoustic treatment, and other owners of properties that are entitled to mechanical ventilation.

4.3 NOISE MONITORING REPORT

4.3.1 VERIFICATION NOISE MEASUREMENTS

Rule 6.1.6.2.5a (iii)(D) of the Christchurch District Plan sets out that the calculated Annual Aircraft Noise Contour (AANC) shall be verified by noise measurements carried out in accordance with the Airport Noise Management Plan (NMP). Section 6.1.2 of the NMP states that verification measurements are to be

carried out no less than every three years and the location of the Noise Monitoring Terminals (NMT) is be decided in consultation with the ANLC.

Aircraft operations noise verification measurements were previously carried out in 2017 and 2019, therefore they were due to be verified again in 2022.

The ANLC were consulted regarding the location of the two NMT's during the ANLC meeting held on the 1st September 2022. Details of the NMT's locations and noise verification measurements will be included in the 2022 Noise Monitoring Report (NMR), due to be finalised by early March 2023.

Rule 6.1.6.2.6 (v) (B) of the Christchurch District Plan requires that Engine Testing calculations are verified at least once every two years. This work was last completed in 2021 and the results were included in the 2021 NMR.

5 NOISE COMPLAINTS SUMMARY

In accordance with Rule 6.1.6.2.7.3 c(v) of the Christchurch District Plan the noise complaints summary below details:

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

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 aircraft; the actions taken for each complaint are included in the table. In summary, 31 complaints were received from 13 individuals during the period 1 January to 31 December 2022.

Type of Operation	Type of Aircraft	No of Complaints	Actions Taken
Low Flying Aircraft	Jet	2	<p>Two separate residents from suburbs to the north of Christchurch complained about a low flying freighter aircraft in the early hours of the morning.</p> <p>CIAL confirmed to the first complainant that the noise was from freight aircraft, CIAL described freighter movements, flight times and why sometimes overfly this area. CIAL outlined that all aircraft are controlled by CAA rules and follow the operational charts for the airspace. Complainant understood the need for freighters to fly over Kaiapoi, however they would prefer they flew at a higher altitude.</p> <p>The second resident experienced an unusual event where the freight aircraft transited over their suburb both on arrival and departure. This was operationally required to manage traffic in the airspace on that day. CIAL responded to the resident with this information along with additional details that dictate aircraft movements.</p>
		1	<p>A complaint was made regarding a low flying Jet aircraft over a property in Fendalton. The long-time Fendalton resident did not think they were under the flight path. CIAL confirmed the cross-wind runway was being used that evening, and that this runway is only used 4-5% of the time.</p> <p>The resident thought aircraft used to turn much earlier to come into land on the cross-wind runway. Airways via CIAL explained the reason for this, and CIAL provided information on cross runway arrival movements.</p>

		<p>An offer to meet with Airways was given as well as all the RWY 29 arrival paths in November 2022. CIAL's noise compliance requirements and reporting with the CDP to the CCC was explained and links to the reports provided.</p> <p>The complainant thanked CIAL for the explanation but declined the offer to meet with Airways. They believe that the airport corridor is too narrow and should be widened to reduce noise over their property. There has been no further correspondence.</p>
Jet	1	<p>The complainant was concerned about a loud noise from a low flying aircraft that went on for a long time. This aircraft was the USAP C17. FlightRadar24 showed that the aircraft was unusually low over Rolleston. Airways could not access their software at the time of the complaint, and CIAL are still awaiting their response.</p> <p>Complainant was informed of this and there has been no further communication.</p>
Single Propeller	1	<p>A resident in West Melton complained about a very loud noise that appeared to be coming from a very low flying aircraft. CIAL spoke to the complainant who thought the aircraft could have been a warbird. There was a Mustang flying around the area around that time, but it was outside of the Controlled Airspace. The complainant was given details of the CAA if they wanted to make further enquiries.</p>
All Aircraft	1	<p>A complaint was made about a low flying aircraft over Kaiapoi. CIAL responded that they would investigate and provide an informed response. The complainant replied to withdraw the complaint and apologised for making it.</p>
	1	<p>A resident complained about constant aircraft noise affecting his health. They felt that aircraft are always flying over where he is living and when he is out walking. CIAL responded to explain the many factors that determine where aircraft fly. There has been no further response.</p>
Helicopter	2	<p>Two complaints from the same household regarding a helicopter completing loops over their house. This was related to a helicopter pilot completing night flying training. The complainant told CIAL that they are very bothered by the helicopter noise over their property in the past 6-8 months and they had been keeping records.</p> <p>CIAL has been in communication with the residents as well as Garden City Helicopters and Christchurch Helicopters regarding the issue. This complaint is on-going.</p>
	2	<p>Two complaints from separate residents in Wigram Skies subdivision about low flying helicopters prior to Christmas. Neither complainant provided contact details nor wished to be contacted by CIAL to discuss further.</p>
	2	<p>A Lincoln resident complained about two low flying helicopters passing over his property in the early morning on the same day. Both movements were related to a rescue helicopter flying between Christchurch and Dunedin Hospital. Earlier in the year, the resident expressed his concerns about increased air traffic over Lincoln. Refer to the entry denoted with an * under Flight Path Change below.</p>

	GA Aircraft	1	Complainant reported on-going noise over a three-night period. This noise was related to the Canterbury Aero Club (CAC) conducting night flights. CIAL called the complainant on two occasions and left a message. There has been no further response. Complainant contacts CIAL every 1-2 years to query either GA movements or engine testing.
Type of Operation	Type of Aircraft	No of Complaints	Actions Taken
Flight Path Change	All Aircraft	16	<p>Sixteen complaints were made from a resident living south of the main runway in 2022 regarding the noise generated from aircraft departing the southern runway. The complainant questions whether the airport is complying with the noise contours. Airways have implemented new flight paths known as 15/15/ DMAPS which mean aircraft are no longer flying directly south but turning 15 degrees shortly after departure. In summary, 20 separate complaints have been made since March 2021. A considerable amount of time has been spent by CIAL and consultants to communicate the changes to the resident (by way of emails, reports, OIA responses and meetings), and to show that CIAL are compliant with the legislation set out in the CDP. As a result of this complaint, a review of CIAL NMP was undertaken, so that complex technical data can be better communicated to the public.</p> <p>This complaint is on-going.</p>
Flight Path Change & Low Flying Aircraft	All Aircraft*	1	<p>This complainant initially made contact about a low flying helicopter, but then expressed concern about the increase in aircraft noise over Lincoln and requests a flight path change. Airways via CIAL provided them some background detail to explain aircraft movements over Lincoln.</p> <p>The cause of the traffic over Lincoln is that many aircraft are still using ILS (instrument landing system) which requires them to more frequently turn over Lincoln when coming into land on RWY 02. When more aircraft are flying with RNP (Required Navigation Procedures) they will turn earlier minimising noise over Lincoln.</p> <p>CIAL and Airways provided the complainant with maps, diagrams and written explanation on the flight paths owing to the ILS approach, afterwards both parties met with the complainant virtually to explain further. The complainant was not satisfied post this meeting, and contacted their local MP, who in turn contacted CIAL on his behalf. CIAL responded with details of the change from ILS to RNP and the timeframe that this will occur in is dependent on the airlines and Airways.</p> <p>There was no further correspondence.</p>

Ahead of each ANLC meeting, a summary of noise complaints and follow up actions are provided to the members. Committee members raise any queries or concerns as required in the meeting.

6 COMPLAINTS PROCESS AND REVIEW

In accordance with Rule 6.1.6.2.7.3 c (vi) of the Christchurch District Plan the ANLC may consider and make recommendations to CIAL on the current noise complaints process and procedures.

Section 7 of the Noise Management Plan details the noise compliant process and complaints register. To date, the ANLC is satisfied the Airport is following the complaints procedure as outlined in the NMP.

Outside of the NMP review process the ANLC approve of the process of pursuing a meeting with complainants where resolution has not been made via phone communications and/or email whenever possible. The ANLC will continue to provide feedback and/or give recommendations on methods to improve the process as required.

7 APPENDIX A: CHRISTCHURCH 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 c](#).

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

